

# NORTHERN PACIFIC RAILWAY COMPANY.

**DULUTH AND SUPERIOR TERMINALS**

# TIME **41** TABLE

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

**SUNDAY, DECEMBER 29, 1912.**

**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. GODDELL,**  
General Manager.

**C. L. NICHOLS,**  
General Superintendent.

**P. H. MCCAULEY,**  
Superintendent of Transportation.

**A. V. BROWN,**  
Superintendent.

WESTWARD FROM DULUTH and WESTWARD FROM DULUTH tables. Includes columns for 2nd CLASS, 1st CLASS, and various train numbers (729, 733, 727, 181, 23, 201, 55, 53, 183, 33, 161, 61, 185, 37, 63, 187, 95, 19, 203, 51, 163, 71, 189, 625, 93, 57, 627, 205, 35, 623, 17, 65). Stations listed include Duluth, Garfield Avenue, 20th Avenue, D.M. & N. Jct., D.W. and P. Jct., West Duluth, Spirit Lake, New Duluth, Fond du Lac, Zenith Furnace, D.W. and P. Jct., Grassy Point Siding, Rice's Point, Bridge Switch, Elevator Station, Omaha Conn., Superior U. D., Belknap Street, and Central Avenue.

WESTWARD and EASTWARD tables. Includes columns for 3rd CLASS, 1st CLASS, and various train numbers (733, 729, 53, 51, 52, 54, 730, 734). Stations listed include Duluth, Garfield Avenue, 20th Avenue, D.M. & N. Jct., D.W. and P. Jct., West Duluth, Spirit Lake, New Duluth, Fond du Lac, Zenith Furnace, D.W. and P. Jct., Grassy Point Siding, Rice's Point, Bridge Switch, Elevator Station, Omaha Conn., Superior U. D., Belknap Street, and Central Avenue.

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 eastern 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.

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.

Juncton 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. " 189 " " " 190.

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.

EASTWARD TO DULUTH and EASTWARD TO DULUTH tables. Includes columns for 2nd CLASS, 1st CLASS, and various train numbers (628, 66, 18, 58, 94, 36, 206, 72, 182, 202, 52, 626, 96, 38, 186, 62, 734, 20, 730, 204, 162, 188, 728, 34, 54, 56, 190, 24, 64, 164, 624). Stations listed include Duluth, Garfield Avenue, 20th Avenue, D.M. & N. Jct., D.W. and P. Jct., West Duluth, Spirit Lake, New Duluth, Fond du Lac, Zenith Furnace, D.W. and P. Jct., Grassy Point Siding, Rice's Point, Bridge Switch, Elevator Station, Omaha Conn., Superior U. D., Belknap Street, and Central Avenue.

**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 end 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 Third Sub-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.

No. 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.

**SPECIAL RULES.—Continued.**

All trains in both directions 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 east bound trains leaving West Duluth must come to a full stop before passing the junction with the Duluth, Winnipeg & Pacific Railway nine-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 terminal 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.

**LOCATION OF YARD LIMIT SIGNS.**

East End, Central Avenue, Superior and Duuth

**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

**Authorized Surgeons.**

Dr. C. S. KNOX, East End.  
Dr. J. C. ADAMS, Superior.  
Dr. W. H. MAGIE, Duluth.  
Dr. A. J. BRADEN, 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.

**G. W. ATMORE,**  
Ass't Superintendent.

**T. B. QUINN,**  
Trainmaster.

**L. F. NEWTON,**  
Trainmaster.

**F. E. POTTER,**  
Chief Dispatcher.

