ORTICAL DAGITO RALVAV GOMBANIA

DULUTH AND SUPERIOR TERMINALS



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

SUNDAY, NOVEMBER 23rd, 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.

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WESTWAR	D FROM	DULUT	•					and the control of th		The state of the s	8	and the second s							DULUTH AND SUPERIOR TER	MINAL	S
ANESTWAN	2nd CLASS	2nd CLASS	2nd CLASS					1st CLASS		1st CLASS				303	185	1st CLASS	27	7 24 /	TIME TABLE No. 47. NOVEMBER 23, 1913.		95
	729	733 N. P. 734	727	181	201 D. M. & N. I	55 N. P. 55	53 N. P. 54	23 G. N. 23	183 N. P. 183	33 G. N 33	161 OMAHA 61	61 N. P. 61	59 N. P. 59		N. P. 185	N. P. 63	G. N. 37	N. P. 187	STATIONS Telegraph Offices and Calls.	o fre	DMAHA 95 Daily
DULLER	Mon.Wed. Fr.	Tu.Thur. Sat.	Ex. Sunday	Ex. Sunday	Daily L 7.40 AM	Daily	Daily L 8.00 AM	Daily	Daily L 8.40 AM	Daily	Ex. Sunday	Ex. Sunday L 9.00 AM	Daily L 10.00 AM		Ex. Sunday		Ex. Sunday	L 2.30 PM	CTIL LIMIT.	8.3	
DULUTH				6.23	7.43	7.53	8.03	1	8.43			9.04	10.03	L 10.08 AM	11.33	1.58	16	2 33	1.0GARFIELD AVENUE	. 7.3	,
.GARFIELD AVENUE						7.00	,		s 8.45		· .	s 9.06	10.04	10.09	s 11.35	1.59		s 2.35	1.3	. 11.1	
20TH AVENUE	-		1	s 6.25	7.44					19		9.08	10.06	10.11	11.37	2.01		2.37	1.9 D. M. & N. JCT	. 10.5	9
D. M. & N. JCT	24 SE II SE			6.27	A 7.46 AM	9	90		8.47									2.42	3.5D. W. and P. JCT	9.1	
D. W. and P. JCT				6.32	x	3rid	Bridge		8.52			9.12		A 10.16 AM	11.42 s 11.45	2.05 s 2.08		s 2.45	4.2 WU WEST DULUTHD N	. 8.2	
WEST DULUTH				s 6.35	-,	iis J			s 8.55			s 9.17 72	s 10.13					s 2 48	5.0 WEST DULUTH JCT	. 7.5	%
WEST DULUTH JCT				s 6.38		Lot	Louis		s 8.58		N	A 9 20 AM	10.15	UNIQUE MENT CONTRACTOR DEC	s 11.48	2.10 o	,	ENSORGE CONTRACTOR	7.6SPIRIT LAKE	6.7	Name and Address of the Owner, where the Owner, which is the Owner, which is the Owner, where the Owner, which is the Owner,
SPIRIT LAKE				s 6.44	N (St.	Š		s 9.04				Line		s 11.54 AM	Line		s 2.55	11.5 WDNEW DULUTH D		
NEW DULUTH			00 8	s 6.58		Via	Via		s 9.13			0 0	Point		s 12.03 PM	Point		s 3.03	14.2 FNFOND DU LACD		
FOND DU LAC				A 7.00AM					A 9.20 AM				<u> </u>	PURCHUS THE COURT TO	A 12.10 PM	<u>A</u>		A 3.10 PM	0.6	AMERICAN PROPERTY AND PERSONS	
ZENITH FURNACE		×			*						-		10.16	1 · · · ·		2.11			5.5ZENITH FURNACE		
D. W. and P. JCT				e e			=						10 17			2.12			6.2D. W. & P. JCT	6.4	
GRASSY POINT SIDING.												AND DESCRIPTION OF THE PARTY OF	10.23			2.18		BOX MAN CONTRACT	1.0RICE'S POINT	6.3	
RICE'S POINT	L 4.00 AM	L 6.05 AM	L 6.30 AM			7.56	8.06						ssy			Grassy	. 0 00 M		2.3BRIDGE SWITCH	. 6.0 L	3.38 PM
BRIDGE SWITCH	4.05	6.10	6.33			7.57	8.08	L 8.32 AM	- 6	L 8.52 AM	L 8.57 AM	-	Grassy			Gre	L 2.02 PM		3.2 ELEVATOR STATION 💆		3.43
ELEVATOR STATION	4.12	6.17	6.40			8.02	8.13	8.37		8.57	9.02		Via (-	Via	2.07		3.9		3.45 PM
OMAHA CONN	4.15	6.20	6.43			8.04	8.14	8.39	Market and the second second	8.59	A 9.04 AM						2.09	-	4.2 BY SUPERIOR U. D U		0.40 FM
SUPERIOR U. D				-		s 8.05	s 8.15	s 8.40		s 9.00			s 10.29			s 2.24	s 2.10		0.4	4.1	
BELKNAP STREET	4.40	6.40	7.00			8.06	8.16	8.41	*	9.01			10.30			2.25	2.11		4.6 BELKNAP STREET	3.6	
CENTRAL AVENUE	. As 4 50 AM	A 5 8 50 AM	As 7.15 AM		=	A s 8 . 15 AM	As 8.25 AM	A \$ 8.50 AM		As 9.10 AM		l	A 10.40 AM			A 2 34 PM	A s 2 .20 PM		8.3 AJ	O.O.	<u> </u>
EASTWAR			1 + 21 + 22	1 + 61 +66	1.1.CLASS	1-4 CL ACC	1-4 (1 466	1st CLASS	1st CLASS	1et CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	Ist CLASS	Ist CLASS	1st CLASS	DULUTH AND SUPERIOR TERM	o > 2n	na CLASS
	2nd CLASS 624	2nd CLASS 628	66	1st CLASS	180	36	58	302	94	72	182	202	52	626	38	96	186	62 N. P. 62	NOVEMBER 23, 1913.	- 202	734 N. P. 733
	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	D. W. P. 2 Daily	Daily	N. P. 72 Daily	N. P. 182 Daily	D. M. & N. 2 Daily	Daily	N. P. 626 Daily	G. N. 38 Ex. Sunday		Ex. Sunday	Ex. Sunday	Telegraph Offices and Calls.	8.3	ues ThurSat
DULUTH	_	A 5.20 AM			A 8.20 AM		A 8.15 AM			A 9.40 AM	A 10.10 AM	A 10.81 AM	A 11.40 AM				A 1.50 PM		1.0 GARFIELD AVENUE ×	7.3	
GARFIELD AVENUE		5.10	6.25		8.16		8.12	A 9.07 AM		9.35	10.07	10.28	11.36				1.47	2.02	1.320TH AVENUE	. 11.1	
20TH AVENUE	. A 1.50 AM	5.08	s 6.24		s 8.14			9.06		s 9.33	s 10.05	10.27	to to	A 11.40 AM			s 1.45	s 2.00	1.9 D. M. & N. JCT		
D. M. & N. JCT	1.45	4.58	6.22		8.12			9.04		9.31	10.03	L10.25 AM	, c	11.85			1.43	1.57		. 10.5	
D. W. & P. JCT	. 1.38	4.53	6.17		8.07		Bridge	L 9.00 AM		9.26	9.57		Bridge	11.28			1.87	1.52	3.5D. W. & P. JCT 5 4.2 WUWEST DULUTHDN	8.2	
WEST DULUTH	1.35	4.51	s 6.15		s 8.05					s 9.23	s 9.55			11.25			s 1 35		5.0 WEST DULUTH JCT		-
WEST DULUTH JCT	. L 1.30AM	L 4.46AM	6.12		s 8.01		Louis			L 9 20 M	s 9.52		Louis	L 11.20AM		water water to the same of the	s 1.32	L 1.47 PM	PROPERTY AND ASSESSMENT OF THE PROPERTY OF THE	7.5	
SPIRIT LAKE			Line		s 7.54		St. I			a -	s 9.46		St. 1				s 1.26		7.6SPIRIT LAKE	_	
NEW DULUTH			nt L		s 7.43						s 9.37		Via S				s 1.17		11.5 WD NEW DULUTH D	_	
			Point		L 7.85 AM		Via				183 L 9 30 AM		>		,,		L 1.10 PM		14.2 FNFOND DU LAC D		
FOND DU LAC			6.10	COLUMN AND AND AND AND AND AND AND AND AND AN	E 7.00			ALCOHADO POR CAROLO CAR	***************************************	CONTRACTOR OF COMME	A STATE OF THE PARTY OF THE PAR	CLEVE - COMMITTEE COMMITTE	•						5.5ZENITH FURNACE		
ZENITH FURNACE	-				-		- A						-						6.2D. W. & P. JCT		
D. W. & P. JCT			6.09																8.1	THE RESIDENCE AND PERSONS ASSESSED.	
RASSY POINT SIDING	AND ADDRESS OF THE PERSON NAMED AND	AND RESIDENCE AN					8.09	TORRO CONTRACTOR CONTR	THE REAL PROPERTY OF THE PERSON NAMED IN	PARAMETER VOICE - WITH A		Public vide Committee Comm	11.33		County and Market Colors and a				1.0RICE'S POINT	6.3 A	2.30 PM
BRIDGE SWITCH			ssy	A 6.18 M		A 8.03 AM	8.08		A 9.13 AM				11.32		A 12.43 PM	A 12.32 PM			2.3BRIDGE SWITCH	6.0	2.25
ELEVATOR STATION.			Grassy	6.13		7.58	8.03		9.08				11.27		12.38	12.27			3.2 ELEVATOR STATION	5.1	2.18
LELEVATOR STATION.	-		Via														And the Company of th		3.9OMAHA CONN ☆	. 4.4	2.16
so who a man and a			>	g 11		7 50	8.01		L 9.06 AM				11.25	8	12.36	L'12.25 PM			AND ASSESSMENT OF THE PARTY OF	-	-
OMAHA CONN	-			6.11		7.56	8.01	*	L 9.06 AM	-	-			Profession Contraction	CONTRACTOR DE SERVICIONES	L 12.25 PM	ASSESSMENT NUMBER ASSESSMENT		4.2 BYSUPERIOR U. D D	4.1	
SUPERIOR U. D			s 5.55 5.54	6.11 5 6.10 6.09		7.56 8 7.55 7.54	8.01 s 8.00 7.59	-	L 9.06 AM				s 11.24 11.23		s 12.35	L 12.25 PM	ACTION COMPANY NAMED OF THE PARTY OF T		AND ASSESSMENT OF THE PARTY OF		2.00

L 11.12 AN

L 12.25 PM

L 5.45 AM L 6.00 AM

CENTRAL AVENUE.

3.6 8.3 AJ . CENTRAL AVENUE.

AND DESCRIPTION OF THE PARTY OF				EAST	WARD T	RAIN	S ARE SUPERIOR	T	O TR	RAINS O	F THE	SAME	CLASS	IN THE	OPPO:	SITE DI	RECTI	ON.						2		
			Andrew Commence	Marketine Control	The second second second	1.0000 COMPANIE			ZAPROBERT STATEMENT	13.				90					*			Ist CLASS	ESTWAR	D FRON	DULUT	H Ist CLASS
2011-1	CLASS	Ist CLASS	OURTH Ist CLASS	SUB-DIN	Ist CLASS	- 1	H AND SUPERIOR T		n >	IST CLASS		st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS 625	1st CLASS	301	1st CLASS	2nd CLASS 627	205	623	35	17	65
	303	185	63	37	187	from Duluth	NOVEMBER 23, 1913.		stanc from itralA	95 OMAHA 95	19 G. N. 19	203	51 N. P. 52	163 OMAHA 63	N. P. 189	N. P. 71	N. P. 625	OMAHA 93	D. W. P. 1	N. P. 57	Target Samuel Control of the Control	D. M. & N. 5	N. P. 623 Daily	G N. 35 Daily	G. N. 17 Daily	N. P. 65 Daily
		N. P. 185 Ex. Sunday	N. P. 63 Daily	Ev Cunday	Daily		Telegraph Offices and Calls.	_	2 3 8.3	Daily	Daily.	Daily	Daily L 4.00 PM	Daily	Daily L 5.00PM	Daily L 5.15 PM	Daily	Daily	Daily	Daily L 7.30 PM	L 7.45 PM					L 11.10PM
AM		L 11.30 AM	L 1.55PM				DULUTHDN 1.0GARFIELD AVENUE		7.3		8	3.53	4.03	0	5.03	5.18	× ,	0.0	L 7.23PM	7.33	7 52	8 01				11.12
L 1	0.08 AM	11.33	1.58		THE RESERVE AND DESCRIPTION OF THE PERSON NAMED IN		0.3	× -	Manager of Salar			3.54			s 5.05	s 5.20			7.24		7 54	8.02				s 11.14
1	0.09	s 11.35	1.59				20TH AVENUE	TRAC	11.1			1			5.07	5.22			7.26)5 (i) (i)	7.57	A 8 04 PM				11.16
1	0.11	11.37	2.01				D. M. & N. JCT	BLE :	10.5			3.56 PM	423		5.12	5.27			A 7.31 PM		8.02			101 5		11.20
A 1	LO.16 AM	11.42	2.05		2.42		0.7	DOO	9.1				Bridge		s 5.15	s 5.30		×	,	ridge	8.06					11.28
		s 11.45	2.08		s 2.45		WEST DULUTHD N		8.2				Br		s 5.18	A 5.33 PM				Br.	A 8.10 PM	341				11.25
		s 11.48	2.10		s 2 48	The same of the sa	WEST DULUTH JCT	1	7.5				ouis	-	s 5.24			- Table 1		ouis,			8 %			ine
		s 11.54 AM	ine		s 2.55	7.6	SPIRIT LAKE	••••	6.7				St. Lo	-	s 5.33					St. L				8		H I
		s 12.03 PM	nt L		s 3.03	11.5 WD	NEW DULUTH D.		2.9		70.0				190					ia S				× .		Poi
0		A 12.10 PM	Poi		A 3.10 PM	14.2 FN			0.0	-		1	Via		A 540 PM		-			>						11.26
	THE RESIDENCE OF THE PARTY OF T		2.11				ZENITH FURNACE		-	<u> </u>	- 1 STA		A -													11.27
			2.12			6.2	D. W. & P. JCT		6.4			Ā				7				-			-			11.32
3			2.18				GRASSY POINT SIDING		4.6	-			4.05	SANGERS OF STREET	AND DESCRIPTION OF THE PARTY OF		L 6.00PM			7.36		I	8 · 00 PM			<u>></u>
	NAME OF TAXABLE PARTY.		ssy				RICE'S POINT	-	6.3				4.06	L 4.17 PM			6.02	L 5.53 PM		7.37			8.05	8.17 PM	L 11.17 PM	rass
		^	Gras	L 2.02 PM			BRIDGE SWITCH	<u>,</u>	6.0	L 3.38 PM	1.77			4.22			6.09	5.58		7.42			8.13	8.22	11.22	ä S
		8	Via (2.07			0.7	RACI	5.1	3.43	3.42		4.11					A 5.59 PM		7.44			8.16	8.24	11.24	<u>></u>
				2.09	-	3.9	omaha conn	- T	4.4	A 3.45 PM	3.44	1	4.12	A 4.24 PM			O.II	A 0.001		s 7.45			5	8.25	s 11.25	s 11.40
			s 2.24	s 2.10		4.2 BY	SUPERIOR U. DU	OOUB	4.1		s 3.45		s 4.15							7.46	7		8.35	8.26	11.26	11.41
)			2.25	2.11			BELKNAP STREET	-	3.6		3.46	<u> </u>	4.16				6.15			A s 7 .55 PM				A s 8 35 PM	As11.85 PM	A 11.50 PM
) AM			A 2.34 PM	A s 2 .20 PM		8.3 AJ.,	CENTRAL AVENUE DN		0.0	1.6	A 3.55 PM		As 4.25 PM	1			A 6 40 PM			A3 7.00.			EASTWA	RD TO	DULUTH	Ist CLASS
		1st CLASS	OURTH	SUB-DIV	ISION—I	ULUTI	H AND SUPERIOR T	ERIV	AFILIN	Zild OLIVISC		2nd CLASS	1st CLASS	1st CLASS		1st CLASS	2nd CI ASS 728	1st CLASS 190	1st CLASS	1st CLASS	1st CLASS	1st CLASS 24	206	1st CLASS	164	60
-	626	38	96	186	62	rance rom uluth	NOVEMBER 23, 1913	•	stanc trom tralA	734 N. P. 733	20 g, N, 20	730 N. P. 729	304 D. W. P. 4	204 D. M. & N. 4	162 Omaha 62	188 • P. 188	N. P.728	N. P. 190	G. N. 34	N. P. 56	N. P. 53 Daily		D. M. & N. 6 Daily	N. P. 64 Daily	OMAHA 64 Daily	N. P. 60 Daily
51 N	N. P. 626 Daily	G. N. 38	OMAHA 96 Daily	N. P. 186	N. P. 62 Ex. Sunday	5 A	Telegraph Offices and Calls.		G D	Tues ThurSat		Mon.Wed.Fri.		Daily A 3.21 PM	Fx. Sunday	Daily A 4 30 PM	Ex. Sunday	A 6 30 PM	Daily	Daily A 6.40 PM			A 6.46 PM			A211.25
) AM		Ex. Sunday	Daily	Ex. Sunday	Ex. Sullday	DI	DULUTH DN		8.3			- The state of the				A 1 00 1m										
3		Ex. Sunday	Daily	Ex. Sunday A 1.50 PM	A 2.05 PM		DULUTH DN		7.3				A 2.27 PM	3.18		4 27		6.27		6.37	6.47		6.43	7.22	-	11.22
-		Ex. Sunday	Dany	Ex. Sunday A 1.50 PM 1.47	A 2.05 PM 2.03	1.0	DULUTHDN 1.0 GARFIELD AVENUE	¥	7.3					3.18		4 27	A 4.50PM			6.37	6.47		6.43	7.22 7.21		11.22
A	11.40 AM	Name of the last o	Daily	A 1.50 PM	2.02	1.0	DULUTH DN 1.0 GARFIELD AVENUE 0.3 20TH AVENUE	TRACK	. 7.3				2.26	3 .17		4 27 s 4 25				6.37	6.47			OVERNITOR DESCRIPTION		
-	11.40 AM	Name of the last o	Daily	A 1.50 PM	2.02	1.0	DULUTH DN GARFIELD AVENUE 20TH AVENUE D, M, & N, JCT	UBLE TRACK	. 7.3				2.26			4 27 s 4 25 4 23	4.45	s 6.25					6.42	7.21	-	11.21
		Name of the last o		1.47 s 1.45 1.43 1.37	2.02 s 2.00 1.57 1.52	1.0	DULUTH DN 1.0 GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT	DOUBLE TRACK	. 7.3				2.26	3 .17		4 27 s 4 25	4.45	s 6.25 6.23					6.42	7.21		11.21
	11.85	Name of the last o		1.47 s 1.45 1.48 1.37 s 1.35	2.03 s 2.00 1.57 1.52 s 1.50	1.0 1.3 1.9 3.5 4.2 WU.	DULUTH DN GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT WEST DULUTH DN	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2				2.26	3 .17		4 27 s 4 25 4 28 4 17 s 4 15	4.45	s 6.25 6.23 6.17 s 6.15		Bridge	Bridge		6.42	7.21 7.19 7.15		11.21 11.19 11.15 s 11.18
	11.85			1.47 s 1.45 1.48 1.37 s 1.35	2.03 s 2.00 1.57 1.52 s 1.50	1.0 1.3 1.9 3.5 4.2 WU.	DULUTH DN GARFIELD AVENUE	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2		7.		2.26	3 .17		4 27 s 4 25 4 23 4 17 s 4 15 s 4 12	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15		Bridge	Bridge		6.42	7.21 7.19 7.15 5.7.13 7.10		11.21 11.19 11.15 s 11.18
	11.85 11.28 11.25			1.47 s 1.45 1.48 1.37 s 1.35	2.03 s 2.00 1.57 1.52 s 1.50	1.0 1.3 1.9 3.5 4.2 WU. 5.0	DULUTH DN GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT WEST DULUTH DN WEST DULUTH JCT SPIRIT LAKE	DOUBLE FRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2 7.8				2.26	3 .17		4 27 s 4 25 4 28 4 .17 s 4 .15 s 4 .12 s 4 .05	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12		Louis Bridge			6.42	7.21 7.19 7.15 7.13 7.10		11.21 11.19 11.15 s 11.18 11.09
	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.43 1.87 s 1.35 s 1.32	2.03 s 2.00 1.57 1.52 s 1.50	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD	DULUTH DN GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT WEST DULUTH DN WEST DULUTH JCT SPIRIT LAKE NEW DULUTH D	DOUBLE TRACK	7 .3 . 11 .1 . 10 .5 . 9 .1 . 8 .2 7 .8				2.26	3 .17		4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52		St. Louis Bridge	St. Louis Bridge		6.42	7.21 7.19 7.15 5.7.13 7.10		11.21 11.19 11.15 s 11.18
	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.43 1.37 s 1.35 s 1.32	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD.	DULUTH DN 1.0 GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT WEST DULUTH DN WEST DULUTH JCT SPIRIT LAKE NEW DULUTH D FOND DU LAC D	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2 . 7.5 . 6.7				2.26	3 .17		4 27 s 4 25 4 28 4 .17 s 4 .15 s 4 .12 s 4 .05	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12		Louis Bridge	Louis Bridge		6.42	7.21 7.19 7.15 7.13 7.10		11.21 11.19 11.15 s 11.18 11.09
	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.48 1.37 s 1.35 s 1.32 s 1.26 s 1.17	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN.	DULUTH DN GARFIELD AVENUE 0.3 0.5 N. JCT D. W. & P. JCT WEST DULUTH DN WEST DULUTH JCT SPIRIT LAKE NEW DULUTH D 0.6 0.6 0.6 0.6 0.6 0.6 0.6 2ENITH FURNACE	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 9.1 . 8.2 . 7.5 . 6.7				2.26	3 .17		4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52		St. Louis Bridge	St. Louis Bridge		6.42	7.21 7.19 7.15 7.10 end 7.10		11.21 11.19 11.15 s 11.13 65 11.09
	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.48 1.37 s 1.35 s 1.32 s 1.26 s 1.17	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN. 5.5	DULUTH DN GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT WEST DULUTH DN WEST DULUTH JCT SPIRIT LAKE NEW BULUTH D CONTROL OF THE PROPERTY OF THE PROPE	DOUBLE IRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2 7.5 . 6.7 . 0.0				2.26	3 .17		4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52		St. Louis Bridge	St. Louis Bridge		6.42	7.21 7.19 7.15 7.18 7.10 enil tuiood 7.08		11.21 11.19 11.15 s 11.18 11.09 out 11.06
	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.48 1.37 s 1.35 s 1.32 s 1.26 s 1.17	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN. 6.2 8.1	DULUTH DN GARFIELD AVENUE	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 9.1 . 8.2 . 7.8 . 6.7 . 2.9				2.26 2.24 L 2.20 PM	3 .17		4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52		St. Louis Bridge	St. Louis Bridge		6.42	7.21 7.19 7.15 7.13 7.10 enil Third Hold T.08 7.08 7.07		11.21 11.19 11.15 s 11.13 65 11.09 will Hamiltonian of the control of the c
	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.48 1.37 s 1.35 s 1.32 s 1.26 s 1.17	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN. 5.5 6.2 8.1 1.0	DULUTH DN GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT O. O	DOUBLE FRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2 . 7.8 . 6.7 . 0.0	3 A 2.30 PM	00,8	A 3.00PM	2.26 2.24 L 2.20 PM	3 .17	A 3.17 PM	4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52	A 6.13 PM	Via St. Louis Bridge	Via St. Louis Bridge	A 6.48 PM	6.42	7.21 7.19 7.15 7.13 7.10 enil Third Hold T.08 7.08 7.07	A 9.44PM	11.21 11.19 11.15 s 11.13 65 11.09 will Hamiltonian of the control of the c
L	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.43 1.37 s 1.35 s 1.32 s 1.26 s 1.17 L 1.10 PM	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN. 6.2 8.1 1.0 2.3	DULUTH DN GARFIELD AVENUE	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 9.1 . 8.2 . 7.5 . 6.7 . 2.9 . 0.0	3 A 2.30 PM	00.8 A 2.18PM	A 3.00PM	2.26 2.24 L 2.20 PM	3 .17	A 8.17 PM	4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52	A 6.18PM	Via St. Louis Bridge	Via St. Louis Bridge		6.42	7.21 7.19 7.15 7.13 7.10 Point Tine 7.08 7.07 7.00	A 9.44PM 9.89	11.21 11.19 11.15 s 11.13 65 11.09 will Hamiltonian of the control of the c
L	11.85 11.28 11.25			A 1.50 PM 1.47 s 1.45 1.43 1.37 s 1.35 s 1.32 s 1.26 s 1.17 L 1.10 PM	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN. 6.2 8.1 1.0 2.3	DULUTH DN GARFIELD AVENUE 20TH AVENUE D. M. & N. JCT D. W. & P. JCT WEST DULUTH DN WEST DULUTH JCT SPIRIT LAKE NEW DULUTH D FOND DU LAC D ZENITH FURNACE D. W. & P. JCT GRASSY POINT SIDING RICE'S POINT BRIDGE SWITCH 0.9 ELEVATOR STATION	CCK DOUBLE TRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2 . 7.8 . 6.7 . 2.9 . 0.0	A 2.30 PM 2.25 1 2.18	00.8 A 2.18PM 2.13.	A 3.00PM 2.55 2.48	2.26 2.24 L 2.20 PM	3 .17	3.12	4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52	A 6.13 PM 6.08	Via St. Louis Bridge	Via St. Louis Bridge 6.38	A 6.48 PM	6.42	7.21 7.19 7.15 7.13 7.10 enil Third Hold T.08 7.08 7.07		11.21 11.19 11.15 s 11.13 65 11.09 will Hamiltonian of the control of the c
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L 3 2 7 7	11.85 11.28 11.25	A 12.43 PM 12.38	A 12.32 PM 12.27	A 1.50 PM 1.47 s 1.45 1.43 1.37 s 1.35 s 1.32 s 1.26 s 1.17 L 1.10 PM	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN. 6.2 8.1 1.0 2.3 3.2 3.9 4.2 BY	DULUTH DN GARFIELD AVENUE	UBLE TRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2 . 7.5 . 6.7 . 2.6 . 0.0 . 6.4 . 6.5 . 6.4 . 6.5 . 6.4	3 A 2.30 PM 2.25 2.18 4 2.16	00.8 A 2.18PM 2.13.	A 3.00PM 2055 2.48 2.48	2.26 2.24 L 2.20 PM	3 .17	3.12	4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52	A 6.13 PM 6.08 6.06 s 6.05	Ais St. Louis Bridge 6.28 6.28 6.25	Ais St. Louis Bridge 6.38 6.38 6.36 8 6.35	A 6.48 PM 6.43 6.41 s 6.40	6.42 L 6 40 PM	7.21 7.19 7.15 7.18 7.10 Point Tine 7.08 7.07 7.00	9.89	11.21 11.19 11.15 s 11.13 165 11.09 out T tuiloo 11.05 10.58
L	11.85 11.28 11.25	A 12.43 PN 12.38 12.36	A 12.32 PM 12.27	A 1.50 PM 1.47 s 1.45 1.43 1.37 s 1.35 s 1.32 s 1.26 s 1.17 L 1.10 PM	2.02 s 2.00 1.57 1.52 s 1.50 L 1.47 PM	1.0 1.3 1.9 3.5 4.2 WU. 5.0 7.6 11.5 WD 14.2 FN. 5.5 6.2 3.1 2.3 3.2 3.9 4.2 BY	DULUTH DN GARFIELD AVENUE	DOUBLE TRACK	. 7.3 . 11.1 . 10.5 . 9.1 . 8.2 . 7.8 . 6.7 . 2.9 . 0.0 . 6.9 . 6.4 . 6.1 . 6.1 . 6.1	3 A 2.30 PM 2.25 1 2.18 2.16	00.8 A 2.18PM 2.13 2.11 s 2.10 2.09	A 3.00PM 20.55 2.48 2.48	2.26 2.24 L 2.20 PM	3 .17	3.12	4 27 s 4 25 4 23 4 17 s 4 15 s 4 12 s 4 05 s 3 52	4.45 4.38 4.35 L 4.30 PM	s 6.25 6.23 6.17 s 6.15 s 6.12 s 6.05 s 5.52	A 6.13 PM 6.08 6.06 s 6.05 6.04	Ais St. Louis Bridge 6.38 6.28 6.25 6.24	Ais St. Tonis Bridge 6.34 6.35 6.34	A 6.48 PM 6.43 6.41	6.42 L 6 40 PM	7.21 7.19 7.15 7.13 7.10 Point Line 7.08 7.07 7.00	9.89	11.21 11.19 11.15 s 11.18 65 11.09 entry 11.06 11.05 10.58

									1	WESTWA		W DULUT	
1st CLASS	1st CLASS	1st CLASS	ist CLASS	2nd CLASS	1st CLASS	1 st CLASS	1st CLASS	2nd CLASS	1st CLASS	2nd CLASS		1st CLASS	1st CLASS
51	163	189	71	625	93	301	57	627	205	623	35	17	65
N. P. 52	OMAHA 63	N. P. 189	N. P. 71	N. P. 625	OMAHA 93	D. W. P. 1	N. P. 57	N. P. 627	D. M. & N. 5		G N. 35	G. N. 17	N. P. 65
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 4.00 PM		L 5.00 PM	L 5.15 PM				L 7.30PM	L 7.45 PM	L 7.58 PM				L 11.10PM
4.03		5.03	5.18			L 7.23PM	7.33	7 52	8.01				11.12
		s 5.05	s 5.20			7.24		7 54	8.02				s 11.14
		5.07	5.22	5		7.26		7.57	A 8 04 PM				11.16
e,		5.12	5.27			A 7.31 PM	au	8.02					11.20
ridg	, y	s 5.15	s 5.30				ridg	8.06					s 11.28
Louis Bridge		s 5.18	A 5.33 PM				Via St. Louis Bridge	A 8.10 PM					11.25
Lou		s 5.24					Lou						Point Line
St.		s 5.33					St.						int
Via		A 540 PM			-		Via			**************************************		Nation - to Autocomplex constrainment	
													11.26
													11.27
												. ,	11.32
4.05	_			L 6.00 PM			7.86			L 8.00 PM			Þ
4.06	L 4.17PM			6.02	L 5.53 PM		7.87			8.05	L 8.17PM	L11.17 PM	rass
4.11	4.22		, "	6.09	5.58	,	7.42			8.13	8.22	11.22	Via Grassy
4.12	A 4.24 PM			6.11	A 5.59 PM		7.44			8.16	8.24	11.24	>
4.15							s 7.45	-			s 8.25	s 11.25	s 11.40
4.16				6.15			7.46	* //		8.35	8.26	11.26	11.41
s 4.25 PM				A 6 40 PM			As 7.55 PM	l				As11.85 PM	

	11					8	n i			EASTW	ARD TO	DULUTH	
Ist CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CL ASS	1st CLASS	1st CLASS	1st CLASS	1-t CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS
304	204	162	188	728	190	34	56	54	24	206	64	164	60
D. W. P. 4	D. M. & N. 4	Omaha 62	→ P. 188	N. P.728	N. P. 190	G. N. 34	N. P. 56	N. P. 53	G. N. 24	D. M. & N. 6	N. P. 64	OMAHA 64	N. P. 60
Daily	Daily	Fx. Sunday	Daily	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
	A 3.21 PM		A 4 30 PM		A 6 30 PM		A 6.40PM	A 6.50 PM		A 6.46 PM	A 7.25 PM		A211.25
2.27PM	3.18		4 27		6.27		6.37	6.47	UNIONE CONTRACTOR OF THE CONTRACTOR OF T	6.43	7.22		11.22
2.26	3.17		s 4 25	A 4.50 PM	s 6.25					6.42	7.21		11.21
2.24	L 3.15 PM		4 23	4.45	6.23	-				L 6 40 PM	7.19		11.19
2.20 PM			4.17	4.38	6.17		60	60			7.15		11.15
		2	s 4.15	4.35	s 6.15		3rid ₄	Bridge		= 0	s 7.13		s 11.13
			s 4 12	L 4.30PM	s 6.12		Louis Bridge	is			7.10		11.09
			s 4.05	N - 22	s 6.05	N = 10 m3	Lou	Louis			Line		Point Line
	5		s 3 52		s 5.52		%	St.	ve		nt I	1	nt I
	=	L 3 45 PM	L 5 45 PM	(2) A ₁ = ²¹ y ₂	Via	Via			Point		Poi		
61	1										7.08		11.06
									2		7.07		11.05
		9 7		1					× .		7.00		10.58
					-		6.34	6.44			b		b
5 × 5	-	A 8.17PM				A 6.18 PM	6.33	6.43	A 6.48 PM		Grassy	A 9.44PM	rass
* /		3.12		V		6.08	6.28	6.38	6.48		Via G	9.89	Via Grassy
Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, where the Owner, which is th		L 3.10PM			200 0 2	6.06	6.26	6.36	6.41		Σ	L 9.88 PM	>
	A					s 6.05	s 6.25	s 6.35	s 6.40		s 6.58		s 10.55
			-	n a		6.04	6.24	6.34	6.89		6.57		10.54
		3.	71.7			1 1	20-40 ST 2 TO ST	9 9 900					

L 5.55 PM L 6.15 PM L 6.24 PM L 6.80 PM

y de la Sec	WES	VESTWARD													
SS	3rd CLASS	3rd CLASS	1st CLASS	1st CLASS				1st CLASS	1st CLASS	3rd CLASS	3rd CLASS				
	733	729	53	51	from d.	TIME TABLE No. 47.	from Ave.	52	54	730	734				
PM	WAY F'R'T.	WAY F'R'T	PASSENGER	PASSENGER	t End.	NOV. 23, 1913.	tral	PASSENGER	PASSENGER	WAY F'R'T	WAY FREIGHT				
	Tues., Thurs. & Sat.	Mon., Wed. & Fri.	Daily	Daily	Dista East	,	Distanc	Daily	Daily	Mon., Wed.	Tues., Thur. & Sat.				
	L 1.00 PM	L 1.40 PM	L 6.13PM	L 11.00 AM	0.0	SPEAST ENDD	3.9	As 4.35 PM	As 8.85 M	As 5.25 A	As 7.25 AM				
	1.10	1.50	6.17	11.04	1.8	SPEAST END D	1.8	4.81	8.31	5.15	7.15				
_	As 1 25 PM	As 2.05 PM	As 6.24 PM	A s 1 1 . 1 1 AM	2.9	AJ CENTRAL AVE. DN	0.0	L 4.25 PM	L 8.25 M	L 5.05 AF	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.

L 10.45 PM

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.

