

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**DULUTH AND SUPERIOR TERMINALS**

# **TIME 34 TABLE**

**IN EFFECT AT 12:01 A. M. Central or 90th Meridian Time.  
SUNDAY, AUGUST 13th, 1911.**

**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 TRANSPORTATION RULES.**

**G. A. GOODELL,**  
General Manager.

**E. C. BLANCHARD,**  
General Superintendent.

**P. H. MCCAULEY,**  
Superintendent of Transportation.

**K. M. NICOLES,**  
Superintendent.

WEST BOUND

FROM DULUTH

	2nd CLASS	2nd CLASS	1st CLASS	2nd CLASS	1st CLASS											1st CLASS	1st CLASS	Distance from Duluth	TIME TABLE No. 34. August 13, 1911. STATIONS			Distance from Central Ave	1st CLASS	1st CLASS
	729 N. P. 730 Mon. Wed. Fr.	733 N. P. 734 Tu. Thur. Sat.	31 G. N. 31 Ex. Sunday	727 N. P. 727 Ex. Sunday	181 N. P. 181 Ex. Sunday	201 D. M. & N. 1 Daily	53 N. P. 54 Daily	55 N. P. 55 Daily	183 N. P. 183 Daily	33 G. N. 33 Daily	161 OMAHA 61 Ex. Sunday	61 N. P. 61 Ex. Sunday	185 N. P. 185 Ex. Sunday	37 G. N. 37 Ex. Sunday	63 N. P. 63 Daily	187 N. P. 187 Daily	19 G. N. 19 Daily		203 D. M. & N. 3 Daily					
DULUTH.....					6.20 AM		7.40 AM	8.00 AM	8.05 AM	8.40 AM		9.00 AM	11.30 AM		1.55 PM	2.30 PM	0.0	DULUTH..... N	8.3		8.50 PM			
GARFIELD AVENUE...					* 6.23		* 7.43	* 8.03	* 8.08	* 8.43		* 9.03	11.33		* 1.58	* 2.33	1.0	GARFIELD AVENUE.....	7.3		* 8.53			
20TH AVENUE.....					6.25		* 7.44			8.45		9.04	11.35		* 1.59	2.35	1.3	20TH AVENUE..... D	11.1		* 8.54			
D. M. & N. JCT.....					* 6.27		* 7.46 AM			* 8.47		* 9.06	11.37		* 2.01	* 2.37	1.9	D. M. & N. JCT.....	10.5		* 8.56 PM			
WEST DULUTH.....					6.35					8.55		9.13	11.45		2.06	2.45	4.2	WEST DULUTH..... N	8.2					
WEST DULUTH JCT....					* 6.38					* 8.58		* 9.15 AM	11.48		* 2.08	* 2.48	4.9	WEST DULUTH JCT.....	7.5					
SPIRIT LAKE.....					6.44					9.04			11.54 AM		2.55	2.7	7.6	SPIRIT LAKE.....	6.7					
NEW DULUTH.....					6.53					9.13			12.03 PM		3.03	3.8	11.4	NEW DULUTH..... D.....	2.9					
FOND DU LAC.....					7.00 AM					182 9.20 AM			12.10 PM		3.10 PM	2.9	14.3	FOND DU LAC..... D.....	0.0					
ZENITH FURNACE....															* 2.09	0.6	5.5	ZENITH FURNACE.....	6.9					
GRASSY POINT SIDING..															* 2.16	2.3	7.8	GRASSY POINT SIDING.....	4.6					
RICE'S POINT.....	4.00 AM	6.05 AM		6.30 AM			* 8.06	* 8.11									2.0	RICE'S POINT.....	6.3					
BRIDGE SWITCH.....	4.05	6.10	* 6.07 AM	6.33			* 8.08	* 8.12		* 8.52 AM	* 8.57 AM				* 2.02 PM		2.3	BRIDGE SWITCH.....	6.0		* 8.32 PM			
ELEVATOR STATION...	4.12	6.17	* 6.12	6.40			* 8.13	* 8.17		* 8.57	* 9.02				* 2.07		3.2	ELEVATOR STATION...	5.1		* 8.37			
OMAHA CONN.....	4.15	6.20	* 6.14	6.43			* 8.14	* 8.19		* 8.59	* 9.04 AM				* 2.09		3.9	OMAHA CONN.....	4.4		* 8.39			
SUPERIOR U. D.....			6.15				8.15	8.20		9.00				2.10	2.19		4.2	SUPERIOR U. D..... D	4.1		8.40			
BELKNAP STREET....	4.40	6.40	* 6.16	7.00			* 8.16	* 8.21		* 9.01				* 2.11	* 2.20		4.7	BELKNAP STREET.....	3.6		* 8.41			
CENTRAL AVENUE... N	4.50 AM	6.50 AM	6.25 AM	7.15 AM			8.25 AM	8.30 AM		9.10 AM				2.20 PM	* 2.28 PM		8.3	CENTRAL AVENUE... N	0.0		* 8.49 PM			

EAST BOUND.

TO DULUTH

	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	1st CLASS	Distance from Duluth	TIME TABLE No. 34. August 13, 1911. STATIONS			Distance from Central Ave	1st CLASS	1st CLASS	1st CLASS
	628 N. P. 628 Daily	66 N. P. 66 Daily	18 G. N. 18 Daily	36 G. N. 36 Daily	180 N. P. 180 Ex. Sunday	58 N. P. 58 Daily	94 OMAHA 94 Daily	206 D. M. & N. 6 Daily	72 N. P. 72 Daily	182 N. P. 182 Ex. Sunday	184 N. P. 184 Sun. Only	202 D. M. & N. 2 Daily	52 N. P. 51 Daily	626 N. P. 626 Daily	96 OMAHA 96 Daily	38 G. N. 38 Ex. Sunday		186 N. P. 186 Ex. Sunday	20 G. N. 20 Daily	62 N. P. 62 Ex. Sunday				
DULUTH.....	5.20 AM	6.30 AM			8.20 AM	8.15 AM		8.31 AM	9.45 AM	10.10 AM	10.45 AM	10.31 AM	11.40 AM				0.0	DULUTH..... N	8.3		1.50 PM		2.05 PM	
GARFIELD AVENUE...	5.10	* 6.26			* 8.17	* 8.12		* 8.28	* 9.42	10.07	* 10.42	* 10.28	* 11.36				1.0	GARFIELD AVENUE.....	7.3		* 1.47		* 2.02	
20TH AVENUE.....	5.03	6.25			8.15			* 8.27	9.40	10.05	10.40	* 10.27		11.45 AM			1.3	20TH AVENUE..... D	11.1		1.45		2.00	
D. M. & N. JCT.....	4.58	* 6.23			* 8.13			* 8.25 AM	* 9.38	10.03	* 10.38	* 10.25 AM		11.35			1.9	D. M. & N. JCT.....	10.5		* 1.43		* 1.57	
WEST DULUTH.....	4.51	6.15			8.05				9.31	9.55	10.30			11.25			4.2	WEST DULUTH..... N	8.2		1.35		1.50	
WEST DULUTH JCT....	4.46 AM	* 6.12			* 8.01				* 9.29 AM	9.52	* 10.27			11.20 AM			4.9	WEST DULUTH JCT.....	7.5		* 1.32		* 1.47 PM	
SPIRIT LAKE.....		Point Line			7.54					9.46	10.21						7.6	SPIRIT LAKE.....	6.7		1.26			
NEW DULUTH.....					7.43					9.37	10.12						11.4	NEW DULUTH..... D.....	2.9		1.17			
FOND DU LAC.....					7.35 AM					183 9.30 AM	183 10.05 AM						14.3	FOND DU LAC..... D.....	0.0		1.10 PM			
ZENITH FURNACE....		* 6.10															5.5	ZENITH FURNACE.....	6.9					
GRASSY POINT SIDING..		* 6.00															7.8	GRASSY POINT SIDING.....	4.6					
RICE'S POINT.....		Via Grassy			* 8.09								* 11.33				2.0	RICE'S POINT.....	6.3					
BRIDGE SWITCH.....					* 8.08	* 8.13 AM							* 11.32		* 12.32 PM	* 12.43 PM	2.3	BRIDGE SWITCH.....	6.0		* 1.43 PM			
ELEVATOR STATION...					* 8.08	* 8.08							* 11.27		* 12.27	* 12.38	3.2	ELEVATOR STATION...	5.1		* 1.43			
OMAHA CONN.....					* 8.01	* 8.06 AM							* 11.25		* 12.25 PM	* 12.36	3.9	OMAHA CONN.....	4.4		* 1.41			
SUPERIOR U. D.....		5.55	6.15	7.00		8.00							11.24		12.35		4.2	SUPERIOR U. D..... D	4.1		1.40			
BELKNAP STREET....		* 5.54	* 6.14	* 6.59		* 7.59							* 11.23		* 12.34		4.7	BELKNAP STREET.....	3.6		* 1.39			
CENTRAL AVENUE... N		5.45 AM	6.05 AM	6.50 AM		7.50 AM							11.12 AM		12.25 PM		8.3	CENTRAL AVENUE... N	0.0		* 1.30 PM			

BETWEEN BRIDGE SWITCH AND ELEVATOR STATION TRAINS WILL BE GOVERNED ENTIRELY BY SIGNALS.—See Rule, page 3.

WEST BOUND													
1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS
51	163	95	71	189	625	93	205	57	627	623	35	17	65
N. P. 52	OMAHA 63	OMAHA 95	N. P. 71	N. P. 189	N. P. 625	OMAHA 93	D. M. & N. 5	N. P. 57	N. P. 627	N. P. 623	G. N. 35	G. N. 17	N. P. 65
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
4.00 PM			5.10 PM	5.20 PM			7.10 PM	7.30 PM	7.30 PM				11.10 PM
* 4.08			* 5.13	* 5.23			* 7.13	* 7.33	7.38				* 11.12
Via St. Louis Bridge			5.14	5.25			* 7.14		7.40				11.14
			* 5.16	* 5.27			* 7.16 PM		7.48				* 11.16
			5.24	5.35					7.55				11.28
			* 5.26 PM	* 5.38					8.00 PM				* 11.25
				5.44									Point Line
				5.53									
			100 6.00 PM										* 11.26
													* 11.32
* 4.05					6.00 PM		* 7.36		8.05 PM				
* 4.06	* 4.22 PM	* 4.52 PM			6.02	* 6.23 PM	* 7.37		8.10		* 9.02 PM	* 11.17 PM	
* 4.11	* 4.27	* 4.57			6.09	* 6.28	* 7.42		8.18		* 9.07	* 11.22	
* 4.12	* 4.29 PM	* 4.59 PM			6.11	* 6.29 PM	* 7.44		8.24		* 9.09	* 11.24	
4.15							7.45				9.10	11.25	11.40
* 4.16					6.15 6.25		* 7.46		8.40		* 9.11	* 11.26	* 11.41
4.25 PM					6.40 PM		7.55 PM		8.55 PM		9.20 PM	11.35 PM	11.50 PM

WEST BOUND.								EAST BOUND.							
3rd CLASS	3rd CLASS	1st CLASS	1st CLASS	TIME TABLE No. 34.				1st CLASS	1st CLASS	3rd CLASS	3rd CLASS				
733	729	53	51	August 13, 1911.				52	54	730	734				
WAY F'R'T.	WAY F'R'T.	PASSENGER	PASSENGER					PASSENGER	PASSENGER	WAY F'R'T.	WAY FREIGHT				
Tues., Thurs. & Sat.	Mon., Wed. & Fri.	Daily	Daily					Daily	Daily	Mon., Wed. & Fri.	Tues., Thur. & Sat.				
2 05 PM	1 40 PM	5 53 PM	11 00 AM	0.0	SP.....EAST END.....D	DOUBLE TRACK	3.9	4 35 PM	8 35 AM	5 25 AM	7 25 AM				
2 15	1 50	* 5 56	* 11 04	1.8	.....HILL AVE.....	DOUBLE TRACK	1.8	* 4 31	* 8 31	5 15	7 15				
2 30 PM	2 05 PM	6 04 PM	11 11 AM	3.9	2.1 AJ CENTRAL AVE....N	DOUBLE TRACK	0.0	4 25 PM	8 25 AM	5 05 AM	7 05 AM				

**RULES FOR USE OF TRACK BETWEEN EAST END AND CENTRAL AVE.**

Double track extends from east leg of Wye, Central Ave., to 3rd Street, just east of passenger station at East End.

At the easterly end of the double track, east of East End passenger station, the normal position of the switches will be set, and kept locked, for the west bound main track for trains approaching from the First District.

The distant Semaphore at the interlocking plant at East End approaching from Ashland, is an Automatic Electric Signal. It is upward movement type and when vertical, or straight up, with green light, indicates track and railroad crossings clear. When at an angle of 45° or yellow light indicates. Caution. When horizontal or red light, it indicates danger, track or Crossovers between Signal pole and passenger station are in use.

The connection at the west end of the double track near the east leg of the Wye at Central Ave. will be kept set and locked for east bound trains, coming from Central Ave. depot.

Between East End passenger station and the Great Northern connection, north of Cadotte Ave. yard, the two tracks will be operated as double track, each train keeping to the right, and will be considered as yard tracks in yard limits, but when in use the trains must protect their rear ends, if stopped, to avoid the possibility of accident.

Great care must be taken by train and engine men in use of east leg of Wye at Central Ave., it being single track and on sharp curve. Trains and engines will not exceed four (4) miles an hour and in foggy or stormy weather they must protect themselves over such piece of track.

Junction switch at connection of First District and Second District main lines near Central Ave. depot will be kept set and locked for Second District.

EAST BOUND													
2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS
730	734	204	162	188	728	56	54	34	190	64	164	32	624
N. P. 729	N. P. 733	D. M. & N. 4	Omaha 62	N. P. 188	N. P. 728	N. P. 56	N. P. 53	G. N. 34	N. P. 190	N. P. 64	OMAHA 64	G. N. 32	N. P. 624
Mon. Wed. Fri.	Tues Thur Sat	Daily	Ex. Sunday	Daily	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sunday	Daily
		3.21 PM		4.40 PM		6.25 PM	6.30 PM		6.50 PM	6.55 PM			
		* 3.18		* 4.37		* 6.22	* 6.27		* 6.48	* 6.52			
		* 3.17		4.35					6.46	* 6.51			10.35 PM
		* 3.15 PM		* 4.33					* 6.44	* 6.49			10.30
				4.25					6.38	6.43			10.20
				* 4.22					* 6.35	* 6.40			10.15 PM
				4.16					6.25				
				4.07					6.12				
				4.00 PM					189 6.05 PM				
3.00 PM	3.30 PM			5.10 PM	* 6.19	* 6.24							
2.55	3.20		* 3.17 PM	5.01	* 6.18	* 6.23	* 6.28 PM			* 9.44 PM	* 10.08 PM		
2.48	3.13		* 3.12	4.54	* 6.13	* 6.18	* 6.28			* 9.39	* 10.03		
2.43	3.11		* 3.10 PM	4.52	* 6.11	* 6.16	* 6.21			* 9.38 PM	* 10.01		
					6.10	6.15	6.20			6.28	10.00		
2.35	3.00			4.50 4.40	* 6.09	* 6.14	* 6.19			* 6.27	* 9.59		
2 20 PM	2.45 PM			4.25 PM	6.00 PM	6.05 PM	6.10 PM			* 6.18 PM	9.50 PM		

Interlocking switches and signals at Great Northern crossing, Central Ave., M. St. P. & S. Ste. M. crossing, east of Central Ave. on Ashland Line, and C. St. P. M. & O. crossing just west of East End passenger station.

Specials, extras, work extras and switch engines do not require telegraphic orders for movements between East End passenger station and Central Ave., but must observe all rules relative to protection of rear end and use of double track. Work extras must protect at all times.

All east bound trains must get clearance at Central Ave. Transfer crews coming from Cadotte Ave. yard will not occupy main line until they know that superior class trains have passed. First class west bound trains will leave register ticket with operator East End passenger station.

To insure personal safety, operators having train orders or messages to deliver to passing trains should stand to the right hand side of train and avoid standing between tracks when possible to do so.

All trains must approach and pass through yards under full control.

On single track east bound trains have absolute right of track over west bound trains of same class except as per special rules on Fond du Lac Branch.

Special Rules governing trains on Fond du Lac Branch—  
 No. 183 has Right over No 182 and 184.  
 " 185 " " " " 186.  
 " 187 " " " " 188.  
 " 181 " " " " 180.  
 " 189 " " " " 190.

## DOUBLE TRACK RULES.

1. Double track extends from Duluth Union Depot to West Duluth Junction and from Garfield Ave. to Central Ave. Except over Minnesota Draw Span governed by interlocking signals and from Omaha connection to Superior Union Depot governed by Switch Tenders at both points.
2. All trains and engines using double track will keep to the right. These tracks will be used in no other way except by special orders given by the Superintendent at Duluth.
3. Inferior Class trains will keep out of the way of Superior Class trains going in the same direction.
4. Junction Switch at Garfield Avenue will be kept set for straight line.
5. The switch at end of double track West Duluth Junction will be kept set for in-bound track from Third District.
6. All trains must be under full control approaching Omaha connection at Superior.
7. Grassy Point Line Switch at West Duluth Junction will be kept set for main line east bound track.
8. Specials, extras, work extras and switch engines do not require telegraphic orders for movements between Central Ave. and Duluth running via St. Louis Bridge or between West Duluth Junction and Duluth, but must observe all rules relative to protection of rear end and use of double track. Work extras must protect at all times in both directions.
9. West-bound trains, engines and switch crews will have the right to use east-bound track at Central Ave. between west lead from yard and junction switch leading to first district main line without protection, and all east-bound trains will approach and pass through such territory with train under perfect control, expecting to find track occupied.
10. Rule 288, Book of Rules, is modified to the extent that between Superior and Duluth and between West Duluth Junction and Duluth, Second Class and extra trains may run ahead of First and Second Class trains without orders. Between Central Avenue and Superior extras may run ahead of Second Class trains without orders.

To insure personal safety operators having train orders or messages to deliver to passing trains should stand to the right hand side of train and avoid standing between tracks when possible to do so.

## SPECIAL RULES. (Note Changes.)

First Class trains and specials will register at Duluth Union Depot, Superior Union Depot, Central Avenue, West Duluth and Fond du Lac.

Second Class trains, extras and light engines will register at Rice's Point, Central Avenue, West Duluth and Fond du Lac., and at Superior Freight Station when running via Grassy Point Line.

Clearances will not be required at Rice's Point, Superior Freight Station and Superior Union Depot.

**BULLETIN STATIONS:**—Duluth Union Depot, Rice's Point Yard Office, Superior Union Depot, Central Avenue. All train and engine men must inspect bulletins before departing on their run.

**STANDARD CLOCKS:**—Rice's Point Yard Office and Dispatcher's Office, Duluth.

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

All trains must run slow around east leg of wye at West Duluth Junction and passing Zenith Furnace Plant, looking out for switch engines working on main line. This will in no wise excuse switch engines from full compliance with Paragraph "F," Rule 298, Book of Rules.

Third District main line trains will register and receive clearance and orders at West Duluth.

East Bound second class and inferior trains coming from Third District, may register at West Duluth by ticket.

No. 64 and No. 627 will register West Duluth by ticket.

All east bound trains and engines, and all west bound trains and engines via St. Louis River Bridge must come to a full stop two hundred (200) feet from Junction Switch at Garfield Avenue and must not proceed until the way is known to be clear.

Care and watchfulness must be exercised by all, on both single and double track. A brakeman or flagman must be stationed on the rear car of all trains, and be provided with proper danger signals, and in case of stoppage on the main track must immediately go back and protect the train. Conductors and Switch Foremen will be held responsible for the strict observance of this rule.

All trains must approach and pass through yards under full control.

All trains and engines without trains will run under full control between Belknap Street connection and west yard limit board, Superior, expecting to find main track occupied by switch crews.

Duluth Yard extends from Duluth Passenger Station to east end of St. Louis Bridge and from Garfield Avenue to West Duluth Junction and Third District yard limit board and Grassy Point Bridge. Switch engines will work within these limits, avoiding regular trains. All trains must run under full control in these limits, expecting to find track obstructed by transfers and by trains using cross-over tracks.

All extras and delayed regular trains must approach the terminal grounds at Superior with extreme caution, having train under full control.

All trains must come to full stop two hundred (200) feet from draw span Grassy Point Bridge and not proceed until Safety Signal is given. Trains will not exceed 8 miles an hour while on trestle or draw span.

Engines heavier than N. P. Class S2 and S3 (total weight of which, including tender is 285,000 pounds) are not permitted to pull or be handled in trains over above bridge. Double-headers, any class engines and 50 ton capacity ore cars loaded with ore are not permitted on bridge. Dead engines, wrecking cranes and steam shovels must be separated from engine hauling and each other by at least 3 cars.

All trains and engines must run under full control between West Yard Limit Board, Superior and Omaha connection. This includes Lake Superior terminal tracks between Belknap St. and Omaha connection. Extreme caution will be used expecting to find track occupied by trains or switch crews. Do not exceed 10 miles an hour over switches at Belknap St.

Track between Fond du Lac and Power Plant must not be used except by authority of train orders.

N. P. and Zenith Furnace switch engines will use west leg of Wye at West Duluth Junction and Fond du Lac main line between West Duluth Junction and yard limit board for switching purposes, but will not leave cars on such tracks. All trains will look out for these crews in above limits

Derailing switches located as follows and must be kept in derailing position when not in use:

West End Zenith Furnace track. East End N. P. freight house track, Superior. Main line just east of N. P. freight house, Superior.

Interlocking switches and signals are located at D. M. & N. Junction, and crossing of Soo Line Ry. just west of D. M. & N. ore docks.

Great Northern Trains 19 and 20 will register at Central Avenue by ticket.

All trains and engines must come to a full stop before crossing tracks of M. St. P. & S. Ste M. Ry. just east of Garfield Avenue Viaduct.

## RULES GOVERNING MOVEMENT OF TRAINS OVER ST. LOUIS BRIDGE.

### LOCATION OF SIGNALS.

Interlocking signals and switches will govern use of tracks between Bridge Switch and Elevator Station. All semaphore signals are of the modern, upper quadrant style with following indications:

Top arm, horizontal, red light, stop.

Angle 45°, yellow light, proceed with caution.

Vertical, green light, proceed, clear.

With the exception of the three-arm semaphore located west of Minnesota draw on east bound track, and the two-arm semaphore located just east of Elevator Station on the west bound track, a lower arm, half length, is provided, and following indications of this arm will govern:

Upward, diagonal, yellow light, train may proceed under full control expecting a train immediately ahead, or routes lined up for movement against current of traffic.

The three-arm semaphore on east bound track west of Minnesota draw indicates position of double track switch, position of draw, and route.

Top arm, Northern Pacific.

• Middle arm, Great Northern.

Bottom arm, C. St. P. M. & O.

The two-arm semaphore on west bound track east of Elevator Station is route indication.

Top arm, straight main line.

Bottom arm, Great Northern freight track.

Derails are located as follows:

At approach to Elevator Station from east and west.

At approach to Minnesota draw from Duluth.

Full stop is required of trains in both directions, before entering onto Wisconsin draw and, by east bound trains before entering onto Minnesota draw.

If proceed signal is received at the approach to Minnesota draw from the east, it will not be necessary to stop for such draw, it being protected by derail.

Dwarf signals are of modern, upward quadrant style:

Horizontal, red light, stop.

Vertical, green light, caution

and govern movements against current of traffic.

After a train has received a signal to move in one direction it must not move in opposite direction without receiving proper signal for such movement.

### Authorized Surgeons.

Dr. C. S. KNOX, East End.  
Dr. J. C. ADAMS, Superior.  
Dr. W. H. MAGIE, Duluth.  
Dr. A. J. BRADEN, Duluth.

### Location Stretchers.

East End Freight Station.  
Superior Freight Station.  
Rices Point Yard Office.  
Duluth Union Depot.  
Tool Car, Duluth.  
West Duluth.

W. H. STRACHAN,  
Ass't. Superintendent.

T. B. QUINN,  
Train Master, Third District.

L. F. NEWTON,  
Train Master, First and Second Districts.

F. E. POTTER,  
Chief Dispatcher.

