NORTHERN BAGISTO BALLAY GOMBANY.

DULUTH AND SUPERIOR TERMINALS



In Effect at 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, NOVEMBER 2nd, 1913.

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.

C. L. NICHOLS,

General Superintendent.

P. H. MCCAULEY,

Superintendent of Transportation.

A. V. BROWN,

Superintendent.

WESTWA	RD FROM	/ DULU	ГН	N.			i			a filozofia de la compania de la co	and the second			Company of the Compan		FOURT	H SUR-D	IVISION	—DULUTH AND SUPERIOR	TERM	INAI	LS
	729	733	2nd CLASS 727	1st CLASS	1st CLASS 201	1st CLASS		_		1st CLASS	_	_	-		Ist CLASS	1st CLASS	1st CLASS	1st CLASS	TIME TABLE No. 46.	1		1st CLASS
	N P. 730	N. P. 734	N. P 727	N. P. 181	D. M. & N.		53 N. P. 54	23 G. N. 23	183 N. P. 183	33 G. N. 33	161 OMAHA 61	61 N. P. 61	59	303	185	63	37	187	NOVEMBER 2, 191	3.	from tral	95
DULUTH	Mon.Wed. Fi	Tu. Thur. Sa	t. Ex. Sunday		Daily L 7.40 AM	Daity	Daily	Daily	Daily	Daily	Ex. Sunday	Ex. Sunday		D. W. P. 3 Daily	N. P. 185 Ex. Sunday		G. N. 37 Ex. Sunday	N. P. 187 Daily	Telegraph Offices and Calls.		D 25	OMAHA 95 Daily
GARFIELD AVENUE				6.23	7.43	NE P	-		L 8.40 AM		-	_ L 9.00 AM	L 10.00 AM		L 11.30 AM	L 1.55PM		L 2.30 PM			8.3	
20TH AVENUE			_	s 6.25	7.44	7.53	8.03	-	8.43		-	9.03	10.03	L 10.08 AM	11.33	1.58	-	2 33	1.0 GARFIELD AVENUE	~ -	7.3	
D. M. & N. JCT				6.27					s 8.45		-	s 9.04	10.04	10.09	s 11.35	1.59	-	s 2.35	1.320TH AVENUE	~ ~ -		
D. W. and P. JCT	1 - 1		2 2x x x x x		A 7.46 AM		Φ.		8.47		ļ	9.06	10.06	10.11	11.37	2.01		2.37	1.9 D. M. & N. JCT		10.5	
WEST DULUTH		-	-	6.32 s 6.35	-	Bridge	Bridge		8.52		-	9.10	10.10	A 10.16 AM	11.42	2.05		2.42	3.5	0	9.1	
WEST DULUTH JCT		-		s 6.88		Louis			s 8.55		-	s 9.13	s 10.13	-	s 11.45	s 2.08	_	s 2.45	4.2 WUWEST DULUTHI	- -	8.2	
SPIRIT LAKE				s 6.44		_	Louis		s 8.58			A 9.15 AM	10.15	-	s 11.48	2.10		s 2 48	5.0 WEST DULUTH JCT		7 .5	75-
NEW DULUTH					-	St	St.		5 9.04	-		-	Line		s 11.54 AM	Line		s 2.55	7.6SPIRIT LAKE		6.7	
FOND DU LAC			-	s 6.53		Via	Via		s 9.13		-		Point		s 12.03 PM	Point		s 3.03	11.5 WD NEW DULUTH		2.9	
ZENITH FURNACE	-			A 7.00 AM		-			A 9.20 AM		-		- Po		A 12.10 PM	Po		A 3.10 PM		-	0.0	
D. W. and P. JCT	-					-							10.16			2.11		-	5.5ZENITH FURNACE		6.9	
.GRASSY POINT SIDING.		-	-		-	-						-	10 17			2.12			6.2 D. W. & P. JCT		6.4	
RICE'S POINT		1 8 05 11	1 000	-								1.00	10.23			2.18			8.1		4 .6	
	2.00%	L G.OS AM	L 6.30 AM	-		7.56	8.06		-				>	- In the last of t		>			1.0 RICE'S POINT		б.3	
BRIDGE SWITCH	4.05	6.10	6.33		-	7.57	8.08	L 8.32 AM		L 8.52 AM	L 8.57 AM		Grassy		2	rassy	L 2.02 PM		2.3 BRIDGE SWITCH		6.0	L 3 38 PM
ELEVATOR STATION	4.12	6.17	6.40			8.02	8.13	8.37		8.57	9.02					Via G	2.07		3.2 ELEVATOR STATION	ACK	5.1	3.43
OMAHA CONN	4.15	6.20	6.43			8.04	8.14	8.39	Maria de la constanta de la co	8.59	A 9.04A		Via			>	2.09		3.9 OMAHA CONN	T 78	4.4 A	A 3.45 PM
SUPERIOR U D	-			# + g - L		s 8.05	s 8.15	s 8.40		s 9.00	3 1		s 10.29			s 2.24	s 2.10		4.2 BYSUPERIOR U. D	υ OUBL	4.1	
BELKNAP STREET	4.40	6.40	7.00			8.06	8.16	8.41		9.01	1	11	10.30			2.25	2.11		4.6 BELKNAP STREET	🎽	3 .6	
EASTWAR	D TO DI		As 7.15 AM	l	L	As 8.15 AM	As 8.25 AM	A \$ 8.50 AM		As 9.10 AM	1	es he M	A 10.40 AM				4 s 2 20 PM		8.3 AJ. CENTRAL AVENUE I		0.0	SF
	2nd CLASS		1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	let CLASS	1-4 (1 466	1-1 Cl 100									DULUTH AND SUPERIOR			
	624	628	66	18	180	36	58	302	94.	72	1st CLASS	1st CLASS 202	1st CLASS	2nd CLASS 626	1st CLASS	1st CLASS 96	186	1st CLASS	TIME TABLE No. 46 NOVEMBER 2, 191			734
	N. P. 624 Daily	N. P. 628 Daily	N. P. 66 Daily	G. N. 18 Daily	N. P. 180 Ex. Sunday	G. N. 36 Daily	N. P. 58 Daily		OMAHA 94	N. P. 72	N. P. 182	D. M. & N. 2	N. P. 51	N. P. 626	(i. N. 38	OMAHA 96	N. P. 186	N. P. 62	STATIONS		ista tro	N. P. 733
DULUTH	-	A .5.20 AM	A 6.30 AM		A 8.20 AM		A 8.15 AM	Daily	Daily	Daily A 9.45 AM	Daily A 10.10 AM	Daily A 10.31 AM	Daily A 11.40 AM	Daily	Ex. Sunday	Daily	Ex. Sunday A 1.50 PM	Ex. Sunday		-	8.3 T	Tues ThurSat
GARFIELD AVENUE		5.10	6.25		8.16		8.12	A 9.07 AM		9.42	10.07	10.28	11.36				1.47	2.02	1.0 GARFIELD AVENUE	-	7.3	
20TH AVENUE	A 1.50 AM	5.03	s 6.24		s 8.14			9.06			s 10.05	10.27	11.00	A 11.40AM	r)		s 1.45	s 2.00	1.320TH AVENUE	2	11.1	
D. M. & N. JCT	1.45	4.58	6.22		8.12	-		9.04		9.38	10.08	L10.25 AM		11.35			1.43	1.57	1.9 D. M. & N. JCT		10.5	
D. W . & P. JCT	1.38	4.53	6.17		8.07		Bridge	L 9.00 AM		9.33	9.57	E10.20 Am	dge				1.37	1.52	3.5	- 5 - -	9.1	
WEST DULUTH	1.35	4.51	s 6.15		s 8.05						s 9.55	0.00	Bridge	11.28				s 1.50	4.2 WUWEST DULUTH		8.2	
.WEST DULUTH JCT	L 1.30 AM	L 4.46 AM	6.12		s 8.01		Louis			L 9.29AM	s 9.52	-	Louis	L 11.20AM	` `		s 1.32	L 1.47 PM	5.0 WEST DULUTH JCT.		7 .5	
SPIRIT LAKE		-	Line		s 7.54		St. I				s 9.46						s 1.26		7.6		6.7	
NEW DULUTH			Point		s 7.43		Via S		-		s 9.37		a St.				s 1.17		11.5 WDNEW DULUTH	D	2.9	
FOND DU LAC			Ъ		L 7.35AM		>			p.	183 L 9 30 AM		Via				L 1.10 PM		14.2 FNFOND DU LAC	D	0.0	
ZENITH FURNACE			6.10				ľ	THE PERSON NAMED IN COLUMN						-10		namilian a common	Anna ann ann ann ann ann ann ann ann ann		5.5ZENITH FURNACE	-	6.9	
D. W. & P. JCT			6.09												27 10	8	5-	2	6.2D. W. & P. JCT		6.4	
RASSY POINT SIDING	***************************************	or Bentry and Andrews Company of the	6.00																8.1		4.6	-
RICE'S POINT							8.09	-					11.33	MANAGE MANAGEMENT -	R. Lange & S. M. Connegunt Segme		EUQUINATES SERVICES	THE RESERVE AND PROPERTY OF THE PERSON NAMED IN COLUMN 1	1.0 RICE'S POINT	-	nonceparate page	2.30 PM
BRIDGE SWITCH			Grassy	A 6.18 AM		A 8.03 AM	8.08		A 9.13 AM				11.32		A 10 40 Nu	A 10 00 00	0_0 8	(A)	2.3BRIDGE SWITCH	-	6.0	2.25
ELEVATOR STATION				6.13		7.58	8.03		9.08				11.27		A 12.43 PM				3.2 ELEVATOR STATION	- - -		
OMAHA CONN			Via	6.11	-	7.56	8.01		9.06AM						12.38	12.27			3.9	- X	5.1	2.18
SUPERIOR U. D		s	5 .55 s	6.10	9	7.55	8.00	THE REPORT OF THE PARTY OF THE					11.25	PROCESSAL CONTRACTOR CONTRACTOR OF THE PERSON OF THE PERSO	THE RESERVE OF THE PARTY OF THE	L 12.25 PM	SHOW OF THE PARTY OF	ngkana amilika belakan rekala ra sancara wi Alem	0.3	m	STATE OF THE PERSON NAMED IN	2.16
BELKNAP STREET			5.54	6.09		7.54	7.59					s	11.24	<u> </u>	12.35				4.2 BYSUPERIOR U. D 0.4 4.6BELKNAP STREET	- 3	4.1	
CENTRAL AVENUE		1	L 5 45 AM										11.23		12.34				3.6		3.6	2.00
				O.UUM	Chi Sin a Hanaday aton	. 7.45 AM	L 7.50M					1	L 11.12 AN		L 12.25 PM		1			N	0 0	. 1 45 DM

		STATE OF THE PROPERTY OF THE P		(Kinsi Pak) shorta shiroka kark bilabera	EAS'	TWAR	TRA	AINS ARE SUPERIOR	то т	TRAINS	OF TH	E SAME	E CLASS	S IN TH	E OPP	OSITE D	IRECTI	ION.		No comment and resident and constraints	ar accounting to the beautiful transfer to the beautiful transfer to the beautiful transfer to the beautiful tr	anterioris (1227) es à son es anterioris (127).		Z
S 1 1 4 C1 1 8 C				FOURT				UTH AND SUPERIOR TEI	RMIN	ALS							and the production of the second	CAMPAGNA CHARACTER CONTRACTOR	CATEGORIA CELEBRA SERVICIO	anni de reculandoran Port Antida	ombrone brone i compete concessor			RD FROM
S Ist CLASS	1st CLASS 59	303	1st CLASS	1st CLASS	1st CLASS	1st CLASS 187		TIME TABLE No. 46. NOVEMBER 2, 1913.	l a	Ist CLASS		Ist CLASS		1st CLASS	1st CLASS	1st CLASS	2nd CLASS 625	1st CLASS	301	1st CLASS	2nd CLASS 627	205	2nd CLASS 623	1st CLASS
61 N. P. 61	N. P. 59		N. P. 185	N. P. 63	G. N. 37	N. P. 187	Distanc from Duluth	STATIONS	stan	95 OMAHA 95	19 G. N. 19	203 D. M. & N.	3 N. P. 52	163 OMAHA 63	71 N. P. 71	N. P. 189		OMAHA 93		N. P. 57	100 00000 000	D. M. & N. 5		G N. 35
L 9.00 AM	L 10.00 AM		Ex. Sunday	Daily	Ex. Sunday	Daily		Telegraph Offices and Calls.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily L 7.30 PM	Daily L 7 45 PM	Daily L 7.58 PM	Daily	Daily
9.03	10.09	1.10.00.00						1.0	8	3	_	L 3.50 PM	L 4.00 PM	-	L 5.15 PM		-							
9.03	10.03	L 10.08 AM	11.33	1.58		2 33	1.0	GARFIELD AVENUE	7	3	-	3.53	4.03		5.18	5.23	OCESSER/CON-DISCRETARING SAN		L 7.23 PM	7.33	7 52	8.01	and distribution of the same o	-
s 9.04	10.04	10.09	s 11.35	1.59		s 2.35	1.3	20TH AVENUE	11.	1		3.54	_		s 5.20	s 5.25		70 O	7.24		7 54	8.02		
9.06	10.06	10.11	11.37	2.01		2.37	1.9	D. M. & N. JCT	10.	5		A 3.56 PM			5.22	5.27			7.26		7 57	A 8.04 PM	3 9	
9.10	10.10	A 10.16 AM	11.42	2.05	= :	0.10	3.5	D. W. and P. JCT				-	-		5.27	5.32			A 7.31 PM		8.02			
s 9.13	s 10.13	_ A 10.10 AM	s 11.45			2.42		0.7	9.	-	_	-	Bridge		s 5.30	s 5.35			7.02.	Bridge	8.06			
		-		s 2.08		s 2.45	-	WUD N	- 8.	2			Bri							Bric				
A 9.15 AM	-	-	s 11.48	2.10	Marin Mayor Aven Marin Mayor	s 2 48	5.0	WEST DULUTH JCT	7.	5	_	_	uis		A 5.88 PM	s 5.38					A 8.10 PM			
	Line		s 11.54 AM	Line		s 2.55	7.6	SPIRIT LAKE	6.	7			Lol			s 5.44				Louis				
		The Control	s 12.03 PM	of L		s 3.03	11.5	WD NEW DULUTH D	2.	9			St.			s 5.53	=			St.				
	Point		A 12.10 PM	Point				FNFOND DU LAC D			_	-	Via		-	190 A 6.00 PM				Via				
Marie Communication of the Com		- and an outside the	A 12.107#			A 3.10 PM	14.2	0.6	0.	0		_	. >		-	A 0.001	The state of the s		and produce to the con-	_				
	10.16	-		2.11		-	_ -	ZENITH FURNACE		9		_	-			-								
_	10 17	-		2.12					6.	1			- 1											
	10.23	#00 100 100 100 100 100 100 100 100 100		2.18			8.1.		. 4.	3										-				
	Sy			Sy			1.0	RICE'S POINT	б.	3			4.05		U 0 V	2 2	L 6.00PM			7.36		<u> </u>	L 8.00 PM	
AM	Grassy			Gras	L 2.02PM		2.3.	BRIDGE SWITCH	. 6.0	L 3 38 PM	L 3.37 PM		4.06	L 4.17 PM			6.02	L 5.53 PM		7.37			8.05	L 8.17 PM
<u> </u>				Via G	2.07		3.2.	ELEVATOR STATION	. 5.	3.43	3.42		4.11	4.22			6.09	5.58		7.42			8.13	8.22
: AM	Via			δ	0.00	h 3	2.0	0.7 OMAHA CONN									6 11	A 5.59 PM		7.44			8.16	8.24
	10.00	THE REAL PROPERTY OF			2.09	-		0.3	4.4	A 3.45 PM	8.44		4.12	A 4.24 PM			0.11	A 5.59 FM		-			0.10	
	s 10.29			s 2.24	s 2.10		4.2 B	SY SUPERIOR U. D U	4.3		s 3.45		s 4.15							s 7.45				s 8.25
	10.30			2.25	2.11		4.6.	BELKNAP STREET	. 3.6	n	3.46		4.16				6 15		1 1	7.46			8.35	8.26
	A 10.40 AM			A 2 34 PM	4 s 2 20 PM		8.3 A	J. CENTRAL AVENUE DN	0.0		A 3.550	4	As 4.25 PM		·		A 6 40 PM		l	As7.55PM	[]		A 8.50 PM	A s 8 35 PM
SS : Int Class :	1 - CLASS		F	OURTH	SUB-DIV	ISION-	-DULU	TH AND SUPERIOR TER	MINA	LS														ARD TO
SS Ist CLASS 202	52	2nd CLASS 626	1st CLASS 38	96	186	1st CLASS	nu nth	TIME TABLE No. 46. NOVEMBER 2, 1913.	Ave	2nd CLASS 734	st CLASS	730	1st CLASS 304	1st CLASS 204	162	188	2nd CI ASS 728	1st CLASS	1st CLASS	1st CLASS 54	1st CLASS 190	1st CLASS	206	1st CLASS
32 D. M. & N. 2	N. P. 51	N. P. 626	(i. N. 38	OMAHA 96	N. P. 186	N. P. 62	Distanc from Duluth	STATIONS	lista, tron	N. P. 733	G. N. 20		Annual Control of the		Omaha 62	N. P. 188	N. P.728	G. N. 34	N. P. 56	N. P. 53	N. P. 190	G. N. 24	D. M. & N. 6	N. P. 64
AM A 10.81 AM	Daily A 11.40 AM	Daily	Ex. Sunday		Ex. Sunday A 1.50 PM			Telegraph Offices and Calls.	8.3	Tues ThurSa	Daily	Mon.Wed.Fri.		Daily A 3.21 PM	Ex. Sunday	Daily A 4.40 PM	Ex. Sunday	Daily	Daily A 6.40 PM	Daily A 6.50 PM	A o.50 PM	Daily	A 6.46 PM	A 7.25 PM
, 10.28	11.36							GARFIELD AVENUE \succeq .		-									6.87	6.47	6.48		6.43	7.22
		PROFESSION STREET, STR			1.47	2.02	-	0.2	- / .3			emonument victorismum	A 2.27 PM	8.18		4.87			0.87	0.47	-			
10.27		A 11.40AM			s 1.45	s 2.00		-	. 11,1				2.26	8.17		s 4.85	A 4.50 PM				s 6.46		6 42	7.21
L 10.25 AM	e e	11.85			1.43	1.57	1.9	D. M. & N. JCT	. 10 .5		* 3		2.24	L 8.15 PM		4 33	4.45				6.44	-	L 6.40 PM	7.19
,	Bridge	11.28			1.37	1.52	3.5		9.1			Al.	L 2.20PM			4.27	4.38		9	0	6.40			7.15
<u> </u>	t t	11.25		s	1.35 s	1.50		UWEST DULUTHDN	. 8.2							s 4.25	4.85		Bridge	Bridge	s 6.88			s 7.13
	Louis	L 11.20AM	,		1.32	1 1 47 PM	5.0	WEST DULUTH JCT	7 .5							s 4.22	L 4.30PM	X 8 5	. A		s 6.35			7.10
:		-			ME SECRETARISADO DE SECRETARIO SE		-	SPIRIT LAKE.	-				-			-			Louis	Louis	7 7.		2 48 87	COMPANY OF THE PERSON NAMED IN
	St.			S	1.26						- K					s 4 16					s 6.25			Line
<u>'</u>	Via			8	1.17		11.5 W	D NEW DULUTH D	2.9		- 8					s 4.07			St.		s 6.12			Point
AM .	4.	35			1.10 PM		14.2 FN	N FOND DU LAC D	0.0				7			L 4.00 PM			Via	Via	L 605 PM			Ъо
			2.				5.5	ZENITH FURNACE.	6.9	The second second second						Despite and Desirement of								7.08
- 2	1					2 1		D. W. & P. JCT											4		-			7.07
								GRASSY POINT SIDING	-										70	a a				
	11.33	-			DOMESTICS AND DESCRIPTION OF THE PERSON NAMED IN		MARKET BELLEVILLE		-		100	1 9 00			water was the supplementaries	(Alberts & Authority State April			6.34	6.44	-			7.00
	11.32	rese di sea	10 :-			1. (**		1.3 BRIDGE SWITCH		A 2.30 PM		A 3.00 PM			T									ssy
	- 36.11	A	12.43 PM A	12.32 PM					6.0	2.25	A 2.18PM	2.55			A 3.17 PM	-		A 6.13 PM	6.33	6.43		A 6.48 PM		Gras
1	11.27		12.38	12.27				ELEVATOR STATION	5.1	2.18	2.13	2.48			8.12	1 2		6.08	6.28	6.88		6.43		
			10.00	12.25 PM	~		2.0	OMAHA CONN		2.16	2.11	2.43			L 3.10 PM			6.06	6.26	6.36		6.41		Via
	11.25	1	12.00 L	10 .00 rm		1	3.9		4.4															Committee of the Commit
	11.25	M 10 3 Konstant Canada Spring		10.201	CONTRACTOR DE LA CONTRA		and a second	0.3	-	2.16		4				AND AND AS PARTY AND ADDRESS OF	-	. 60=	« R OK	s 6.35		s 6.40		s 6 58
5	11.24	3	12.35	10.007	CLE DASSERVACIONES LABORACE NO.		4.2 BY	SUPERIOR U. D D	4.1		s 2.10							s 6.05	s 6.25	s 6.35		s 6.40	,	s 6.58
5		5		10.207			4.2 BY	0.3	-			2.35					1	s 6.05 6.04	s 6.25 6 24	s 6.35		s 6.40 6.39		s 6.58 6.57

ASS	1st CLASS	1 let Cl ACC	LA CE ACC								NESTWA	RD FRO	M DULU	ГН
13		1st CLASS	1st CLASS	Ist CLASS			-			1st CLASS	2nd CLASS	1st CLASS		Ist CLASS
	51	163	71	189	625	93	301	57	627	205	623	35	17	65
k N. 3	N. P. 52	OMAHA 63	N. P. 71	N. P. 189	N. P. 625	OMAHA 93	D. W. P.	N. P. 57	N. P. 627	D. M. & N. 5	N. P. 623	G N. 35	G. N. 17	N. P. 65
Jy 5 O PM	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
- DOPM	L 4.00 PM		L 5.15 PM	L 5.20 PM				L 7.30 PM	L 7 45 PM	L 7.58 PM				L 11.10PM
58	4.03		5.18	5.23	Other Designation of the Control of		L 7.23 PM	7.33	7 52	8.01		-		11.12
54			s 5.20	s 5.25			7.24		7 54	8.02				s 11.14
56 PM			5.22	5.27		-	7.26		7 57	A 8 04 PM				11.16
	dge		5.27	5.32			A 7.31 PM	ره.	8.02					11.20
	Bridge		s 5.80	s 5.35	-			ridg	8.06		, s	, 150 , 150		s 11.28 *
	Louis		A 5.33 PM	s 5.38				Via St. Louis Bridge	A 8.10 PM	1 , ,				11 25
				5 5.44	1			Lou						ine
	Š			s 5.53				٠,	n *			-	,	H
				190				တ			5, 61 4			nt.
	Via			A 6.00 PM	- Contract of the last of the			Via						Point Line
		* '					. 5	2				8		11.26
	= -							4			5 3 4			11.27
-										-				11 32
	4.05		, A		L 6.00PM			7.36			L 8.00 PM	-	Account to the second	
	4 06	L 4.17PM			6.02	L 5.53 PM		7.37		2 31 2	8.05	L 8.17PM	L11.17PM	Via Grassy
	4.11	4.22			6.09	5.58		7.42	-		8.13	8.22	11.22	ı Gr
	4.12	A 4.24 PM			6 11	A 5.59 PM		7.44			8.16	8.24	11.24	Via
s	4.15							s 7.45		Market of the state of the stat	3	8.25		s 11.40
	4.16		2		6 15			7.46	12.		8.35	8.26	11.26	11.41
	s 4.25 PM				A 6 40 PM			As 7.55 PM					As11.85 PM	

ASS.	1st CLASS	1st CLASS	Ist CLASS	Ist CLASS	1 2nd CLASS	. Let CL too	La CL CC					ARD TO		1
0	304	204				_		Ist CLASS	1st CLASS	-	1st CLASS	1st CLASS	1st CLASS	1st CLASS
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729	D. W. P. 4		Omaha 62	N. P. 188	N. P.728	G. N. 34	N. P. 56	N. P. 53	N. P. 190	G. N. 24	D. M. & N. 6		OMAHA 64	N. P. 60
d.Fri.	Daily	Daily	Ex. Sunday		Ex. Sunday	Daily	Daily	Daily	Dairy	Daily	Daily	Daily	Daily	Daily
		A 3.21 PM		A 4.40 PM			A 6.40 PM	A 6.50 PM				A 7.25 PM	Dany	A 11.25 PM
	A 2.27 PM	8.18		4.87			6.87	6.47	6.48		6.43	7.22		11.22
	2.26	8.17		s 4.85	A 4.50 PM				s 6.46		6 42	7.21	entire decreases and an area	11.21
	2.24	L 8.15 PM		4 38	4.45		_		6.44	120	L 6.40 PM	7.19		11.19
	L 2.20PM			4.27	4.38		96	90 60	6.40			7.15		11.15
-				s 4.25	4.85		Bridge	Bridge	s 6.38			s 7.13		s 11.13
				s 4.22	L 4.30PM		Louis	Louis	s 6.35			7.10		11.09
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							× -					7.08		11.06
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O PM				Control of the Contro			6.34	6.44			Leimenstein scenarus mine	7.00		10.58
5			A 3.17 PM			A 6.18 PM	6.88	6.43		A 6.48 PM		Grassy	A 9.44.PM	(SS)
3 -			8.12	0		6.08	6.28	6.88		6.43		Gra	9.89	Via Grassy
	_		L 3.10 PM			6.06	6.26	6.86		6.41		Via	L 9.88PM	Via
_	2.0				s	6.05	s 6.25 s	6.35		s 6.40		6.58	71.00-00/- 00-00-00-00-00-00-00-00-00-00-00-00-00	s 10.55
-						6.04	6 24	6.34		6.89		6.57		10.54
PM	İ				I	. 5 55 PM	L 8 15 PM	6 24 PM		L 6.80PM		L 6.48 PM		L 10.45 PM

	WES	TWARD								EAST	TWARD
SS	3rd CLASS	3rd CLASS	1st CLASS	1st CLASS				1st CLASS	1st CLASS	3rd CLASS	and CLASS
	733	729	53	51	from d.	TIME TABLE No. 46.	from Ave.	52	54	730	734
PM	WAY F'R'T.	WAY F'R'T	PASSENGER	PASSENGER	Distance fr East End.	NOV. 2, 1913.	tral	PASSENGER	PASSENGER	WAY F'R'T	WAY FREIGHT
_	Tues., Thurs.	Mon., Wed. & Fri.	Daily	Daily	Dist		Dist	Daily	Daily	Mon., Wed.	Tues., Thur. & Sat.
-	L 1.00 PM	L 1.40 PM	L 6.13 PM	L 11 .00 AM	0.0	SPEAST ENDD	3.9	As 4.35 PM	As 8.35 AN	As 5.25 AM	As 7.25 AM
	1.10	1 50	6.17	11.04	1.8	1.8HILL AVE	1.8	4.31	8.31	5.15	7.15
CONTRACTOR OF THE PERSONS ASSESSMENT	As 1 25 PM	As 2 05 PM	As 6 24 PM	A s11.11 AW	3.9		0.0	L 4.25 PM	L 8.25 AM	L 5 05 AM	L 7.05 AM

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK BETWEEN EAST END AND CENTRAL AVENUE.

Trains must keep to the right unless otherwise directed.

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 westward main track for trains approaching from the First Sub-Division.

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 railroad 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 eastward 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 enginemen in use of east leg of Wye at Central Ave., it being single track and on sharp curve. Trains will not exceed four (4) miles per hour and in foggy or stormy weather they must protect themselves over this piece of track.

Junction switch at connection of First Sub-Division and Second Sub-Division main lines near Central Ave. depot will be kept set and locked for Second Sub-Division.

Extra trains may run ahead of second class trains without orders.

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.

All eastward 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 westward 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.

Within yard limits the main track may be used, protecting against first class trains.

All trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Special Rules governing trains on Fond du Lac Branch-

No. 183 has right over No. 182.
" 185 " " 186.
" 187 " " 188.
" 181 " " 180.

REGISTERING STATIONS.—First Class trains and passenger extras 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 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 enginemen must inspect bulletins before departing on their run.

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

DERAIL SWITCHES.—When not in use must be kept set in derailing position.

West end of Zenith Furnace track.

East End N. P. Freight House track, Superior.

Main Line just east of N. P. Freight House, Superior.

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, unless otherwise directed.
 - 3. Inferior Class trains and Extras 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 eastward trains from Third Sub-division.
 - 6. Grassy Point Line Switch at West Duluth Junction will be kept set for main line eastward track.
- 7. 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 en l and use of double track.
- 8. Westward trains and switch crews will have the right to use eastward track at Central Ave. between west lead from yard and junction switch leading to first sub-division main line without protection, and all eastward trains will approach and pass through such territory with train under perfect control, expecting to find track occupied.
- 9. Rule 86, 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.
- 10. 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.)

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. Switch Engines working in this territory must be fully protected at all times.

Third Sub-Division main line trains will register and receive clearance and orders at West Duluth.

Eastward second class and inferior trains coming from ThirdSub-Division, may register at West Duluth by ticket.

A brakeman or flagman must be stationed on the rear car of all trains, at all times, 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 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.

Within yard limits the main track may be used, protecting against First Class trains.

All trains must move within yard limits prepared to stop, unless the main track is seen or known to be clear

Duluth Yard extends from connection with D. & I. R. Ry. at 5th Ave. East to east end of St. Louis Bridge and from Garfield Avenue to West Duluth Junction and Third Sub-Division yard limit board and to Grassy Point Bridge. Switch engines will work within these limits, avoiding regular trains.

All extras and delayed regular trains must approach the terminal grounds at Superior with extreme caution, having train under full control.

Nos. 64 and 627 will register at West Duluth by ticket.

SPECIAL RULES.—Continued.

Nos. 59, 60, 63 and No. 64 and G. N. trains 19, 20 and 24 will register at Central Avenue by ticket.

All trains must come to a full stop before crossing tracks of M. St. P. & Sault Ste. M. Ry. just east of Garfield Ave.

All trains and yard engines on the West Duluth route must come to a full stop at 19th Avenue West, where Duluth, Winnipeg and Pacific trains enter and leave main track.

All trains and yard engines on the Grassy Point Line must come to a full stop before passing the junction with the Duluth, Winnipeg & Pacific Railway one-half mile west of the Zenith Furnace.

All eastward trains and yard engines leaving West Duluth must come to a full stop before passing the junction with the Duluth, Winnipeg & Pacific Railway, seven-tenths of a mile east of West Duluth Depot.

All eastward trains and engines, and all westward 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.

All trains and engines must run under full control between West Yard Limit Board, Superior and Omaha connection. This includes Lake Superior termial tracks between Belknap St. and Omaha connections. 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 these tracks. All trains will look out for these crews in above limits.

The following amendments have been made to Automatic Block Signal Rule No. 504, Book of Transportation Rules:

504-C. When a train is stopped by a Block Signal having two lights (called the home signal) on single track, Automatic Block Signal territory, it may proceed when the signal is cleared, or if not immediately cleared, it may proceed under caution after obtaining authority from the Train Dispatcher, or if unable to communicate with the Train Dispatcher, the train may proceed under protection of flag, to the next Signal that indicates clear or caution.

504-D. When a train is stopped by an intermediate Block Signal on single track, it may proceed when the signal is cleared or at caution, or if not immediately changed it may proceed at once under caution, except when a train is proceeding under flag from the last Home Signal as provided in Rule 504-C.

Within Automatic Block Signal territory, trains using a cross-over must have at least one switch open while occupying any part of the cross-over.

LOCATION OF YARD LIMIT SIGNS.

East End, Central Avenue, Superior and Duluth

Authorized Surgeons.

Dr. C. S. KNOX, East End.

Dr. J. C. ADAMS, Superior.

Dr. ROOD TAYLOR, Duluth.

Dr. A. J. BRADEN, Duluth.

Dr. C. L. HANEY, Duluth.

Dr. T. J. JENSEN, West Duluth.

(Emergency cases only.)

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.

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 eastward track, and the two-arm semaphore located just east of Elevator Station on the westward 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 eastward 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 westward 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 eastward 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

RULES GOVERNING THE MOVEMENT OF TRAINS OVER GRASSY POINT BRIDGE.

Interlocking Semaphore Signals will govern the movement of trains over the Grassy Point Bridge.

All semaphore signals are of the upper quadrant, three position pattern, with the following indications: Horizontal, or red light, STOP.

Angle of 45°, or yellow light, proceed with CAUTION, prepared to stop at next signal. Vertical or green light, PROCEED—CLEAR.

Derail switches are located on both sides of the drawbridge just inside of the Home Signal, and are operated in connection with the Home Signal.

A torpedo machine is located just inside of the Home Signal and is operated in connection with derail. The explosion of one torpedo indicates that derail is set in derailing position and train must be brought to a stop immediately to prevent derailment.

When trains approach the Grassy Point Drawbridge and the Home Signal indicates "stop" enginemen must not, under any circumstances, allow their engines to pass beyond the Home Signal, as it will result in derail-

When the Home Signal indicates "caution" or "proceed," it will not be necessary for trains to stop for the drawbridge but enginemen must be absolutely certain of the position of the Home Signal before passing it.

Enginemen and trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected.

G. W. ATMORE,

Ass't Superintendent.

T. B. QUINN,

Trainmaster.

L. F. NEWTON,

Trainmaster.

F. E. POTTER, Chief Dispatcher.

