NORTHER PAGE BALLAY COMPANY.

DULUTH AND SUPERIOR TERMINALS



TABLE

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

SUNDAY, MAY 23, 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.

E. C. BLANCHARD,

General Superintendent.

I. B. RICHARDS,

Superintendent of Transportation.

GEO. T. ROSS,

Superintendent.

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	2nd CLASS 51	31	57	161	201	7	1st CLASS	1st CLASS	61	Ist CLASS	101	2nd CLASS	55	1st CLASS	Commence of the second	inco uth	TIME TABLE No. 19. MAY 23rd, 1909.		LAve
	N. P. 52 Daily	G. N. 31 Ex. Sunday	N. P. 57 Ex. Sunday	N. P. 161 Ex. Sunday	D. M. & N. I Daily	D. S. S. & A. 6 Ex. Sunday	N. P. 4 Daily	N. P. 11 Daily	OMAHA 61 Ex. Sunday	U. N 33 Daily	N. P. 101 Ex. Sunday	N. P. 167 Ex. Sunday	N. P. 56 Mn. Wed. Frl.	N. P. 103 Daily	G. N. 37 Ex. Sunday	Distanc from Duluth	STATIONS Telegraph Offices and Calls.		Distance from CentrelA
DULUTH	CHEKK!		斯及斯特	6.50AM	7.40M	7.45	M00.8	8.15 AM			M.00.8	9.05 81		1.55FH		0.0	DULUTH	N .	. 8.
GARFIELD AVENUE				* 6.58	* 7.48	* 7.48	* 8.03	* 8.18			* 9.03	* 9.08		• 1.58		1.0		. _*	. 7.
20TH AVENUE			, N.,	6.55	* 7.44	e,	e,	ø.			9.04	9.30		• 1.59		1.3	0.3 20TH AVENUE	D L	. 11.
D. M. & N. JCT	F : 53			* 6.57	* 7.46AM	Bridge	Bridge	Bridge			* 9.06	* 9.35	- 1: #1	* 2.01		1.9	D. M. & N. JCT	BIE.	. 10.
WEST DULUTH	H 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			7.05		is E	is E				9.13	9.45 10.00		2.06		4.2	WEST DULUTH	N S	. 8.
WEST DULUTH JCT				* 7.08		Louis	Louis	Louis			* 9.15A	* 10.10	E.	* 2.08		4.9	WEST DULUTH JCT		. 7.
SPIRIT LAKE				7.14		St.	St	ů,		LE		10.20	h	Line		7.6	SPIRIT LAKE		. 6.
NEW DULUTH				7.28		Via	Via	Via			-	11.10				11.4	NEW DULUTH	D	. 2.9
FOND DU LAC				7.80M								11.404		Point	ıj. II-a	14.3	FOND DU LAC	D	. 0.0
zenith furnace		11.												* 2.09		Chicago N	ZENITH FURNACE		6.5
. GRASSY POINT SIDING							-			- Y - X				* 2.16					4.0
RICE'S POINT	12.05M		6.15A			* 7.51	* 8.06	* 8.21					10.00AM	A		2.0	RICE'S POINT		6.3
BRIDGE SWITCH	12.08	* 6.07 AL	6.18			• 7.52	* 8.08 14	* 8.22 94	* 8.48M	* 8.52AA			10.06	Grassy	* 2.27PH	2.3	BRIDGE SWITCH] [. 6.0
ELEVATOR STATION	12.15	* 6.12	6.25			* 7.57	* 8.13	* 8.27	* 8.58	* 8.57			10.12	Via G	* 2.32		ELEVATOR STATION	<u>بر</u> [. 5.1
OMAHA CONN	12.17	* 6.14	6.28			* 7.59	* 8.14	• 8.29	* 8.54AN	* 8.59			10.15	Δ	* 2.84		0.7 OMAHA CONN	TRAC	4.4
superior U. D		6.15				8-00AM	8.15	8.80		9.00		Marine Carrier		2.19	2.85	-	0.3 SUPERIOR U. D		4.1
BELKNAP STREET	12.20 12.45	* 6.16	6.30 6.57				* 8.16	* 8.31		* 9.01			10.45	* 2.20	* 2.86		BELKNAP STREET		3.6
CENTRAL AVENUE	1.00M	6.25A	7.10A				8.25A	8.40AM		9.104		1,3	10.55AN	* 2.28PN	2.45 PM			-1 1-	0.0
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	TILOM TO																		***************************************
	EAST BO		2nd CLASS	1 Ist CLASS								trains of san			right over No	o. 168.		H	
	2nd CLASS 54	2nd CLASS 52	172	1st CLASS	1st CLASS	1st CLASS	206	14	1st CLASS 162	1st CLASS 94	116	1st CLASS	202	1st CLASS	right over No 1st CLASS 38	0 4	TIME TABLE No. 19. MAY 23rd, 1909.	H	lance om rallave
	2nd CLASS	2nd CLASS			1st CLASS	1st CLASS	1st CLASS	Ist CLASS	1st CLASS	1st CLASS	116	1st CLASS	Ist CLASS	1st CLASS	1st CLASS	Distance from Duluth	TIME TABLE No. 19.	H	Distance from CentralAve
DULUTH	2nd CLASS 54 N. P. S4	2nd CLASS 52 N. P. 51	172 N. P. 172	106 N. P. 106	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	1st CLASS 206 D. M. & N. 6	14 N. P. 14	162 N. P. 162	94 OMAHA 94	1st CLASS 116 N. P. 116	1st CLASS 6 D. S. S. & A. 7	1st CLASS 202 D.M. & N. 2	1st CLASS 2 N. P. I	1st CLASS 38 G. N. 38	Distance from Duluth	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH	N .	Distance from Control Co
DULUTH	2nd CLASS 54 N. P. S4	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily	106 N. P. 106 Daily	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	1st CLASS 206 D. M. & N. 6 Dally	Ist CLASS 14 N. P. 14 Daily	1st CLASS 162 N. P. 162 Ex. Sunday	94 OMAHA 94	Ist CLASS 116 N. P. 116 Daily 9.45 A	1 ist CLASS 6 D. S. S. & A. 7 Daily 10.30 M	202 D. M. & N. 2 Dally	1st CLASS 2 N. P. 1 Dally	1st CLASS 38 G. N. 38	Distance from from Duluth	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH	CK IN	THE
	2nd CLASS 54 N. P. S4	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM	106 N. P. 106 Daily 6.30 M	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Dally 7.80 AM	1st CLASS 14 N. P. 14 Daily 8.15 AN * 8.12	162 N. P. 162 Ex. Sunday 8.20 All	94 OMAHA 94	Ist CLASS 116 N. P. 116 Daily 9.45 A	Ist CLASS 6 D. S. S. & A.7 Daily 10.30 10.27	1st CLASS 202 D. M. & N. 2 Dally 10.80 AM	Ist CLASS 2 N. P. I Dally 11.15 AM * 11.12	1st CLASS 38 G. N. 38	Distance from from Duluth	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE	I RACK	Distance from tron Centrallyve
GARFIELD AVENUE	2nd CLASS 54 N. P. S4 Daily	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 M 5.10	106 N. P. 106 Daily 6.30 M * 6.26	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Dally 7.80 /M * 7.27	1st CLASS 14 N. P. 14 Daily 8.15 AN * 8.12	Ist CLASS I 62 N. P. 162 Ex. Sunday 8.20 All * 8.17	94 OMAHA 94	Ist CLASS 116 N. P. 116 Daily 9.45 M * 9.42	Ist CLASS 6 D. S. S. & A.7 Daily 10.30 10.27	D. M. & N. 2 Dally 10.80 M * 10.97	Ist CLASS 2 N. P. I Dally 11.15 AM * 11.12	1st CLASS 38 G. N. 38	Distance from from Duluth	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20th AVENUE. D. M. & N. JCT.	UBLE TRACK	7.3
	2nd CLASS 54 N. P. 54 Daily 2.30 AM	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 M 5.10	106 N. P. 106 Daily 6.30 M * 6.26	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	1st CLASS 14 N. P. 14 Daily 8.15 AM * 8.12	1st CLASS 162 N. P. 162 Ex. Sunday 8 .20 All * 8 .17	94 OMAHA 94	1st CLASS 116 N. P. 116 Daily 9.45 M * 9.42 9.40	Ist CLASS 6	D. M. & N. 2 Dally 10.80 AM * 10.97	N. P. I Dally 11.15 M * 11.12	1st CLASS 38 G. N. 38	Distance Company Compa	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH.	DOUBLE TRACK	7.3
	2.30 M 2.20	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58	106 N. P. 106 Daily 6.30 AM * 6.26 6.25 * 6.23 6.15 * 6.12	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	Ist CLASS 14 N. P. 14 Daily 8.15 AM * 8.12	16t CLASS 162 N. P. 162 Ex. Sunday 8.20 AM * 8.17 8.15 * 8.13	94 OMAHA 94	Ist CLASS I 16 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38	Ist CLASS 6 D. S. S. & A. 7 Daily 10.30 M * 10.27 * 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	Tonis Bridge Property of the CLASS N.P. I Daily 11.15 M 11.12	1st CLASS 38 G. N. 38	Distance Company Compa	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20th AVENUE. D. M. & N. JCT.	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 . 8.2
D. M. & N. JCT WEST DULUTH	2.30 AM 2.20 2.15	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 AM * 6.26 6.25 * 6.23 6.15 * 6.12	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	St. CLASS 14 N. P. 14 Daily 8.15 All * 8.12	1 62 N. P. 162 Ex. Sunday 8.20 All * 8.17 8.15 * 8.13	94 OMAHA 94	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31	St. CLASS D.S.S. & A.7 Daily 10.30 M 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	N. P. I Daily 11.15 M * 11.12	1st CLASS 38 G. N. 38	0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH.	DOUBLE TRACK	7.3 11.1 10.5 8.2
	2.30 AM 2.20 2.15	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	Ist CLASS 14 N. P. 14 Daily 8.15 AM * 8.12	* 8.13 * 8.05 * 8.02	94 OMAHA 94	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31	Ist CLASS 6 D. S. S. & A. 7 Daily 10.30 M * 10.27 * 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	Tonis Bridge Property of the CLASS N.P. I Daily 11.15 M 11.12	1st CLASS 38 G. N. 38	0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH. WEST DULUTH JCT.	DOUBLE TRACK	7.3 11.1 10.5 8.2 7.5
	2.30 AM 2.20 2.15	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 AM * 6.26 6.25 * 6.23 6.15 * 6.12	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	St. CLASS 14 N. P. 14 Daily 8.15 All * 8.12	Ist CLASS 162 N. P. 162 Ex. Sunday S.20 M * S.17 S.15 * S.13 S.05 * S.02 7.56	94 OMAHA 94	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31	St. CLASS D.S.S. & A.7 Daily 10.30 M 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	N. P. I Daily 11.15 M * 11.12	1st CLASS 38 G. N. 38	0.00 1.0 F.33 1.9 4.2 4.9 7.6 11.4	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH. WEST DULUTH. SPIRIT LAKE.	DOUBLE FRACK	7.3 11.1 10.5 8.2 7.5 6.7
	2.30 AM 2.20 2.15	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	St. CLASS 14 N. P. 14 Daily 8.15 All * 8.12	* 8.17 * 8.15 * 8.02 * 8.02	94 OMAHA 94	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	St. CLASS D.S.S. & A.7 Daily 10.30 M 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	N. P. I Daily 11.15 M * 11.12	1st CLASS 38 G. N. 38	0.00 1.0 F.33 1.9 4.2 4.9 7.6 11.4	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH WEST DULUTH SPIRIT LAKE. NEW DULUTH.	DOUBLE FRACK	7.3 11.1 10.5 8.2 7.5 6.7 2.9
	2.30 AM 2.20 2.15	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M 6.26 6.25 6.25 6.15 6.12 uii d.	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	St. CLASS 14 N. P. 14 Daily 8.15 All * 8.12	* 8.17 * 8.15 * 8.02 * 8.02	94 OMAHA 94	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	St. CLASS D.S.S. & A.7 Daily 10.30 M 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	N. P. I Daily 11.15 M * 11.12	1st CLASS 38 G. N. 38	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH WEST DULUTH SPIRIT LAKE NEW DULUTH.	DOUBLE TRACK	7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0
	2.30 AM 2.20 2.15	2nd CLASS 52 N. P. 51	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12 outling time of the control of the co	1st CLASS 18 G. N. 18	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	St. CLASS 14 N. P. 14 Daily 8.15 All * 8.12	* 8.17 * 8.15 * 8.02 * 8.02	94 OMAHA 94	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	St. CLASS D.S.S. & A.7 Daily 10.30 M 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	N. P. I Daily 11.15 M * 11.12	1st CLASS 38 G. N. 38	0.00 1.0 F.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE	DOUBLE TRACK	7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9
	2.30 AM 2.20 2.15	2nd CLASS	172 N. P. 172 Daily 5.20 AM 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12 outling time of the control of the co	Ist CLASS 18 G. N. 18 Daily	1st CLASS 36 G. N. 36	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	Via St. Louis Bridge 8:12	* 8.17 * 8.15 * 8.02 * 8.02	94 OMAHA 94	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	Via St. Touis Bridge * 10.27	D. M. & N. 2 Dally 10.80 AM * 10.97	N.P. I Daily 11.15 M * 11.12 * 11.12	1st CLASS 38 G. N. 38	0.00 1.0 F.3 1.9 7.6 11.4 14.3 5.5 7.8 2.0	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH. WEST DULUTH SPIRIT LAKE. NEW DULUTH. FOND DU LAC. 2.3 GRASSY POINT SIDING.	DOUBLE PRACK	7.8 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9 4.6
GARFIELD AVENUE	2.30 AM 2.20 2.15	5.80 AM	172 N. P. 172 Daily 5.20 M 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12 Point Time 6.10 • 6.00	Ist CLASS 18 G. N. 18 Daily	Ist CLASS 36 G. N. 36 Daily	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	N.P. 14 Daily 8.15 M * 8.12 Aight Str. 12 Str. 14 Daily 8.15 M * 8.12	* 8.17 * 8.15 * 8.02 * 8.02	Ist CLASS 94 OMAHA 94 Daily	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	1st CLASS 6 D. S. S. & A.7 Daily 10.30 M * 10.27 Agents of the control of t	Int CLASS 202 D. M. & N. 2 Dally 10.80 M * 10.97 * 10.26 * 10.24 M	N.P. I Daily 11.15 M * 11.12 * 11.12	Ist CLASS 38 G. N. 38 Ex. Sunday	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH. WEST DULUTH. SPIRIT LAKE. NEW DULUTH. FOND DU LAC. ZENITH FURNACE. GRASSY POINT SIDING.	DOUBLE PRACK	7.8 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9 4.6 6.3
	2.30 AM 2.20 2.15	2nd CLASS	172 N. P. 172 Daily 5.20 M 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12 outling time of the control of the co	Ist CLASS 18 G. N. 18 Daily	Ist CLASS 36 G. N. 36 Daily	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	* 8.12 * 8.12 * 8.12 * 8.12 * 8.08 3	* 8.17 * 8.15 * 8.02 * 8.02	Ist CLASS 94 OMAHA 94 Daily * 8.22 M	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	Ist CLASS 6	Int CLASS 202 D. M. & N. 2 Dally 10.80 M * 10.97 * 10.26 * 10.24 M	* 11.09 • 11.08 • 11.08 • 11.08	Ist CLASS 38 G. N. 38 Ex. Sunday	0.00 1.0 1.0 1.0 1.0 4.2 4.0 7.6 11.4 14.3 5.5 7.8 2.0 2.3 3.2	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. 1.0 GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT. WEST DULUTH WEST DULUTH SPIRIT LAKE. NEW DULUTH FOND DU LAC. ZENITH FURNACE GRASSY POINT SIDING. RICE'S POINT.	CK DOUBLE TRACK	7.3 11.5 10.6 8.5 6.7 2.9 0.0 6.8 4.6 6.3
	2.30 M 2.20 2.15	5.80AM 5.25 5.20	172 N. P. 172 Daily 5.20 M 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12 Point Time 6.10 • 6.00	• 6.23 M • 6.18	1st CLASS 36 G. N. 36 Daily 7.08 M 7.03	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	* 8.12 * 8.12 * 8.12 * 8.09 * 8.08 3	* 8.17 * 8.15 * 8.02 * 8.02	Ist CLASS 9.4 OMAHA 94 Daily • 8.22 AM • 8.17	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	Ist CLASS 6	Int CLASS 202 D. M. & N. 2 Dally 10.80 M * 10.97 * 10.26 * 10.24 M	* 11.09 • 11.08 • 11.08 • 11.08	• 12.23PM • 12.18	0.00 1.0 1.0 1.0 1.0 7.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0 2.3 3.2	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 0.3 20TH AVENUE 0.4 N. JCT. WEST DULUTH WEST DULUTH SPIRIT LAKE. NEW DULUTH FOND DU LAC. ZENITH FURNACE. GRASSY POINT SIDING. RICE'S POINT. 0.9 ELEVATOR STATION.	E TRACK DOUBLE FRACK	7.8 11.3 10.8 8.2 7.8 6.7 2.9 0.0 6.9 4.6 6.3 6.0
	2.30 AM 2.20 2.15 2.13 AM	5.80AM 5.25 5.20	172 N. P. 172 Daily 5.20 M 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 AM * 6.26 6.25 * 6.23 6.15 * 6.12 unit Time 6.00 • 6.00	• 6.23 M • 6.18 • 6.16 • 6.15	• 7.08 M • 7.03	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	* 8.12 * 8.12 * 8.03 * 8.03 * 8.01	* 8.17 * 8.15 * 8.02 * 8.02	Ist CLASS 9.4 OMAHA 94 Daily • 8.22 AM • 8.17	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	Ist CLASS 6	Int CLASS 202 D. M. & N. 2 Dally 10.80AM * 10.26 * 10.24AM	Ist CLASS 2 N. P. I Daily 11.15 M * 11.12 * 11.12 OB OB OF OF OF OF OF OF OF OF	• 12.23 PM • 12.16	0.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE	NUBLE TRACK DOUBLE TRACK	7.3 11.1 10.5 8.2 7.5 6.7 2.9 0.0 6.9 4.6 6.3 6.0 5.1 4.4
	2.30 AM 2.20 2.15 2.13 AM	5.30 AM 5.25 5.20 5.16	172 N. P. 172 Daily 5.20 M 5.10 5.03 4.58 4.51	106 N. P. 106 Daily 6.30 M * 6.26 6.25 * 6.23 6.15 * 6.12 Point Time d. See See See See See See See See See Se	• 6.23 M • 6.18 • 6.15	• 7.08 All • 7.03 • 7.01 - 7.00	Ist CLASS 206 D. M. & N. 6 Daily 7.80 AM * 7.27	* 8.12 * 8.12 * 8.12 * 8.12 * 8.03 * 8.03 * 8.01 * 8.00	* 8.17 * 8.15 * 8.02 * 8.02	Ist CLASS 9.4 OMAHA 94 Daily • 8.22 AM • 8.17	Ist CLASS 1 1 6 N. P. 116 Daily 9.45 M * 9.42 9.40 * 9.38 9.31 * 9.29 M * 9.29 M	Ist CLASS 6	Int CLASS 202 D. M. & N. 2 Dally 10.80AM * 10.26 * 10.24AM	* 11.09 • 11.09 • 11.03 • 11.01 11.00	• 12.237M • 12.16	0.00 1.0 1.0 1.0 1.0 1.0 1.0 1.0 2.3 1.0 2.3 3.2 3.0 4.2 4.7	TIME TABLE No. 19. MAY 23rd, 1909, STATIONS Telegraph Offices and Calls. DULUTH. GARFIELD AVENUE 2.3 WEST DULUTH. WEST DULUTH. WEST DULUTH. SPIRIT LAKE. NEW DULUTH. 2.9 SPIRIT LAKE. ACCOUNT OF THE WORLD OF THE WO	DOUBLE TRACK DOUBLE TRACK THE PROPERTY OF TH	7.3

	FROM DULUTH					h II		***************************************							- Indiana		WEST BOUND
nnce uth uth	TIME TABLE No. 19. MAY 23rd, 1909.		1st CLASS 203	Ist CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS 93	1st CLASS	1st CLASS 205	1st CLASS	2nd CLASS	2nd CLASS	Ist CLASS	1st CLASS	1st CLASS	
Distance from Duluth	STATIONS Telegraph Offices and Calls. G. N. Dai	OMAHA 95	D. M. & N. 3		OMAHA:63	D. S. S. & A. 8	N. P. 115	OMAHA 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	
	DULUTH N 8.3		Daily 3.50FM	4.00PM	Dally	Daily 5.00Pil	Daily (Daily	Ex. Sunday	7.10 PM	7.30 PM	7.30 FM	Daily	Daily	Daily	Dally 11.10PH	DULUTH
1.0	garfield Avenue 💥 7.3		* 3.53	* 4.03		* 5.03	* 5.13		* 5.33	* 7.13	÷ 7.33	7.36			***		or Coper rolation (agrees and
The second of the second	20TH AVENUE D . 11.1		* 3.54					4.000		- Lauru 13 - 31	7.38					* 11.13	GARFIELD AVENUE
	0.0			Bridge		Bridge	5.14		5.35	* 7.14	9	7.38				11.15	20TH AVENUE
-	2.3		* 3.56PM				* 5.16		* 5.37	* 7.16 PM	Bridge	7.41				* 11.18	D. M. & N. JCT
	0.7			ouis		Louis	5.24		5.45		uis]	7.46				11.25	WEST DULUTH
	2.7		-	H		THE SAME	* 5.26PM		* 5.48		Ş	7.50PM				* 11.27	WEST DULUTH JCT
				a St.		S			5.54		St.					Line	SPIRIT LAKE
	NEW DULUTH D 2.9		The second	Via		Via			6.03		Via					Point	NEW DULUTH
	FOND DU LAC D 0.0								6.10 PM	The state of the s						Ро	FOND DU LAC
	ZENITH FURNACE 6.9															* 11.28	ZENITH FURNACE
7.8	GRASSY POINT SIDING 4.6	el e	×	E.				2								* 11.35	GRASSY POINT SIDING
	RICE'S POINT 6.3			* 4.05		* 5.06					* 7.36		7.40FM			SSY	RICE'S POINT
2.3	BRIDGE SWITCH 0.0 * 3.5	2FU * 3.87PU		* 4.06	* 4.42 PU	* 5.07		* 5 23 PM			* 7.37		7.42	* 9.02PM	• 11.17 PM	Grass	BRIDGE SWITCH
3.2	ELEVATOR STATION \ \ 5.1 * 3.5	* 8.42	To States	* 4.11	+ 4.47	* 5.12		* 5.28			* 7.42		7.50	* 9.07	* 11.22	Via G	ELEVATOR STATION
3.9	OMAHA CONN \$ 4.4 = 3.5	9 * 3.44FM		* 4.12	* 4.49PM	* 5.14	Fig. 7 L	* 5.29PII			* 7.44		8.00	* 9.09	• 11.24	Α	OMAHA CONN
4.2	0.3 H	0	jje.	4.15		5.15 PM	n fay e		Arriga (7.45			9.10	11.25	11.40	SUPERIOR U. D
4.7	BELKNAP STREET 0.5 3.6 * 8.4		A-12	* 4.16							* 7.46		8.05 8.20				
	CENTRAL AVENUE N 0.0* 3.4	4		4.25 PM				<u> 10 () () () () () () () () () (</u>						* 9.11	* 11.26	* 11.41	BELKNAP STREET
			v v ser Cale	4,307.H				1 300			7.55 PM		8.35 PM	9.20%	11.35 PM	11.50 FM	CENTRAL AVENUE
o. 168.	TO DULUTH	AT TANKING	healts is	الماريكين		No. 161 has				ht over No. I					PRINT BEAT	EAST	BOUND
	TIME TABLE No. 19. MAY 23rd, 1909.		1st CLASS	Ist CLASS 102	2nd CLASS	Ist CLASS	1st CLASS	2nd CLASS	Ist CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	Ist CLASS	Ist CLASS	BOUND
Distance from Duluth 891	TIME TABLE No. 19.	168 N. P. 168	20 G. N. 20	102 N. P. 102	2nd CLASS 56 N. P. 55	1st CLASS 204 D. M. & N. 4	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	1st CLASS 12 N. P. 12	1st CLASS 34 G. N. 34	Ist CLASS A. N. P. 3	8 D. S. S. & ∧, 5	104 N. P. 104	164 N. P. 164	64 0MAHA 64	1st CLASS 32 G. N. 32	BOUND
Distance from Duluth	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH	168 N. P. 168	20 G. N. 20 Daily	102	2nd CLASS	1st CLASS 204 D. M. & N. 4	62	2nd CLASS 58	1st CLASS	1st CLASS	1st CLASS	8	104	164	64	1st CLASS	
Distance from Duluth	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls.	168 N. P. 168 Ex. Sunday	20 G. N. 20 Daily	102 N. P. 102 Ex. Sunday	2nd CLASS 56 N. P. 55	Ist CLASS 204 D. M. & N. 4 Daily	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	1st CLASS 12 N. P. 12 Daily	1st CLASS 34 G. N. 34	Ist CLASS A N. P. 3 Daily	D. S. S. & A.5 Ex. Sunday 6.55 PM	104 N. P. 104 Daily 7.00P3	164 N. P. 164 Ex. Sunday 7.05 PM	64 0MAHA 64	1st CLASS 32 G. N. 32	DULUTH
Distance Distance Lyon Duluth	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM	20 G. N. 20 Daily	102 N. P. 102 Ex. Sunday 2.05 PM	2nd CLASS 56 N. P. 55	1st CLASS 204 D. M. & N. 4 Daily 3.20 PM	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	Ist CLASS 12 N. P. 12 Daily 6.25 PM 6.22	1st CLASS 34 G. N. 34	Ist CLASS N. P. 3 Daily 6.40 PM * 6.87	D. S. S. & A.5 Ex. Sunday 6.55 PH * 6.52	104 N. P. 104 Daily 7.00PM	164 N. P. 164 Ex. Sunday 7.05FM * 7.02	64 0MAHA 64	1st CLASS 32 G. N. 32	DULUTH
Distance Distance Duluth E.1	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25	20 G. N. 20 Daily	102 N. P. 102 Ex. Sunday 2.05 PM * 2.03	2nd CLASS 56 N. P. 55	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	Ist CLASS 12 N. P. 12 Daily 6.25 PM 6.22	1st CLASS 34 G. N. 34	Ist CLASS N. P. 3 Daily 6.40 PM * 6.87	D. S. S. & A.5 Ex. Sunday 6.55 PH * 6.52	104 N. P. 104 Daily 7.00PM * 6.57 * 6.56	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01	64 0MAHA 64	1st CLASS 32 G. N. 32	DULUTH
0.0	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20	20 G. N. 20 Daily	102 N. P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55	Ist CLASS 204 D. M. & N. 4 Daily 3.20 PM * 3.17	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.23	1st CLASS 34 G. N. 34	N. P. 3 Daily 6.40 PM * 6.87	© D. S. S. & A. 5 Ex. Sunday 6.55 Pl * 6.52	104 N. P. 104 Daily 7.00PM * 6.57 * 6.56 * 6.54	164 N. P. 164 Ex. Sunday 7.05 FM * 7.02 7.01 * 6.59	64 0MAHA 64	1st CLASS 32 G. N. 32	
0.0 1.0 1.9	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS Telegraph Offices and Calls. DULUTH	168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20	20 G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.23	1st CLASS 34 G. N. 34	N. P. 3 Daily 6.40 PM * 6.87	© D. S. S. & A. 5 Ex. Sunday 6.55 Pl * 6.52	104 N.P. 104 Dally 7.00PJ * 6.57 * 6.56 * 6.54 6.48	164 N. P. 164 Ex. Sunday 7.05FM * 7.02 7.01 * 6.59 6.53	64 0MAHA 64	1st CLASS 32 G. N. 32	
0.0 L'3	TIME TABLE No. 19. MAY 23rd, 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	20 G. N. 20 Daily	102 N. P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.25 PM 6.23	1st CLASS 34 G. N. 34	Ist CLASS N. P. 3 Daily 6.40 PM * 6.97	Conis Bridge 4.6.9	104 N. P. 104 Dally 7.00P1 6.57 6.56 6.54 6.48 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50	64 0MAHA 64	1st CLASS 32 G. N. 32	DULUTH
0.0	TIME TABLE No. 19. MAY 23rd, 1909. STATIONS 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	20 G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.22 Since I was a series of the control of	1st CLASS 34 G. N. 34	N. P. 3 Daily 6.40Pl * 6.37	St. Louis Bridge * 6.5° 8 .0°	104 N.P. 104 Dally 7.00P4 * 6.57 * 6.56 * 6.54 6.48 * 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50.	64 0MAHA 64	1st CLASS 32 G. N. 32	
0.0	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55	QQ G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.25 PM 6.23	1st CLASS 34 G. N. 34	Ist CLASS N. P. 3 Daily 6.40 PM * 6.97	Conis Bridge 4.6.9	104 N.P. 104 Dally 7.00P4 * 6.57 * 6.56 * 6.54 6.48 * 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	64 0MAHA 64	1st CLASS 32 G. N. 32	
0.0	TIME TABLE No. 19. MAY 23rd, 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	QQ G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.22 Since I was a series of the control of	1st CLASS 34 G. N. 34	N. P. 3 Daily 6.40Pl * 6.37	St. Louis Bridge * 6.5° 8 .0°	104 N.P. 104 Dally 7.00El 6.57 6.56 6.48 6.48 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50.	64 0MAHA 64	1st CLASS 32 G. N. 32	
0.0 1.0 1.9 4.2 4.9 11.4 5.5	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55	QQ G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.22 Since I was a series of the control of	1st CLASS 34 G. N. 34	N. P. 3 Daily 6.40Pl * 6.37	St. Louis Bridge * 6.5° 8 .0°	104 N.P. 104 Dally 7.00P4 * 6.57 * 6.56 * 6.54 6.48 * 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	64 0MAHA 64	1st CLASS 32 G. N. 32	
0.0	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55	QQ G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55 Tu , Th., Sat	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	1st CLASS 62 Omaha 62	2nd CLASS 58 N. P. 58	N. P. 12 Daily 6.25 PM 6.22 Since I was a series of the control of	1st CLASS 34 G. N. 34	N. P. 3 Daily 6.40Pl * 6.37	St. Louis Bridge * 6.5° 8 .0°	104 N.P. 104 Dally 7.00El 6.57 6.56 6.48 6.48 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	64 0MAHA 64	1st CLASS 32 G. N. 32	
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1.0	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55 12.45 PM	QQ G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55 Tu , Th., Sat.	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	Ist CLASS 62 Omaha 62 Ex. Sunday	7.10 PM 5.10 PM	N. P. 12 Daily 6.25 PM 6.22 A. Conic Street Class 6.22 A. P. 12 Daily 6.25 PM 6.22	1st CLASS 3.4 G. N. 34 Daily	N. P. 3 Daily 6.40 PM * 6.87 Ag * 6.84	Via St. Louis Bridge 4.9 * 6.49 * 6.49	104 N.P. 104 Dally 7.00P.1 * 6.56 * 6.54 6.48 * 6.45 * 6.45 * 6.45 * 6.45 * 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	S4 OMAHA 64 Dally	Ist CLASS 32 G. N. 32 Ex. Sunday	
1.9	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55 12.45 PM 6	20 G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	2nd CLASS 56 N. P. 55 Tu , Th., Sat.	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	Ist CLASS 62 Omaha 62 Ex. Sunday • 3.32 PM	2nd CLASS 58 N. P. 58 Ex. Sunday 5.10 PM 5.01	Ist CLASS 12 N. P. 12 Daily 6.25 PM 6.23 A Graph of the control o	Ist CLASS 3.4 G. N. 34 Daily * 6.28 PM	* 6.33	© D. S. S. & A.5 Ex. Sunday 6.55 Pl * 6.52 * 6.49 * 6.48	104 N.P. 104 Dally 7.00E1 6.57 6.56 6.54 6.48 6.45 100 4.6.45 8.6.45 8.6.45 8.6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	S4 OMAHA 64 Dally	* 10.08 PM * 10.03	
1.9	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55 12.45 PM 6	20 G. N. 20 Daily	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	3.00 PM 2.42 2.35	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	• 3.32 PM • 3.27 .	5.10 PM 5.01 4.54 4.52	Ist CLASS 12 N. P. 12 Daily 6.25 PM 6.25 PM 6.23 Vigorian Sinol Si	* 6.28 PM * 6.28	* 6.28 * 6.28 * 6.28	© D. S. S. & A. 5 Ex. Sunday * 6.55 PH * 6.52 All Property of the control of t	104 N.P. 104 Dally 7.00P.1 * 6.56 * 6.54 6.48 * 6.45 * 6.45 * 6.45 * 6.45 * 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	9.44PM 9.89	* 10.08 PM * 10.03	
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1.9	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55 12.45 PM 6	* 1.48% • 1.48% • 1.41 1.40	102 N.P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57	3.00 PM 2.42 2.35	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	• 3.32 PM • 3.27 .	5.10 PM 5.01 4.54 4.52	Ist CLASS 12 N. P. 12 Daily 6.25 PM 6.23 Fig. 10 Fig. 12 Fig. 1	* 6.28 PM • 6.28 PM • 6.23	* 6.34 * 6.35 * 6.26 6.25	* 6.49 * 6.49 * 6.43 * 6.41	* 6.45 * 6.45 * 6.45 * 6.45 * 6.45 * 6.45 * 6.48 * 6.45 * 6.45	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	9.44PM 9.89 9.38PM	* 10.08 PM * 10.03 * 10.01 10.00	
1.9	TIME TABLE No. 19. MAY 23rd, 1909. S T A T I O N S Telegraph Offices and Calls. DULUTH	168 N. P. 168 N. P. 168 Ex. Sunday 4.30 PM * 4.25 4.20 * 3.30 3.10 1.30 * 1.22 1.15 12.55 12.45 PM 6 4 PM	* 1.48 PM * 1.48 PM * 1.43 * 1.41 1.40 * 1.39 * 1.30 PM	102 N. P. 102 Ex. Sunday 2.05 PM * 2.03 2.00 * 1.57 1.50 * 1.47 PM	3.00 PM 2.42 2.30 2.10 1.50 PM	Ist CLASS 204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	• 3.32 PM • 3.27 .	5.10 PM 5.01 4.52	Ist CLASS 12 N. P. 12 Daily 6.25 PM 6.25 PM 6.23 PPLIA FOR SINO T	* 6.28 PM * 6.28 PM * 6.28 • 6.21 • 6.20 • 6.19	* 6.34 * 6.35 * 6.26 • 6.25 • 6.24	* 6.49 * 6.49 * 6.43 * 6.41	104 N.P. 104 Dally 7.00P.1 * 6.56 * 6.54 6.48 * 6.45 * 6.45 * 6.45 * 6.35 * 6.35 * 6.35	164 N. P. 164 Ex. Sunday 7.05 PM * 7.02 7.01 * 6.59 6.53 * 6.50. 6.41 6.33	9.44PM 9.89 9.38PM	* 10.08 PM * 10.03 * 10.01 10.00 • 9.59	

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WAY FREIGHT	FREIGHT	PASSENGER	PASSENGER	MAY 23rd, 1909.				PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT
Tues., Thurs. & Sat.	Daily	Dally	Daily					Dally	Daily	Dally	Mon. Wed.
1.2274	4.024	6.05PII	10.37A	0.0	SPEAST ENDD	m'^	3.9	4.35PU	8.3541	1.8344	11.20AM
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1.40 PH	4.354	6.15F4	10.48#	3.0	AJCENTRAL AVEN	בר	0.0	4.25PU	8.2541	1.104	11.00AM

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 plat 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 railread 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.

Interlocking switches and signals located at Great Northern Crossing, Central Ave., 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.

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

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.

Grassy Point Line Switch at West Duluth Junction will be kept set for main line east bound track.

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

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.

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.

ticket.

No. 104 and No. 171 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 flag-man must be stationed on the rear car of all trains, and be provided with proper danger signals, and in case

man 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

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 P3 (total weight of which, including tender is 265,000 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 gennestion. This includes I also Superior terminal treats between Bellman St. and Omaha gennestion.

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 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 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.

C. E. McMULLIN, Asst. Superintendent.

K. M. NICOLES. Train Master. L. F. NEWTON, Asst. Trainmaster. F. E. POTTER. Chief Dispatcher.

