

NORTHERN PACIFIC RAILWAY COMPANY

LAKE SUPERIOR DIVISION

TIME 24-B TABLE

IN EFFECT AT 12:01 A. M. (Central or 90th Meridian Time)

MONDAY, SEPTEMBER 19th, 1904

For the government of employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

H. J. HORN,
Gen'l Manager.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

M. C. KIMBERLY,
Ass't Gen'l Manager.

E. C. BLANCHARD,
Superintendent.

F. W. GILBERT,
Gen'l Superintendent.

I. B. RICHARDS,
Sup't Car Service.

FIRST DISTRICT.															
West Bound.								East Bound.							
WAY FREIGHT No. 55	FREIGHT No. 51	PASSNG'R No. 3	PASSNG'R No. 1	Water, Coal, Scales, Tables and Yyes	Station Numbers	Distance from Ashland	TIME TABLE No. 21B Sept. 19th, 1904 Succeeding No. 21A	Distance from Duluth	Capacity of Side Tracks	PASSNG'R No. 2	PASSNG'R No. 4	FREIGHT No. 52	WAY FREIGHT No. 56		
Third Class	Sec'd Class	First Class	First Class				STATIONS			First Class	First Class	Sec'd Class	Th'd Class		
EX. SUNDAY	DAILY	DAILY	DAILY	W C S T			Tel. Offices and Calls			DAILY	DAILY	DAILY	EX. SUNDAY		
De 7.15 A M	De 12.30 A M	De 4.25 P M	De 8.20 A M		0	0.0	Ashland	75.5	300	Ar 7.00 P M	Ar 11.00 A M	Ar 5.30 A M	Ar 3.30 P M		
7.35	12.41	4.34	8.29		5	4.5	AD 4.5 C. St. P. M. & O. Junc. 5.6	71.0		6.48	10.48	5.05	3.05		
8.00	12.57	F 4.43	F 8.40		10	10.1	Moquah	65.4	30	F 6.36	10.36	4.40	2.42		
8.20	1.15	F 4.54	F 8.50	W	16	16.2	Ino	59.3	39	F 6.24	10.23	4.10	2.20		
		F	F		19	18.2	Spider	57.3	Spur	F	F				
8.50	1.32	F 5.08	F 9.05		24	23.6	Topside	51.9	39	F 6.08	10.06	3.30	1.50		
Ar 9.10 P M	2.00	5.19	9.15 P 55	Y	28	28.3	Iron River	47.2	100	5.59	9.56 M 55	3.10	De 1.30 Ar 12.45		
De 9.56 M 4	2.17	F 5.29	F 9.26	W	32	32.3	Muskeg	43.2	37	F 5.49	F 9.46	2.50	12.25		
10.20	2.17	F 5.29	F 9.26		32	32.3	2.6			F 5.42	F 9.40	2.37	12.05 P M		
10.32	2.26	F 5.34	F 9.32		35	34.9	Pearson	40.6	15	F 5.42	F 9.40	2.37	12.05 P M		
10.45	2.32 M 52	5.39 M 2	9.37 M 4		36	36.2	Brule	39.3	59	5.39 M 3	9.37 M 1	2.32 M 51	11.55 A M		
11.25 M 56	2.55	5.50	9.48		41	41.2	Blueberry	34.3	37	5.29	9.24	2.08	11.25 M 55		
11.38	3.06	5.57	9.53		44	43.9	Maple	31.6	22	5.22	9.18	1.55	11.05		
11.45	3.12	F 6.01	F 9.57		45	45.4	Wiehe	30.1	35	F 5.16	F 9.13	1.50	10.50		
11.55 A M	3.23	6.07	10.02	W	48	48.0	Poplar	27.5	30	5.09	9.07	1.37	10.25		
12.05 P M	3.30	F 6.12	F 10.07 M 56		50	50.1	Wentworth	25.4	32	F 5.01	F 8.59	1.28	De 10.07 M 1 Ar 10.02		
					53	53.3	Amnicon	22.2							
12.32	3.49	F 6.22	F 10.20		57	56.5	Cutter	19.0	36	F 4.49	F 8.48	12.57	9.30		
					61	61.3	Allouez	14.2	81						
Ar 1.00	4.10	* 6.34	* 10.35	W C	63	62.9	Nettleton Ave.	12.6	500	* 4.36	* 8.36 P 56	12.30	De 9.00 4 P Ar 8.30		
De 1.20	4.12	6.36	10.37	S Y	63 1/2	63.3	Nettleton Ave.	12.2	39	4.35	8.35	12.28	8.25		
1.22	4.12	6.36	10.37	Y	63 1/2	63.3	SP Sup. 3.9 Pas. Sta. D								
Ar 1.40 P M	Ar 4.35 A M	Ar 6.44 P M	Ar 10.48 A M	W Y	67	67.2	Central Ave. Sup.	8.8	800	De 4.25 P M	De 8.25 A M	De 12.05 A M	De 8.10 A M		
							AJ 8.8 N								

WASHBURN BRANCH.															
West Bound.								East Bound.							
MIXED No. 573				Water, Coal, Scales, Tables and Yyes	Station Numbers	Distance from Washburn	TIME TABLE No. 21B Sept. 19th, 1904 Succeeding No. 21A	Distance from Iron River	Capacity of Side Tracks	MIXED No. 574					
Second Cl'ss							STATIONS			Second Cl'ss					
EX. SUNDAY				W C Y	W D Y		Tel. Offices and Calls			EX. SUNDAY			EX. SUNDAY		
De 3.10 P M					34	0.0	Washburn	34.0	500	Ar 12.00 Noon					
F 3.19					31	3.5	Engoe	30.5		F 11.50 A M					
3.33					25	8.7	Grand Crossing	25.3		11.38					
F 3.36					24	10.0	Enderline	24.0	28	F 11.34					
F 3.47					20	14.2	Head Quarters	19.8	Spur 20	F 11.24					
3.51					19	15.5	Sealy	18.5		11.18					
4.05				W	14	20.0	Lenawee	14.0	45	11.01					
F 4.19					10	24.0	Coda	10.0	30	F 10.46					
4.26					8	25.9	Slow Bridge	8.1	Spur	10.40					
4.42					4	29.8	Bena	4.2	39	10.25					
Ar 5.00 P M				W Y	28	34.0	Iron River	0.0	49	De 10.10 A M					
EX. SUNDAY							RV D			EX. SUNDAY					
(1.50)	Time over District.....										(1.50)				
18.5	Average Speed per Hour.....										18.5				

Registering stations—Iron River and Washburn.
 Bulletin station—Iron River.
 All trains and light engines will come to a full stop before crossing tracks of
 Bigelow logging railroad, 5100 feet east of Enderline,
 Ashland Lumber Co. railroad, 4380 feet east of Enderline,
 C. St. P. M. & O. Ry. crossing on mill track at Washburn,
 and will be governed by interlocking signals at C. St. P. M. & O. Ry. crossing on log landing
 track at Washburn.
 Washburn branch trains will wait at Iron River for connections.

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE

Ar 3.00 P M	Ar 5.30 A M	Ar 7.10 P M	Ar 11.15 A M	W C S Y	W B T Y	75.5	Duluth	0.0	De 4.00 P M	De 8.00 A M	De 11.00 P M	De 7.00 A M
EX. SUNDAY	DAILY	DAILY	DAILY						DAILY	DAILY	DAILY	EX. SUNDAY
(7.45)	(5.00)	(2.45)	(2.55)	Time over District.....				(8.00)	(3.00)	(6.30)	(8.30)	
9.7	15.1	27.4	25.8	Average Speed per Hour.....				25.1	25.1	11.5	8.8	

Registering and bulletin stations—Ashland, Central Ave., Superior, and as per instructions on D. & S. Short Line Time Table.
 Standard Clock—Duluth.
 All trains and light engines must come to a Full Stop before crossing C. St. P. M. & O. track at C. St. P. M. & O. Junction, and H. N. & S. Ry., about one (1) mile east of Poplar, and will be governed by interlocking signals at C. St. P. M. & O. Crossing, Nettleton Ave., Superior; Northwestern Coal Ry. Crossing just east of Allouez.
 All engines with or without trains must come to a Full Stop two hundred (200) feet from Draw Bridge at Nettleton Ave. Superior, and will not proceed until it is known that the bridge is properly closed and secured.

Passenger trains will wait at Iron River for Washburn branch connections.
 The speed of engines and trains must not exceed four (4) miles per hour between Nettleton Ave., Superior, passenger station and roundhouse.
 Between Central Ave., Superior, and Duluth, trains will be governed by Duluth and Superior Short Line Time Table.
 First Dist. No. 2 will wait at Central Ave., Superior, for Second Dist. No. 12.
 Junction switch at Central Ave., Superior, must be left set and locked for the Second District.

No. 4 will take Siding for No. 1.

West Bound. SECOND DISTRICT. East Bound.

Table with columns for Way Freight, Passenger, and Freight numbers (No. 59, 57, 53, 105, 103, 13, 11, 5, 6, 12, 14, 104, 106, 54, 58, 60) and their respective schedules.

SEE DULUTH AND SUPERIOR SHORT LINE TIME TABLE.

Main time table grid with columns for departure/arrival times, station names (e.g., Duluth, Superior, Carlton, Brainerd), and train numbers.

Summary table with columns for time intervals and average speeds: (2.00) 14.7, (12.00) 9.8, (10.30) 14.0, (0.48) 23.6, (0.31) 36.5, (5.30) 26.8, (3.55) 30.1, (0.50) 35.3, (0.50) 35.3, (3.45) 31.4, (4.50) 30.5, (0.29) 39.1, (0.40) 28.3, (10.00) 12.0, (11.00) 10.7, (1.40) 17.6.

Registering stations—Central Ave., Superior; Carlton, Brainerd and Staples. Standard Clocks—Duluth, Carlton and at Staples Passenger Depot. All trains and light engines will be governed by interlocking signals at Third District crossing at Carlton and Great Northern crossings at State Line and Central Ave., Superior. Bulletin stations—Central Ave., Superior; Carlton, Brainerd and Staples Passenger Depot. Brainerd Yard extends to Gravel Pit, two (2) miles east of Brainerd. Junction switch at Central Ave., Superior, must be left set and locked for the second district. No. 14 will wait at Staples for Nos. 4, 7 and 8 of Minnesota Division. No. 12 will wait at Brainerd for No. 6 and for No. 5 of St. Paul Division. No. 11 will wait at Carlton for branch No. 471 and third district No. 101. Double track switch at Walbridge will be kept set and locked for west bound track. Double track switch at State Line is handled from tower, and will be kept set for east bound track when not in use. On Sundays a special, making regular stops of Nos. 5 and 6, will be run by train orders from Brainerd at 12.45 p. m., arriving at Staples 1.25 p. m.; returning from Staples at 2.35 p. m., or on arrival of St. Paul Division No. 1, arriving Brainerd 3.25 p. m., connecting there with No. 12. The name of Jonesville has been changed to Loerch.

West Bound.

THIRD DISTRICT.

Registering stations—White Bear, Wyoming, Rush City, Hinckley, Carlton, West Duluth, Rice's Point and Duluth and Bald Eagle for trains terminating there.

Bulletin stations—White Bear, Hinckley, Carlton, Rice's Point and Duluth.

Standard clocks—White Bear, Hinckley, Carlton, Rice's Point and Chief Dispatcher's Office, Duluth.

All trains between White Bear and St. Paul will be governed by St. Paul division time table, and between St. Paul and Minneapolis by Great Northern Railway time table and regulations.

Passenger trains will wait 20 minutes at White Bear for connections.

Interlocking switches and signals are located at Bald Eagle, Hinckley, Carlton and D. M. & N. Junction.

All trains must approach crossover switches and switch leading to freight yard at 20th Avenue, Duluth, prepared to stop if track is found obstructed by trains crossing over, entering or leaving freight yard. This rule will in no wise excuse second or inferior class trains and yard engines from fully complying with paragraph "F" rule No. 298, Book of Rules.

All east bound trains and engines must come to a full stop 200 feet from Junction with Duluth and Superior Short Line at Garfield avenue and must not proceed until the way is known to be clear.

Double track switch at West Duluth Junction will be kept set for the east bound track.

Junction switches at Garfield Avenue will be kept set for Third District main line.

No. 104 will register at West Duluth by ticket.

All east bound trains will come to a full stop at double track switch at West Duluth Junction, and will know that track is not obstructed by trains crossing over to Grassy Point line or to Fond du Lac branch.

On Sundays No. 104 will stop on flag at Harris, Rutledge, Willow River and Barnum, and No. 103 at Barnum, Willow River and Harris.

On Saturdays No. 103 will stop on flag at Rutledge.

No. 101 will wait at Carlton for Second District No. 11.

Nos. 147 and 148 lose right and class when 30 minutes or more late.

No. 148 is a "Back-up" and will not carry passengers.

Table with columns for train numbers (WAY FRT No. 175, 177, 173, 171, 167, PASSENGER No. 185, 183, 181, 147, 111, 107, 105, 103, 101), class (Third Class, Second Class, First Class), and time table details (Time Table No. 240, September 19th, 1904, Succeeding No. 24A, STATIONS, Tel. Offices and Calls). Includes station names like Duluth, Rice's Point, 20th Avenue, D. M. & N. Jet., West Duluth, Smithville, Short Line Park, Howell, Thomson, Carlton, Otter Creek, Atkinson, Mahtowa, Barnum, Moose Lake, Sturgeon Lake, Willow River, Rutledge, Finlayson, Groningen, Friesland, Hinckley, Mission Creek, Beroun, Pine City, Rock Creek, Rush City, Harris, North Branch, Stacy, Wyoming, Forest Lake, Hugo, Bald Eagle, White Bear, St. Paul, Minneapolis.

This train loses right and class when 30 minutes or more late.

Summary table with columns for EX. SUNDAY, DAILY, and EX. SUNDAY, containing numerical values and a note: 'Time over District... Average Speed per Hour.'

THIRD DISTRICT.

East Bound.

Water, Coal, Grain, Fuel, and Wagon Siding Capacity in Cars	Distance from Duluth	Time Table No. 24B Sept. 19th, 1904 Succeeding No. 24A		Distance from Minneapolis	Station Numbers	PASSENGER No. 102	PASSENGER No. 104	PASSENGER No. 106	PASSENGER No. 108	PASSENGER No. 112	PASSENGER No. 148	PASSENGER No. 180 D.M. & N. No. 20	PASSENGER No. 182 D.M. & N. No. 2	PASSENGER No. 184 D.M. & N. No. 4	MIXED No. 168	FAST FR'T No. 172	WAY FR'T No. 174	WAY FR'T No. 178	WAY FR'T No. 176	FREIGHT No. 54 2nd Dist. No. 54	
		First Class EX. SUNDAY	First Class DAILY			First Class DAILY	First Class EX. SUNDAY	First Class DAILY	First Class EX. SUNDAY	First Class SUN. ONLY	First Class EX. SUNDAY	First Class EX. SUNDAY	Second Class EX. SUNDAY	Second Class DAILY	Third Class EX. SUNDAY	Third Class EX. SUNDAY	Third Class EX. SUNDAY	Third Class DAILY			
W C YST	0.0	Duluth	162.4	WB 71	Ar 2.10 PM	Ar 7.00 PM	Ar 6.30 AM					Ar 4.35 PM	Ar 10.30 AM	Ar 3.40 PM	12.01 PM						
	0.9	Rice's Point R. & S. No. 1 Line Jet.	161.5	L 1	* 2.07	* 6.57	* 6.26					* 4.32	* 10.27	* 3.37	11.56 AM						
	1.3	20th Avenue 0.6 AU	161.1	L 2	2.05	* 6.56	6.25					* 4.31	* 10.26	* 3.36	11.55	Ar 5.20 AM			Ar 4.50 PM	Ar 3.40 AM	
	1.9	D. M. & N. Jet. 2.3	160.5	L 02	* 2.02	* 6.54	* 6.23					4.30 PM	10.25 AM	3.35 PM	11.50	5.00			4.40	3.38	
	4.2	West Duluth 0.7 WU	158.2	L 04	1.55	6.48	6.15					De SUN. ONLY	De EX. SUNDAY	De EX. SUNDAY	11.41	4.53			4.20	3.30	
W Y	4.9	West Duluth Jet. 3.0	157.5	L 5	1.51	6.45 PM	6.12 AM								11.37 AM	4.46			4.12	3.27	
	35 7.9	Smithville 3.4	154.5	L 8	F 1.45										EX SUNDAY	4.35			3.52	3.15	
	80 11.3	Short Line Park 4.9	151.1	L 11	F 1.35											4.20			3.40	3.00	
	64 16.2	Howell 3.1	146.2	L 16	F 1.22											3.58			3.17	2.33	
	35 19.3	Thomson End Dist. & 1.3 G.A. Cr'g	143.1	L 19	F 1.13											3.45			2.58	2.15	
W C S Y	20.6	Carlton 6.2 UN	141.8	86	1.11	Ar 5.53 PM	Ar 5.05 AM									3.40			De 2.55	2.10 AM	
	66 26.8	Otter Creek 1.2	135.6	L 26	12.59	* 5.45	* 4.49									3.16			Ar 2.10	De	
Spur	28.0	Atkinson 4.8	134.4	L 28	F		F														
	120 32.8	Mahtowa 6.0 F	129.6	L 33	12.47	* 5.37	F 4.33									3.01				1.09	
	85 38.8	Barnum 4.6 BM	123.6	L 39	12.37	* 5.29	F 4.18									2.44			De 2.42	Ar 2.25 102P	
W	91 43.4	Moose Lake 5.9 MU	119.0	L 43	12.28	* 5.23	F 4.07									2.25			12.07 PM		
	170 49.3	Sturgeon Lake 4.4 SG	113.1	L 49	12.17	* 5.15	F 3.53									2.10			11.45 AM	M175	
	110 53.7	Willow River 4.0 RA	108.7	L 54	12.09	* 5.09	F 3.42									De 1.54 M105			Ar 10.55	De 11.00 M101	
W	74 57.7	Rutledge 5.0 RD	104.7	L 58	12.01	* 5.04	3.32									1.32			10.37		
	70 62.7	Finlayson 3.6 FY	99.7	L 62	11.53	* 4.56	F 3.22									1.10			9.50		
Y	80 66.3	Groningen 4.7 MR	96.1	L 66	11.46	* 4.52	3.15									12.55			De 9.30	Ar 8.30	
	110 71.0	Friesland 4.8	91.4	L 71	11.37	* 4.45	F 3.04									12.38			8.15		
W C S T	150 75.8	Hinckley N.G.N. Ry. 3.2 Cr'g HN	86.6	L 76	11.27	4.38	De 2.52 M105									De 2.20 M171	Ar 3.45 PM		8.00 AM		
	10 79.0	Mission Creek 3.8	83.4	L 79	11.18	* 4.33	F 2.26									11.54 PM	3.25				
	65 82.8	Beroun 6.0 RN	79.6	L 83	11.10	* 4.27	F 2.20									11.44	3.00				
W	101 88.8	Pine City 4.8 J	73.6	L 89	10.58	4.17	2.05 M171									11.27	2.20				
	81 93.6	Rock Creek 5.1 RK	68.8	L 94	10.47	* 4.08	F 1.53									11.12	1.55				
W Y S	120 98.7	Rush City 6.9 RC	63.7	L 99	10.36	* 4.00	1.41									10.55	De 1.30 M101	Ar 2.52 M173			
	105 105.6	Harris 5.1 HA	56.8	L 103	10.24	* 3.50	F 1.23									10.35	12.20 PM				
W	200 110.7	North Branch 7.9 CH	51.7	L 111	10.14	3.43	F 1.10									10.18	De 11.55 AM	Ar 11.20			
	85 118.6	Stacy 4.2 CA	43.8	L 119	10.00	* 3.33	12.52 F									9.57	10.55				
W Y	175 122.8	Wyoming 4.2 WI	39.6	L 123	9.53	3.27 M173	12.42	Ar 6.45 PM	Ar 3.05 PM							9.45	10.40		9.15 AM	Ar	
W	90 127.0	Forest Lake 8.4 ST	35.4	L 127	9.46	* 3.20	12.31 F	6.37	2.57							9.30	10.20		9.02		
	90 135.4	Hugo 4.2 VN	27.0	L 135	9.35	* 3.09	12.10 AM	6.23	2.43 M177							9.08	De 9.40 100P	Ar 9.30	8.40		
	139.6	Bald Eagle M.L.P. & S. 1.0 G.A. Cr'g	22.8	L 140	9.29	* 3.02	11.59 PM	6.16	2.36							8.54	9.00		8.25		
W C S T	500 140.6	White Bear 11.4 WB	21.8	L 141	9.27	3.00 PM	11.55 PM	6.13 PM	2.33 PM							8.50 PM	8.50 AM		8.20 AM		
W T	152.0	St. Paul 10.4 SI	10.4	L 152	9.25	8.55 AM	De 2.25 PM	De 11.10 PM	De 5.40 PM	De 2.00 PM						De 7.40 PM	De 7.00 AM		De 7.10 AM		
	162.4	Minneapolis	0.0	L 160	9.25	8.15 AM	De 2.00 PM	De 10.30 PM	De 5.05 PM												

This train loses right and class when 30 minutes or more late.

Time over District.....	(4.43)	(3.08)	(5.28)	(0.32)	(0.32)	(0.05)	(0.05)	(0.05)	(0.05)	(0.24)	(8.30)	(6.55)	(0.55)	(8.50)	(1.30)
Average Speed per Hour.....	29.8	39.8	22.8	33.3	33.3	12.0	22.8	22.8	22.8	12.2	16.3	9.3	19.4	8.4	13.3

West Bound.

TAYLORS FALLS BRANCH.

East Bound.

Table for Taylors Falls Branch showing mixed and passenger train schedules with columns for time, class, and station numbers.

(1.50) (0.55) (1.05) Time over District..... (1.00) (0.53) (1.30)
11.1 22.3 18.9 Average Speed per Hour..... 20.5 23.2 13.6

Registering stations—Wyoming and Taylors Falls.

West Bound.

GRANTSBURG BRANCH.

East Bound.

Table for Grantsburg Branch showing mixed and passenger train schedules with columns for time, class, and station numbers.

(0.56) Time over District..... (0.45)
18.2 Average Speed per Hour..... 22.6

Registering stations—Rush City and Grantsburg.
Branch Trains will protect themselves by flag against Main Line Trains at West "Y" at Rush City.

West Bound.

GRASSY POINT LINE.

East Bound.

Table for Grassy Point Line showing passenger train schedules with columns for time, class, and station numbers.

(0.11) (0.11) Time over District..... (0.11) (0.12)
18.5 18.5 Average Speed per Hour..... 18.5 17.0

Registering stations—West Duluth and Superior passenger depot.
No. 104 will register at West Duluth by ticket.

All engines with or without train will come to a full stop for draw span in Grassy Point bridge.

Grassy Point Line Junction switch at West Duluth Junction will be kept set for Third District east bound track.

East leg of wye at West Duluth Junction is "Grassy Point Line" main track and the switch at the junction of east and west legs will be kept set for Grassy Point Line.

OLD LINE—FOND DU LAC BRANCH. West Bound. East Bound.

Table for Fond du Lac Branch showing mixed and passenger train schedules with columns for time, class, and station numbers.

(0.45) Time over District..... (0.37)
12.5 Average Speed per Hour..... 15.1

Registering stations—Fond du Lac and West Duluth.
Fond du Lac Branch Junction switch at West Duluth Junction will be kept set for Third District east bound track.
No. 167 has right over No. 168.

West Bound.

CLOQUET BRANCH.

East Bound.

Table for Cloquet Branch showing mixed and passenger train schedules with columns for time, class, and station numbers.

(0.25) (0.25) (0.20) (0.20) (0.20) Time over District..... (0.20) (0.20) (1.00) (0.35) (0.35)
15.6 15.6 19.5 19.5 19.5 Average Speed per Hour..... 19.5 19.5 6.5 11.1 11.1

Registering stations—Carlton and Cloquet.
Bulletin station and standard clock—Carlton.
Interlocking switch and signal—Carlton.

No. 477 has right over No. 472.
No. 479 has right over No. 474.

SPECIAL INSTRUCTIONS.

DOUBLE TRACK RULES.

No. 1. Double track extends from West Duluth Junction to Union Depot Junction switch at Duluth, and from State Line to Walbridge.

No. 2. Trains meeting between State Line and Walbridge will be governed the same as if meeting at a station, and must be positively identified to each other.

No. 3. Trains running on double track will keep to the right.

No. 4. Specials, extras, work extras and switch engines do not require telegraphic orders for movements between West Duluth Junction and Duluth, but must observe all other rules governing movement of irregular trains. Work train extras will keep superintendent advised of their movements and will tie up promptly when through with use of track.

No. 5. Work train extras using double track will protect themselves at all times, whether working under telegraphic orders or not.

SPECIAL RULES.

No. 6. West-bound freight trains meeting passenger trains at Smithville or Short Line Park, will not let off their brakes or start their train until train met has cleared east switch.

No. 7. Third class trains and extra trains may run ahead of delayed second class trains and their sections between Duluth and West Duluth Junction without orders.

No. 8. Extra trains may run ahead of third class trains and their sections without orders.

No. 9. Engineers will not be required to consult registers except at initial or starting point. See rule 308, Book of Rules.

No. 10. Retainers must be used on grades between Pine Grove and Central Avenue, Superior, Carlton and West Duluth Junction, and other grades where in the judgment of the engineer they are necessary. Conductors are responsible for application of retaining valves on commencement of descent, and for their release at the foot of grade. Such full use of retainers is required as will prevent placing an undue amount of braking on any particular car or cars, and as will afford full opportunity for engineer to recharge and retain maximum air pressure at all points.

No. 11. Derail switches are located as follows and must be kept set in derailing position when not in use:

West end siding at Pearson ;
 West end siding at Maple ;
 West end house track at Stacy ;
 West end loading spur, Mission Creek ;
 West end loading spur, Friesland ;
 West end of Sauntry-Cain spur ;
 East end of siding at Howell ;
 East end of quarry track, Miller Branch ;
 East end Ironton steel plant track ;
 West end Furnace Track on Grassy Point Line ;
 East end siding, Pine Grove ;
 East end north passing track, Sawyer.
 Front of depot at Fond du Lac.

COMMERCIAL SPURS.

MAIN LINE-First Dist.

Distance from Ashland.

Angus Spur	24.3 Miles
Bell's Spur	40.0 "

MAIN LINE-Second Dist.

Distance from Duluth.

Clear Creek	21.8 Miles
Grass Twine Spur	72.6 "

MAIN LINE-Third Dist.

Distance from Duluth.

Sauntry & Cain's	27.5 Miles
Fox & Wisdom's Mill	44.4 "
Brick Yard Spur	100.7 "
Garen	130.7 "

GRANTSBURG BRANCH.

Distance From Rush City.

Rungren's Spur	8.0 Miles
Lind's "	10.5 "
Anderson's "	15.0 "

TAYLORS FALLS BRANCH.

Distance from Wyoming.

Anderson's Wood Spur	8.6 Miles
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QUARRY BRANCH.

Distance from Croningen.

Government Road Siding	3.0 Miles
Quarry	6.0 "

AUTHORIZED SURGEONS--LAKE SUPERIOR DIVISION.

LOCATION OF STRETCHERS (S).

DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.
 DR. S. W. MOWERS, Asst. Surgeon, Brainerd Hospital (s).
 Brainerd Shops (s).
 DR. C. R. BALL, 638 Bedford St., St. Paul.
 DR. E. L. MANN, Endicott Building, St. Paul.
 DR. C. L. GREENE, Lowry Building, St. Paul.
 DR. J. A. QUINN, 326 Wabasha St., St. Paul.
 DR. F. J. PLONDKE, Cor. 7th and Margaret Sts., St. Paul.
 DR. J. W. CHAMBERLIN, Oculist, 220 Lowry Bldg., St. Paul.
 DR. L. A. NELSON, Oculist, 220 Lowry Bldg., St. Paul.
 DR. A. W. WHITNEY, Office 936 Payne Ave., Residence
 660 Case St., St. Paul.
 DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.
 DR. C. M. CANNON, Office 946 Raymond Ave., Residence
 227 Carter Ave.
 St. Paul Freight Station (s).

St. Paul Mississippi St. (s).
 " Como Shops (s).
 " Third Street Freight Station (s).
 DR. F. A. DUNSMOOR, Andrus Bldg., Minneapolis.
 DR. A. A. LAW, Andrus Bldg., Minneapolis.
 DR. O. S. CHAPMAN, 1123 4th Ave. So., Minneapolis.
 E. Minneapolis (s).
 Minneapolis, Car Foreman's Office (s).
 Gladstone Shops (s).
 DR. C. L. CLARK, White Bear (s).
 DR. B. J. MERRILL, Stillwater.
 Wyoming (s)
 DR. J. W. SWARTZ, Forest Lake, Minn.
 DR. A. J. STOWE, Rush City (s).
 DR. P. BAKKE, Grantsburg, Wis.
 DR. E. L. STEPHAN, Hinckley (s).
 DR. E. A. RILEY, Willow River, Minn.

DR. L. A. SUKEFORTH, Carlton, Minn. (s).
 DR. ANDREW HENDERSON, Scanlon, Minn.
 DR. C. S. KNOX, Nettleton Ave., Superior.
 DR. J. C. ADAMS, Superior.
 Nettleton Ave., Superior, Freight Station (s).
 DR. W. H. MAGIE, Duluth.
 DR. A. J. BRADEN, Duluth, Minn.
 DR. C. E. LUM, Oculist and Aurist, Duluth, Minn.
 Duluth yard office at Rice's Point (s).
 Duluth Union Depot (s).
 Tool Car, Duluth (s).
 West Duluth (s).
 DR. M. S. HOSMER, Ashland, Wis. (s).
 DR. T. R. SPEARS, Washburn, Wis.
 DR. J. A. PATERSON, Iron River.
 DR. C. GRAVES, Aitkin, Minn. (s).
 DR. W. G. CAMERON, Staples (s).

NOTE.

Surgeons will attend, when called upon officially, to all cases of *accident* occurring to employees or passengers. In cases of *sickness* it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden

emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished *only at our own hospitals*. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

V. L. BEAN,
Asst. Superintendent.

C. E. McMULLIN,
Train Master.

F. E. POTTER,
Chief Dispatcher.