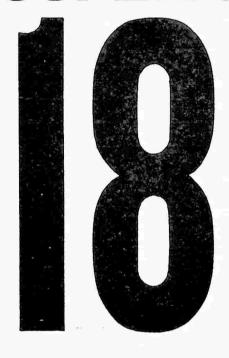
NORTHERN PAGIFIG RALWAY GOMPANY.

DULUTH AND SUPERIOR TERMINALS



TABLE

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

SUNDAY, JANUARY 31st, 1909.

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	UND Ist CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	Ist CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	2nd CLASS	1st CLASS	Ist CLASS		FROM DULUTH TIME TABLE No. 18. JAN. 31st, 1909. STATIONS Telegraph Offices and Calls.		
	51	31	57	161	201	7	3	11	61	33	101	167	55	103	37	Distance from Duluth	JAN. 31st, 1909.		
	N. P. 52 Daily	G. N. 31 Ex. Sunday	N. P. 57 Ex. Sunday	N. P. 161 Ex. Sunday	D. M. & N. I	D. S. S. & A. 6 Ex. Sunday	N. P. 4 Daily	N. P. 11 Dally	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	G. N. 37 Ex. Sunday	ig d	STATIONS Telegraph Offices and Calls.		
DULUTH				6.50AM	7.40AM	7.45 A	MA 00.8	8.15 AM			M 00. @	9.0544		1.55 PM	. Г.	0.0	DULUTH	v .	
IARFIELD AVENUE				* 6.53	7.43	7.48	8.03	8.18			• 9.03	* 9.08		* '1.58		1.0	QARFIELD AVENUE	. X	
20TH AVENUE			114 -	6.55	7.44	0	- 0	0			9.04	9.30		* 1.59		1.3	0.3 20TH AVENUE I	TRA	
D. M. & N. JCT	1 - al-7			* 6.57	7.46 M	Bridge	Bridge	Bridge			÷ 9.06	* 9.35		* 2.01			D. M. & N. JCT	- 1	
.WEST DULUTH				7.05	- : .4-1	β β	β β	B B			9.13	9.45 10.00		2.06			WEST DULUTH I	- = -	
VEST DULUTH JCT				* 7.08		Louis	Louis	Louis				* 10.10		* 2.08			WEST DULUTH JCT		
SPIRIT LAKE				7.14		St. 1	St. 1	St. 1				10.20	~	Line			SPIRIT LAKE		
NEW DULUTH				7.28		Via (Via (Via (11.10					NEW DULUTH		
FOND DU LAC				7.80/4				-				11.40	· · · · ·	Point			2.0 FOND DU LAC I		
				7.00%		•						11.20%		÷ 2.09			0.6zenith furnace	-	
ZENITH FURNACE		,															2.3		
RASSY POINT SIDING.														* 2.16					
RICE'S POINT	12.05AM		6.15AM			• 7.51	* 8.06	* 8.21					10.004	Grassy					
BRIDGE SWITCH	19.08	* 6.07 AU	6.18			* 7.52	* 8.08-14	8.22 94	* 8.48 Å	* 8.524		ļ	10.06		* 2.27 PU		BRIDGE SWITCH		
.ELEVATOR STATION	12.15	* 6.12	6.25		-	* 7.57	* 8.13	* 8.27	* 8.53	* 8.57			10.12	Via	* 2.32 50		ELEVATOR STATION		
OMAHA CONN	12.17	* 6.14	6.28			* 7.59	* 8.14	* 8.29	* 8.5444	* 8.59			10.15		* 2.34			-	
SUPERIOR U. D	10.00	6.15	0.00			8.00 AM	8.15	8.30		9.00				2.19	2.35				
BELKNAP STREET	12.20 12.45	* 6.16	6.80				* 8.16	* 8.31		* 9.01			10.45	* 2.20	* 2.36	-	BELKNAP STREET		
.CENTRAL AVENUE	1.004	6.25 AM	7.10M				8.25A	8.404		9.104			10.55A	* 2.28PH	2.45 PA	8.3		NBL I	
	TACON TO)	ستنيد				L.,					l	L		1			8	
	EAST BO	2nd CLASS	2nd CLASS	1st CLASS	On sing	ALTERNATION OF THE PARTY	t Bound Trai	ins have abs		f track over		trains of sai		No. 167 has	right over N	1	TIME TABLE No. 18.	H	
	54 N. P. 54	52 N. P. 51	172 N. P. 172	106 N. P. 106	18 G. N. 18	36 G. N. 36	206 D. M. & N. 6	14 N. P. 14	162 N. P. 162	94 OMAHA 94	116 N. P. 116	6	202 D. M. & N. 2	2 N. P. I	38 g. N. 38	Distance from Duluth	JAN. 31st, 1909.		
	Daily	Daily	Daily	Daily	Dally	Dally	Daily Daily	Dally	Ex. Sunday	Dally	Dally	Daily	Daily Daily	Daily	Ex. Sunday	Ä	relegraph offices and cans.		
															Car danday				
DULUTH			5.20 AM	6.30 AM			7.80	8.15AM	8.20AM		9.45AM	10.30 🖽	10.304				DULUTH1	-1 1-	
DULUTH			5.20AM 5.10	6.30AM * 6.26			7.80 AM * 7.87	8.15AM * 8.12	8.20A4 * 8.17		9.45AM * 9.42	10.30AII * 10.27	10.30AM * 10.27		DAY SAINGLY		GARFIELD AVENUE	CK.	
GARFIELD AVENUE	2.30 M			-				* 8.12				* 10.27		11.15AN * 11.12	DAI DIAMOS	1.0	GARFIELD AVENUE	FRACK	
	2.80M 2.20		5.10	* 6.26			* 7.27	* 8.12	* 8.17		* 9.42	* 10.27	* 10.27	11.15AN * 11.12		1.3	1.0 GARFIELD AVENUE 0.3 20TH AVENUE D. M. & N. JCT.	UBLE FRACK	
			5.10 5.03	* 6.26 6.25			* 7.27 * 7.26	* 8.12	* 8.17 8.15		* 9.42 9.40	* 10.27	* 10.27 * 10.26	11.15 M • 11.12		1.3	GARFIELD AVENUE	UBLE FRACK	
	2.20		5.10 5.03 4.58	* 6.26 6.25 * 6.23 6.15			* 7.27 * 7.26		* 8.17 8.15 * 8.13		* 9.42 9.40 * 9.38	* 10.27	* 10.27 * 10.26	11.15AN * 11.12		1.0 1.3 1.9	1.0 GARFIELD AVENUE 0.3 20TH AVENUE D. M. & N. JCT.	DOUBLE FRACK	
	2.20		5.10 5.03 4.58 4.51	* 6.26 6.25 * 6.23 6.15 * 6.12			* 7.27 * 7.26	* 8.12	* 8.17 8.15 * 8.13 8.05		* 9.42 9.40 * 9.88 9.31	* 10.27	* 10.27 * 10.26	11.15 All . 11.12 • 11.12 • 11.12		1.0 1.3 1.9 4.2 4.9	1.0 GARFIELD AVENUE 0.3 20TH AVENUE D. M. & N. JCT. WEST DULUTH	DOUBLE FRACK	
	2.20 2.15 2.13A4		5.10 5.03 4.58 4.51	* 6.26 * 6.23 * 6.15 * 6.12			* 7.27 * 7.26	Louis Bridge	* 8.17 8.15 * 8.13 8.05 * 8.02		* 9.42 9.40 * 9.88 9.31	Louis Bridge 6.01 *	* 10.27 * 10.26	11.15 M * 11.12 * 11.12		1.0 1.3 1.9 4.2 4.9	1.0 GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH	DOUBLE FRACK	
	2.20 2.15 2.13A4		5.10 5.03 4.58 4.51	* 6.26 6.25 * 6.23 6.15 * 6.12			* 7.27 * 7.26	St. Louis Bridge	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56		* 9.42 9.40 * 9.88 9.31	St. Louis Bridge 35	* 10.27 * 10.26	11.15 All . 11.12 • 11.12 • 11.12		1.0 1.3 1.9 4.2 4.9 7.6	1.0 GARFIELD AVENUE 0.3 20TH AVENUE 1.0 0.6 N. & N. JCT. WEST DULUTH 1.0 0.7 WEST DULUTH 2.7 SPIRIT LAKE	DOUBLE FRACK	
	2.20 2.15 2.13A4		5.10 5.03 4.58 4.51	* 6.26 * 6.23 * 6.15 * 6.12			* 7.27 * 7.26	St. Louis Bridge	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47		* 9.42 9.40 * 9.88 9.31	St. Louis Bridge 35	* 10.27 * 10.26	11.15 All . 11.12 • 11.12 • 11.12		1.0 1.3 1.9 4.2 4.9 7.6 11.4	1.0 GARFIELD AVENUE 0.3	DOUBLE FRACK	
	2.20 2.15 2.13A4		5.10 5.03 4.58 4.51	Point Line 98.9 * 6.23 * 6.29 *			* 7.27 * 7.26	St. Louis Bridge	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47		* 9.42 9.40 * 9.88 9.31	St. Louis Bridge 35	* 10.27 * 10.26	11.15 All . 11.12 • 11.12 • 11.12		1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3	1.0 GARFIELD AVENUE	DOUBLE FRACK	
	2.20 2.15 2.13A4	5.30AM	5.10 5.03 4.58 4.51	* 6.26 6.25 * 6.23 6.15 * 6.12 Point Tine 6.10 * 6.10			* 7.27 * 7.26	St. Louis Bridge	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47		* 9.42 9.40 * 9.88 9.31	St. Louis Bridge 35	* 10.27 * 10.26	11.15 All . 11.12 • 11.12 • 11.12		1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5	1.0 GARFIELD AVENUE 2.0 0.3	DOUBLE PRACK	
	2.20 2.15 2.13A4	5.30AM 5.25	5.10 5.03 4.58 4.51	* 6.26 6.25 * 6.23 6.15 * 6.12 Point Tine 6.10 * 6.10	• 6.23 M	◆ 7.08 AM	* 7.27 * 7.26	Via St. Louis Bridge	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47	+ 8.22M	* 9.42 9.40 * 9.38 9.31 * 9.39AM	* 10.27 Aia St. Louis Bridge	* 10.27 * 10.26	11.15 M * 11.12 * 11.12 * 11.13 * 11.19		1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8	1.0 GARFIELD AVENUE	DEN DOUBLE PRACK	
	2.20 2.15 2.13A4	5.25	5.10 5.03 4.58 4.51	Grassy . 9 . 9 . 9 . 9 . 9 . 9 . 9 . 9 . 9 .	• 6.23AM • 6.18	• 7.08AM	* 7.27 * 7.26	• 8.08 3 Via St. Louis Bridge	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47	* 8.22 AM	* 9.42 9.40 * 9.38 9.31 * 9.39AM	* 10.27 Aig St. Louis Bridge * 10.24 * 10.23	* 10.27 * 10.26	11.15 M • 11.12 Aig St. Louis Bridge • 11.09 • 11.08	* 12.23 PM	1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0	1.0 GARFIELD AVENUE 0.3 20TH AVENUE 1.0 0.4 0.6 0.7 WEST DULUTH 1.0 0.7 WEST DULUTH 1.0 0.7 SPIRIT LAKE 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.	Dbil Co	
	2.20 2.15 2.13A4	5.25	5.10 5.03 4.58 4.51	* 6.26 6.25 * 6.23 6.15 * 6.12 Point Tine 6.10 * 6.10	• 6.18	• 7.03	* 7.27 * 7.26	* 8.08 3 * 8.03	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47	* 8.17	* 9.42 9.40 * 9.38 9.31 * 9.39AM	* 10.27 Aig St. Louis Bridge * 10.24 * 10.23 * 10.18	* 10.27 * 10.26	11.15 AM • 11.12 • 11.12 Aig St. Louis Bridge • 11.08 • 11.08 • 11.08	* 12.23PM * 13.18	1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0 2.3	1.0 GARFIELD AVENUE 0.3	Double Pack	
	2.20 2.15 2.13A4	5.25	5.10 5.03 4.58 4.51	Via Grassy • 6.10 • 6.10 • 6.10 • 6.10 • 6.10 • 6.10	• 6.18 • 6.16	• 7.03 • 7.01	* 7.27 * 7.26	* 8.12 * 8.09 * 8.08 3 * 8.03 * 8.01	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47		* 9.42 9.40 * 9.38 9.31 * 9.39AM	* 10.27 * 10.27 Age of the property of the p	* 10.27 * 10.26	11.15 M • 11.12 • 11.12 Aig Sign Sign Sign Sign Sign Sign Sign Si	* 12.23 PM * 12.18 * 12.16	1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0 2.3 3.2	1.0 GARFIELD AVENUE 0.3	Dbi 24 Dbi Tck Tck Double FRACK	
	2.20 2.15 2.13M	5.25 5.20 5.16	5.10 5.03 4.58 4.51	* 6.23 * 6.15 * 6.12 • 6.10 • 6.10 • 6.10	* 6.18 • 6.16 6.15	* 7.03 * 7.01 7.00	* 7.27 * 7.26	* 8.12 * 8.09 * 8.08 3 * 8.03 * 8.03	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47	* 8.17	* 9.42 9.40 * 9.38 9.31 * 9.39AM	* 10.27 Aig St. Louis Bridge * 10.24 * 10.23 * 10.18	* 10.27 * 10.26	* 11.15 M * 11.12 * 11.12 * 11.12 * 11.13 * 11.09 * 11.08 * 11.01 11.00	* 12.23 PM * 12.18 * 12.16 13.15	1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0 2.3 3.9 4.2	1.0 GARFIELD AVENUE 0.3	Dbi 24 Dbi Tck Tck Double FRACK	
	2.20 2.15 2.13M	5.25	5.10 5.03 4.58 4.51	Via Grassy • 6.10 • 6.10 • 6.10 • 6.10 • 6.10 • 6.10	• 6.18 • 6.16	• 7.03 • 7.01	* 7.27 * 7.26 * 7.24AN	* 8.12 * 8.09 * 8.08 3 * 8.03 * 8.01	* 8.17 8.15 * 8.13 8.05 * 8.02 7.56 7.47	* 8.17	* 9.42 9.40 * 9.38 9.31 * 9.39AM	* 10.27 * 10.27 Age of the property of the p	* 10.27 * 10.26	11.15 M • 11.12 • 11.12 Aig Sign Sign Sign Sign Sign Sign Sign Si	* 12.23 PM * 12.18 * 12.16	1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0 2.3 3.9 4.2	1.0 GARFIELD AVENUE 0.3	TRACK Del Tek	

	FROM DULUTH	had Single									de propriere				Market Brownson		WEST BOUND
nce uth	JAN. 31st, 1909.	1st CLASS 95	1st CLASS 203	1st CLASS	1st CLASS 63	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS 205	1st CLASS	2nd CLASS	2nd CLASS	1st CLASS 35	1st CLASS	1st CLASS	
Distance from Duluth	STATIONS Telegraph Offices and Calls. Daily	OMAHA 95	D. M. & IN. 3	N. P. 2 Daily	OMAHA 63	D. S. S. & A. 8	N. P. 115	OMALIA 93	N. P. 163	D. M. & N. 5	N. P. 13	N. P. 171	N. P. 53	G. N. 35	G. N. 17	N. P. 105	
	DULUTHN 8.3	Daily	Daily 3.50FM	4.00PM	Daily	Daily 5.00FII	5.10PM	Daily	Ex. Sunday	Daily 7.10FM	Daily 7.30 PM	7.30 PM	Daily	Daily	Daily	Daily 11.10P4	DULUTH
-	GARFIELD AVENUE \ 7.3		* 3.58	* 4.03		\$ 5.03	* 5.13		* 5.33	* 7.13	* 7.33	7.38					
			* 3.54				5.14	~	5.35	* 7.14	7.00	7.40				* 11.13	GARFIELD AVENUE
	D. M. & N. JCT 2 10.5		* 3.56FM	Bridge		Bridge					90					11.15	20TH AVENUE
PROPERTY STREET	WEST DULUTHN A S.2		0.0012	Br		B	* 5.16		* 5.37	* 7.16 PM	Bridge	7.44		•		* 11.18	D. M. & N. JCT
	WEST DULUTH JCT 7.5			Louis		Louis	5.24		5.45		uis	7.51				11.25	WEST DULUTH
	SPIRIT LAKE 6.7			St. I		St. I	* 5.26 PM		* 5.48		ų.	7.55 FM				÷ 11.27	WEST DULUTH JCT
	3.8			Via S		Via S			5.54	-1	a St					Line	SPIRIT LAKE
-	2.0			Δ		>			6.03		Vi					Point	NEW DULUTH
	FOND DU LAC D 0.0 ZENITH FURNACE 0.9								6.10PM			-				<u> </u>	FOND DU LAC
-	ZENITH FORNACE 6.9	LET E				1			÷							* 11.28	ZENITH FURNACE
		-													-	* 11.35	GRASSY POINT SIDING
Commission of Commission	RICE'S POINT			* 4.05		5.06					* 7.36		8 .00 PM			SSy	RICE'S POINT
The second second	Control of the Contro	* 8.37 FM		* 4.06	4.42 PM	58 5.07		5.23 PM			* 7.37		8.02	* 9.02 PM	* 11.17 PM	Gra	BRIDGE SWITCH
STATEMENT STATE OF THE PARTY.	ELEVATOR STATION N 5.1 * 3.37	* 8.49	<u> Marianen</u>	* 4.11	4.47	5.12		5.28			* 7.42		8.10	* 9.07	* 11.22	Via	ELEVATOR STATION
-	OMAHA CONN 출발 4.4 * 3.39	* 3.44PM		* 4.12	4.49 PM	5.14		5.29 PM			* 7.44		8.20	* 9.09	• 11.24		OMAHA CONN
	SUPERIOR U. D D \(\frac{1}{2}\) 4.1 8.40			4.15		5.15 PM					7.45			9.10	11.25	11.40	SUPERIOR U. D
and the second	BELKNAP STREET 2 3.0 * 3.41			* 4.16							* 7.46		8.25 8.45	* 9.11	* 11.26	* 11.41	BELKNAP STREET
8.3	CENTRAL AVENUE N 0.0 * 3.49 PM		<u> </u>	4.25 PM							7.55 PU		9.00 PM	9.201	11.35 PM	11.50 PM	CENTRAL AVENUE
			1.00														
0.160	TO DUI UTH	·		<u> </u>													
o. 168.	TO DULUTH TIME TABLE No. 18.	2nd CLASS	Ist CLASS		2nd CLASS	Ist CLASS	right over No	2nd CLASS	Ist CLASS	Ist CLASS	64. Ist CLASS	Ist CLASS	Ist CLASS	Ist CLASS	1st CLASS	1st CLASS	BOUND
	TIME TABLE No. 18. JAN. 31st, 1909. STATIONS	168	1st CLASS 20 0, N, 20	102	2nd CLASS	204	1st CLASS	2nd CLASS 58	1st CLASS	1st CLASS	1st CLASS	8	104	164	64	1st CLASS	BOUND
Distance from Duluth	TIME TABLE No. 18, JAN. 31st, 1909. STATIONS Telegraph Offices and Calls.	168 N. P. 168 Ex. Sunday	20	102 N. P. 102 Ex. Sunday	2nd CLASS 56	1st CLASS 204 D. Al. & N. 4 Dally	62 Omaha 62	2nd CLASS	1st CLASS 12 N. P. 12 Daily	Ist CLASS	N. P. 3 Daily	B D. S. S. & A.5 Ex. Sunday	104 N. P. 104 Daily	164 N. P. 164 Ex. Sunday		1st CLASS	
Distance C from 5 Duluth	TIME TABLE No. 18, JAN. 31st, 1909. STATIONS Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM	20 G. N. 20	102 N. P. 102 Ex. Sunday 2.05 PM	2nd CLASS 56 N. P. 55	204 D. M. & N. 4 Dally 3.20PM	62 Omaha 62	2nd CLASS 58 N. P. 58	1st CLASS 12 N. P. 12 Daily 6.25 PM	1st CLASS 34. 0. N. 34	Ist CLASS 4. N. P. 3	B D. S. S. & A.5 Ex. Sunday	104 N. P. 104	164 N. P. 164	64 0MAHA 64	1st CLASS 32 G. N. 32	BOUND
1 O Distance from Distance	TIME TABLE No. 18, JAN. 31st, 1909. STATIONS Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25	20 G. N. 20	102 N. P. 102 Ex. Sunday 3.05 PM	2nd CLASS 56 N. P. 55	D. M. & N. 4 Dally 8.20PM 8.20PM	62 Omaha 62	2nd CLASS 58 N. P. 58	1st CLASS 12 N. P. 12 Daily	1st CLASS 34. 0. N. 34	N. P. 3 Daily	B D. S. S. & A.5 Ex. Sunday	104 N. P. 104 Daily	164 N. P. 164 Ex. Sunday	64 0MAHA 64	1st CLASS 32 G. N. 32	
Distractor	TIME TABLE No. 18, JAN. 31st, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20	20 G. N. 20	102 N. P. 102 Ex. Sunday 2.05 PM * 2.02 2.00	2nd CLASS 56 N. P. 55	D, M, & N, 4 Dally 3 .20 PM 3 .17	62 Omaha 62	2nd CLASS 58 N. P. 58	Ist CLASS 12 N. P. 12 Daily 6.25 PH	1st CLASS 34. 0. N. 34	N. P. 3 Daily 6.40 PH * 6.37	D. S. S. & A. 5 Ex. Sunday 6.55 PM * 6.52	104 N. P. 104 Dally 7.00PM	164 N. P. 164 Ex. Sunday 7.05 FM	64 0MAHA 64	1st CLASS 32 G. N. 32	DULUTH
Districts 1.0 1.3 1.9	TIME TABLE No. 18, JAN. 31st, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30	20 G. N. 20	102 N. P. 102 Ex. Sunday 3.05 PM * 2.02 2.00 * 1.57	2nd CLASS 56 N. P. 55	D. M. & N. 4 Dally 8.20PM 8.20PM	62 Omaha 62	2nd CLASS 58 N. P. 58	Ist CLASS 12 N. P. 12 Daily 6.25 PH	1st CLASS 34. 0. N. 34	N. P. 3 Daily 6.40 PH * 6.37	D. S. S. & A. 5 Ex. Sunday 6.55 PM * 6.52	104 N. P. 104 Dally 7.00 PM * 6.57	164 N. P. 164 Ex. Sunday 7.05 FM * 7.02	64 0MAHA 64	1st CLASS 32 G. N. 32	DULUTH
0.0 1.0 1.3	TIME TABLE No. 18, JAN. 31st, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30	20 G. N. 20	102 N. P. 102 Ex. Sunday 2.05 PM * 2.02 2.00 * 1.57 1.50	2nd CLASS 56 N. P. 55	D, M, & N, 4 Dally 3 .20 PM 3 .17	62 Omaha 62	2nd CLASS 58 N. P. 58	Ist CLASS 12 N. P. 12 Dally 6.25 PH 6.22	1st CLASS 34. 0. N. 34	N. P. 3 Daily 6.40Pll * 6.37	D. S. S. & A. 5 Ex. Sunday 6.55 PM * 6.52	104 N. P. 104 Dally 7.00 PM * 6.57 * 6.56	164 N. P. 164 Ex. Sunday 7.05FM * 7.02 7.01	64 0MAHA 64	1st CLASS 32 G. N. 32	
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7.6	TIME TABLE No. 18, JAN. 31st, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.45 PM	* 1.48 PM • 1.43 • 1.41 1.40	102 N. P. 102 Ex. Sunday 2.05 PM * 2.02 2.00 * 1.57 1.50	3.00 PM 2.42 2.35 37	D, M, & N, 4 Dally 3 .20 PM 3 .17	* 3.54 PM	5.10 PM 5.01 4.54 4.52	Ist CLASS 12 N. P. 12 Dally 6.25 PH 6.22 A Grant Street Class 6.19 6.19 6.18 6.11 6.10	* 6.28 PM * 6.28 PM * 6.23	* 6.34 * 6.34 * 6.38 * 6.26 6.25	* 6.49 * 6.48 * 6.41	104 N. P. 104 Dally 7.00 PM * 6.57 * 6.56 * 6.54 6.48 * 6.45 * 6.45 * 6.43 * 6.35 * 6.35	164 N. P. 164 Ex. Sunday 7.05 FM * 7.02 7.01 * 6.59 6.53 * 6.50 6.41 6.32	• 9.44FM • 9.89	* 10.08 PM * 10.08 PM * 10.01 10.00	
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55	51	3	1		TIME TABLE No. 1	8.		2	4	52	56
WAY FREIGHT	FREIGHT	PASSENGER	PASSENGER		JAN. 31st, 1909.			PASSENGER	PASSENGER	FREIGHT	WAY FREIGH
Tues., Thurs. & Sat.	Dally	Daily	Daily			F	1 _ :	Daily	Daily	Daily	Mon., Wed.
1.23PU.	4.024	6.0574	10.374	0.0	SP.NETTLETON AVED	ЩŲ	3.9	4.35FI	8.3543	1.3344	11.204
1.30	4.15	° 6.09	• 10.41	1.8	SP.NETTLETON AVED 1.8HILL AVE	RACE	1.8	° 4.31	* 8.31	1.25	11.10
1.40PH	4.354	6.15P4	10.48M	3.9	AJCENTRAL AVEN	AF.	0.0	4.25FU	8.2544	1.104	11.004

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, east 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 locked for Second District.

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 Nottleton 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.

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

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.
 - 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. 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 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, 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

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.

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

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, i 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, wrecking 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 Wyc 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 W. C. Ry. just west of D. M. & N. ore docks.

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

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, indicates position of switch at end of double tracks

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 right to use track to Bridge Switch and has no reference to entering on or passing through the draw spans.

The Wisconsin draw span, until further notice, stands partly swung open and is connected at each end by a curved trestle single track and trains will come to a full stop before entering on this curved track at each end of the draw and will not exceed four miles an hour while any part of the train is on the curved tracks.

Minnesota draw is protected by interlocking switches and signals. The approach from the west is governed by a dwarf signal just west of the double track switch west of Minnesota draw. Approach to the draw from Duluth is governed by semaphore signals on N. P., G. N. and C. St. P. M. & O. tracks located about 400 feet east of draw span, derails being located close to these signals.

Top arm, of upper quadrant style, indicates: Horizontal, red light, "Stop;" 45 degree upper angle, yellow light, "Caution;" vertical, green light, "Clear."

Lower half arm at 45 degree upper angle or yellow light indicates that train may proceed under full control, expecting a train immediately ahead.

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.

