# NORTHERN PACIFIC RALWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME



TABLE

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

SUNDAY, MAY 29th, 1910.

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

G. A. GOODELL,

General Manager.

E. C. BLANCHARD,

General Superintendent.

P. H. MCCAULEY,

Superintendent of Transportation.

K. M. NICOLES,
Superintendent.

the second secon	WEST BO		24.00.200	Tak CT 102	104 01 400	164 63 460	let 63 255	let Cl ACC	let Cl Acc	1et Ct 1CC	) 1et (2) 500	1 Int 60 100	1 2-4 44 44-	1 50 1 01 102	. Bac 211		FROM	DU			
	621	31	727	81	201	7 Ist CLASS	53	55	Ist CLASS	1st CLASS	61	83	2nd CLASS 433	2nd CLASS 729	63	1st CLASS	ist CLASS	Bang.	May 29th, 1910.		
	N. P. 622 Daily	G. N. 31 Ex. Sunday	N. P. 727		D. M. & N. I	D. S. S. & A. 6 Ex. Sunday	N. P. S4 Daily	N. P. 55 Daily	OMAHA 61 Ex. Sunday	Q. N 33 Dally	N. P. 61 Ex. Sunday	N. P. 83	N. P. 433 Ex. Sunday	N. P. 730	N. P. 63 Dally	G. N. 37 Ex. Sunday	N. P. 87	Distance	STATIONS		
DULUTH,	Daily	Ex. Sunday	Ext Sunday	6.20 AM	7.40M	7.45M	8.00/4	8.05 AM	Ex. Juneay	Bally	9.004			Min. Wed. Pri	1.55PH		Dally 2.80 PM	0.0	Telegraph Offices and Calls.  ODULUTHN	el 1	
GARFIELD AVENUE,		6 74		* 6.93	* 7.43	* 7.48	* 8.08	* 8.08	11.40		\$ 9.03	* 9.18	* 10.00		• 1.58	1.4		_	0GARFIELD AVENUE		
NUBARUF DRO				11.54.6		7.20	. 3.00			Delta de la constitución de la c		-	-				* 2.88	-	0.3 3 20TH AVENUE D	- 3	H
20TH AVENUE				6.25	* 7.44	Bridge	Bridge	Bridge			9.04	9.80	10.05		* 1.59	· ·	2.85	-		) E	
D. M. & N. JCT				* 6.27	* 7.46M	Bri	Bri	Bri		<del>-</del>	* 9.06	* 9.88	* 10.20		● 3.01		* 2.37	-	D. M. & N. JCT.	OCB.	
WEST DULUTH	************			6.85		uis	Louis	Louis			9.13	9.80	10.80		8.06		2.45	-	2	1 2	
WEST DULUTH JCT				* 6.38		្ន			-	entruis to a second	• 9.15M	* 9.38	• 10.35	-	0.08		2.48	4.9	WEST DULUTH JCT	. ].	<u>   </u>
SPIRIT LAKE				6.44		St.	ķ	ಭ				9.89	10.55		Line		2.54	7.0	6SPIRIT LAKE		
NEW DULUTH				6.58		Via	Via	Via		•		.9.48	11.85				3.08	11.4	4NEW DULUTH D.	)	
FOND DU LAC				7.004								9.55 AM	11.50A		Point		3.10PM	14.8	3FOND DU LAC D.	)	
ZENITH FURNACE	T., [4														• 2.09			Б.8	0.6 ZENITH FURNACE		
.QRASSY POINT SIDING									-1 N						• 2.16				2.3 GRASSY POINT SIDING	-	-
	12.05M		6.15M			* 7.51	• 8.06	• 8.11	Marine State Control of State Control	6 <del>-2</del>				10.00Æ			-		RICE'S POINT	11	
BRIDGE SWITCH	12.08	8.07A	6.18			• 7.58	• 8.08 58		* 8.48AN	• 8.52M				10.06	Grassy	• 2.27FM			0.3 BRIDGE SWITCH		ii-
		6.13					•						<del> </del>		_	<u> </u>			0.9ELEYATOR STATION		H
ELEVATOR STATION	12.15		8.25			* 7.57	* 8.18	8.17 94		* 8.57				10.12	Via	• 2.82		-		SAC.	-
OMAHA CONN	19.17	* 6.14	6.28			* 7.59	• 8.14	* 8.19	* 8.54W	* 8.59	والمستحدث المحمد المستحدث		-	10.15		• 2.34	-		OMAHA CONN	E .	H-
SUPERIOR U. D	19.90	6.15	6.80			8.00 M	8.15	8.20		9.00					2.19	2.35			SUPERIOR U. D D	OGB!	-
BELKNAP STREET	19.20	* 6.16	6.80				* 8.16	* 8.91		* 9.01		ļ		10.45	* 2.20	* 2.36		-	BELKNAP STREET	Α.	
CENTRAL AVENUE	1.00M	6.25AM	7.10M				8.25M	MO8.8		9.104				10.55AM	• 2.28PM	2.45M		8.8			
	DACT DO	TTWD				1 1	<u> </u>					<u> </u>	<u></u>	<u> </u>				<u> </u>			Ш
		2nd CLASS	1st CLASS	1st CLASS	Ist CLASS	ound Trains I	1st CLASS	i right of tra	ek over Wes	t Bound trai	Ist CLASS	class, except	as per Speci	al Rules on I	ond du Lac		Ist CLASS		DULUTH TIME TABLE No. 25.		1
	622 N. P. 621	628 N. P. 628	66 N. P. 66	18 0. N. 18	36 Q. N. 36	206 D. M. & N. 6	58 N. P. 58	82	94	72	84	6	202	52	626	38	96	Jistance from Duluth	May 29th, 1910.		-
	Daily	Daily	Daily	Daily	Daily	Daily Daily	Daily	N. P. 82 Ex. Sunday	OMAHA 94 Daily	N. P. 72 Daily	N. P. 84 Sun. Only	D. S. S. & A.: Daily	Daily	N. P. 51 Daily	N. P. 626 Daily	G. N. 38 Ex. Sunday	OMAHA 96 Daily	a a	Telegraph Offices and Calis.		
DULUTH		8.20 M	6.30M			7.80AM	8.15M	8.80AM		9.45	10.45 AM	10.30W	10.30M	11.15M				-	DULUTH		
GARFIELD AVENUE		5.10	* 6.26			* 7.27	* 8.12	* 8.27		* 9.42	* 10.42	* 10.27	* 10.27	• 11.12				1.0	GARFIELD AVENUE	. K	<u> </u>
20TH AVENUE		5.08	6.25		11.1.	* 7.26		8.25	Dec 177.3	9.40	10.40		* 10.26		11.45 AM	g 1976	100 EXE	1.3	3 D	2	
D. M. & N. JCT		4.58	• 6.23			* 7.24M	Bridge	* 8.23		* 9.38	* 10.38	Bridge	* 10.24M	Bridge	11.35	T+ Q		1.0	D. M. & N. JCT	UBLE	
WEST DULUTH		4.51	6.15				is B	8.15		9.31	10.30			_ g	11.25	eniles 1		-	2 WEST DULUTH N	0	
WEST DULUTH JCT		4.46M	• 6.12	T. E.		Table Light	Louis	• 8.12	881 B F	* 9.29M	*10.27	Louis		Louis	11.20A	77 <b>W</b> 3		-	WEST DULUTH JCT	1	
SPIRIT LAKE				18 (P. 17 H.)		ri or ij.	St. )	8.06	NE CA	July .	10.21	St. ]	34	% 					SPIRIT LAKE		-
NEW DULUTH			t Line		or Talki		Via S					Via S		Via S				-	3.8  NEW DULUTH D.		
tronile en il rege de la		READ, CAT	Point		STATE		•	7.57	E (1 ) 1   1		10.12	Lizar and		Α				-	FOND DU LAC D.		
FOND DU LAC			100000					7.50AM			10.05M		The second		2 17 2 16		786 N. U. J. J.				
ZENITH FURNACE			• 6.10	0.01	12 0.3 52 15 J .c 2 4 V VI			9 ° 13 m. r		Street Vol.				wall to	CL COLD			_	ZENITH FURNACE		-
GRASSY POINT SIDING	a the allegative		• 6.00									- 1-12		Name of the		36.		7.8			-
RICE'S POINT	5.30M		SSY				• 8.09					• 10.24		• 11.09				_	RICE'S POINT		
BRIDGE SWITCH	5.25		Grassy	· 6.23 M	• 7.08M		· 8.08 53		. 8.22M		3-13-03	. 10.28		• 11.08	14115	• 12.98 M	• 12.44PM		BRIDGE SWITCH		
ELEVATOR STATION	5.20	1.00	Via	• 6.18	• 7.08		• 8.03		· 8.17 55			• 10.18		• 11.03		• 12.18	• 12.39	3.2	2ELEVATOR STATION	考.	
OMAHA CONN	5.16			• 6.16	• 7.01	A COM	• 8.01		• 8.16A			• 10.16		• 11.01		• 12.16	* 12.85PM	3.9	0.7 OMAHA CONN	E.	
SUPERIOR U. D			5.55	6.15	7.00		8.00		10 m			10.15M		11.00	原制信息	19.15			2 SUPERIOR U. D D	BLE	
BELKNAP STREET	5.10 5.00	ni cara	• 5.54	• 6.14	• 6.59	e sitte sitte site	• 7.59	1 14 ma		9 10 (N) AL			A pur lawrin	• 10.59	No. 5	• 12.14	10000	-	7BELKNAP STREET	8	
		erno di	5.45M	6.05 M	035031601010	15046	7.50M							10.48M		19.05PM		-	3.6	(2)	
CENTRAL AVENUE	4 40#	LOW PROPERTY.						1 THE R. L. S. L.	A CONTRACTOR OF THE PARTY OF TH		A CONTRACTOR OF THE PARTY OF TH	THE PERSON NAMED IN COLUMN	THE RESERVE OF THE PERSON NAMED IN COLUMN 1997 IN C	TOM	The same of	**************************************	A STATE OF THE PARTY OF THE PAR	1 0.0		100000	450
CENTRAL AVENUE	4 40#		0.404	June State Const							BA SALES			S A DA	7 TEEL	SECTION AND ADDRESS.			The state of the s	11	1

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FROM	or other the	T	TH TIME TABLE No. 25.	1 91	1 1st CLASS 1	1st CLASS	K 128 3	1 st CLASS	Ist CLASS	Ist CLASS	Ist CLASS	1st CLASS	1st CLASS	Ist CLASS	2nd CLASS	1 Ist CLASS	1st CLASS	2nd CLASS	2nd CLASS		Ist CLASS	Continues and the property of the second second second
87	Distance from Duluth		May 29th, 1910.	ance om palla	19	95	出版。	203	51	163	5	71	93	89	625	205	57	627	623	35	17	65
N. P. 87 Daily	Dist	-	STATIONS Telegraph Offices and Calls.	Dist	G. N. 19 Daily	OMAHA 93 Daily	16.50	D. M. & N. 3 Dally	N. P. 52 Daily	OMAHA 63 Dally	D. S. S. & A. 8 Dally	N. P. 71 Dally	OMAHA 93 Dally	N. P. 89 Ex. Sunday	N. P. 625 Dally	D. M. & N. 5 Dally	N. P. 57 Daily	N. P. 627 Dally	N. P. 623 Daily	G. N. 35 Daily	G. N. 17 Daily	N. P. 65 Daily
2.30PM	0.	0	DULUTH	8.3	HOLET			3.50FM	4.00PH		5.00FM	5.10PH	- Ta	5.20FE		7.10PM	7.801	7.80PM	A FEBRUARY	distribution.		11.10%
2.88	1.	0	darfield avenue 5	7.3		<u> </u>		• 8.53	• 4.08		\$ 5.03	* 5.13		* 5.93		* 7.18	* 7.88	7.36				* 11.13
2.85			D ZOTH AVENUE D	11.1				3.54		11.7774	7 4 4 4 6	5.14		5.25	The state of the s	* 7.14		7.38		- 14		11.15
11-12-2-5-0	ACCRECATION AND ADDRESS.	all Continues	D. M. & N. JCT					• 8.56PH	Bridge	1.440	Bridge	* 5.16		• 5.27		* 7.16FM	98	7.41		100		* 11.18
2.37	1.	-	WEST DULUTH	10.5				0.05ra	B		Br				<u> </u>	7.1074	Louis Bridge					
2.45	4.	-		8.2					ouis		Louis	5.24		5.35			uis	7.46				11.25
2.48		-	WEST DULUTH JCT	7.5			-		H.			• 5.26PB	-	* 5.88	-			7.5014			PA TO	* 11.27
2.54	and the same of	and distribution of the last	SPIRIT LAKE	8.7		u u			20		S.			5.44			St.					Lin
3.03			NEW DULUTH D	2.9			4 '		Via		Via			5.58			Via				3	Point Line
3.10 PM	14.	3	FOND DU LAC D	0.0										6.00 PA					244			Po
	5.	5	ZENITH FURNACE	6.9																		* 11.28
	<b>APPROXIMENTS</b>	THE PROPERTY OF	GRASSY POINT SIDING	4.6			1												· -			* 11.35
0.7	-		RICE'S POINT	6.8					* 4.05	POGRAS THE PARTY NAME OF	\$ 5.06 728				6.00PM		* 7.86		7.40PM		57.	ž.
-		-	0.3 BRIDGE SWITCH	6.0	* 3.32 PM	* 3.87FM			* 4.06	- 4 42 FES			* 5.28PI		6.02		• 7.87		7.42	* 9.02PM	* 11.17PM	Grassy
	-	-	ELEVATOR STATION							T .					6.09		* 7.42		7.50	* 9.07	* 11.22	
	Contract of the local	OF BUTCH BUTCH		6.1	* 8.87	* 3.43			* 4.11	• 4.47	• 5.13		* 5.28					<del>,                                    </del>		10 T 10 T 10 T 1		Via
	_	-	OMAHA CONN	4.4	* 3.89	* 3.44PM			* 4.19	* 4.49PH	5.14		* 5.29FH		6.1156		* 7.44		8.00	* 9.09	• 11.24	10.00
	-	-	SUPERIOR U. D D	4.1	3.40				4.15		5.15PM				0.4534		7.45		9.05	9.10	11.25	11.40
i k	-	o organiza	BELKNAP STREET	8.6	* 3.41				* 4.16						6.1534 6.3554	_ =	• 7.46		8.05	* 9.11	* 11.26	* 11.41
	8.	3	CENTRAL AVENUE N	0.0	* 3.49 %				4.25 PM						6.50PM	7,7521	7.559	p f godild	8.35FM	9.20PM	11.35PM	11.50PM
			2				V 71,79		7											77107 7	TI ONLY D	
	TO	DU	ULUTH																	EAST I	מאטטו	H + 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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96	,		TIME TABLE No. 25. May 29th, 1910.	tance om ralAve	2nd CLASS 434	86	20	1st CLASS 62	2nd CLASS 730	1st CLASS 204	162	Ist CLASS 88	2nd CLASS 728	624	Ist CLASS 8	1st CLASS 56	1st CLASS 34	54	64	1st CLASS 90	164	32
	Distance		TIME TABLE No. 25.	Distance from CentralAye		86 N P. 86				204 D.M.& N.4	162			624		56				1st CLASS		
96 0MAHA 96	Distance		TIME TABLE No. 25. May 29th, 1910. STATIONS	Centra	434 N. P. 434 Ex. Sunday	86 N P. 86	20 0. N. 20	62 N. P. 62	730 N. P 729	204 D.M.& N.4	162 Omaha 62	88 N. P. 88	728 N. P.728	624 N. P. 624	8 D. S. S. & A. 5	56 N. P. 56	34 G. N. 34	54 N. P. 53	64 N. P. 64	1st CLASS 90 N. P. 90	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	Distance from		TIME TABLE No. 25. May 29th, 1910. STATIONS Telegraph Offices and Calls.	o Centro	434 N. P. 434 Ex. Sunday 3.45 PM	86 N P. 86 Ex. Sunday	20 0. N. 20	62 N. P. 62 Ex. Sunday	730 N. P 729	204 D. M. & N. 4 Daily	162 Omaha 62	N. P. 88 Ex. Sunday	728 N. P.728	624 N. P. 624	B. S. S. & A. 5 Ex. Sunday	56 N. P. 56 Daily	34 G. N. 34	54 N. P. 53 Daily	N. P. 64 Daily	Ist CLASS 90 N. P. 90 Daily	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	Distance from		TIME TABLE No. 25. May 29th, 1910. STATIONS Telegraph Offices and Calls.  DULUTH	S. Centra	434 N. P. 434 Ex. Sunday 3.45 PM	86 N P. 86 Ex. Sunday 2.00 PM	20 0. N. 20	62 N. P. 62 Ex. Sunday 2.05 PK * 2.03	730 N. P 729	204 D.M.& N.4 Daily 3.20PM * 3.17	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Pm	728 N. P.728	624 N. P. 624 Daily	8 D. S. S. & A. S Ex. Sunday 4.55 PM * 4.51	56 N. P. 56 Daily 6.25PM * 6.22	34 G. N. 34	N. P. 53 Daily 6.40PM * 6.37	N. P. 64 Daily 7.00PM	1st CLASS 90 N. P. 90 Daily 6.45PM	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	Distance	.0	TIME TABLE No. 25. May 29th, 1910. STATIONS Telegraph Offices and Calls.  DULUTH	. 73 . 73 . 73	434 N. P. 434 Ex. Sunday 3.45 PM + 3.30 3.20	86 N P. 86 Ex. Sunday 2.00 PM * 1.57	Q, N, 20 Daily	62 Ex. Sunday 2.05 PM * 2.02 2.00	730 N. P 729	204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57	728 N. P.728	624 N. P. 624 Daily	8 D. S. S. & A. S Ex. Sunday 4.55 PM * 4.51	56 N. P. 56 Daily 6.25PM * 6.22	34 G. N. 34	N. P. 53 Daily 6.40PM * 6.37	64 N.P. 64 Daily 7.00PM * 6.57 * 6.56	1st CLASS 90 N. P. 90 Dally 6.45PM • 6.42	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	1 Distance	.00	TIME TABLE No. 25.  May 29th, 1910.  S T A T I O N S  Telegraph Offices and Calls.  DULUTH	8.3 . 7.3 . 11.1	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53	Q, N, 20 Daily	62 Ex. Sunday 2.05 PM * 2.02 2.00 * 1.57	730 N. P 729	204 D.M.& N.4 Daily 3.20PM * 3.17	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Pm * 3.57 3.55 * 3.53	728 N. P.728	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 FM * 4.51	Pridge 6.25PM * 6.22	34 G. N. 34	54 N. P. 53 Daily 6.40PM	64 N.P. 64 Daily 7.00PM * 6.57 * 6.56	Ist CLASS 90 N. P. 90 Daily 6.45PM  • 6.42 6.40 • 6.38	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	Distance 1 1 1 1 1	00	TIME TABLE No. 25. May 29th, 1910. STATIONS Telegraph Offices and Calls.  DULUTH	8.3 . 7.3 . 11.1 . 10.5	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53	Q, N, 20 Daily	62 N P. 62 Ex. Sunday 2.05 PK * 2.02 2.00 * 1.57	730 N. P 729	204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Pm * 3.57 3.55 * 3.53	728 N. P.728	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 FM * 4.51	Pridge 6.25PM * 6.22	34 G. N. 34	54 N. P. 53 Daily 6.40PM * 6.37	64 N.P. 64 Daily 7.00PM * 6.57 * 6.56 • 6.54 6.48	1st CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	Distance of from	.00	TIME TABLE No. 25. May 29th, 1910. STATIONS Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15	86 N P. 86 EX. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42	Q, N, 20 Daily	62 Ex. Sunday 2.05 PM * 2.02 2.00 * 1.57	730 N. P 729	204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Pm * 3.57 3.55 * 3.53 3.45 * 3.42	728 N. P.728	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM  * 4.51	Fonis Bridge 6.25 PM * 6.22	34 G. N. 34	54 N. P. 53 Daily 6.40PM * 6.37	64 N.P. 64 Daily 7.00PX * 6.56 * 6.54 6.48 * 6.45	Ist CLASS 90 N. P. 90 Dally 6.45PM • 6.42 6.40 • 6.38 6.30 • 6.27	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	Distance	00	TIME TABLE No. 25. May 29th, 1910.  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	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00	86 N P. 86 EX. Sunday 2.00 PM 1.57 1.55 1.45 1.45 1.42 1.36	Q, N, 20 Daily	62 N P. 62 Ex. Sunday 2.05 PK * 2.02 2.00 * 1.57	730 N. P 729	204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Pm * 3.57 3.55 * 3.53	728 N. P.728	624 N. P. 624 Daily 4.45 PM 4.40	8. D. S. S. & A. 5 Ex. Sunday 4.55 PM  4.55 PM  4.51	St. Louis Bridge 8: 9 4 8: 25 8: 8 8: 9 8: 9 8: 9 8: 9 8: 9 8: 9 8:	34 G. N. 34	54 N. P. 53 Daily 6.40PA * 6.37	64 N. P. 64 Daily 7.00PM * 6.57 • 6.56 • 6.54 6.48 • 6.45	Ist CLASS 90 N. P. 90 Daily 6.45PM  • 6.42 6.40 • 6.38 6.30 • 6.27 6.21	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	0 0 1 1 1 4 4 7 7 11	.00	TIME TABLE No. 25. May 29th, 1910. S TATIONS Telegraph Offices and Calls.  DULUTH	8.3 7.3 11.1 10.5 8.2 7.5	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00	86 N P. 86 EX. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42	Q, N, 20 Daily	62 N P. 62 Ex. Sunday 2.05 PK * 2.02 2.00 * 1.57	730 N. P 729	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM  * 4.51	Fonis Bridge 6.25 PM * 6.22	34 G. N. 34	54 N. P. 53 Daily 6.40PM * 6.37	64 N. P. 64 Daily 7.00PM * 6.57 • 6.56 • 6.54 6.48 • 6.45	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	0	.00	TIME TABLE No. 25. May 29th, 1910.  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	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00	86 N P. 86 EX. Sunday 2.00 PM 1.57 1.55 1.45 1.45 1.42 1.36	Q, N, 20 Daily	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	730 N. P 729	204 D.M. & N.4 Daily 3.20PM * 3.17 * 3.16	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36	728 N. P.728	624 N. P. 624 Daily 4.45 PM 4.40	8. D. S. S. & A. 5 Ex. Sunday 4.55 PM  4.55 PM  4.51	St. Louis Bridge 8: 9 4 8: 25 8: 8 8: 9 8: 9 8: 9 8: 9 8: 9 8: 9 8:	34 G. N. 34	54 N. P. 53 Daily 6.40PA * 6.37	64 N.P. 64 Daily 7.00PX * 6.56 * 6.54 6.48 * 6.45	Ist CLASS 90 N. P. 90 Daily 6.45PM  • 6.42 6.40 • 6.38 6.30 • 6.27 6.21	164 OMAHA 64	32 0. N. 32
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96 0MAHA 96	0 0 1 1 1 1 4 4 7 7 11 144 5 7	.0 .0 .3 .3 .9 .9 .6 .4	TIME TABLE No. 25. May 29th, 1910.  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 0.0	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 1.32 12.58-S6 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	Q. N. 20 Daily	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	730 N. P 729	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omaha 62	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728	624 N. P. 624 Daily 4.45 PM 4.40	8. D. S. S. & A. 5 Ex. Sunday 4.55 PM  4.55 PM  4.51	St. Louis Bridge 8: 9 4 8: 25 8: 8 8: 9 8: 9 8: 9 8: 9 8: 9 8: 9 8:	34 G. N. 34	54 N. P. 53 Daily 6.40PA * 6.37	64 N.P. 64 Daily 7.00P4  * 6.56  * 6.54 6.48  * 6.45  up turing  * 6.43  * 6.35	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 OMAHA 64	32 0. N. 32
96 0MAHA 96	0 1 1 1 4 4 7 11 14 5 7 2	.0	TIME TABLE No. 25. May 29th, 1910.  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	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 1.32 12.58-S6 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	Q. N. 20 Daily	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	730 N. P 729 Tu , Th., Sat.	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728 Ex. Sunday	624 N. P. 624 Daily 4.45 PM 4.40	Nia St. Louis Bridge 4.22 M. A. 22 M. 22 M. A. 2	Via St. Louis Bridge 8 2 2 8 4 8 4 8 4 8 4 8 4 8 4 8 8 4 8 8 8 8	34 G. N. 34 Daily	N. P. 53 Dally 6.40PA * 6.37	64 N. P. 64 Daily 7.00PM * 6.57 • 6.56 • 6.54 • 6.48 • 6.45  uill tuio A • 6.43	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 OMAHA 64 Daily	32 0. N. 32
96 OMAHA 96 Daily	0 0 1 1 1 1 4 4 7 7 11 14 5 7 2 2	.0	TIME TABLE No. 25. May 29th, 1910.  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	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 1.32 12.58-S6 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	20 G. N. 20 Daily	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	730 N. P 729 Tu , Th., Sat.	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728 Ex. Sunday  5.10Pl  5.01	624 N. P. 624 Daily 4.45 PM 4.40	8 D.S.S. & A.5 Ex. Sunday 4.55 PM  * 4.51  * 4.51  * 4.51  * 4.48  • 4.48  • 4.45	56 N. P. 56 Daily 6.25 PM * 6.22  * 6.22  • 6.19 • 6.18	34 G. N. 34 Daily	54 N. P. 53 Daily 6.40PM * 6.37	64 N. P. 64 Daily 7.00PM * 6.57 * 6.56 • 6.54 6.48 • 6.45  • 6.45 • 6.45 • 6.45	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 OMAHA 64 Daily	32 0. N. 33 Ex. Sunday
96 OMAHA 96 Daily	0 0 1 1 1 4 4 7 11 14 5 7 2 2 3 3	.0	TIME TABLE No. 25. May 29th, 1910.  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 00 4.6	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 12.58-86 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	20 G. N. 20 Daily • 1.48 M • 1.43	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	3.00PM 2.42	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday  * 3 19  * 3 .14	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728 Ex. Sunday  5.10PM 5.01 4.54	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM 4.55 PM 4.51 30 PM 4.55 PM 4.51 4.51 4.51 4.51 4.51 4.55 PM 4.55	56 N. P. 56 Dally 6.25 PM * 6.22  * 6.22  Avia St. Tonis Bridge 6.19 6.18 6.18 6.18	• 6.28 M • 6.23	54 N. P. 53 Daily 6.40PM * 6.37  Air St. Tonis Bridge 6.34 6.33 6.38	64 N.P. 64 Daily 7.00P4  * 6.56  * 6.54 6.48  * 6.45  up turing  * 6.43  * 6.35	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 OMAHA 64 Daily	32 G. N. 33 Ex. Sunday
96 OMAHA 96 Daily	0 1 1 1 1 4 4 7 11 14 5 7 2 2 3 3 3	.00	TIME TABLE No. 25. May 29th, 1910.  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 	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 1.32 12.58-S6 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	20 (i. N. 20 Daily • 1.48 M • 1.43 • 1.41	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	730 N. P 729 Tu , Th., Sat.	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728 Ex. Sunday  5.10Pl  5.01	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM 4.51 Sunday 4.55 Sund	56 N. P. 56 Dally 6.25 PM * 6.22  * 6.22  Online St. Ponis Bridge * 6.19 • 6.18 • 6.18 • 6.18	• 6.28M • 6.23	* 6.34 • 6.34 • 6.38 • 6.28	64 N.P. 64 Daily 7.00PM  * 6.57  * 6.56  • 6.54  6.48  • 6.45  • 6.45  • 6.43  • 6.35	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 DMAHA 64 Daily 	32 G. N. 32 Ex. Sunday  10.08 %  10.08
96 OMAHA 96 Daily	0 0 1 1 1 1 4 4 7 7 11 14 5 7 2 2 3 3 4 4	.5	TIME TABLE No. 25. May 29th, 1910.  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 4.6 6.3 . 6.3 . 6.4	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 1.32 12.58-S6 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	• 1.48M • 1.43 • 1.41	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	3.00PM 2.42 2.35 2.32	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday  * 3 19  * 3 .14	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728 Ex. Sunday  5.10PM 5.01 4.54 4.52	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM 4.55 PM 4.51 30 PM 4.55 PM 4.51 4.51 4.51 4.51 4.51 4.55 PM 4.55	* 6.22  * 6.25 PM  * 6.25 PM  * 6.22  * 6.19  • 6.18  • 6.11625  6.10	• 6.28 PM • 6.28 PM • 6.23 • 6.21	54 N. P. 53 Daily 6.40PM * 6.37  * 6.34 • 6.34 • 6.33 • 6.26 6.25	64 N. P. 64 Daily 7.00PM * 6.56 • 6.54 6.48 • 6.45 • 6.45 • 6.43 • 6.35	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 DMAHA 64 Daily 	32 G. N. 32 Ex. Sunday • 10.08 M • 10.03 • 10.01 10.00
96 OMAHA 96 Daily	0 0 1 1 1 1 4 4 7 7 11 14 5 7 2 2 3 3 4 4 4	.0	TIME TABLE No. 25. May 29th, 1910.  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 	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 1.32 12.58-S6 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	20 G. N. 20 Daily • 1.48 M • 1.43 • 1.41 1.40 1.89	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	3.00PM 2.42 2.35 2.80 2.10	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday  * 3 19  * 3 .14	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N, P.728 Ex. Sunday  5.10PM 5.01 4.54 4.50 4.40	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM 4.51 Sunday 4.55 Sund	56 N. P. 56 Dally 6.25 PM * 6.22  * 6.22  Agents and the second s	• 6.28 PM • 6.28 PM • 6.23 • 6.21 • 6.20	54 N. P. 53 Dality 6.40PM * 6.37  * 6.37  Alia St. Fonds * 6.34  • 6.33  • 6.28  • 6.26  • 6.25	64 N.P. 64 Daily 7.00PX * 6.56 * 6.54 6.48 * 6.45  Output * 6.35  Air Grass * 6.33 * 6.33 * 6.33	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 DMAHA 64 Daily 	32 G. N. 32 Ex. Sunday • 10.08 PM • 10.08 • 10.01 10.00 • 9.59
96 OMAHA 96 Daily	0 0 1 1 1 1 4 4 7 7 11 14 5 7 2 2 3 3 4 4 4	.0	TIME TABLE No. 25. May 29th, 1910.  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 4.6 6.3 . 6.3 . 6.4	#34 N. P. 434 Ex. Sunday 3.45 PM  * 3.30 3.20  * 3.00 2.30  * 2.15 2.00 1.32 12.58-S6 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27	• 1.48M • 1.43 • 1.41	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	3.00PM 2.42 2.35 2.32	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday  * 3 19  * 3 .14	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N. P.728 Ex. Sunday  5.10PM 5.01 4.54 4.52	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM 4.51 Sunday 4.55 Sund	* 6.22  * 6.25 PM  * 6.25 PM  * 6.22  * 6.19  • 6.18  • 6.11625  6.10	• 6.28 PM • 6.28 PM • 6.23 • 6.21	54 N. P. 53 Dality 6.40PM * 6.37  * 6.37  Alia St. Fonds * 6.34  • 6.33  • 6.28  • 6.26  • 6.25	64 N. P. 64 Daily 7.00PM * 6.56 • 6.54 6.48 • 6.45 • 6.45 • 6.43 • 6.35	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 DMAHA 64 Daily 	32 G. N. 32 Ex. Sunday • 10.08 M • 10.03 • 10.01 10.00
96 OMANA 96 Daily	0 0 1 1 1 1 4 4 4 7 7 11 14 5 7 2 2 3 3 3 4 4 8 8	.00	TIME TABLE No. 25. May 29th, 1910.  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 . 6.0 . 6.1	#34 N. P. 434 Ex. Sunday 3.45 PM * 3.30 3.20 * 3.00 2.30 * 2.15 2.00 12.58-86 12.45 PM	86 N P. 86 Ex. Sunday 2.00 PM * 1.57 1.55 * 1.53 1.45 * 1.42 1.36 434 1.27 1.20 PM	• 1.48M • 1.43 • 1.41 1.40 1.89 1.30M	62 N P. 62 Ex. Sunday 2.05 PM 2.02 2.00 1.57 1.50 1.47 PM	3.00PM 2.42 2.35 2.80 2.10	204 D.M. & N.4 Daily 3.20PK * 3.17 * 3.16 * 3.14PK	162 Omain 62 Ex. Sunday  * 3 19  * 3 .14	88 N. P. 88 Ex. Sunday 4.00Fm * 3.57 3.55 * 3.45 * 3.42 3 36 3.27	728 N, P.728 Ex. Sunday  5.10PM 5.01 4.54 4.50 4.40	624 N. P. 624 Daily 4.45 PM 4.40	8 D. S. S. & A. 5 Ex. Sunday 4.55 PM 4.51 Sunday 4.55 Sund	56 N. P. 56 Dally 6.25 PM * 6.22  * 6.22  Agents and the second s	• 6.28 PM • 6.28 PM • 6.23 • 6.21 • 6.20	54 N. P. 53 Dality 6.40PM * 6.37  * 6.37  Alia St. Fonds * 6.34  • 6.33  • 6.28  • 6.26  • 6.25	64 N.P. 64 Daily 7.00PX * 6.56 * 6.54 6.48 * 6.45  Output * 6.35  Air Grass * 6.33 * 6.33 * 6.33	Ist CLASS 90 N. P. 90 Dally 6.45PM 6.42 6.40 6.38 6.30 6.27 6.21 6.12 89	164 DMAHA 64 Daily 	32 G. N. 32 Ex. Sunday • 10.08 PM • 10.08 • 10.01 10.00 • 9.59

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Daily	Dally
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* 11.96	* 11.41
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BOUND	<u>'</u>
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• 9.44PM	• 10.08PM
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ard CLASS	2nd CLASS	1st CLASS	1st CLASS	v		11.5		1st CLASS	1st CLASS	2nd CLASS	3rd CLASS
729	621	53	51		TIME TABLE No. 2	5.		52	54	622	730
WAY FRT.	FREIGHT	PASSENGER	PASSENGER		May 29th, 1910		100	PASSENGER	PASSENGER	FREIGHT	WAY FREIGH
fues., Thurs. & Sat.	Dally	Dally	Dally					Dally	Dally	Daily	Mon., Wed. & Fri.
1.227	4.024	6.05FE	10.874	0.0	SPEAST ENDD	ш.	3.9	4.85FH	8.85 <i>N</i> J	1.884	11.20M
1.80	4.15	e 6.09	• 10.41	1.8	SPEAST ENDD	RACI	1.8	• 4.31	* 8.81	1.25	11.10
1.40F2	4.85/2	6.15FE			AJCENTRAL AVEN	Ď[−	0.0	4.25FB	8.25 🕮	1.10AX	11.00M

### 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 atation, 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 looked 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 looked 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.

All trains and engines must come to full stop before crossing M. St. P. & Ste. St. M. track just east of east switch at Central Avenue, on Ashland line.

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

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

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

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

Special Rules governing trains on Fond du Lac Branch-

No. S3 has Right over No. S4.

" 87 " " " " " 88.

" 89 " " " " " 90.

" 433 " " " " 434.

" 81 " " " 82.

### 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.

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 proteet at all times in both directions.

9. West-bound trains, engines and switch crews will have the right to use east-bound track at Central Ave, between west lead from yard and junction switch leading to first district main line without protection, and all east-bound trains will approach and pass through such territory with train under perfect control,

expecting to find track occupied."

10. Rule 288, Book of Rules, is modified to the extent that between Superior and Duluth and between West Duluth Junction and Duluth, Second Class and extra trains may run ahead of First and Second Class trains without orders. Between Central Avenue and Superior extras may run ahead of Second Class trains without orders.

To insure personal safety operators having train orders or messages to deliver to passing trains should.

stand to the right hand side of train and avoid standing between tracks when possible to do so.

## SPECIAL RULES. (Note Changes.)

First Class trains and specials will register at Duluth Union Depot, Superior Union Depot, Central Ave-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. 64 and No. 627 will register West Duluth by ticket.

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

until the way is known to be clear.

Care and watchfulness must be exercised by all, on both single and double track. A brakeman or flag-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

caution, having train under full control.

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

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

All trains and engines must run under full control between West Yard Limit Board, Superior and Omaha

connection. This includes Lake Superior terminal tracks between Belknap St. and Omaha connection. Extreme caution will be used expecting to find track occupied by trains or switch crews. Do not exceed 10 miles

an hour over switches at Belknap St.

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

Derailing switches located as follows and must be kept in derailing position when not in use: West End Zenith Furnace track. East End N. P. freight house track, Superior. Main line just east of

N. P. freight house, Superior.

Interlocking switches and signals are located at D. M. & N. Junction, and crossing of 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.

W. H. STRACHAN, Ass't. Superintendent. T. B. QUINN, Train Master, Third District.

L. F. NEWTON, Train Master, First and Second Districts. F. E. POTTER, Chief Dispatcher.

