

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME 4 TABLE

IN EFFECT AT 12:01 A. M. Central or 90th Meridian Time.

MONDAY, SEPTEMBER 23rd, 1907.

For the Government of Employees 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.

H. J. HORN,
Gen'l Manager.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

E. C. BLANCHARD,
Superintendent.

F. W. GILBERT,
Gen'l Superintendent.

I. B. RICHARDS,
Supt. of Transportation.

	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st 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EAST BOUND.

On single track East Bound Trains have absolute right of track over West Bound trains of same class.

TO DULUTH																								Distance from Duluth		
TIME TABLE No. 4.																										
SEPTEMBER 23rd, 1907.																										
STATIONS																										
Telegraph Offices and Calls.																										
2nd CLASS	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	Distance from Duluth	Distance from Central Ave	
54	52	172	18	106	36	14	162	116	182	6	94	2	38	20	102	56	168	176	184	62	180	58	34			
N. P. 54 Daily	N. P. 51 Daily	N. P. 172 Daily	G. N. 18 Daily	N. P. 106 Daily	G. N. 36 Daily	N. P. 14 Daily	N. P. 162 Ex. Sunday	N. P. 116 Daily	D. M. & N. 2 Ex. Sunday	D. S. S. & A. 7 Daily	OMAHA 94 Daily	N. P. 1 Daily	G. N. 38 Ex. Sunday	G. N. 20 Daily	N. P. 102 Ex. Sunday	N. P. 55 Tu, Th., Sat.	N. P. 168 Ex. Sunday	N. P. 176 Ex. Sunday	D. M. & N. 4 Ex. Sunday	Omaha 62 Ex. Sunday	D. M. & N. 26 Sunday only	N. P. 58 Ex. Sunday	G. N. 34 Daily			
DULUTH.....			5.20 AM	6.30 AM		7.55 AM	8.20 AM	9.45 AM	10.30 AM	10.30 AM		11.15 AM			2.05 PM		4.30 PM		3.30 PM		4.35 PM			0.0	DULUTH..... N	8.3
GARFIELD AVENUE...			5.10	* 6.26		* 7.52	* 8.17	* 9.42	* 10.27	* 10.27		* 11.12			* 2.02		* 4.25		* 3.27		* 4.32			1.0	GARFIELD AVENUE..... D	7.3
20TH AVENUE.....	2.30 AM		5.08	6.25			8.15	9.40	* 10.26						2.00		4.20	3.15 PM	* 3.26		* 4.31			1.3	20TH AVENUE..... D	11.1
D. M. & N. JCT.....	2.20		4.58	* 6.23			* 8.13	* 9.38	* 10.25 AM						* 1.57		* 3.50	3.11	* 3.25 PM		* 4.30 PM			1.9	D. M. & N. JCT..... N	10.5
WEST DULUTH.....	2.15		4.51	6.15			8.05	9.31							1.50		3.30 3.15	3.00						4.2	WEST DULUTH..... N	9.2
WEST DULUTH JCT....	2.18 AM		4.46 AM	* 6.12			* 8.02	* 9.29 AM							* 1.47 PM		* 2.52	2.55 PM						4.9	WEST DULUTH JCT.... N	7.5
SPIRIT LAKE.....							7.56										2.40							7.6	SPIRIT LAKE..... N	6.7
NEW DULUTH.....							7.47										1.45							11.4	NEW DULUTH..... D	3.9
FOND DU LAC.....							7.40 AM										1.30 PM							14.3	FOND DU LAC..... D	0.0
ZENITH FURNACE....				* 6.10																				5.5	ZENITH FURNACE..... N	6.9
GRASSY POINT SIDING..				* 6.00																				7.5	GRASSY POINT SIDING..... N	4.6
RICE'S POINT.....	5.30 AM					* 7.49				* 10.24		* 11.09				3.00 PM					5.15 PM			2.0	RICE'S POINT..... N	6.2
BRIDGE SWITCH.....	5.25		* 5.55 AM		* 7.06 AM	* 7.48				* 10.28	* 10.55 AM	* 11.08	* 12.08 PM	* 1.48 PM		2.42			* 3.30 PM		5.11	* 6.13 PM		2.3	BRIDGE SWITCH..... N	6.0
ELEVATOR STATION...	5.20		* 5.50		* 7.01	* 7.43				* 10.18	* 10.50	* 11.03	* 12.03	* 1.43		2.35			* 3.25		5.04	* 6.08		3.2	ELEVATOR STATION... N	5.1
OMAHA CONN.....	5.16		* 5.48		* 6.59	* 7.41				* 10.16	* 10.47 AM	* 11.01	* 12.01 PM	* 1.41		2.32			* 3.22 PM		5.02	* 6.06		3.9	OMAHA CONN..... N	4.4
SUPERIOR U. D.....			5.47	5.55	6.58	7.40				10.15 AM		11.00	12.00 M	1.40							6.05			4.2	SUPERIOR U. D..... D	4.1
BELKNAP STREET....	5.10 5.00		* 5.46	* 5.54	* 6.57	* 7.39						* 10.59	* 11.59 AM	* 1.39		2.30 2.10					5.00 4.40	* 6.04		4.7	BELKNAP STREET..... N	3.6
47TH STREET.....	4.50		* 5.39	* 5.47	* 6.50	* 7.32						* 10.50	* 11.52	* 1.32		1.55					4.30	* 5.57		7.4	47TH STREET..... N	0.9
CENTRAL AVENUE...	4.45 AM		5.37 AM	5.45 AM	6.48 AM	7.30 AM						10.48 AM	11.50 AM	1.30 PM		1.50 PM					4.25 PM	5.55 PM		8.3	CENTRAL AVENUE... N	0.9

BETWEEN BRIDGE SWITCH AND ELEVATOR STATION TRAINS WILL BE GOVERNED ENTIRELY BY SIGNALS—S. R.

FROM DULUTH												WEST BOUND											
TIME TABLE No. 4. SEPTEMBER 23rd, 1907.																							
STATIONS Telegraph Offices and Calls.																							
Distance from Duluth																							
1st CLASS	1st CLASS	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS																	
163	13	171	53	35	17	105																	
N. P. 163 Ex. Sunday	N. P. 13 Daily	N. P. 171 Daily	N. P. 53 Daily	G. N. 35 Daily	G. N. 17 Daily	N. P. 105 Daily																	
0.0	DULUTH	N	8.3	5.30 PM	7.30 PM	7.30 PM																	
1.0	GARFIELD AVENUE		7.3	5.28	7.33	7.38																	
1.3	20TH AVENUE	D	11.1	5.35		7.40																	
1.9	D. M. & N. JCT.		10.5	5.37		7.44																	
4.2	WEST DULUTH	N	8.2	5.45		7.51																	
4.9	WEST DULUTH JCT.		7.5	5.48		7.55 PM																	
7.0	SPIRIT LAKE		6.7	5.54																			
11.4	NEW DULUTH	D	2.9	6.03																			
14.3	FOND DU LAC	D	0.0	6.10 PM																			
15.5	ZENITH FURNACE		6.9																				
7.8	GRASSY POINT SIDING		4.0																				
2.0	RICE'S POINT	N	6.3		7.36		7.45 PM																
2.3	BRIDGE SWITCH		6.0		7.37		7.47	8.42 PM	11.25 PM														
3.2	ELEVATOR STATION	N	5.1		7.42		7.55	8.47	11.30														
3.9	OMAHA CONN.		4.4		7.44		8.05	8.49	11.33														
4.2	SUPERIOR U. D.	D	4.1		7.45		8.50	11.35	11.40														
4.7	BELKNAP STREET		3.0		7.46		8.10 8.30	8.51	11.36	11.41													
7.4	47TH STREET		0.9		7.53		8.40	8.58	11.43	11.48													
8.3	CENTRAL AVENUE	N	0.0		7.55 PM		8.45 PM	9.00 PM	11.45 PM	11.50 PM													
Via St. Louis Bridge												Point Line											
Via Grassy																							

On Single Track **EAST** Bound
Trains Have Absolute Right
of Track Over West Bound
Trains of Same Class.

TO DULUTH												EAST BOUND											
TIME TABLE No. 4. SEPTEMBER 23rd, 1907.																							
STATIONS Telegraph Offices and Calls.																							
Distance from Duluth																							
1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS																	
12	4	104	164	8	32	64																	
N. P. 12 Daily	N. P. 4 Daily	N. P. 104 Daily	N. P. 164 Ex. Sunday	D. S. S. & A. S. Ex. Sunday	G. N. 32 Ex. Sunday	OMAHA 64 Daily																	
0.0	DULUTH	N	8.3	6.25 PM	6.30 PM	7.00 PM	7.05 PM	6.55 PM															
1.0	GARFIELD AVENUE		7.3	6.23	6.27	6.57	7.02	6.52															
1.3	20TH AVENUE	D	11.1			6.58	7.01																
1.9	D. M. & N. JCT.		10.5			6.54	6.59																
4.2	WEST DULUTH	N	8.2			6.43	6.58																
4.9	WEST DULUTH JCT.		7.5			6.45	6.50																
7.0	SPIRIT LAKE		6.7				6.41																
11.4	NEW DULUTH	D	2.9				6.32																
14.3	FOND DU LAC	D	0.0				6.25 PM																
15.5	ZENITH FURNACE		6.9			6.43																	
7.8	GRASSY POINT SIDING		4.0			6.35																	
2.0	RICE'S POINT	N	6.3	6.19	6.24		6.49																
2.3	BRIDGE SWITCH		6.0	6.18	6.23		6.48	9.43 PM	9.45 PM														
3.2	ELEVATOR STATION	N	5.1	6.13	6.18		6.43	9.38	9.40														
3.9	OMAHA CONN.		4.4	6.11	6.16		6.41	9.36	9.37 PM														
4.2	SUPERIOR U. D.	D	4.1	6.10	6.15	6.33	6.40 PM	9.35															
4.7	BELKNAP STREET		3.0	6.09	6.14	6.32		9.34															
7.4	47TH STREET		0.9	6.02	6.07	6.25		9.27															
8.3	CENTRAL AVENUE	N	0.0	6.00 PM	6.05 PM	6.23 PM		9.25 PM															
Via St. Louis Bridge												Point Line											
Via Grassy																							

On Single Track **EAST** Bound
Trains Have Absolute Right
of Track Over West Bound
Trains of Same Class.

DOUBLE TRACK RULES.

1. Double track extends from Passenger Depot Duluth to Bridge Switch, from Elevator Station to Omaha Connection, Superior Union Depot to Central Ave. Superior Freight Station to Belknap St., and from Garfield Avenue to West Duluth Junction.
 2. All trains and engines using double track will keep to the right. These tracks will be used in no other way except by special orders given by the Superintendent at Duluth.
 3. Inferior Class trains 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 in-bound track from Third District.
 6. All trains must be under full control approaching Omaha connection at Superior.
 7. Grassy Point Line Switch at West Duluth Junction will be kept set for main line east bound track.
 8. Specials, 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. Work extras must protect at all times in both directions.
 9. West-bound trains, engines and switch crews will have the right to use east-bound track at Central Ave. between west lead from yard and junction switch leading to first district main line without protection, and all east-bound trains will approach and pass through such territory with train under perfect control, expecting to find track occupied.
 10. Junction switch at end of double track west of depot at Central Ave. will be kept set and locked for west-bound track.
 11. Rule 288, 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.
- 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.)

First Class trains and specials 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, Superior Freight Station, Central Avenue, West Duluth and Fond du Lac.

BULLETIN STATIONS:—Duluth Union Depot, Rice's Point Yard Office, Superior Union Depot, Central Avenue. All train and engine men must inspect bulletins before departing on their run.

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

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. This will in no wise excuse switch engines from full compliance with Paragraph "F," Rule 293, Book of Rules.

Third District main line trains will register and receive clearance and orders at West Duluth.

No. 104 will register West Duluth by ticket.

All trains must come to a full stop two hundred (200) feet from draw spans on St. Louis River and Grassy Point Bridges and must not proceed until signals are set at safety. Trains must not exceed ten (10) miles per hour on any part of these bridges or trestles.

All east bound trains and engines, and all west bound 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.

Care and watchfulness must be exercised by all, on both single and double track. A brakeman or flagman must be stationed on the rear car of all trains, 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 by switch crews.

All trains and engines in foggy or stormy weather must approach Union Depot grounds at Superior with utmost caution.

Duluth Yard extends from Duluth Passenger Station to east end of St. Louis Bridge and from Garfield Avenue to West Duluth Junction and Third District yard limit board and Grassy Point Bridge. Switch engines will work within these limits, avoiding regular trains. All trains must run under full control in these limits, expecting to find track obstructed by transfers and by trains using cross-over tracks.

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

Engines heavier than N. P. Class P-3 & R (total weight of which, including tender, is 265,000 pounds) are not permitted to pull or be handled in trains over St. Louis River and Grassy Point Bridges. P-3 engines, and other engines of similar weight, must not exceed eight (8) miles per hour on these bridges. Double headers, any class engines, and fifty (50) ton capacity ore cars loaded with ore, not permitted on these bridges. Dead engines, wrecking cranes and steam shovels must be separated from engine hauling and each other by at least three (3) cars.

C. E. McMULLIN,
Asst. Superintendent.

K. M. NICOLES,
Train Master.

L. F. NEWTON,
Asst. Train Master.

F. E. POTTER,
Chief Dispatcher.

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 such tracks. All trains will look out for these crews in above limits.

Derailing switches located as follows and must be kept in derailing position when not in use:

West End Zenith Furnace track. East End N. P. freight house track, Superior. Main line just east of N. P. freight house, Superior.

Interlocking switches and signals are located at D. M. & N. Junction.

RULES GOVERNING MOVEMENT OF TRAINS ON SINGLE TRACK OVER ST. LOUIS BRIDGE.

LOCATION OF SIGNALS.

Toward Duluth.

Home Semaphore 295 feet west of double track switch Elevator Station indicates position of switch at end of double track.

Home Signal (of disc pattern) at end of double track Elevator Station governs use of single track Elevator Station to Bridge Switch.

Home Semaphore 345 feet west of Wisconsin Draw indicates position of draw span.

Distant Semaphore 1185 feet and Home Semaphore 345 feet west of Minnesota Draw indicate position of draw span, and in addition the Home Semaphore (3 arm) governs the routes off the bridge as follows:

"Top arm to Great Northern Track; Middle Arm to Omaha Track; Lower Arm to Northern Pacific."

Toward Superior.

Distant Semaphore 1508 feet and Home Semaphore 316 feet east of East End Minnesota Draw on each of the three tracks, viz., N. P., Omaha and G. N.; indicate position of draw spans and route for which switches are set.

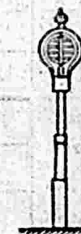
Home Signal (of disc pattern) at end of single track 100 feet east of Minnesota Draw governs use of single track Bridge Switch to Elevator Station.

Distant Semaphore 1176 feet and Home Semaphore 365 feet east of Wisconsin Draw indicate position of draw span.

EXPLANATION OF SIGNALS.

Semaphore signals are of standard pattern and indicate position of draw spans and switches only, and confer no rights to use of track between Bridge Switch and Elevator Station. The disc signal at each end of single track controls the movement of trains on such track. If signals fail to work, hand signal will be given by operator at Elevator Station and bridge tender at Minnesota Draw. Below find diagram of disc signals:

A red disc thus by day or red light
by night indicates "Stop" danger.



Edge of disc thus by day or white
light by night indicates "Safety" proceed.



Where disc signals are used the indications are given by colors. Where semaphore signals are used the arm to the right of signal mast as seen by approaching trains governs, and indications are given by position or color. Horizontal or red means "Stop" danger; Diagonal downward or white "Clear" proceed.

These signals do not protect rear of trains, and full protection as per rules must be had at all times.

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.

Trains and engines standing must keep clear of track circuit at Elevator Station and also of detector bars at Junction switches east end of Minnesota Draw.

Authorized Surgeons.

Dr. C. S. KNOX, Nettleton Ave.
Dr. J. C. ADAMS, Superior.
Dr. W. H. MAGIE, Duluth.
Dr. A. J. BRADEN, Duluth.

Location Stretchers.

Nettleton Ave. Freight Station.
Superior Freight Station.
Rice's Point Yard Office.
Duluth Union Depot.
Tool Car, Duluth.
West Duluth.