

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**DULUTH AND SUPERIOR TERMINALS**

# **TIME 24 TABLE**

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

**SUNDAY, MAY 15th, 1910.**

**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. GOODELL,**  
General Manager.

**E. C. BLANCHARD,**  
General Superintendent.

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

**K. M. NICOLES,**  
Superintendent.

WEST BOUND

FROM DULUTH

Table with columns for station names, train classes (2nd CLASS, 1st CLASS), departure times, and distances. Includes stations like DULUTH, GARFIELD AVENUE, 20TH AVENUE, D. M. & N. JCT., WEST DULUTH, WEST DULUTH JCT., SPIRIT LAKE, NEW DULUTH, FOND DU LAC, ZENITH FURNACE, GRASSY POINT SIDING, RICE'S POINT, BRIDGE SWITCH, ELEVATOR STATION, OMAHA CONN., SUPERIOR U. D., BELKNAP STREET, and CENTRAL AVENUE.

EAST BOUND

TO DULUTH

Table with columns for station names, train classes (2nd CLASS, 1st CLASS), departure times, and distances. Includes stations like DULUTH, GARFIELD AVENUE, 20TH AVENUE, D. M. & N. JCT., WEST DULUTH, WEST DULUTH JCT., SPIRIT LAKE, NEW DULUTH, FOND DU LAC, ZENITH FURNACE, GRASSY POINT SIDING, RICE'S POINT, BRIDGE SWITCH, ELEVATOR STATION, OMAHA CONN., SUPERIOR U. D., BELKNAP STREET, and CENTRAL AVENUE.

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

WEST BOUND

WEST BOUND.

EAST BOUND.

1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	1st CLASS	2nd CLASS	1st CLASS	1st CLASS	2nd CLASS	2nd CLASS	1st CLASS	1st CLASS	1st CLASS	
<b>203</b>	<b>51</b>	<b>163</b>	<b>5</b>	<b>71</b>	<b>93</b>	<b>89</b>	<b>625</b>	<b>205</b>	<b>57</b>	<b>627</b>	<b>623</b>	<b>35</b>	<b>17</b>	<b>65</b>	
D. M. & N. 3	N. P. 52	OMAHA 63	D. S. S. & A. 8	N. P. 71	OMAHA 93	N. P. 89	N. P. 625	D. M. & N. 5	N. P. 57	N. P. 627	N. P. 623	G. N. 35	G. N. 17	N. P. 65	
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
8.50 PM	4.00 PM		5.00 PM	5.10 PM		5.20 PM		7.10 PM	7.30 PM	7.30 PM				11.10 PM	
* 8.53	* 4.03		* 5.03	* 5.13		* 5.23		* 7.13	* 7.33	7.36				* 11.13	
8.54	Via St. Louis Bridge		Via St. Louis Bridge	5.14		5.25		* 7.14		7.38				11.15	
* 8.56 PM				* 5.16		* 5.27		* 7.16 PM		7.41				* 11.18	
					5.24		5.35				7.46				11.25
					* 5.26 PM		* 5.38				7.50 PM				* 11.27
							5.44								Point Line
					5.58										
					6.00 PM									* 11.28	
														* 11.35	
* 4.05			* 5.06 728				6.00 PM	* 7.36		7.40 PM				Via Grassy	
* 4.06	* 4.42 PMS	* 5.07		* 5.23 PM		6.02		* 7.37		7.42	* 9.02 PM	* 11.17 PM			
* 4.11	* 4.47	* 5.12		* 5.28		6.09		* 7.42		7.50	* 9.07	* 11.22			
* 4.12	* 4.49 PM	* 5.14		* 5.29 PM		6.11 <sup>56</sup>		* 7.44		8.00	* 9.09	* 11.24			
4.15		5.15 PM						7.45		9.10		11.25	11.40		
* 4.16						6.15 <sup>84</sup> 6.35 <sup>54</sup>		* 7.46		8.05 8.20	* 9.11	* 11.26	* 11.41		
4.25 PM						6.50 PM		7.55 PM		8.35 PM	9.20 PM	11.35 PM	11.50 PM		

3rd CLASS	2nd CLASS	1st CLASS	1st CLASS	TIME TABLE No. 24. May 15th, 1910.				1st CLASS	1st CLASS	2nd CLASS	3rd CLASS
<b>729</b>	<b>621</b>	<b>53</b>	<b>51</b>					<b>52</b>	<b>54</b>	<b>622</b>	<b>730</b>
WAY FRT.	FREIGHT	PASSENGER	PASSENGER					PASSENGER	PASSENGER	FREIGHT	WAY FREIGHT
Tues., Thurs. & Sat.	Daily	Daily	Daily					Daily	Daily	Daily	Mon., Wed. & Fri.
1.22 PM	4.02 AM	6.05 PM	10.37 AM	0.0	SP.....EAST END.....D		3.9	4.35 PM	8.35 AM	1.33 AM	11.20 AM
1.30	4.15	* 6.09	* 10.41	1.8	.....HILL AVE.....		1.8	* 4.31	* 8.31	1.25	11.10
1.40 PM	4.35 AM	6.15 PM	10.48 AM	3.9	2.1 AJ..CENTRAL AVE...N		0.0	4.25 PM	8.25 AM	1.10 AM	11.00 AM

RULES FOR USE OF TRACK BETWEEN EAST END AND CENTRAL AVE.

Double track extends from east leg of Wye, Central Ave., to 3rd Street, just east of passenger station at East End.

At the easterly 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 west bound main track for trains approaching from the First District.

The distant Semaphore at the interlocking plat 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. When at an angle of 45° or yellow light indicates, Caution. When horizontal or red light, it indicates danger, track or Crossovers between Signal pole and passenger station are in use.

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 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 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.

EAST BOUND

1st CLASS	1st CLASS	2nd 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	
<b>20</b>	<b>62</b>	<b>730</b>	<b>204</b>	<b>162</b>	<b>88</b>	<b>728</b>	<b>8</b>	<b>56</b>	<b>34</b>	<b>54</b>	<b>64</b>	<b>90</b>	<b>164</b>	<b>32</b>	
G. N. 20	N. P. 62	N. P. 729	D. M. & N. 4	Omaha 62	N. P. 88	N. P. 728	D. S. S. & A. 5	N. P. 56	G. N. 34	N. P. 53	N. P. 64	N. P. 90	OMAHA 64	G. N. 32	
Daily	Ex. Sunday	Tu, Th., Sat.	Daily	Ex. Sunday	Daily	Ex. Sunday	Ex. Sunday	Daily	Daily	Daily	Daily	Ex. Sunday	Daily	Ex. Sunday	
	2.05 PM		3.20 PM		4.00 PM		4.55 PM	6.25 PM		6.40 PM	7.00 PM	6.45 PM			
	* 2.02		* 3.17		* 3.57		* 4.51	* 6.22		* 6.37	* 6.57	* 6.42			
	2.00		* 3.16		3.55			Via St. Louis Bridge		Via St. Louis Bridge	* 6.56	6.40			
	* 1.57		* 3.14 PM		* 3.53							* 6.54	* 6.38		
	1.50				3.45							6.48	6.30		
	* 1.47 PM				* 3.42							* 6.45	* 6.27		
					3.36							Point Line	6.21		
					3.27						6.12				
					3.20 PM						6.05 PM				
											* 6.43				
											* 6.35				
		3.00 PM				5.10 PM	* 4.48	* 6.19		* 6.34					
* 1.48 PM		2.42		* 3.19 <sup>19</sup> PM		5.01	* 4.45	* 6.18	* 6.28 PM	* 6.33			* 9.44 PM	* 10.08 PM	
* 1.43		2.35		* 3.14		4.54	* 4.39 <sup>163</sup>	* 6.13	* 6.23	* 6.28			* 9.39	* 10.03	
* 1.41		2.32		* 3.10 PM		4.52	* 4.37	* 6.11 <sup>625</sup>	* 6.21	* 6.26			* 9.38 PM	* 10.01	
1.40							4.35 PM	6.10	6.20	6.25	6.33			10.00	
1.39		2.30 2.10				4.50 4.40		* 6.09	* 6.19 <sup>625</sup>	* 6.24 <sup>625</sup>	* 6.32			* 9.59	
1.30 PM		1.50 PM				4.25 PM		6.00 PM	6.10 PM	6.15 PM	* 6.23 PM			9.50 PM	

Overlap between Page 1 and 2 is captured

## 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. 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. 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.

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 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.

East Bound second class and inferior trains coming from Third District, may register at West Duluth by ticket.

No. 64 and No. 627 will register West Duluth by ticket.

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.

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.

All trains must come to full stop two hundred (200) feet from draw span Grassy Point Bridge and not proceed until Safety Signal is given. Trains will not exceed 8 miles an hour while on trestle or draw span.

Engines heavier than N. P. Class P3 (total weight of which, including tender is 265,000 pounds) are not permitted to pull or be handled in trains over above bridge. Double-headers, any class engines and 50 ton capacity ore cars loaded with ore are not permitted on bridge. Dead engines, wrecking cranes and steam shovels must be separated from engine hauling and each other by at least 3 cars.

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 connection. 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 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, and crossing of W. C. Ry. just west of D. M. & N. ore docks.

Great Northern Trains 19 and 20 will register at Central Avenue by ticket.

## 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 east bound track, and the two-arm semaphore located just east of Elevator Station on the west bound 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 east bound 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 west bound 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 east bound 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.

### Location Stretchers.

East End Freight Station.  
Superior Freight Station.  
Rices Point Yard Office.  
Duluth Union Depot.  
Tool Car, Duluth.  
West Duluth.

W. H. STRACHAN,  
Ass't. Superintendent.

T. B. QUINN,  
Train Master, Third District.

L. F. NEWTON,  
Train Master, First and Second Districts.

F. E. POTTER,  
Chief Dispatcher.

