

**N.P.RY.**

**LAKE SUPERIOR DIVISION**

**DISTANCE SCHEDULE**

**ASHLAND — CENTRAL AVE., SUPERIOR**

		<i>Distance between</i>	<i>Distance from ASHLAND</i>
	Beg. N.P.Ry. Main Line and end Soo Line ..... (55+29 <sup>6</sup> )		0.000
ASHLAND .....	Center of Freight House ..... (78+62 <sup>6</sup> )		<u>0.442</u>
	To ASHLAND JCT. ....	4.579	
	C.&N.W.Ry - Ctr. of grade crossing ..... (95+14 <sup>2</sup> )		0.755
	Conn. to Soo Line Depot ..... H.B.(101+46 <sup>2</sup> )		0.874
	Yard Limit Sign - Ashland ..... (157+96)		1.944
	Line betw. Ashland and Bayfield Counties and Corporate Limit of Ashland ..... (209+65 <sup>2</sup> )		2.923
ASHLAND JCT. ....	Center of Platform ..... (320+40)		<u>5.021</u>
	To MOQUAH .....	5.636	
	C. St. P. M. & O. Ry. - Ctr. of grade crossing ..... (322+38 <sup>2</sup> )		5.059
	C. St. P. M. & O. Ry. - Ctr. of grade crossing ..... (325+42)		5.116
MOQUAH .....	Center of Depot ..... (618+00)		<u>10.657</u>
	To INO .....	6.041	
INO .....	Center of Depot (Car Body) ..... (936+99)		<u>16.698</u>
	To TOPSIDE .....	7.519	
TOPSIDE .....	Station Sign ..... (1333+97)		<u>24.217</u>
	To IRON RIVER .....	4.556	
	Yard Limit Sign - Iron River ..... (1497+07 <sup>2</sup> )		27.306
IRON RIVER .....	Center of Depot ..... (1574+54)		<u>28.773</u>
	To MUSKEG .....	4.005	
	Yard Limit Sign - Iron River ..... (1613+04)		29.503
MUSKEG .....	Center of depot (Car Body) ..... (1786+02 <sup>5</sup> )		<u>32.778</u>
	To BRULE .....	3.984	
	Line betw. Bayfield and Douglas Counties .... (1934+86 <sup>2</sup> )		35.598
BRULE .....	Center of Depot ..... (1996+35 <sup>2</sup> )		<u>36.762</u>
	To BLUEBERRY .....	5.137	
BLUEBERRY .....	Center of Depot ..... (2267+56 <sup>2</sup> )		<u>41.899</u>
	To MAPLE .....	2.502	

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		<i>Distance between</i>	<i>Distance from ASHLAND</i>	
MAPLE .....	Center of Depot .....	(2399+68 <sup>3</sup> )	<u>44.401</u>	
	To Wiehe .....	1.551		
WIEHE .....	Center of Shelter Shed (Car Body) .....	(2481+56 <sup>4</sup> )	<u>45.952</u>	Not shown in Time Table
	To POPLAR .....	2.537		
POPLAR .....	Center of Depot .....	(2615+50 <sup>7</sup> )	<u>48.489</u>	
	To WENTWORTH .....	2.153		
WENTWORTH .....	Center of Depot .....	(2729+17 <sup>8</sup> )	<u>50.642</u>	
	To CUTTER .....	6.483		
CUTTER .....	Center of Depot .....	(3071+49 <sup>3</sup> )	<u>57.125</u>	
	To PARKDALE .....	1.350		
PARKDALE .....	Center of Shelter Shed (Car Body) .....	(3142+76 <sup>3</sup> )	<u>58.475</u>	
	To ALLOUEZ .....	3.655		
	Corporate Limit of Superior .....	(3207+02)	59.684	
	End of Lake Terminal and C.M.St.P.&P. Contract .....	(3272+75)	60.937	
	Yard Limit Sign - Superior .....	(3286+91)	61.205	
	N.W.Fuel Ry - Ctr. of grade crossing .....	(3311+34 <sup>7</sup> )	61.668	
ALLOUEZ .....	Station Sign .....	(3335+77)	<u>62.130</u>	
	To NEWTON AVE .....	1.558		
	G.N.Ry. - Ctr. of grade crossing .....	(3340+62)	62.222	
	Line betw. Valuation Section #1 and #3 .....	(3370+01 <sup>4</sup> )	62.804	Val. Sec. $\frac{Wis.^1}{Wis.^3}$
	Beginning of Second Main Line .....	H.B.(3413+20)	63.597	
	Bay Front Line Conn. .....	H.B.(3415+03 <sup>7</sup> )	63.631	
EAST END .....	Center of Depot .....	(3418+05)	<u>63.688</u>	
	To CENTRAL AVE .....	4.153		
NEWTON AVE.....	C.St.P.M.&O.Ry. Conn. .....	H.B.(3426+44 <sup>8</sup> )	63.848	3420 - 3421 = 107'
	C.St.P.M.&O.Ry. - Ctr. of grade crossing .....	(3432+29 <sup>4</sup> )	63.958	
	Yard Limit Sign-Hill Ave. ....	(3459+21)	64.469	3477 - 3478 = 105'
	Sign, Hill Ave. Yard .....	(3502+34)	65.287	
	Yard Limit Sign-Hill Ave. ....	(3570+26)	66.574	
	Soo Line - Ctr. of grade crossing .....	{ (3576+00)	66.680	
		{ (3576+54 <sup>8</sup> )	66.690	
	End of Second Main Line .....	H.B. (3618+96 <sup>2</sup> )	67.496	
	Wye conn. with Duluth-Staples Line .....	H.B. (3619+21)	67.498	Wye = 0.254 mile (add to main line mileage)
	G.N.Ry. Conn. ....	H.B. (3622+46 <sup>4</sup> )	67.562	
	G.N.Ry. - Ctr. of grade crossing .....	{ (3632+99 <sup>8</sup> )	67.759	
		{ (3633+15 <sup>3</sup> )	67.762	
CENTRAL AVE .....	Conn. with Duluth-Staples Line .....	H.B.(3637+17 <sup>3</sup> = 480+47 <sup>6</sup> )	<u>67.841</u>	