# NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME



TABLE

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

SUNDAY, NOVEMBER 12th, 1911.

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

G. A. GOODELL,

General Manager.

E. C. BLANCHARD,

General Superintendent.

P. H. MCCAULEY,
Superintendent of Transportation.

K. M. NICOLES,
Superintendent.

IACOS (AIDA) CONTRACTOR OF THE PARTY OF THE	DULUTH
	MILE VITTE

AND DESCRIPTION OF THE PARTY OF			1st CLASS		101 013/103		1st CLASS				1st CLASS			1st CLASS		Ist CLASS	407	8 4	TIME TABLE No. 35.	
	729 N P. 730	733 N. P. 734	31 0. N. 31	727 N. P 727	181 N. P. 181		201 D. M. & N. I	53 N. P. 54	55 N. P. 55	183 N. P. 183	33 · g. N 33	161 OMAHA &L	61 N. P. 61	185 N. P. 185	37 C. N. 37	63 N. P. 63	187 N. P. 187	Duluth	November 12, 1911.	
· N	Mon.Wed, Fr.	Pu.Thur. Sat.	Ex. Sunday	Ex. Sunday	Ex. Sunday		Daily	Daily 8.00A	Daily 8.05 All	Daily 8.40 M	Dally	Ex. Sunday	9.00AM	Ex Sunday	Ex. Sunday	Dally 1.55PH	Daily 2.30 FM		Telegraph Offices and Calis. DULUTH	1 1
buluth					6.20 M		7.40 🖽					<u> </u>			<del>&gt;</del>	• 1.58				_
GARFIELD AVENUE					* 6.23		• 7.48	* 8.08	• 8.08	* 8.48			9.08	* 11.33		-	* 3.33		0.3 20TH AVENUE	- 9 -
20TH AVENUE					6.85		* 7.44	Bridge	Bridge	8.45			9.04	11.35		Bridge	2.85		0.0	끡
D. M. & N. JCT					* 6.27		* 7.46/4	Bri	Bi	* 8.47	-		* 9.06	* 11.37	<del></del>	Br	\$ 2.87		D. M. & N. JCT	- 2 -
WEST DULUTH					6.85			Louis	Louis	8.65			9.18	11.45		Louis	2.45		WEST DULUTH JCT	-
WEST DULUTH JCT					6.88	-				8.58			* 9.15A	11.48		St. I	2.48	Direction of the last		
SPIRIT LAKE				OF	6.44			a St.	s S	9.04				11.54M		Via S	2.55		SPIRIT LAKE	
NEW DULUTH					6.58			Via	Via	9.13			-	12.03 PM		Δ	8.03		NEW DULUTH	
FOND DU LAC					7.00 //					9.20A		-		12.10 PM			3.10 PM		FOND DU LAC	-
ZENITH FURNACE	<u> </u>					4-4													zenith furnace	
ASSY POINT SIDING																		7.8		
RICE'S POINT	4.00M	6.05 AM		6.80 M	1			* 8.06	• 8.11							● 2.00			RICE'S POINT	4
RIDGE SWITCH	4.05	6.10	* 6.07 AM	6.88				• 8.08	• 8.12		* 8.52A	* 8.57A			* 2.02PE	* 2.01			BRIDGE SWITCH	
LEVATOR STATION	4.12	6.17	* 6.12	6.40				• 8.13	* 8.17		* 8.57	9.02		<u>, , , , , , , , , , , , , , , , , , , </u>	9 2.07	* 2.06		-	ELEVATOR STATION	K.
OMAHA CONN	4.15	6.20	* 6.14	6.43		•		* 8.14	• 8.19		* 8.59	* 9.04W			• 2.09	• 2.07	R - T	. 3.9	OMAHA CONN	Ĭ,
SUPERIOR U. D			6.15					8.15	8.20		9.00				2.10	2.08		4.2	SUPERIOR U. D	UBLE
BELKNAP STREET	4.40	6.40	* 6.16	7.00				• 8.16	* 8.21		* 9.01				• 2.11	* 2.09		4.7	BELKNAP STREET	. 8
CATOAL AVENUE	4.50M	6.50 AM	6.25A	7.15M				8.25 M	8.30AM		9.104				2.20M	* 2.18PM		8.8	CENTRAL AVENUE	N .
ENTRAL AVENUE																		4 3		
ENTRAL AVENUE		11-57						*	l .			1								1 1
	EAST BO	UND.	2nd CLASS .	let CLASS	let CLASS 1	let CLASS 1	Let CLASS 1	let CLASS 1	let CLASS (	Tet CLASS (	1st CLASS	lst CLASS	l Ist CLASS	1st CLASS	2nd Cl ASS 1	Ist CLASS 1		ТО	DULUTH	
		UND.	2nd CLASS 628	1st CLASS 66	1st CLASS	1st CLASS	1st CLASS 180	1st CLASS 58	94	Ist CLASS 206	72	1st CLASS 182	Ist CLASS 202	52	2nd CLASS • <b>626</b>	96	1st CLASS		TIME TABLE No. 35. November 12, 1911.	
NA FIRE CA		UND.							94								1st CLASS	Distance from Duluth	TIME TABLE No. 35.	
		OUND.	628 N. P. 628	66 N. P. 66	18 G. N. 18	36 0. N. 36	180 N. P. 180	58 N. P. 58	94 OMAHA 94	206 D. M. & N. 6	72 N. P. 72	182 N. P. 182	202 D. M. & N. 2	52 N. P. 51	N. P. 626	96 OMAHA 96	1st CLASS 38 G. N. 38	Distance from 5 Duluth	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls. DULUTH	π
DULUTH.		UND.	628 N. P. 628 Daily	66 N. P. 66 Daily	18 G. N. 18	36 0. N. 36	180 N. P. 180 Ex. Sunday	58 N. P. 58 Daily	94 OMAHA 94	206 D. M. & N. 6 Daily	72 N. P. 72 Daily	182 N. P. 182 Daily 10.10 AM	202 D. M. & N. 2 Daily	52 N. P. 51 Daily	N. P. 626	96 OMAHA 96	1st CLASS 38 G. N. 38	Distance 1 O from 1 O Duluth	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls. DULUTH	CK K
DULUTH		UND.	628 N. P. 628 Daily 5.20 AN	66 N. P. 66 Daily 6.30 M	18 G. N. 18	36 0. N. 36	180 N. P. 180 Ex. Sunday 8.20 AM	58 N. P. 58 Daily 8.15 M * 8.12	94 OMAHA 94	206 D. M. & N. 6 Daily 8.31 AM	72 N. P. 72 Daily 9.45 M	182 N. P. 182 Daily 10.10 AM * 10.07	202 D. M. & N. 2 Daily 10.31 M	52 N. P. 51 Daily 11.40 M * 11.86	N. P. 626	96 OMAHA 96	1st CLASS 38 G. N. 38	Distance 1 O from 1 O Duluth	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls. DULUTH	CK K
DULUTHARFIELD AVENUE		UND.	628 N. P. 628 Daily 5.20 AN 5.10	66 N. P. 66 Daily 6.30 M	18 G. N. 18	36 0. N. 36	180 N.P. 180 Ex. Sunday 8.20 M * 8.17	58 N. P. 58 Daily 8.15 M * 8.12	94 OMAHA 94	206 D. M. & N. 6 Daily 8.31 M	72 N. P. 72 Daily 9.45 M * 9.42	182 N. P. 182 Daily 10.10 AM * 10.07	202 D. M. & N. 2 Daily 10.31 M * 10.28	52 N. P. 51 Daily 11.40 M * 11.86	N. P. 626 Daily	96 OMAHA 96	1st CLASS 38 G. N. 38	1.3 Distance from from Duluth	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls. DULUTH	LEACK
ARFIELD AVENUE 20TH AVENUE D. M. & N. JCT		PUND.	628 N. P. 628 Daily 5.20 AM 5.10	66 N. P. 66 Daily 6.30 M	18 G. N. 18	36 0. N. 36	180 N. P. 180 Ex. Sunday 8.20 AM * 8.17 8.15	58 N. P. 58 Daily 8.15 M * 8.12	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Daily 9.45 M * 9.42 9.40	182 N. P. 182 Daily 10.10 AM * 10.07 10.05	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.36	N. P. 626 Daily	96 OMAHA 96	1st CLASS 38 G. N. 38	Distance 1.0 0.1 0.1 1.3 1.9 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1 0.1	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls.  DULUTH	UBLE TRACK
DULUTH		UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.08 4.58	66 N. P. 66 Daily 6.30 M	18 G. N. 18	36 0. N. 36	180 N. P. 180 Ex. Sunday 8.20 AM * 8.17 8.15 * 8.13	58 N. P. 58 Daily 8.15 M * 8.12	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Daily 9.45 M * 9.42 9.40 * 9.38	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.86	11.45AM	96 OMAHA 96	1st CLASS 38 G. N. 38	0.0 1.3 1.9 4.2	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls. DULUTH	DOUBLE TRACK
D. M. & N. JCT WEST DULUTH JCT		UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	Four Bridge 6.23 * 6.23	18 G. N. 18	36 0. N. 36	180 N. P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05	58 N. P. 58 Daily 8.15 M * 8.12	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.36	11.45 AM 11.35 11.25	96 OMAHA 96	1st CLASS 38 G. N. 38	0.0 1.3 1.9 4.2	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls. DULUTH	DOUBLE TRACK
DULUTH		PUND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	8t. Louis Bridge 6.30 M + 6.22	18 G. N. 18	36 0. N. 36	180 N. P. 180 Ex. Sunday 8.20 AM * 8.17 8.15 * 8.13 8 05 8.01	St. Louis Bridge 8.15 % 8.15 % 8.15	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.36	11.45 AM 11.35 11.25	96 OMAHA 96	1st CLASS 38 G. N. 38	1.0 1.3 1.9 4.2 4.9	TIME TABLE No. 35, November 12, 1911. STATIONS Telegraph Offices and Calls.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE  D. M. & N. JCT.  WEST DULUTH JCT.	DOUBLE TRACK
DULUTH		UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	Four Bridge 6.23 * 6.23	18 G. N. 18	36 0. N. 36	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	Fonis Bridge 8.15 % 8.12 * 8.12	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.36	11.45 AM 11.35 11.25	96 OMAHA 96	1st CLASS 38 G. N. 38	1.0 1.3 1.9 4.2 4.9 7.6	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calis.  DULUTH	DOUBLE TRACK
D. M. & N. JCT WEST DULUTH ZSPIRIT LAKE NEW DULUTH		UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	8t. Louis Bridge 6.30 M + 6.22	18 G. N. 18	36 0. N. 36	180 N.P.180 Ex. Sunday 8.20 AM * 8.17 8.15 * 8.13 8 05 . 8.01 7.54	St. Louis Bridge 8.15 % 8.15 % 8.15	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.36	11.45 AM 11.35 11.25	96 OMAHA 96	1st CLASS 38 G. N. 38	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4	TIME TABLE No. 35. November 12, 1911. STATIONS Telegraph Offices and Calls. DULUTH.  GARFIELD AVENUE  20TH AVENUE	DOUBLE PRACK
DULUTH		UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	8t. Louis Bridge 6.30 M + 6.22	18 G. N. 18	36 0. N. 36	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	St. Louis Bridge 8.15 % 8.15 % 8.15	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.36	11.45 AM 11.35 11.25	96 OMAHA 96	1st CLASS 38 G. N. 38	0.0 1.3 1.9 4.2 4.9 7.6 11.4	TIME TABLE No. 35, November 12, 1911.  STATIONS Telegraph Offices and Calls.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE	DOUBLE FRACK
DULUTH		UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	8t. Louis Bridge 6.30 M + 6.22	18 G. N. 18	36 0. N. 36	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	St. Louis Bridge 8.15 % 8.15 % 8.15	94 OMAHA 94	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27 * 10.25 M	52 N. P. 51 Daily 11.40 M * 11.36	11.45 AM 11.35 11.25	96 OMAHA 96	1st CLASS 38 G. N. 38	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4	TIME TABLE No. 35, November 12, 1911.  STATIONS Telegraph Offices and Calis.  DULUTH	DOUBLE FRACK
DULUTH	EAST BO	UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	66 N. P. 66 Daily 6.30 M * 6.22 * 6.23 * 6.20	18 G. N. 18 Daily	36 G. N. 36 Daily	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	* 8.12 Aily 8.15 M * 8.12 Pxidge 8.09	94 OMAHA 94 Daily	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27	52 N. P. 51 Daily 11.40 M * 11.36  * 11.36  • 11.33	11.45 AM 11.35 11.20 AM	96 OMAHA 96 Daily	1st 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	TIME TABLE No. 35, November 12, 1911.  S T A T I O N S Telegraph Offices and Calls.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE	DOUBLE TRACK
DULUTH	EAST BO	UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	* 6.20 * 6.20 * 6.19	18 G. N. 18 Daily	36 G. N. 36 Daily	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	58 N. P. 58 Daily 8.15 M * 8.12  * 8.09 * 8.08	94 OMAHA 94 Daily	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27 * 10.25 M	52 N.P. 51 Daily 11.40 M * 11.36 * 11.38 • 11.33	11.45AM 11.35 11.20AM	96 OMAHA 96 Daily	1st CLASS 38 G, N. 38 Ex. Sunday	7.6 11.4 14.3 5.5 7.8 2.0	TIME TABLE No. 35, November 12, 1911.  STATIONS Telegraph Offices and Calls.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE	DOUBLE TRACK
DULUTH	EAST BO	UND	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	* 6.20 * 6.20 * 6.29 * 6.29 * 6.29 * 6.29 * 6.29 * 6.29	18 G. N. 18 Daily	36 G. N. 36 Daily	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	* 8.12 * 8.12 * 8.12 * 8.03 * 8.03	94 OMAHA 94 Daily • 8.13 M • 8.08	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27 * 10.25 M	52 N.P. 51 Daily 11.40 M * 11.36 * 11.38 • 11.33 • 11.32 • 11.27	11.45AM 11.35 11.20AM	96 OMAHA 96 Daily 12.32 PM	1st 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 2.0	TIME TABLE No. 35, November 12, 1911.  S T A T I O N S Telegraph Offices and Calis.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE	DOUBLE TRACK
DULUTH	EAST BO	UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	* 6.20  * 6.12	18 G. N. 18 Daily	36 Q. N. 36 Daily  7.08 44  7.08	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	* 8.12 * St. Tonis Bridge * 8.03 * 8.03 * 8.01	94 OMAHA 94 Daily	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27 * 10.25 M	52 N.P. 51 Daily 11.40 M * 11.36 * 11.36  * 11.37 • 11.25	11.45AM 11.35 11.20AM	96 OMAHA 96 Daily	1st CLASS 38 G. N. 38 Ex. Sunday 12.43 M 12.38	0.0 1.0 1.3 1.9 4.2 4.9 7.6 11.4 14.3 5.5 7.8 2.0	TIME TABLE No. 35, November 12, 1911.  S T A T I O N S Telegraph Offices and Calls.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE	TRACK DOUBLE TRACK
DULUTH	EAST BO	UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	* 6.20 * 6.12 6.11	18 G. N. 18 Daily • 6.23 M • 6.18 • 6.16 6.15	36 G. N. 36 Daily • 7.08 • 7.01 • 7.00	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	* 8.12 * 8.15 M  * 8.15 M  * 8.12 * 8.09 * 8.08 * 8.03 * 8.01 * 8.00	94 OMAHA 94 Daily • 8.13 M • 8.08	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27 * 10.25 M	52 N.P. 51 Daily 11.40 M * 11.36 * 11.36 * 11.33 • 11.32 • 11.25 11.24	11.45AM 11.35 11.20AM	96 OMAHA 96 Daily 12.32 PM 12.25 PM	1st CLASS 38 G, N. 38 Ex. Sunday 12.43 % 12.36 12.36	0.0 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 3.9	TIME TABLE No. 35, November 12, 1911.  S T A T I O N S Telegraph Offices and Calls.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE	TRACK DOUBLE TRACK
DULUTH	EAST BO	UND.	628 N. P. 628 Daily 5.20 AN 5.10 5.03 4.58 4.51	* 6.20  * 6.12	18 G. N. 18 Daily	36 Q. N. 36 Daily  7.08 44  7.08	180 N.P. 180 Ex. Sunday 8.20 M * 8.17 8.15 * 8.13 8 05 , 8.01 7.54 7.43	* 8.12 * St. Tonis Bridge * 8.03 * 8.03 * 8.01	94 OMAHA 94 Daily • 8.13 M • 8.08	206 D. M. & N.6 Daily 8.31 AM 8.28 8.27	72 N. P. 72 Dally 9.45 M * 9.43 9.40 * 9.38 9.31	182 N. P. 182 Daily 10.10 AM * 10.07 10.05 * 10.08 9.55 9.52 9.46 9.37	202 D. M. & N. 2 Daily 10.31 M * 10.28 * 10.27 * 10.25 M	52 N.P. 51 Daily 11.40 M * 11.36 * 11.36  * 11.37 • 11.25	11.45AM 11.35 11.20AM	96 OMAHA 96 Daily 12.32 PM 12.25 PM	1st CLASS 38 G. N. 38 Ex. Sunday 12.43 M 12.38	0.0 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	TIME TABLE No. 35, November 12, 1911.  S T A T I O N S Telegraph Offices and Calls.  DULUTH.  1.0 GARFIELD AVENUE  20TH AVENUE	DOUBLE TRACK

WEST BOUND

		12-5				OWENE LA COMPANIE						-			dinguistration , idea					2	
FROM	DUL			10.01.100	1st CLASS		1-4 (VL 400)	154 CT 450		104 61 166	1000120							- (144)	WEST BO		
187	m m uth	TIME TABLE No. 35. November 12, 1911.	LAVe	1st CLASS	203		51	163	95	71	189	2nd CLASS	93	1st CLASS 205	1st CLASS	2nd CLASS	2nd CLASS 623	-	1st CLASS	Ast CLASS	1st CLASS
N. P. 187	Dista Dul	STATIONS Telegraph Offices and Calis.	Dista	G. N. 19 Daily	D. M. & N. 3		N. P. 52	OMAHA 63	OMAHA 95	N. P. 71	N. P. 189	N. P. 625	OMAHA 93	D. M. & N. S	N. P. 57	N. P. 627	N. P. 623		G N. 33	G. N. 17	N P. 65
2.30PM		DULUTH N	8.3	Daily	Daily S.50PM	272	Dally 4.00PM	Dally	Dally	Daily 5.10PM	Daily 5.20PM	Dally	Dally	7.10PH	7.30PH	Daily 7.30PM	Daily		Dally	Daily	Daily
* 2.88	1.0	GARFIELD AVENUE	7.3		• 3.53		• 4.08		- 10	* 5.13	* 5.23			• 7.13	• 7.33	7.38	7 : :				11.10M
2.85	_	20TH AVENUE D	11.1		* 8.54					5.14	5.25			• 7.14	7.00	7.40				-	* 11.13
. 2.37	-	D. M. & N. JCT	10.5		* 3.56FM	- 4	Bridge		- 7	• 5.16	• 5.27				- P0			-			ge.
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2.45	-	WEST DULUTH JCT	8.2				Louis			5.24	5.85				Louis	7.55					lis J
2.48		The second secon	7.5						water makes the sales	● 5.28 PM	5.38.					8.00 PM					Loi
2.55	-						s S		-		5.44				S. S.						St.
8.08	-	D	2.9				Via				5.53				Via						Via
3.10PM	-		0.0			ra-controller, m	E .				6.00 PM			,		Personal	#E-1-01-2-1-0-10-10-10-10-10-10-10-10-10-10-10-10				
	5.5	ZENITH FURNACE	0.0				3 8												7-4		
	7.8		4.6											, <b>- 17</b> -							1
	2.0	RICE'S POINT	6.8		1		<b>4.05</b>					6.00 PM			• 7.86		8 .05 PM				* 11.16
	2.8	BRIDGE SWITCH	6.0	** 3.89FM			4.06	* 4 23FH	• 4.59FE			6.02	• 6.38 PM		* 7.87		8.10		* 9.02FH	* 11.17PM	* 11.18
ll.	3.2	ELEVATOR STATION 💥	5.1	* 3.37			* 4.11	* 4.27	* 4.57			6.09	÷ 6.28		* 7.42		8.18		* 9.07	* 11.22	* 11.23
d: : ."	-	OMAHA CONN	4.4	* 3.39		File	* 4.13	* 4.29FM				6.11	* 6.29FM		* 7.44		8.24		* 9.09	* 11.24	* 11.25
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	destruction of the last	0.5 BELKNAP STREET										6.15 6.25			7.45				9.10	11.25	11.28
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	B.3	CENTRAL AVENUE N	0.0	* 3.49PM			4.257					6.40FM			7.55FM		8.55 PM		9.20PM	11.35PM	11.40 FM
	TO	DULUTH	1							<u> </u>	···· <del>!</del>		<u> </u>	<u> </u>					EAST 1	BOUND	a (1, 254)
1st CLASS	in to	TIME TABLE No. 35. November 12, 1911.	Ave	1st CLASS	1st CLASS		2nd CLASS		Ist CLASS	Ist CLASS			2nd CLASS	Ist CLASS	Ist CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	
Q. N. 38	Sistar from Dulu	STATIONS	Sistar fron	N. P. 186	20 0. N. 20	62 N. P. 62	734 N. P. 733	730 N. P. 729	204 D. M. & N. 4	162 Omaha 62	- 3 - 2	1 88 N. P. 188	728 N. P.728	56 N. P. 56	54 N. P. 53	34 G. N. 34	190 N. P. 190	64 N. P. 64	164 OMAHA 64	32 0.N.32	624 N. P. 624
Ex. Sunday	H 0.0	Telegraph Offices and Calls.	H 3	Ex. Sunday	Daily		Tues ThurSat	Mon.Wed.Frl.		Ex. Sunday		Daily	Ex. Sunday	Daily	Daily	Daily .	Daily	Daily	Daily	Ex. Sunday	Daily
	STATISTICS OF THE PERSON NAMED IN		8.3		- <u>- (37 1 - 1</u>	2.05PM			8.21PM			4.40Pm		6.25PM	6.80PM		6.50 PM	6.55PM			
				* 1.47		* 2.02			* 3.18			* 4.37		* 6.22	* 6.27		* 6.48	* 6.52			
		0.3 0.6	11.1	1.45	2	2.00			* 3.17			4.35		<b>9</b>	98		6.46	ė,			10.30M
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M	WAY F'R'T.	WAY F'R'T	PASSENGER	PASSENGER		November 12, 1911.			PASSENGER	PASSENGER	WAY F'R'T	WAY FREIGHT
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### RULES FOR USE OF TRACK BETWEEN EAST END AND CENTRAL AVE.

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

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

The distant Semaphore at the interlocking plant at East End approaching from Ashland, is an Automatic Electric Signal. It is upward movement type and when vertical, or straight up, with green light, indicates track and 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 cast leg of the Wyo 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 Cadotto 'vo. yard, the two tracks will be operated as double track, each train keeping to the right, and will be considered as yard tracks in yard limits, but when in use the trains must protect their rear ends, if stopped, to avoid the possibility of accident.

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

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

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

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

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

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

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

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

Special Rules governing trains on Fond du Lac Branch-

- No. 183 has Right over No. 182. " 185 " " " " 186. " 187 " " " 188.
- 181 189 **4** 180.

### 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.

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

8. Specials, extras, work extras and switch engines do not require telegraphic orders for movements between Central Ave. and Duluth running via St. Louis Bridge or between West Duluth Junction and Duluth, but must observe all rules relative to protection of rear end and use of double track. Work extras must protect at all times in both directions.

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

expecting to find track occupied.

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

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

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

## SPECIAL RULES. (Note Changes.)

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

Second Class trains, extras and light engines will register at Rice's Point, Central Avenue. West Du-

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

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

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

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

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

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

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

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

ticket.

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

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

until the way is known to be clear.

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

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

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

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

All extras and delayed regular trains must approach the terminal grounds at Superior with extreme

caution, having train under full control.

All trains must come to full stop two hundred (200) feet from draw span Grassy Point Bridge and not proceed until Safety Signal is given. Trains will not exceed 8 miles an hour while on trestle or draw span. Engines heavier than N. P. Class S2 and S3 (total weight of which, including tender is 285,000 pounds)

are not permitted to pull or be handled in trains over above bridge. Double-headers, any class engines and 50 ton capacity ore cars loaded with ore are not permitted on bridge. Dead engines, wrecking cranes and steam

shovels must be separated from engine hauling and each other by at least 3 cars.

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

an hour over switches at Belknap St.

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

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

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

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

west of D. M. & N. ore docks.

Great Northern Trains 19 and 20 will register at Central Avenue by ticket. All trains and engines must come to a full stop before crossing tracks of M. St. P. & S. Ste M. Ry. just east of Garfield Avenue Viaduct.

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

### LOCATION OF SIGNALS

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

Top arm, horizontal, red light, stop.
Angle 45°, yellow light, proceed with caution.

Vertical, green light, proceed, clear.

With the exception of the three-arm semaphore located west of Minnesota draw on east bound track, and the two-arm semaphore located just east of Elevator Station on the west bound track, a lower arm, half length, is provided, and following indications of this arms 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. Central Avenue 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. OUINN. Train Master, Third District. L. F. NEWTON, Train Master, First and Second Districts. F. E. POTTER, Chief Dispatcher.

