

Minneapolis, Red Lake and Manitoba Ry.

No. 5—TIME TABLE—No. 5

Taking effect Monday, Oct. 4, 1909, at 7 o'clock
A. M., Central Time

For the Government and Information of Employes Only

A. L. MOLANDER,

General Manager.

Minneapolis, Red Lake and Manitoba Railway

TRAINS GOING NORTH						DISTANCE FROM BEMIDJI	STATIONS	DISTANCE FROM REDBY	TRAINS GOING SOUTH					
No. 11									No. 12					
Mixed									Mixed					
				Except Sundays 3.35	P. M. De.		BEMIDJI	33.3	10.20	A. M. Ar.				
						4.2								
				3.48		4.2	* ANDERSON SIDING	29.1	10.07					
						3.8								
				3.59		8.0	* MARSH SIDING	25.3	9.56					
						3.8								
				4.10		11.8	* WERNER	21.5	9.45					
						1.9								
						13.7	‡ WALKER'S SPUR	19.6						
						2.5								
				4.35		16.2	PUPOSKY	17.1	9.30					
						0.6								
						16.8	‡ LAKE JULIA SPUR	16.5						
						1.1								
						17.9	‡ LEMLOH SPUR	15.4						
						1.7								
				4.47		19.6	* NEELEY SIDING	13.7	9.05					
						3.9								
				5.00		23.5	* WHITE FISH JCT.	9.8	8.50					
						1.5								
				5.10		25.0	NEBISH	8.3	8.45					
						1.2								
						26.2	‡ GRAVEL PIT	7.1						
						0.5								
						26.7	‡ MUD RIVER SPUR	6.6						
						6.6								
				5.40	P. M. Ar.	33.3	REDBY		8.15 Except Sundays	A. M. De.				

SPECIAL RULES

Extra trains have no rights and must protect themselves against regular trains.

Trains must be under complete control between north switch of wye and station at Bemidji, and south switch of wye and station at Redby.

Engineers will exercise special care and caution approaching street crossings on curve at Bemidji.

* Trains stop only on signal.

‡ Trains do not stop for passengers.

The utmost caution and watchfulness must be exercised while switching on Lake Spur at Redby.

When necessary to cross scale at Bemidji, while switching, do not exceed two miles an hour.

When switching on mill spur at Bemidji do not use south wye track.

A. L. MOLANDER,
General Manager.