# NORTHERN PAGIFIG RAILWAY GOMPANY.

DULUTH AND SUPERIOR TERMINALS



TABLE

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

# SUNDAY, NOVEMBER 15th, 1908.

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.

GEORGE T. SLADE,
General Manager.

F. W. GILBERT,

General Superintendent.

I. B. RICHARDS,

Superintendent of Transportation.

E. C. BLANCHARD, Superintendent.

	WEST BO			N C IV. IV																						FROM DULUTH	
	2nd CLASS	31	2nd CLASS	161		1st CLASS	181 CLASS	1st CLASS	1st CLASS	61	33	101	167	55	103	37	95	19	185	1st CLASS	63	115	1st CLASS	1st CLASS	4 th	TIME TABLE No. 14, NOV. 15th, 1908.	and
	N. P. 52	G. N. 31		N. P. 161		D. S. S. & A. 6 Ex. Sunday	D. M. & N. 1 Daily	N. P. 4 Daily	N. P. 11 Daily	OMAHA 61 Ex. Sunday	G. N 33 Daily	N. P. 101 Ex. Sunday	N. P. 167 Ex. Sunday	N. P. 56 Mn. Wed. Fri.	N. P. 103 Daily		OMAHA 95 Daily	G. N. 19 Daily		N. P. 2 Dally	OMAHA 63		OMAHA 93 I		Died Died	STATIONS Telegraph Offices and G. Us.	- January
DULUTH				6.50AM		7.804	7.40M	8.00.8	8.15 🖽			1400.e			1.55FI			ta to	3.50F	4.00PH		5.10FM		5.20M	The state of the s	DULUTHN	8.3
GARFIELD AVENUE				6.53		* 7.88	• 7.48	0.03	* 8.18			<b>9.03</b>	* 9.08		* 1.58				* 3.53	• 4.03		· 5.18		5.23	1.0	GARFIELD AVENUE 3	7.3
20TH AVENUE		0.00		6.55		Φ	0 7.44	ø	O		II.	9.04	9.30		* 1.59		11		* 3.54	o	y est	5.14		e e	1,3	20TH AVENUE D	11.1
D. M. & N. JCT	3.79			6.57		ridg	* 7.45A	ridg	ridge	-		* 9.06	* 9.35		≈ 2.01			7	• 3.55PH	ridg		* 5.16		Bridge	1,9	D. M. & N. JCT	10.5 *
WEST DULUTH				7.05	J. 'T	ii H	5	is.	is E			9.13	9.45 10.00		2.06		<b>3.</b> T.	4.	FF 5	i i	<del>'</del> 9500.	5.24		is a	4.2	WEST DULUTH N	8.2
WEST DULUTH JCT				9.08		Lou	4_1	Log	Lon			◆ 9.15 Å	• 10.10		* 2.08					Lou		* 5.26FH	1	Louis	4.9	WEST DULUTH JCT	7.5
SPIRIT LAKE				7.14		St		ž.	Š				10.20		ine					8				, š	7.8	SPIRIT LAKE	6.7
NEW DULUTH				7.28		Via		Via	Vie				11.10		at E					Via				Via	11.4	NEW DULUTH D	2.9
FOND DU LAC				7.804									11.404		Point										14.3	FOND DU LAC D	0.0
ZENITH FURNACE			LTX 53										н		* 2.09							1 - 3 1			5.5	ZENITH FURNACE	6.9
GRASSY POINT SIDING				. 4-11											≎ 2.16							10:17			7,8	GRASSY POINT SIDING	4.6
, RICE'S POINT	18.05M		8.15M			9 7.88		\$ 8.06	* 8.21					10.004	sy				<u> </u>	· 4.05				5.26	2.0	RICE'S POINT NET	6.3
BRIDGE SWITCH	12.08	6.07/11	8.18			• 7.37		* 8.07	* 8.22	* 8.48A	* 8.52 AM			10.06	- Siras	· 2.27FII	* 3.37PH	* 3.42PH	. 17-	÷ 4.06	* 4.42FI		* 5.23 12 *	6.27	2.3	BRIDGE SWITCH	6.0
ELEVATOR STATION	12.15	6.12	6.25			• 7.49		* 8.12	* 8.27	* 8.53	* 8.57			10.12	/ia (	2.32	* 3.42	* 3.47		• 4.11	· 4.47		e 5.28	5.82	3.2	ELEVATOR STATION N	5.1
OMAHA CONN	12.17	6.14	6.28		-	* 744		* 8.14	* 8.29	* 8.54M	* 8.59			10.15	100	2.34	* 3.44PI	* 3.49		• 4.12	• 4.49FI		* 5.29PM 4	5.34	3.9	OMAHA CONN. 32	4.4
SUPERIOR U. D		6.15				7.45/9		8.15	8.30		9.00				2.19	2.35		3.50		4.15				5.35PM	4.2	SUPERIOR U. D D	4.1
BELKNAP STREET	12.20 12.45	6.16	6.30 6.57				ı	* 8.16	* 8.31		* 9.01			10.45	* 2.20	9.36		* 3.51		• 4.16					4.7	BELKNAP STREET	3.6
central avenue	1.00AM	6.95 M	7.104		1.7	-11-2		8.25A	8.40AII		9.104	4	(€ .	10.5541	* 2.28FI	2.45P4	. 4.	4.00PI	E 37.7	4.25PI					8.3	CENTRAL AVENUE N	0.0
SHAPE CELL					-																FT 500					noa	
	EAST BO		2nd CLASS	1st CLASS	On sing	le track Eas	st Bound Trai	ins have abso	olute right of	track over	West Bound	trains of san	ne class. N	o. 167 has rig	ght over No.	2nd CLASS	Ist CLASS	over No. 162	2nd CLASS	as right over	Ist CLASS			Ist CLASS	0 3	TO DULUTH TIME TABLE No. 14.	(= 2)
	54	52 N. P. SI	172	106 N. P. 106	18 0. N. 18	36 0. N. 36	14 N. P. 14	162	94	116 N. P. 116	6	182	2	38	96 0MAHA 06	168	20	102	56 N D SS	184	62 Omeha 62	58 N P 58		12 N. P. 12	from	NOV. 15th, 1908. STATIONS	letano from trailA
	Daily	Dally	Daily	Dally	Dally	Daily	Dally	Ex. Sunday	Dally	Daily	Daily	Daily	Dally	Ex. Sunday	Dally	Ex. Sunday	Daily	Ex. Sunday	Tu , Th., Sat.	Daily	Ex. Sunday	Ex. Sunday		Dally	A -	Telegraph Offices and Calls.	- a 3
DULUTH			5.20 M	6.804			EA00.8	8.20A		9.4541						4.80 PH		2.05FI		8.807				6.25PM		DULUTHN	8.3
darfield avenue	T 12 1			* 6.26			* 7.57			* 9.42	* 10.27		* 11.19			* 4.25		* 2.02		* 3.27				6.22		GARFIELD AVENUE 3	
.,,,,,,20TH AVENUE	2.30.00		8.03	6.95			130	8.15		9.40	189	* 10.26	idge			4.20		2.00		* 3.26				Bridge			COLUMN TO THE PERSON NAMED IN
D. M. & N. JCT			4.58	* 6.23			Bridge	* 8.18		* 9.88	Brid	* 10.25/4	Bri			* 8.80 8.10		* 1.57		* 3.25%				Bri		2.3 WEST DULUTH	
WEST DULUTH	F-04-7-5	175.4A	4.51	6.15	*		ouis	8.05		9.81	ouis		outs			8.10 1.80		1.50						Louis		WEST DULUTH JCT	(market market m
, WEST DULUTH JCT	2.1314	8 3 - L	4.46M	* 6.12			ř.	* 8.03		* 9.294	ň.		H.			* 1.22		* 1.470						Gallian Hair			
SPIRIT LAKE		i nEngigi i (G. 1851 mil		Line	nderfalle fi activities e	50 C No.	ia St	7.56			ia St		S S			1.15			n elyini Nelak					Via St.		SPIRIT TAKE	
NEW DULUTH				Point	Language St.		Via	7.47	6 - 1 JAE		\$		V.			12.55								>	-	NEW DULUTH D 2.9 FOND DU LAC D	-
FOND DU LAC				2 - 1 De 1 1 - 2	TOP THE RE	Arthur Marin	uni, ser i sett. Cisulti unite	7.40M	Englishment		THE RESERVE					12.45 FM				teraja Abay						FOND BU LAC D	-
ZENITH FURNACE				* 6.10						7015-5 1 3-52-13-1																	The second secon
				* 6.00										Participation						2000						GRASSY POINT SIDING	
RICE'S POINT		5.80AN	17.4 76 E	assy			* 7.54	5 (P) (0)	7		* 10.24		* 11.09						3.00FM			5.1014		6.19		RICE'S POINT	
BRIDGE SWITCH		5.25		ı Gras		* 7.08A	1 St. 3 . 4 . 1		* 8.224		* 10.23		Compression (Compression Compression Compr	* 12.23PM			* 1.48PM		2.42		* 3.5472	5.01		6.18	-	BRIDGE SWITCH	The state of the s
ELEVATOR STATION		5.20		Via	673,044	• 7.03	91.0		* 8.17		* 10.18		* 11.03		* 12.26	AFA SE	• 1.43		2.35		• 3.49	4.54-		6.13		ELEVATOR STATION N	
OMAHA CONN		5.16				* 7.01	Talk Planters		* '8.16 AM		* 10.16		JRC V 1,54821	* 12.16	• 12.24PM		* 1.41		2.32		• 3.48FM	4.52		6.11		O.3 U. SUPERIOR U. D. DE	-
SUPERIOR U. D		5,10 5.00		5.55	6.15	7.00	7.45				10.15AM		11,00	12.15			1.40		2.30 2.10			4.50 4.40		6.10		SUPERIOR U. D. D 3	-
DESTRUCTION OF THE PARTY OF THE	The same of the sa	5.00		• 5.54	• 6.14	• 6.59	• 7.44	25 15 15	14				* 10.59	• 12.14			• 1.89		2.10			4.40		6.09	Contract of Section	The same of the sa	
BELKNAP STREET			ye mananan			10 55.65		10 Co. 10		THE OF STREET		STATE OF THE STATE		T. N. P. S. S. S. S. S.		THE PERSON NAMED IN		TO THE PARTY OF			Figure 6 - THE ST	4 0 - 54		0 000		CONTROL 3.6	STATE OF BUILDINGS
CENTRAL AVENUE		4.45A		5.45M	6.05 AM	6.50 AM	7.85 AM						10.48#	12.05 PM			1.30PM		1.50PM			4.25 PM		8.00M	8.3	CENTRAL AVENUE X	0.0

TIME TABLE No. 14, 1900.    Table   Ta		FROM DULUTH					A CONTRACTOR OF THE PARTY OF TH				WEST BOUND
DOISTON   DILLUTH   S.   S.   S.   S.   S.   S.   S.   S	e uti		TAVe	With the control of the control of the control of the	- Statement and the statement of	WHEN PROPERTY AND ADDRESS.	Name and Address of the Owner, where the Parket of the Owner, where the Parket of the Owner, where the Owner, which is the Owner, where the Owner, which is the	Name and Address of the Owner,			
DOISTON   DILLUTH   S.   S.   S.   S.   S.   S.   S.   S	Distar fror Dult	STATIONS	Sistar from	N. P. 163	N. P. 13	N. P. 171	N. P. 53	Q. N. 35		The state of the state of the	in a land
1.0   GARPIELD AVENUE	-	ANTINE SAME SAME AND ALL AND SERVICE.			177		Daily	Daily	Daily	Daily	
1.5		1.0		W 1982							DULUTH
1.9		0.2	7.3	* 5.88	* 7.88	7.38				* 11.13	GARFIELD AVENUE
14.3	-	O 6	11.1	5.85	စ္	7.40				11.15	20TH AVENUE
14.3			. 10.5	* 5.87	ridg	7.44				* 11.18	D. M. & N. JCT
14.3	4.2		8.2	5.45	is B	7.51 .				11.25	WEST DULUTH
14.3	4.0	WEST DULUTH JCT	7.5	* 5.48	Lou	7.55F3	*****			-	WEST DULUTH JCT
14.3	7.6	SPIRIT LAKE	6.7	5.54	St.					ine	SPIRIT LAKE
11.28	11.4	NEW DULUTH D	2.0	6.08	Via				-	at I	NEW DULUTH
11.28	-		-	6.10 PM						Poi	FOND DU LAC
TO DULUTH   STATE NO.   STATION	5.8	ZENITH FURNACE	6.0		-			,			ZENITH FURNACE
Color	7.8		4.6	7777							GRASSY POINT SIDING.
2.5   BERIDGE SWITCH	2.0	RICE'S POINT NEE	6.3		* 7.36		8.00 PM				
3.6	2.3	0.3 BRIDGE SWITCH	6.0					± 9 02 PM	a 11 1779	rass	
3.0		0.0									
1.0	C promit some a									Vi	
4.7		0.3					0.80				
S.   CENTRÂL AVENUE   N   1   1   1   1   1   1   1   1   1							8.25				
TO DULUTH  TIME TABLE No. 14,	200				1000						BELKNAP STREET
TO DULUTH   TIME TABLE No. 14, NOV. 15th, 1908.   S T A T I O N S T A S T I O N S   S T A T I O N S	8.0	S S S S S S S S S S S S S S S S S S S	0.0		7.55 PM		9.00 PM	9.2014	11.35 PM	11.50 PM	CENTRAL AVENUE
TIME TABLE No. 14, NOV. 15th, 1908.    STATIONS   STEREOPH Offices and Calls.   St. Class   St. Class	A	A STATE OF THE PARTY OF THE PAR	1		J	. 1					
0.0			- 4							EAST	BOUND.
0.0   DULUTH   R	noe m uth	TIME TABLE No. 14.	nco IIAve							1st CLASS	BOUND
1.0	Distance from Duluth	TIME TABLE No. 14. NOV. 15th, 1908. STATIONS	Distance from centralAve	4. N. P. 3	34 0. N. 34	<b>8</b> D. S. S. & A. 5	104 N. P. 104	164 N. P. 164	64 OMAHA 64	1st CLASS 32 G. N. 32	BOUND
1.3	-	TIME TABLE No. 14. NOV. 15th, 1908. S T A T I O N S Telegraph Offices and Calls.	1	A N. P. 3 Daily	34 0. N. 34	8 D. S. S. & A. 5 Ex. Sunday	104 N. P. 104 Daily	164 N. P. 164 Ex. Sunday	64 OMAHA 64	1st CLASS 32 G. N. 32	
1.9	0,0	TIME TABLE No. 14. NOV. 15th, 1908. STATIONS Telegraph Offices and Calls. DULUTH	8.3	4 N. P. 3 Daily 6.30M	34 0. N. 34	8 D. S. S. & A. 5 Ex. Sunday 6.55 PM	104 N. P. 104 Daily 7.00 PM	164 N. P. 164 Ex. Sunday 7.05 PH	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
1.2   WEST DULUTH   N	0,0	TIME TABLE No. 14. NOV. 15th, 1908. STATIONS Telegraph Offices and Calls.  DULUTH	8.3	4 N. P. 3 Dally 6.30M • 6.27	34 0. N. 34	8 D. S. S. & A.5 Ex. Sunday 6.55 PH * 6.52	104 N. P. 104 Dally 7.00PM	164 N. P. 164 Ex. Sunday 7.05P3	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
1.4   NEW DULUTH   D	0,0 1.0 1.3	TIME TABLE No. 14.  NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	7.3	4 N. P. 3 Dally 6.30M • 6.27	34 0. N. 34	8 D. S. S. & A.5 Ex. Sunday 6.55 PH * 6.52	104 N. P. 104 Dally 7.00 PM * 6.57 • 6.56	164 N. P. 164 Ex. Sunday 7.05 PJ * 7.03	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
7.5	0.0 1.0 1.3	TIME TABLE No. 14.  NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	7.3	A. N. P. 3 Daily 6.30M 6.30M	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 Pii * 6.52	104 N. P. 104 Dally 7.00PM * 6.57 * 6.56	164 N. P. 164 Ex. Sunday 7.05 PI * 7.03 7.01 * 6.59	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
11.4 NEW DULUTH. D. 2.9 D	0,0 1.0 1.3 1.9 4.2	TIME TABLE No. 14.  NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	7.3 7.3 11.1 10.5 8.2	A. N. P. 3 Daily 6.30M 6.30M	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 Pii * 6.52	104 N. P. 104 Dally 7.00 PM * 6.57 * 6.56 * 6.54 6.48	164 N. P. 164 Ex. Sunday 7.05 PI * 7.03 7.01 * 6.59	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
11.4   NEW DULUTH.   D	0.0 1.0 1.3 1.9 4.2 4.9	TIME TABLE No. 14.  NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5	N.P.3 Daily 6.30M 6.30M 6.37	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 PH * 6.53	104 N. P. 104 Dally 7.00PM * 6.57 * 6.56 * 6.54 6.48 * 6.45	* 7.03 7.01 * 6.59 6.53	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
5.5   ZENITH FURNACE   6.9	0,0 1.0 1.3 1.9 4.2 4.9	TIME TABLE No. 14.  NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7	A. N. P. 3 Daily 6.30 M 6.37	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 PM  * 6.52	104 N. P. 104 Dally 7.00PM * 6.57 * 6.56 * 6.54 6.48 * 6.45	* 7.02 * 7.01 * 6.59 * 6.50	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
5.5   ZENITH FURNACE   6.9	0.0 1.0 1.3 1.9 4.2 4.9 7.6	TIME TABLE No. 14. NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7	A. N. P. 3 Daily 6.30 M 6.37	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 PM  * 6.52	104 N. P. 104 Dally 7.00 PM * 6.57 * 6.56 * 6.54 6.48 * 6.45	* 7.03 7.05 P.164 Ex. Sunday 7.05 P.1 * 7.03 7.01 * 6.59 6.53 * 6.50 6.41	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
2.0   RICE'S POINT   日本   6.3 * 6.24   * 6.49	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4	TIME TABLE No. 14.  NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7 2.9	A. N. P. 3 Daily 6.30 M 6.37	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 PM  * 6.52	104 N. P. 104 Dally 7.00 PM * 6.57 * 6.56 * 6.54 6.48 * 6.45	* 7.03 * 7.05 PJ * 7.03 7.01 * 6.59 6.53 * 6.50 6.41 6.32	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
2.3BRIDGE SWITCH	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3	TIME TABLE No. 14.  NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0	A. N. P. 3 Daily 6.30 M 6.37	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 PM  * 6.52	104 N. P. 104 Dally 7.00PM 6.57 6.56 6.48 6.48 6.45	* 7.03 * 7.05 PJ * 7.03 7.01 * 6.59 6.53 * 6.50 6.41 6.32	64 OMAHA 64	1st CLASS 32 G. N. 32	DULUTH
3.2ELEVATOR STATION 8 5.1 * 6.18 * 6.23 * 6.43 * 9.89 * 10.03ELEVATOR STATION.	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3	TIME TABLE No. 14. NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9	A. N. P. 3 Daily 6.30 M 6.37	34 0. N. 34	8 D. S. S. & A. S Ex. Sunday 6.55 PM  * 6.52	104 N. P. 104 Dally 7.00PM 6.57 6.56 6.48 6.48 4 6.45 9 0 17 1 100 6.43	* 7.03 * 7.05 PJ * 7.03 7.01 * 6.59 6.53 * 6.50 6.41 6.32	64 OMAHA 64	1st CLASS 32 G. N. 32	
3.2ELEVATOR STATION 8 5.1 * 6.18 * 6.23 * 6.43 * 9.89 * 10.03ELEVATOR STATION.	0.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8	TIME TABLE No. 14. NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9 4.6	Via St. Louis Bridge 6.32.	34 0. N. 34	Via St. Louis Bridge 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	104 N. P. 104 Dally 7.00PM 6.57 6.56 6.54 6.48 6.45 100 1111 100 100 100 100 100 100 100 1	* 7.03 * 7.05 PJ * 7.03 7.01 * 6.59 6.53 * 6.50 6.41 6.32	64 OMAHA 64	1st CLASS 32 G. N. 32	
the sign of the conversal of the convers	0.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8	TIME TABLE No. 14. NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9 4.6	A: N.P.3 Daily 6.30 M 6.37 Conis Bridge 6.27	G. N. 34 Daily	* 6.49	104 N. P. 104 Dally 7.00PM 6.57 6.56 6.54 6.48 6.45 100 1111 100 100 100 100 100 100 100 1	* 7.03 * 7.05 PJ * 7.03 7.01 * 6.59 6.53 * 6.50 6.41 6.32	G4 OMAHA 64 Daily	Ist CLASS 32 G. N. 32 Ex. Sunday	
7 8.08 M - 10.01 ORAHA COMM	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0	TIME TABLE No. 14. NOV. 15th, 1908.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9 4.6 6.3	A N.P. 3 Daily 6.30 M 6.37 Right Graph St. Tonis Bridge 6.24 6.24	• 6.28FM	8 D. S. S. & A. S Ex. Sunday  * 6.55 Pil  * 6.52  Alia St. Tonis Bridge  * 6.49  * 6.48	104 N. P. 104 Dally 7.00PM * 6.56 * 6.54 6.48 * 6.45 * 6.45 * 6.43 * 6.35	* 7.03 * 7.05 PJ * 7.03 7.01 * 6.59 6.53 * 6.50 6.41 6.32	MAHA 64 Daily  * 9.44PM	Ist CLASS 32 G. N. 32 Ex. Sunday	
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1.40PH	4.35 M	6.05 PM	10.48AU	3.0	AJCENTRAL AVEN	0.0		4.25M	8.25M	1.10M	11.00M

### RULES FOR USE OF TRACK BETWEEN NETTLETON AVE. AND CENTRAL AVE.

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

At the easterly end of the double track, cast of Nettleton Ave: 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.

All trains will come to stop 200 feet from crossing with Wisconsin Central Railway between Central Ave. and Hill Ave., and not proceed until line is known to be clear.

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 Nettleton Ave. 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

Interlocking switches and signals located at Great Northern Crossing, Central Ave., and C. St. P. M. & O. crossing just west of Nettleton Ave. passenger station.

Specials, extras, work extras and switch engines do not require telegraphic orders for movements between Nettleton Ave. 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 Nettleton Ave. 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. of train and avoid standing between tracks when possible to do so.

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

#### DOUBLE TRACK RULES.

1. Double track extends from Passenger Depot Duluth to Bridge Switch, from Elevator Station to Omaha Connection, Superior Union Depot to Central Ave., Superior Freight Station to Belknap St., and from Garfield Avenue to West Duluth Junction.

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.

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.

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. Junction switch at end of double track west of depot at Central Ave. will be kept set and locked for

west-bound track.

11. 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

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, Superior Freight Station,

Central Avenue, West Duluth and Fond du Lac.

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. 104 will register West Duluth by ticket.

In crossing St. Louis River Bridge no train must consist of more than 35 cars, on account of clearance between Minnesota and Wisconsin draws, and when stopped by draw ahead, train and enginemen must see that train clears draw at rear.

All trains must come to a full stop two hundred (200) feet from draw spans on St. Louis River and Grassy Point Bridges and must not proceed until safety signals are given. Trains must not exceed eight (8) miles per hour on any part of these bridges or trestles.

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. The L. S. T. & T. Co., Superior,

require trains to not exceed 10 miles per hour over switches at or near Belknap Street.

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.

All trains and engines in foggy or stormy weather must approach Union Depot grounds at Superior

with utmost caution.

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.

Engines heavier than N. P. Class P-3 & R (total weight of which, including tender, is 265,000 pounds) are not permitted to pull or be handled in trains over Grassy Point Bridge. P-3 engines, and other engines of similar weight, must not exceed eight (8) miles per hour on this bridge. Double headers, any class engines and fifty (50) ton capacity ore cars loaded with ore, not permitted on this bridge. Dead engines, wreeking cranes and steam shovels must be separated from engine hauling and each other by at least three (3) cars.

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 Junetien 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.

# RULES GOVERNING MOVEMENT OF TRAINS ON SINGLE TRACK OVER ST. LOUIS BRIDGE.

#### LOCATION OF SIGNALS.

Home Semaphore 295 feet west of double track switch Elevator Station only indicates position of switch at end of double track. East Bound trains from Superior will not pass Elevator Station without receiving hand signal from operator at that point. It must be understood that this signal only confers train rights to use of track to Bridge Switch and has no reference to entering on or passing through draw spans. Separate instructions cover the latter movements.

The approach to the Wisconsin draw from either side will be governed by disc signals, which, when set clear or with white light displayed, will indicate that the draw is clear for the passage of trains; and when set red or red light is displayed, will indicate that

The approach to the Minnesota draw going towards Duluth will also be governed by a disc signal, which, when set clear or with white light displayed, will indicate that the draw is clear for the passage of trains; and when set red or red light is displayed, will indicate that the draw is open for boats.

In addition to Rule requiring trains to stop 200 feet from Minnesota and Wisconsin draws on St. Louis river bridge, trains will not proceed until they had received hand signal to go ahead to be given with a flag during day and with lantern at night, by man located on the track on each draw, and will answer such signal in the usual manner by two short blasts of whistle.

A switch tender will be stationed at Bridge Switch, north end of the bridge, to throw switches and give hand signals. All trains from Duluth toward Superior will come to a full stop approaching Bridge Switch and wait for hand signal, both day and night, from switch tender before proceeding.

All trains toward Duluth will get signal from switch tender after switch has been properly set for their route.

Until the new electric interlocking plant and signals are installed, trains will be governed as described above, but must at all times exercise the greatest care and caution in movements across the bridge, and especially approaching from the northerly end, to see that the signal given by switch tender is intended for them.

A red disc thus by day or red light by night indicates "Stop" danger.



Edge of disc thus by day or white light by night indicates "Safety" proceed.



Where disc signals are used the indications are given by colors. Where semaphore signals are used the arm to the right of signal mast as seen by approaching trains governs, and indications are given by position or color. Horizontal or red means "Stop" danger; Diagonal downward or white "Clear" proceed.

These signals do not protect rear of trains, and full protection as per rules must be had at all times.

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, Nettleton Ave. Dr. J. C. ADAMS, Superior. Dr. W. H. MAGIE, Duluth. Dr. A. J. BRADEN, Duluth.

# Location Stretchers.

Nettleton Ave. Freight Station. Superior Freight Station. Rices Point Yard Office. Duluth Union Depot. Tool Car, Duluth. West Duluth.

C. E. McMULLIN. Asst. Superintendent. K. M. NICOLES. Train Master. F. E. POTTER, Chief Dispatcher.

