

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME 7 TABLE

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

THURSDAY, DECEMBER 19th, 1907.

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.

GEO. T. SLADE,
Gen. Manager.

F. W. GILBERT,
Gen'l Superintendent.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

E. C. BLANCHARD,
Superintendent.

I. B. RICHARDS,
Supt. of Transportation.

WEST BOUND

FROM DULUTH

	2nd CLASS	1st CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st 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	1st CLASS	Distance from Duluth	STATIONS	Distance from Central Ave
	51	31	57	161	181	7	183	3	11	61	33	101	167	55	103	37	19	185	63	1	115	93	5		TIME TABLE No. 7. DECEMBER 19th, 1907. STATIONS Telegraph Offices and Calls.	
	N. P. 52 Daily	G. N. 31 Ex. Sunday	N. P. 57 Ex. Sunday	N. P. 161 Ex. Sunday	D. M. & N. 28 Sunday only	D. S. S. & A. 6 Ex. Sunday	D. M. & N. 1 Ex. Sunday	N. P. 4 Daily	N. P. 11 Daily	OMAHA 61 Ex. Sunday	G. N. 33 Daily	N. P. 101 Ex. Sunday	N. P. 167 Ex. Sunday	N. P. 56 Mo. Wed. Fri.	N. P. 103 Daily	G. N. 37 Ex. Sunday	G. N. 19 Daily	D. M. & N. 3 Ex. Sunday	OMAHA 63 Daily	N. P. 2 Daily	N. P. 115 Daily	OMAHA 93 Daily	D. S. S. & A. 8 Daily			
DULUTH.....				6.50 AM	7.10 AM	7.30 AM	7.40 AM	8.00 AM	8.15 AM			9.00 AM	9.05 AM		1.55 PM			3.50 PM		4.00 PM	5.10 PM		5.20 PM	0.0	DULUTH..... N	8.3
GARFIELD AVENUE...				6.53	7.13	7.33	7.43	8.03	8.13			9.03	9.08		1.58			3.53		4.03	5.13		5.23	1.0	GARFIELD AVENUE..... D	7.3
20TH AVENUE.....				6.55	7.14	Via St. Louis Bridge	7.44	Via St. Louis Bridge	Via St. Louis Bridge			9.04	9.30		1.59			3.54		Via St. Louis Bridge	5.14		Via St. Louis Bridge	1.3	20TH AVENUE..... D	11.1
D. M. & N. JCT.....				6.57	7.15 AM		7.45 AM					9.06	9.35		2.01			3.55 PM			5.16			1.9	D. M. & N. JCT..... D	10.5
WEST DULUTH.....				7.05								9.13	9.45 10.00		2.06						5.24			4.2	WEST DULUTH..... N	8.2
WEST DULUTH JCT....				7.08								9.15 AM	10.10		2.08						5.26 PM			4.9	WEST DULUTH JCT..... D	7.5
SPIRIT LAKE.....				7.14									10.20		Point Line									7.6	SPIRIT LAKE..... D	6.7
NEW DULUTH.....				7.33									11.10											11.4	NEW DULUTH..... D	2.9
FOND DU LAC.....				7.30 AM									11.40 AM											14.3	FOND DU LAC..... D	0.0
ZENITH FURNACE....																2.09								6.5	ZENITH FURNACE..... D	6.9
GRASSY POINT SIDING..																2.16								7.8	GRASSY POINT SIDING..... D	4.8
RICE'S POINT.....	12.05 AM		6.15 AM			7.36		8.06	8.31					10.30 AM	Via Grassy					4.05		5.26		2.0	RICE'S POINT..... N	6.3
BRIDGE SWITCH.....	12.08	6.07 AM	6.18			7.37		8.07	8.22	8.48 AM	8.50 AM			10.36		2.50 PM	3.40 PM		3.21 PM	4.06	5.07 PM	5.27		2.3	BRIDGE SWITCH..... D	6.0
ELEVATOR STATION...	12.15	6.12	6.25			7.42		8.12	8.27	8.53	8.55			10.42		2.55	3.45		3.26	4.11	5.12	5.32		3.2	ELEVATOR STATION... N	5.1
OMAHA CONN.....	12.17	6.14	6.28			7.44		8.14	8.29	8.54 AM	8.57			10.45		2.57	3.47		3.27 PM	4.12	5.14 PM	5.34		3.9	OMAHA CONN..... D	4.3
SUPERIOR U. D.....		6.15				7.45 AM		8.15	8.30		8.58				2.19	2.58	3.48			4.15		5.35 PM		4.2	SUPERIOR U. D..... D	4.3
BELKNAP STREET....	12.20 12.45	6.16	6.30 6.57					8.16	8.31		8.59			11.15	2.20	2.59	3.49			4.16				4.7	BELKNAP STREET..... D	3.6
CENTRAL AVENUE...	1.00 AM	6.25 AM	7.10 AM					8.25 AM	8.40 AM		9.08 AM			11.25 AM	2.28 PM	3.08 PM	3.58 PM			4.25 PM				5.3	CENTRAL AVENUE... N	0.0

EAST BOUND.

On single track East Bound Trains have absolute right of track over West Bound trains of same class. No. 167 has right over No. 168. No. 161 has right over No. 162. No. 163 has right over No. 164.

TO DULUTH

	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	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	Distance from Duluth	STATIONS	Distance from Central Ave
	54	52	172	106	18	36	14	162	116	182	6	94	2	38	20	102	56	168	184	62	180	58	12		TIME TABLE No. 7. DECEMBER 19th, 1907. STATIONS Telegraph Offices and Calls.	
	N. P. 54 Daily	N. P. 51 Daily	N. P. 172 Daily	N. P. 106 Daily	G. N. 18 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	D. M. & N. 4 Ex. Sunday	Omaha 62 Ex. Sunday	D. M. & N. 26 Sunday only	N. P. 58 Ex. Sunday	N. P. 12 Daily			
DULUTH.....			5.20 AM	6.30 AM			7.55 AM	8.30 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		6.25 PM	0.0	DULUTH..... N	8.3
GARFIELD AVENUE...			5.10	6.26			7.53	8.17	9.42	10.27	10.27		11.12			2.02		4.25	3.27		4.32		6.22	1.0	GARFIELD AVENUE..... D	7.3
20TH AVENUE.....	2.30 AM		5.03	6.25				8.15	9.40	10.26	Via St. Louis Bridge		Via St. Louis Bridge			2.00		4.20	3.26		4.31			1.3	20TH AVENUE..... D	11.1
D. M. & N. JCT.....	2.20		4.58	6.23				8.18	9.38	10.25 AM						1.57		3.30	3.25 PM		4.30 PM			1.9	D. M. & N. JCT..... D	10.5
WEST DULUTH.....	2.15		4.51	6.15				8.05	9.31							1.50		3.10 1.30						4.2	WEST DULUTH..... N	8.2
WEST DULUTH JCT....	2.13 AM		4.46 AM	6.12				8.02	9.29 AM							1.47 PM		1.22						4.9	WEST DULUTH JCT..... D	7.5
SPIRIT LAKE.....				Point Line				7.56			Via St. Louis Bridge		Via St. Louis Bridge					1.15						7.6	SPIRIT LAKE..... D	6.7
NEW DULUTH.....								7.47										12.55						11.4	NEW DULUTH..... D	2.9
FOND DU LAC.....								7.40 AM										12.45 PM						14.3	FOND DU LAC..... D	0.0
ZENITH FURNACE....					6.10																			5.5	ZENITH FURNACE..... D	6.9
GRASSY POINT SIDING..					6.00																			7.8	GRASSY POINT SIDING..... D	4.8
RICE'S POINT.....		5.30 AM		Via Grassy			7.49				10.24		11.09				3.00 PM				5.10 PM	6.19		2.0	RICE'S POINT..... N	6.3
BRIDGE SWITCH.....		5.25			6.23 AM	7.08 AM	7.48				10.23	11.18 AM	11.08	12.08 PM	1.48 PM		2.42		4.00 PM		5.01	6.18		2.3	BRIDGE SWITCH..... D	6.0
ELEVATOR STATION...		5.20			6.18	7.03	7.43				10.18	11.13	11.03	12.03	1.43		2.35		3.55		4.54	6.13		3.2	ELEVATOR STATION... N	5.1
OMAHA CONN.....		5.16			6.16	7.01	7.41				10.16	11.10 AM	11.01	12.01 PM	1.41		2.32		3.52 PM		4.52	6.11		3.9	OMAHA CONN..... D	4.3
SUPERIOR U. D.....					5.55	6.15	7.00	7.40			10.15 AM		11.00	12.00 PM	1.40							6.10		4.2	SUPERIOR U. D..... D	4.1
BELKNAP STREET....		5.10 5.00			5.54	6.14	6.59	7.39					10.59	11.59 AM	1.39		2.30 2.10				4.50 4.40	6.09		4.7	BELKNAP STREET..... D	3.6
CENTRAL AVENUE...		4.45 AM			5.45 AM	6.05 AM	6.50 AM	7.30 AM					10.48 AM	11.50 AM	1.30 PM		1.50 PM				4.25 PM	6.00 PM		5.3	CENTRAL AVENUE... N	0.0

BETWEEN BRIDGE SWITCH AND ELEVATOR STATION TRAINS WILL BE GOVERNED ENTIRELY BY SIGNALS.—See Rules page 3.

FROM DULUTH										WEST BOUND									
TIME TABLE No. 7. DECEMBER 19th, 1907.										WEST BOUND.									
STATIONS										EAST BOUND.									
Telegraph Offices and Calls.										EAST BOUND.									
Distance from Duluth		Distance from Central Ave	1st CLASS	1st CLASS	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	3rd CLASS	2nd CLASS	1st CLASS	1st CLASS		1st CLASS	1st CLASS	2nd CLASS	3rd 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				11.10 PM										
1.0	GARFIELD AVENUE..... D	7.3	* 5.33	* 7.33	7.38				* 11.13										
1.3	20TH AVENUE..... D	11.1	5.35		7.40				11.15										
1.0	D. M. & N. JCT..... D	10.5	* 5.37		7.44				* 11.18										
4.2	WEST DULUTH..... N	8.2	5.45		7.51				11.25										
4.9	WEST DULUTH JCT..... N	7.5	* 5.48		7.55 PM				* 11.27										
7.6	SPIRIT LAKE..... D	6.7	5.54																
11.4	NEW DULUTH..... D	2.9	6.03																
14.3	FOND DU LAC..... D	0.0	6.10 PM																
5.5	ZENITH FURNACE..... D	0.9							* 11.28										
7.8	GRASSY POINT SIDING..... D	4.6							* 11.31										
2.0	RICE'S POINT..... N	6.3		* 7.36		7.45 PM													
2.3	BRIDGE SWITCH..... D	6.0		* 7.37		7.47	* 9.02 PM	* 11.18 PM											
3.2	ELEVATOR STATION..... N	5.1		* 7.42		7.55	* 9.07	* 11.23											
3.9	OMAHA CONN..... D	4.4		* 7.44		8.05	* 9.09	* 11.25											
4.2	SUPERIOR U. D..... D	4.1		7.45			9.10	11.26	11.40										
4.7	BELKNAP STREET..... D	3.6		* 7.46		8.10 8.30	* 9.11	* 11.27	* 11.41										
8.3	CENTRAL AVENUE..... N	0.0		7.55 PM		8.45 PM	9.20 PM	11.36 PM	11.50 PM										

TO DULUTH										EAST BOUND									
TIME TABLE No. 7. DECEMBER 19th, 1907.										EAST BOUND.									
STATIONS										EAST BOUND.									
Telegraph Offices and Calls.										EAST BOUND.									
Distance from Duluth		Distance from Central Ave	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	3rd CLASS	2nd CLASS	1st CLASS	1st CLASS		1st CLASS	1st CLASS	2nd CLASS	3rd CLASS	
			4	104	34	164	8	32	64										
			N. P. 3 Daily	N. P. 104 Daily	G. N. 34 Daily	N. P. 164 Ex. Sunday	D. S. S. & A. 5 Ex. Sunday	G. N. 32 Ex. Sunday	OMAHA 64 Daily										
0.0	DULUTH..... N	8.3	6.30 PM	7.00 PM		7.05 PM	6.55 PM												
1.0	GARFIELD AVENUE..... D	7.3	* 6.27	* 6.57		* 7.02	* 6.52												
1.3	20TH AVENUE..... D	11.1		* 6.56		7.01													
1.0	D. M. & N. JCT..... D	10.5		* 6.54		* 6.59													
4.2	WEST DULUTH..... N	8.2		6.48		6.53													
4.9	WEST DULUTH JCT..... N	7.5		* 6.45		* 6.50													
7.6	SPIRIT LAKE..... D	6.7				6.41													
11.4	NEW DULUTH..... D	2.9				6.32													
14.3	FOND DU LAC..... D	0.0				6.25 PM													
5.5	ZENITH FURNACE..... D	0.9		* 6.43															
7.8	GRASSY POINT SIDING..... D	4.6		* 6.35															
2.0	RICE'S POINT..... N	6.3	* 6.24				* 6.49												
2.3	BRIDGE SWITCH..... D	6.0	* 6.23		* 6.46 PM		* 6.48	* 10.08 PM	* 9.53 PM										
3.2	ELEVATOR STATION..... N	5.1	* 6.18		* 6.41		* 6.43	* 10.03	* 9.48										
3.9	OMAHA CONN..... D	4.4	* 6.16		* 6.39		* 6.41	* 10.01	* 9.45 PM										
4.2	SUPERIOR U. D..... D	4.1	6.15	6.33	6.38		6.40 PM	10.00											
4.7	BELKNAP STREET..... D	3.6	* 6.14	* 6.32	* 6.37			* 9.59											
8.3	CENTRAL AVENUE..... N	0.0	6.05 PM	6.23 PM	6.28 PM			9.50 PM											

RULES FOR USE OF TRACK BETWEEN NETTLETON AVE. AND CENTRAL AVE.

Double track extends from east leg of Wye, Central Ave., to 3rd Street, just east of passenger station at Nettleton Ave., except through interlocking plant at Omaha crossing, which will be operated as single track, and trains will be governed by interlocking semaphore signals.

At the easterly end of the double track, east of Nettleton Ave. passenger station, the normal position of the switches will be set, and kept locked, for the west bound main track for trains approaching from the First District. The Double track switches east and west of the Omaha crossing will also be kept set and locked for west bound trains.

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 east bound trains, coming from Central Ave. depot.

Between Nettleton Ave. 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 engine men in use of east leg of Wye at Central Ave., it being single track and on sharp curve. Trains and engines will not exceed four (4) miles an hour and in foggy or stormy weather they must protect themselves over such piece of track.

Junction switch at connection of First District and Second District main lines near Central Ave. depot will be kept set and locked for Second District.

Interlocking switches and signals located at Great Northern Crossing, Central Ave., and C. St. P. M. & O. crossing just west of Nettleton Ave. passenger station.

Specials, extras, work extras and switch engines do not require telegraphic orders for movements between Nettleton Ave. passenger station and Central Ave., but must observe all rules relative to protection of rear end and use of double track. Work extras must protect at all times.

All east bound trains must get clearance at Central Ave. West bound trains will get clearance at Nettleton Ave. passenger station between 7 a. m. and 6 p. m. Transfer crews coming from Cadotte Ave. yard will not occupy main line until they know that superior class trains have passed. First class west bound trains will leave register ticket with operator Nettleton Ave. 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.

All trains must approach and pass through yards under full control.

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 298, 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 must approach and pass through yards under full control.

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.

C. E. McMULLIN,
Asst. Superintendent.

K. M. NICOLAS,
Train Master.

L. F. NEWTON,
Asst. Train Master.

F. E. POTTER,
Chief Dispatcher.

Dead engines, wrecking cranes and steam shovels must be separated from engine hauling and each other by at least three (3) cars.

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.

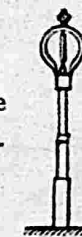
EXPLANATION OF SIGNALS.

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.
Rices Point Yard Office.
Duluth Union Depot.
Tool Car, Duluth.
West Duluth.