

ROTTER PAGE BALLAY GOMPARY.

DULUTH AND SUPERIOR TERMINALS



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

SUNDAY, MAY 5th, 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. GOODELL,

General Manager.

C. L. NICHOLS.

General Superintendent.

P. H. MCCAULEY,

Superintendent of Transportation.

K. M. NICOLES,

Superintendent.

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WESTWARD	FROM		TH	1 Int CLASS	De CLASS		CAM : Sel CI	-	ME 1 to CLA	ASE DECLARA	. In CLASS	. 10771188	Sel CEASS :		RTH SUB-E		TIME TABLE So. 10.		RMINALS				IN CLASS: In	or and a second		B : Int CLASS : I		CLASS : 2nd Cl	700 - 800	WESTWA	ARD FRO	M DULUT		WESTWARD
ľ	729	733 N. P. Jie Ta Thue, Inc.	-	727	181 Fr. Sandry	23 2	01 5	55	18	3 33	161	61	185	37 6	13 187 F. 43 N. P. 18 ully (hely	111	MAY 5, 1912. STATIONS Tringraph Offices and Calls.	805	19	95 2		51 8. F. M Belly	DEADS AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO PERSON NAMED IN COLUMN TO P	71 189 P. 71 N. P. 10 Dody Dody	N. F. 636 Dwby	GRADA 10 D	205	57 62	7 63		35 4 X H Disky	17	65	10 CASS 201
PGLUTH					L 6.00#	L 9	40# L B	10 M L 8.05	# L 8-4	da .		L 9.00#	6(11.00·#	6.3	.55N L 2.00	9 44.		. 83		L.	1.60W HOL	6 4.00W	L.	5.10% L 5.20	4		7.10% L	7.00% L 7.5	10.04		-		£ 11.10%	WAY PR'T, WAY PRY PASSENGER PASSENGER 12 MAY 5, 1912. PASSENGER PASSENGER WAY PR'T WAY
GREFRELD AVENUE					0.03	,	40 87	8.08	0.4	a	1	9.03	11.00		.59 2.00	14.	GARNER THENER	8 73			1.03 51	4.03		5.17 5.65			9.10	7.00 7.4			_		11.10	Tone, Thore Mon., Word. Duty Duty Duty Duty Duty Duty Duty Duty
WEST AVENUE			-		. 6.05	9	.44		1 8.4	5		9.04	133.66	. 1	.59 + 2.05	14.	жті Опик	ž n.ı			1.54 . 20			5.34 + 5.05			7.14	7.4	0				11.14	L 100ML 140M L 5.50ML 11.00M 0.0 M. TAIT DID. D 10 444.05M At 9.85M At 9.95M At 9.
D. M. S. N. ACT.					6.87	. 4.7	460 3		9.4	ey.		9.08	11.07		/01 8.07	1.0	D. M. & N. ACT.	E 10.4		Α.	1.54W - H30	설		5.10 5.97		A	7.10%	9 7.4					11.10	1.10 1.40 6.60 11.00 14 mml tom \$5 14 4.01 8.61 8.16
WEST DESCRIPTION		-			0.00		- 5		1.00	4	_	9.10	11.45		.00 1 0.45	14.	west of turn	8				1 .		5.24 . 5.25			-	A 7.4					4 11.00	A+ 1 25 W A+ 2 05 N A+ 6 04 W A+ 11 . 11 W B B AF CONTEST AND D 0.0 L 6.05 N L 8.05 N L 8.05 N L
WEST DEBATH SCT					0.00		- 3	1 3	1 0.0			4 2 15#	11.40		45 1 9.45	44	water of Corne acr	. 74				3						T A B O	0.00	-		-	11.40	THE PERSON OF TH
SPIRIT LANE		_	-		0.44		_ ;	al	1 0.0			-	11.644		3 . 0.44	_	and Loca.	6.7		_		1 7		. 5.44	_			3 22	-				2	EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
NEW PERSON	_	-		-	. 0.00		- 3	ı a	1 9.1		_		12.00M		1 0.00	_	SEW PLANTS D.	10	-	_		i ä		1 5.61		_		9	_	_	_	-	1 5 1	
		-	-	-	A 7.00F		- '				_		A 18.10M	-	2	_	Personal Paragraphics		-	-	_	-	-	A 6.00		-	_	>	-		+	-	- 3	SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK BETWEEN EAST END AND CENTRAL AV
JONE DU LAC		-		-	A 7.00#			-	1 0 21	04	-	_	A 18.10M	_	A 0.10	es 14.5	JUNE DU LAC	-		-		-		A 6-00	-	-	-	_	_		-	-	-6	Trains must keep to the right unless otherwise directed.
ZENITH PURNACE		-	-		-	_		-		-			-		.09	8.5		4.0	-		_	-			-	-	_	_	-	_	-	-	11.86	Double track extends from east log of Wye, Central Ave., to 2rd Street, just out 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 a
SEASILY POINT SIDENG.		_	-	-	_	_		-		4	-	-	-	-	.14	7.4	ARABY POINT RESON	44		_		-	-	_	-	-	_	_	-	-	-		33.00	
	4.00M	L 6.05#	_	L 6.00 M	_		1.04	0.11				-		-	b	2.0	ANCES POINT	4.0	- "	-		4.05		_	L 6.000			7.86	L B	05 PF	-	-	- 1	The distant Semaphore at the interlocking plant at East End approaching from Arbitant, is an Automatic Electric Signal. Signal discussion trype still whose vertical, or straight up, with green light, indicates track and railroad coosings class. When believed the control of ore light, is indicated burgary, track or conservers between angle of 45° or patient light indicates Castlein. When heritantial or not light, is indicated burgary, track or conservers between
BRIDGE SWITCH	4.05	6.10		4.00	_	7.09#	8.4	6 8.19		L 8.59#	1. 5.674			8.02N	2	14-	BREDGE VWITCH	0.01	alaam L	0 00N	1 1	4.06	L 4.00%		6.00	L 6.88N		7.87		10	L 9.00	L11.17%	8.	
ELEVATOR STATION	4-18 -	0.17		6.40	40000	7.07	8.0	8-17		8.67	9.02			8.07	2 1	1.2	ELEVAÇÕÉ ETATION	8 44	8.07	8:48	1	4.11	4.07		8.09	6.88		7.48	8-	18	9.07	11.68		The connection at the wort end of the double track near the east leg of the Wye at Central Ave. will be kept set and loc eastward trains, coming from Central Ave. depot.
-ORAHA CONN	4-15	6.90	1.	0.43		7.00	8.5	4 8.10		8.40	A 9.04W			2.00	-	1400		£ . 44	0.00 A	0.45N		,4.18	A 4.29W		0.11	A 0.89W		7.44		24	9.00	13.64	P .	Between East Ead purconger station and the Great Northern connection north of Cadotte Are, yard, the two tracks will be ated as double track, each track keeping to the right, and will be considered as yard tracks in yard limits, but when in use the
. AUPERIOR U. D					1	7.40		6 . 8.20		s 9.00				8.10 . 8	20	4.5		£	9.40			4.15	-					7.48			. 9.10	111.00	× 11-40	must protect their near ends, if stopped, to arreid the possibility of accident. Great care must be taken by train and engineeren in use of east log of Wys at Central Aire, it being single track and on sharp
BELIEVE FERRET	4.40	9.40		7.00		7.41		6 8.81		9.01	-			P.33 P	93	42	sexxx3 frager	2 24	9.41			4.16			0.10			7.46	8.	40	9.41	11.00	11.41	Trains will not exceed four (4) miles per hour and in Enggy or stormy weather they must protect themselves over this piece of tra
CENTRAL AVENUE A	44.50#	410.50#		A+7-15=		47.50#	As Bir	S# 4+8-80		A+9.10#				0 A POR 8	ap iv	24	CONTRACTORNIE, DA	9.0 4	0.4074	-		A+ 4.05W			A 0.400		Ant	7.6674	4.8	6679	419.00	4411.054	4.13.60W	Junction switch at connection of First Sub-Division and Second Sub-Division main lines near Central Ave. depot will be in and incided for Second Sub-Division.
			1					-		-						-					7.5					-					-			Extra trains may run ahead of second sizes trains without orders.
EASTWARD	TO DU	ULUTH								-							-DULUTH AND SUPE	RIOR TES	MINALS		W-W	- 24713-455		0.00				GASS : THE CL		EAST	WARD TO	DULUTA	1	Extrac, work extrac and switch engines do not require telegraphic orders for moreovents between East End passengs tion and Central Ave., but must observe all rules relative to protection of rear end and use of double track.
-		-	628	66	18	36 11	80 54	94	200	6 72	182	202	52	626 6	6 38	165	MAY 5, 1912.	141			2 734	730			188	728	34 . 8	56 54	115	0 64	24	164	624	All eastward trains must get elearance at Central Ass. Transfer cover coming from Cadette Aye, yard will not occup. Insental they know that superior class trains have passed. First class westward trains will leave register telest with operate
			N. P. 435	N. P. 66	6. 8. 18	S.K.B. K.F	COST N. P.	SS ESCURA S	H D. H. A	N. 4 N. P. 79 Fully	N. P. 162 Delly	DRAKE	A.P. B.	N. P. 636 GRA	H. 46 G. N. 20	1852	STATIONS Telegraph Officer and Colle.	253	N. P. SSG	K W K	F. 62 N. F. 113	N. F. 110	D. R. & R. d Go Daily Ex.	toka 62 Sumbo	K.F. 16	Ex. Sender	R.H R	P. H. N. P.	0 K.F	190 N. P. S Outly Daily	6.8.6	Delty	B. F. 434	End passenger station,
postumi				A 0.00M			20M A 9.3			1 M A 9.45 M						0.0	DULUTH DO	. 834	1.60%	A 5	.05W .FIW.	-	4 0.01%		A 4.40N			6.00 A 6.0						To insure personal safety, operators having train orders or messages to deliver to passing trains should stand to the right side of train and arold standing between tracks when possible to do so.
SARPINIA AVENUE			6.10	0.00			17 8.0		0.00	9.40	10.07	10.00	11.04			14	GARPHILD DEDUCE	X 73	1.47		.00		0.10		4.07			0.00 0.0	7 4.	48 6.50				Within yard limits the main track may be used, protecting against first class trains. All trains must more within yard limits prepared to stop unless the main track is seen or known to be clear.
DATES ATTENDED			0.00	. 6.05	7		15		0.00	7 . 9.40	1 20.05	10.97	- 4	11.45#		1.0	MITH AVENUE D	ž	1.45		.00		9.37		4.05					48 6.61		-	A10.00%	Special Raise governing trains on Fond do Lac Branch-
	-		4.00	6.03			13 8			5.01	10.00	. 10.01#	20	11.05		1.0	0.8 Vs. 87	2	1.43		42-1	-1			4.00			3 3		66 0.49			10.00	No. 183 has right over No. 183, 155 = 168, 187 = 188,
NEST DELETH			4.51	-			- 6	-			. 0.65	-	g -	11.05	- 1	4.0	word Basme to	8	1.05		40		-		. 4.04			4 4			_		10.15	181 186. 181 180.
WOOT DESCRIPTION ACT.		-	. 4.450	-	-		- 7	-	-		0.00	-	- 3 -	11.000	_		west skilers ser		1.00		428				. 4.00			1 1	-	05 0.40		_	L10.10W	
APOST LAKE	_	_	L 4.400	8.		_	54 8	-	_	C 9.204	0.44	-	7 -	11 100		100	med Luc	_	1.04			-		_	. 410	_	_	2 2	-	es 2	-	_	10.00	RECESTERING STRITORS.—First Class trains and passenger extras will register at Dubath Union Depot, Superior Union I Control Avenue, West Dubath and Food dx Lac.
_	_	-	-	- 2			-			_		-		-	-	14	NAME OF THE PARTY OF	-	1.17	_	100			-	. 4.07	-	-	3 3	-	- 3	-	+	-	Second Class trains, extrus and light engines will register at Elon's Puint, Central Avenue, West Dubuth and Fond du La at Superior Freight Station when running via Greezy Point Line.
NEW DULUTE				- 8	_	- 7			-	-	1 9.87 1 2 ¹⁰ 0.00	-	F	_	_	11.4	POWER DECURE	-		-	-	-				-	_	P P		18 N		_	-	Clearances will not be required at Blor's Point, Superior Fought Station and Superior Union Depot.
POND BU LAG	_	-	_	Dr.		6.7	05#		-	_	L 9-30-H	-		_	_	14.4			1.10N	-	- 1	-		_	L 4.00 N	-	_	_	1. 67		_	-	-	BULLETIN STATIONS.—Defush Union Depot, Rise's Point Yard Office, Superior Union Depot, Central Amenus. Al and engineers must impost bulletine before departing on their run.
JENTH FURNACE		100		6.10	-		-		2 4 4		-	-		_		14	zweni Annoe	4.5			-	-	-	_	-	-		_	-	0.00	-	-		STANDARD CLOCKS.—How's Point Yard Office and Disputator's Office, Dubth.
				6.00			_	_	_		_	-				7.4	ARABIY POORT SIDENG	44			7	-			-	_				8.90	<u> </u>		-	DERAIL SWITCHES.—When not in use must be kept set in denaling position. West and of Zenich Pursane track.
GRASSY POINT SIDENG.				ь			9.4			1	_		11.00			24		0.5	_	_	A 9.80 N	A 8.00%				A 8.10M		F.30 F.0	4	- 1		-	_	East Xed N. P. Freight Home track, Superior.
RASEY POINT SIDENG.				2 2	4 0.000	7.50.8	8.0	9 A 8.184					11.89	A 19	88W A 19:48	N 14	визоб витов	0.0	- 4	1.48%	1.0	0.65	A 1	1.179		8.01 A	6.32N 6	1.18 6.0			A 0.48	N A P.44N		Main Line just east of N. P. Freight House, Superior.
SECOND POINT								8.08					11.07	1 10	97 19.99	8.0	ELEXXTOR STATION"	8		1.48	7.0 2.10	9.48		1.12		4.54	6.08 6	6.1			6.48	9.89		
RECENT POINT				8	0.10	7.45	8.0	8.08																										
RECENT POINT		- 1		12	6.18		-	1 L 8.064		-		-	11.16	-	25W 12.50	14	outur Conn	É		1.41	Le Enay	2.45	L 1	1.50W		4.59	6.06 6	6.1			6.43	L 0.85%		
BRIDGE SWITCH			-	- 8.40 - 840	_	7.46	-	1 L 8.064	-	+-				-	-			1	-	1.41	7.0 9.11	9.48	- 1	1.50W	-	4.00		1.11 6.5 1.10 e. 6.1		0.20	6.41			in a first of the same of the same same
BRIDGE FATTON			-	. 8.44	6-16	7.46	8.0	1 L 8.06	-	+		-	11.16	-	19.86 19.85						0.4 8.00	,,,,,		1.50%			9.05 . 6			0.28	6.40			

DOUBLE TRACK RULES.

- 1. Double track extends from Duluth Union Depot to West Duluth Junction and from Garfield Avc. 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 castward 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 en i 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
- 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 ear 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.

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 eastward trains and engines, and all wstward 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 fu control between West Yard Limit Board, Superior and Omaha connection. This includes Lake Superior termial tracks between Belknap St. and Omaha connections. Extreme caution will be used expecting to find trak 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 traack

Derails are located as follows:

At approach to Elevator Station from east and wets.

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. MAGIÉ, Duluth.

Dr. A. J. BRADEN, Duluth.

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.

T. B. QUINN,

Trainmaster.

L. F. NEWTON,

F. E. POTTER, Chief Dispatcher.

Ass't Superintendent.

Trainmaster.

