

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME 61 TABLE

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

SUNDAY, OCTOBER 24th, 1915.

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.

J. M. RAPELJE,
General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. MCCAULEY,
Superintendent of Transportation.

W. H. STRACHAN,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS															Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Duluth	TIME TABLE No. 61.		Distance from Fond du Lac	Car Capacity of Sidings	FIRST CLASS						SECOND CLASS		
181	305	201	55	53	183	185	61	303	187	63	189	203	51	71				OCTOBER 24, 1915. Succeeding No. 60.				191	193	301	57	205	65			627
N. P. 181	D. W. & P. 305	D. M. & N. 1	N. P. 55	N. P. 54	N. P. 183	N. P. 185	N. P. 61	D. W. & P. 3	N. P. 187	N. P. 63	N. P. 189	D. M. & N. 3	N. P. 52	N. P. 71				STATIONS				N. P. 191	N. P. 193	D. W. & P. 1	N. P. 57	D. M. & N. 5	N. P. 65			N. P. 627
Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr					Telegraph Offices and Calls			Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr			Freight
Ex. Sun.	Sun. only	Daily	Daily	Daily	Ex. Sun.	Sun. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily								Ex. Sun.	Sun. only	Daily	Daily	Daily	Daily			Daily
AM L 6.10	AM L 7.40	AM L 7.50	AM L 8.00	AM L 8.10	AM L 8.40	AM L 9.00	AM L 11.30	AM L 1.55	AM L 2.30	AM L 3.50	AM L 4.00	AM L 5.15	AM L 5.19	AM L 5.21	WB 71	0.0	DU.....DULUTH.....DN	14.2	Yard	AM L 5.25	AM L 6.10	AM L 7.30	AM L 7.58	AM L 11.10			AM L 7.45			
6.14	7.38	7.44	7.54	8.04	8.14	8.44	9.04	10.08	11.34	1.59	2.34	3.53	4.04	5.19		1.0	.....GARFIELD AVE.....	13.2		5.29	6.14	7.13	7.34	8.02	11.14			7.52	
6.16	7.39	7.45			8.16	8.46	9.06	10.09	11.36	2.00	2.36	3.54		5.21	L 2	1.3	.....20TH AVE.....	12.9		5.31	6.16	7.14		8.03	11.16			7.54	
6.17	7.41	7.46			8.17	8.47	9.08	10.11	11.37	2.01	2.37	3.55		5.22	L 02	1.9	.....D. M. & N. JCT.....	12.3		5.32	6.17	7.16		8.04	11.18			7.57	
														5.27		2.7	.....SOO LINE CROSSING.....	11.5											
6.22	7.46				8.22	8.52	9.12	10.16	11.42	2.05	2.42			5.27		3.5	.....C. N. JCT.....	10.7		5.37	6.22	7.21		11.22				8.02	
6.26					8.25	8.55	9.17		11.45	2.08	2.45			5.30	L 04	4.2	WU.....WEST DULUTH.....DN	10.0		5.40	6.25			11.25				8.06		
6.30					8.28	8.58	9.20		11.48	2.10	2.48			5.33	W	L 5	5.0WEST DULUTH JCT.....	9.2		5.43	6.28			11.28				8.10	
6.40					8.35	9.05			11.55		2.55				LB 2	7.6	.....SPIRIT LAKE.....	6.6		5.50	6.38								
6.44					8.38	9.08			11.58		2.58					8.8	.....MORGAN PARK.....	5.4		5.52	6.42								
6.49					8.42	9.12			12.02		3.02					10.2	.....BOAT CLUB.....	4.0		5.56	6.48								
6.53					8.45	9.15			12.06		3.06				LB 5	11.5	WD.....NEW DULUTH.....D	2.7		5.59	6.51									
180 AM A 7.09	AM A 7.40	AM A 7.50	AM A 8.00	AM A 8.10	182 AM A 8.59	184 AM A 9.29	AM A 12.20	AM A 1.55	AM A 2.30	AM A 3.50	AM A 4.00	AM A 5.15	AM A 5.19	AM A 5.21	LB 8	14.2	FN.....FOND DU LAC.....D	0.0		190 AM A 6.09	192 AM A 7.04	AM A 7.30	AM A 7.58	AM A 11.10			AM A 7.45			
Ex. Sun.	Su. only	Daily	Daily	Daily	Ex. Sun.	Su. only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily				Time Over Sub-Division			0.44	0.54	0.08	0.04	0.06	0.18			0.25	
14.4	18.7	19.0	15.0	15.0	17.4	17.4	15.0	18.7	17.1	20.0	17.1	22.8	15.0	16.6				Average Speed Per Hour			19.0	18.9	18.7	15.0	19.0	16.6			12.0	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN DULUTH AND WEST DULUTH JUNCTION.

REGISTER STATIONS: First class trains and passenger extras will register at Duluth Union Depot, West Duluth, and Fond du Lac. Second and third class trains and extras will register at Rice's Point yard office, West Duluth, and Fond du Lac.

BULLETIN STATIONS: Duluth Union Depot and Rice's Point yard office.

STANDARD CLOCKS: Dispatcher's office Duluth Union Depot, and Rice's Point yard office.

YARD LIMITS: Duluth yard extends from connection with D. & I. R. Ry., at Fifth Ave. East, to the easterly end of the St. Louis River bridge, and from Garfield Avenue to the yard limit sign on the Third Sub-Division main line, west of West Duluth Junction, and to Grassy Point bridge.

Junction switches at Garfield Avenue will be kept set for First Sub-Division.

Track between Fond du Lac and Power Plant will not be used except by authority of train orders.

Switch engines will use west leg of wye at West Duluth Junction and the 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 switch engines working in these limits.

FIRST SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS														TIME TABLE No. 61 OCTOBER 24, 1915. Succeeding No. 60. STATIONS Telegraph Offices and Calls	Distance from Fond du Lac	Car Capacity of Sidings	FIRST CLASS						SECOND CLASS	THIRD CLASS		
66	180	58	302	182	184	202	72	52	186	62	204	188	206	56			190	54	192	64	304	306	628	624	626	724
N. P. 66	N. P. 180	N. P. 58	D. W. & P. 2	N. P. 182	N. P. 184	D. M. & N. 2	N. P. 72	N. P. 52	N. P. 186	N. P. 62	D. M. & N. 4	N. P. 188	D. M. & N. 6	N. P. 56			N. P. 190	N. P. 54	N. P. 192	N. P. 64	D. W. & P. 4	D. W. & P. 306	N. P. 628	N. P. 624	N. P. 626	N. P. 724
Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr			Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Freight	Freight	Freight	Way Frt.
Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Sun. Only	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily			Ex. Sun.	Daily	Sun. Only	Daily	Ex. Sun.	Sun. Only	Daily	Daily	Daily	Ex. Sun.
AM A 6.30	AM A 7.50	AM A 8.15	AM A 9.40	AM A 10.10	AM A 10.31	AM A 10.55	AM A 11.40	AM A 1.50	AM A 2.05	AM A 3.21	AM A 4.30	AM A 6.46	AM A 6.40	AM A 6.40	WB 71	0.0	AM A 6.55	AM A 6.57	AM A 7.50	AM A 7.25	AM A 9.07	AM A 9.36	AM A 4.30	AM A 2.10	AM A 11.40	AM A 4.55
6.25	7.46	8.11	9.12	9.36	10.06	10.28	10.50	11.36	1.46	2.01	3.18	4.26	6.43	6.36		1.0	6.51	6.52	7.46	7.17	9.07	9.36	4.15			
6.24	7.45		9.11	9.35	10.05	10.27	10.48		1.45	2.00	3.17	4.24	6.42		L 2	1.3	6.50		7.45	7.16	9.06	9.34	4.11	2.10	11.40	4.55
6.22	7.42		9.09	9.33	10.03	10.25	10.46		1.43	1.57	3.15	4.22	6.40		L 02	1.9	6.48		7.43	7.14	9.04	9.32	4.09	2.05	11.35	4.50
																2.7										
6.17	7.37		9.05	9.29	9.59		10.41		1.39	1.52		4.17				3.5	6.43		7.38	7.10	9.00	9.27	4.03	1.58	11.28	4.43
6.15	7.35		9.27	9.57		10.38		1.37	1.50		4.15				L 04	4.2	6.41		7.36	7.08			4.00	1.55	11.25	4.40
6.12	7.32		9.24	9.54		10.35		1.34	1.47		4.12				W	L 5	5.0	6.38		7.33	7.05		3.55	1.50	11.20	4.35
	7.26		9.17	9.47				1.27			4.05				LB 2	7.6	6.30		7.25							
	7.24		9.14	9.44				1.24			4.03					8.8	6.27		7.21							
	7.21		9.10	9.40				1.20			4.00					10.2	6.22		7.17							
	7.17		9.07	9.37				1.17			3.52				LB 5	11.5	6.18		7.13							
AM L 7.10	AM L 9.00	AM L 9.30	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	AM L 1.10	LB 8	14.2	6.10	PM L 7.05	PM L 7.05	PM L 7.05	PM L 7.05	PM L 7.05	AM L 7.05	AM L 7.05	AM L 7.05	AM L 7.05
Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Sun. Only	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily			Ex. Sun.	Daily	Sun. Only	Daily	Ex. Sun.	Sun. Only	Daily	Daily	Daily	Ex. Sun.
0.18	0.40	0.04	0.07	0.40	0.40	0.06	0.20	0.04	0.40	0.18	0.06	0.45	0.06	0.04			0.45	0.05	0.45	0.20	0.07	0.9	0.85	0.20	0.20	0.20
16.6	21.3	15.0	21.4	21.3	21.3	19.0	15.0	15.0	21.3	16.6	19.0	18.9	19.0	15.0			18.9	12.0	18.9	15.0	21.4	16.7	8.5	11.1	11.1	11.1

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN DULUTH AND WEST DULUTH JUNCTION.

Switches at end of double track West Duluth Junction will be kept set and locked for eastward trains from Third Sub-Division main line. Main line switch near Fifth Avenue West leading into Union Depot for use of D. & I. R. Ry. passenger trains, will be kept set and locked for main track.

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

Eastward second class and inferior trains from Third Sub-Division main line will register at West Duluth by ticket.

Third Sub-Division main line trains will register and receive clearance and orders at West Duluth.

Westward trains and engines via Second Sub-Division will come to a full stop not less than two hundred (200) feet from junction switch at Garfield Avenue, and not proceed until way is known to be clear.

No. 181 has right over No. 180.
No. 183 has right over No. 182.
No. 185 has right over No. 184.
No. 187 has right over No. 186.
No. 189 has right over No. 188.
No. 191 has right over No. 190.
No. 193 has right over No. 192.

WESTWARD

SECOND SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS															Water, Fuel, Soles, Turn Tables and Wyes	Station Numbers	Distance from Garfield Ave.	TIME TABLE No. 61. OCTOBER 24, 1915. Succeeding No. 60.				Distance from Central Ave.	Car Capacity of Sidings	FIRST CLASS				SECOND CLASS			THIRD CLASS					
		55	53	23	33	161	37	63	95	19	51	163	93	57				35	STATIONS					17	65			625	623			723	729	733		
		N. P. 55	N. P. 54	G. N. 23	G. N. 33	Omaha 61	G. N. 37	N. P. 63	Omaha 95	G. N. 19	N. P. 52	Omaha 63	Omaha 93	N. P. 57				G. N. 35	Telegraph Offices and Calls.					G. N. 17	N. P. 65			N. P. 625	N. P. 623			N. P. 723	N. P. 730	N. P. 734		
		Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr				Pass'gr						Pass'gr	Pass'gr			Freight	Freight			Way Freight	Way Freight	Way Freight		
		Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily						Daily	Daily			Daily	Daily			Ex. Sun.	Mon., Wd., Fri.	Tues., Th., Sat.		
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM			0.0	.....GARFIELD AVE.....				7.2		PM	PM			PM	PM			AM	AM	AM	
			8.04														WCO TY	L 1	0.8	.....RICES POINT.....				6.4	Yard				L 6.00	L 8.00			L 4.00	L 4.10	L 6.05	
																			1.3	.....BRIDGE SWITCH.....				5.9		L 11.17				6.02	8.10			4.05	4.15	6.10
																			2.2	.....ELEVATOR STATION.....				5.0		11.22				6.09	8.15			4.12	4.22	6.17
																			2.9	.....OMAHA CONN.....				4.3		11.24				6.11	8.20			4.15	4.25	6.20
																			3.2	BY.....SUPERIOR U. D.....D				4.0		11.25	L 11.40									
																			3.6	.....BELKNAP STREET.....				3.6		11.26	11.41			6.15	8.35			4.35	4.50	6.40
																			7.2	AJ.....CENTRAL AVENUE.....N				0.0	Yard	A 11.35	A 11.50			A 6.40	A 8.50			A 4.45	A 5.00	A 6.50
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM		W Y	67								Daily	Daily			Daily	Daily			Ex. Sun.	Mon., We., Fri.	Tues., Th., Sat.
		Su. Only	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Time Over Sub-Division						0.18	0.10			0.40	0.50			0.45	0.50	0.45	
		0 07	0.26	0.18	0.18	0.07	0.18	0.11	0.07	0.18	0.26	0.07	0.07	0.26	0.18				Average Speed Per Hour						19.6	24.0			9.6	7.6			8.5	7.6	8.5	
		13.7	16.6	19.6	19.6	13.7	19.6	21.3	13.7	19.6	16.6	13.7	13.7	16.6	19.6																					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

DOUBLE TRACK BETWEEN GARFIELD AVENUE AND OMAHA CONNECTION, AND BETWEEN BELKNAP STREET AND CENTRAL AVENUE, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE WHICH IS GOVERNED BY INTERLOCKING SIGNAL.

AUTOMATIC BLOCK SIGNALS BETWEEN CENTRAL AVENUE AND 21ST STREET, SUPERIOR.

REGISTER STATIONS: First class trains and passenger extras will register at Superior Union Depot and Central Avenue. Second class and inferior trains and extras will register at Rices Point, Central Avenue, and at Superior Freight station, when running via Third Sub-Division.

BULLETIN STATIONS. Rices Point yard office and Central Avenue.

YARD LIMITS: Superior, Central Avenue, Duluth.

All trains and engines will run under control between west yard limit board, Superior, and Omaha Connection, including Lake Superior terminal tracks between Belknap Street and Omaha Connection expecting to find track occupied, and will not exceed ten (10) miles per hour over switches at Belknap Street.

All trains using tracks of Lake Superior Terminal & Transfer Railway, between Omaha Connection and Belknap Street, will be governed by L. S. T. & T. Time Table Rules & Regulations.

Westward trains and engines have the right to use eastward main track at Central Avenue between west lead from yard and the junction switch leading to terminal Fourth Sub-Division main line without protection, and all eastward trains will approach and pass through this territory under control expecting to find track occupied.

Nos. 63, 64, and G. N. trains 19, 20 and 24, will register at Central Avenue by ticket.

Eastward trains and engines will come to a full stop not less than two hundred (200) feet from junction switch at Garfield Avenue, and not proceed until way is known to be clear.

DERAIL SWITCHES: When not in use must be kept set in derailing position. East end N. P. Freight House track, Superior. Main line just east of N. P. Freight House, Superior.

SECOND SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS															Water, Fuel, Scales, Turn Tables and Ways	Station Numbers	Distance from Garfield Ave.	TIME TABLE No. 61.		Distance from Central Ave.	Car Capacity of Slidings	FIRST CLASS					THIRD CLASS								
66	18	58	94	36	52	38	96	20	162	34	56	54	24	64				STATIONS					164					734	730						
N. P. 66	G. N. 18	N. P. 58	Omaha 94	G. N. 36	N. P. 51	G. N. 38	Omaha 96	G. N. 20	Omaha 62	G. N. 34	N. P. 56	N. P. 53	G. N. 24	N. P. 64				Telegraph Offices and Calls					Omaha 64					N. P. 733	N. P. 729						
Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Ex. Sun.	Pass'gr Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily									Pass'gr Daily					Way Freight Tues., Th., Sat.	Way Freight Mon., We., Fri.						
AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM									PM					PM	PM						
		A 8.11			A 11.36						A 6.36	A 6.52						0.0	GARFIELD AVE.....		7.2														
		8.09			11.34						6.33	6.49			WCO TY	L 1	0.8	RICES POINT.....		6.4	Yard						A 2.00	A 2.30							
	A 6.18	8.07	A 8.15	A 8.33	11.32	A 12.43	A 1.07	A 2.18	A 3.17	A 6.08	6.31	6.47	A 6.49				1.3	BRIDGE SWITCH.....		5.9		A 9.58					1.55	2.25							
	6.13	8.02	8.10	8.28	11.27	12.38	1.03	2.13	3.12	6.03	6.26	6.42	6.44				2.2	ELEVATOR STATION.....		5.0		9.53					1.50	2.20							
	6.11	8.00	L 8.07	8.26	11.25	12.36	L 1.00	2.11	L 3.10	6.01	6.24	6.40	6.42				2.9	OMAHA CONN.....		4.3		L 9.51					1.45	2.15							
A 5.55	6.10	7.59		8.25	11.24	12.35		2.10		6.00	6.23	6.39	6.41	A 6.53	WB 67	3.2	BY.....	SUPERIOR U. D.....D		4.0															
5.54	6.09	7.57		8.24	11.20	12.34		2.09		5.59	6.20	6.37	6.39	6.52			3.6	BELKNAP STREET.....		3.6							1.40	2.10							
L 5.45	L 6.00	L 7.47		L 8.15	L 11.10	L 12.25		L 2.00		L 5.50	L 6.10	L 6.27	L 6.30	L 6.43	WY 67	7.2	AJ.....	CENTRAL AVENUE.....N		0.0	Yard	PM				L 1.30	L 2.00								
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily								Daily					Tues., Th., Sat.	Mon., We., Fri.							
0.10	0.18	0.24	0.07	0.18	0.26	0.18	0.07	0.18	0.07	0.18	0.26	0.25	0.19	0.10				Time Over Sub-Division				0.07				0.30	0.30								
24.0	19.6	18.0	13.7	19.6	16.6	19.6	13.7	19.6	13.7	19.6	16.6	17.2	13.6	24.0				Average Speed Per Hour				13.7				14.4	14.4								

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION
DOUBLE TRACK BETWEEN GARFIELD AVENUE AND OMAHA CONNECTION AND BETWEEN BELKNAP STREET AND CENTRAL AVENUE, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE WHICH IS
GOVERNED BY INTERLOCKING SIGNAL.
AUTOMATIC BLOCK SIGNALS BETWEEN CENTRAL AVENUE AND 21ST STREET, SUPERIOR.

RULES GOVERNING MOVEMENT OF TRAINS OVER ST. LOUIS RIVER BRIDGE.

LOCATION OF SIGNALS.

Interlocking semaphore signals govern use of tracks between Bridge Switch and Elevator Station.

All semaphore signals are upper quadrant type with following indications:

Top arm, horizontal, red light, stop.

Diagonally upward or yellow light, 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:

Diagonally upward or yellow light, 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 track.

Derrails are located as follows:

At approach to Elevator Station from east and west.

At approach to Minnesota draw from Duluth.

All trains in both directions will come to a full stop before entering onto Wisconsin draw.

All eastward trains will come to a full stop 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 type, and govern movements against current of traffic.

Horizontal, red light, stop.

Vertical, green light, caution.

Horizontal, or red light, stop.
Diagonally upward or yellow light, caution.
Vertical or green light, proceed—clear.
Deraill switches are located on both sides of the drawbridge just inside of the Home Signal, and are operated in connection with the Home Signal.
A torpedo machine is located just inside of the Home Signal and is operated in connection with derail. The explosion of one torpedo indicates that derail is set in derailing position and train must be brought to a stop immediately to prevent derailment.
When trains approach the Grassy Point Drawbridge and the Home Signal indicates "stop" engineers must not, under any circumstances, allow their engines to pass beyond the Home Signal, as it will result in derailment.
When the Home Signal indicates "caution" or "proceed," it will not be necessary for trains to stop for the drawbridge but engineers must be certain of the position of the Home Signal before passing it.

Switches at connection of Fourth and Second Terminal Sub-Divisions near Central Avenue depot, will be kept set and locked for Second Sub-Division.

Care will be taken by train and enginemen when using east leg of wye at Central Avenue, as it is single track and on sharp curve; Trains will not exceed four (4) miles per hour and in foggy or stormy weather they will protect themselves by flag.

First class westward trains will leave a register ticket with operator at East End passenger station.

The two tracks between East End passenger station and Great Northern connection at the north end of Cadotte Avenue yard will be operated as double track, and will be considered as yard tracks within yard limits.

EXTRACTS FROM BOOK OF TRANSPORTATION RULES.

DOUBLE TRACK RULES ARE DESIGNATED BY A LETTER "D" PRECEDING THE NUMBER, AND ARE PRINTED IN FULL FACED TYPE.

GENERAL RULES AND REGULATIONS.

PRECAUTIONS.

SIGNAL RULES.

15. The explosion of one torpedo is a signal to stop; the explosion of two not more than 200 feet apart is a signal to reduce speed and look out for a stop signal.

18. Yard engines will display the head-light to the front and rear by night. When not provided with a head-light at the rear, two white lights must be displayed. Yard engines will not display markers.

D-19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, green flags, or marker lamps without lights; by night, green lights to the front and side and red lights to the rear, except when the train is clear of the main track; when green lights must be displayed to the front, side and rear, and except when a train is turned out against the current of traffic, when green lights must be displayed to the front and side, and to the rear, a green light toward the inside and a red light to the opposite side.

20. All sections except the last will display two green flags, and in addition, two green lights by night, in the places provided for that purpose on the front of the engine.

21. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.

22. When two or more engines are coupled, the leading engine only shall display the signals as prescribed by Rules 20 and 21, except where helping engine becomes the leading engine it must duplicate signals of engine it doubleheads.

23. One flag or light displayed where in Rules 19, D-19, 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.

24. When cars are pushed by an engine (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night.

25. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

USE OF SIGNALS.

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the superintendent.

27-a. When a train is stopped by the absence of a light where one is usually shown, it will be governed by the day indication.

28. A combined green and white signal is to be used to stop a train only at the flag stations indicated on its schedule. When it is necessary to stop a train at a point that is not a flag station on its schedule, a red signal must be used.

29. When a signal (except a fixed signal) is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (h).

32. The unnecessary use of either the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.

32-a. The whistle must not be sounded while passing a passenger train, except to prevent accident.

33. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

SUPERIORITY OF TRAINS.

72. Trains of the first-class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

Trains in the direction specified by the time-table are superior to trains of the same class in the opposite direction.

D-72. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on.

73. Extra trains are inferior to regular trains.

MOVEMENT OF TRAINS.

82. Time-table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.

Regular trains twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.

83. A train must not leave its initial station on any sub-division, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

D-83. A train must not leave its initial station on any sub-division, or a junction, until it has been ascertained whether all superior trains due have left.

83-a. Conductors of all trains, or enginemen of engines without conductors, will register their trains in the train register, at points designated by time-table.

At points where enginemen consult register before departing, they will fill in their names and engine numbers, conductors completing the register of departure.

At points designated by the superintendent, enginemen will not consult register, but will be furnished on blank, form 602, a copy of register over the signature of the operator or conductor, showing register of trains affecting the right of his train.

No trains will leave a registering station which has telegraph service without a clearance.

83-b. Bulletins will be posted in books or on boards provided for the purpose.

Conductors and enginemen will consult bulletins before departing, receipting for the last and all previous bulletins by recording the number of the last bulletin in the place provided, and will be held accountable for all bulletins posted prior to their departure.

Time posted will be endorsed on face of each bulletin, and officer issuing advised that bulletin has been posted. Telegraph bulletins affecting safety of trains, will be repeated to insure accuracy.

84. A train must not start until the proper signal is given.

85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class and extras may pass and run ahead of third class trains and extras.

D-85. When a train of one schedule is on the time of another schedule of the same class it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class. A section may pass and run ahead of another section of the same schedule, first exchanging orders, signals and numbers with the section to be passed.

Extras may pass and run ahead of third class trains and extras.

92. A train must not arrive at a station in advance of its schedule arriving time.

A train must not leave a station in advance of its schedule leaving time.

93. Within yard limits the main track may be used protecting against first class trains.

Second and third class and extra trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section without orders from the superintendent.

D-95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

D-97. Work extras must move with the current of traffic unless otherwise directed.

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and draw-bridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

99. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it and using fuses when necessary.

The front of the train must be protected in the same way, when necessary, by the front brakeman or fireman.

D-101. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

The engineman and trainmen of the front portion must give the train-parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted, must immediately reduce speed and proceed with caution until the separated train is passed.

When a train is disabled so it may obstruct the opposite track, trains on that track must be stopped.

(f) Should the speed of a train be reduced or its rear endangered, making it necessary to check a following train, before a flagman can get back, lighted red fuses shall be thrown to the track at intervals.

102. When cars are pushed by an engine, (except when shifting and making up trains in yards), a flagman must take a conspicuous position on the front of the leading car.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

D-104-a. Employees must stand at least twenty feet from the switch stand while a train is closely approaching or passing over a switch.

106. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

D-151. Trains must keep to the right, unless otherwise provided.

D-152. When a train crosses over to, or obstructs the other track, unless otherwise provided it must first be protected as prescribed by Rule 99 in both directions on that track.

D-153. Trains must use caution in passing a train receiving or discharging passengers at a station, and must not pass between it and the platform at which the passengers are being received or discharged.

104-a. Employees must stand on opposite side of track if practicable and keep at least twenty feet from the switch stand while a train is closely approaching or passing over a switch.

105. Both conductors and enginemen are responsible for the safety of their trains and, under conditions not provided for by the rules, must take every precaution for their protection.

710. Freight conductors must know by the caboose gauge that the air is cut in to the caboose and train is being controlled safely, taking into consideration air pressure, speed and grade. Where these indicate that aid is needed, either from hand brakes or emergency use of conductor's valve, it must be rendered at once without awaiting call from engineman.

Approaching meeting points and other places where extra hazard would result from engineman not having the full use expected of air brakes, and at a distance not less than one mile or over two from such point, it must be determined by inspection of caboose gauge whether he has such full use. If not, steps must be taken at once to stop.

Signal to proceed must not be given at any time until the pressure shown on caboose gauge is sufficient to release all brakes and insure safe control of train.

INTERLOCKING RULES.

HOME SIGNALS.

601. Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train, and the indications are given by positions:

Horizontal, or red, stop.

Diagonally upward, or yellow, caution.

Vertical or diagonally downward, or green, proceed.

DISTANT SIGNALS IN NON-AUTOMATIC BLOCK SIGNAL DISTRICTS.

Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train and the indications are given by positions:

Horizontal or diagonally upward, or yellow, caution.

Vertical or diagonally downward, or green, proceed.

601-a. In automatic block signal districts the distant signal is also a block signal using same positions and colored lights as automatic block signals.

All rules governing the use and observance of automatic block signals apply to it.

661. Trains or engines must be run to but not beyond a Home-Signal indicating stop, except as provided in Rule 663.

662. If a clear or caution signal, after being accepted, is changed to a stop signal before it is reached, the stop must be made at once. Such occurrence must be reported to the superintendent.

663. Enginemen and trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected.

Trainmen must not give proceed hand signals which conflict with interlocking signals.

664. The engineman of a train which has parted must sound the whistle signal for train-parted on approaching an interlocking plant.

665. An engineman receiving a train-parted signal from a signalman must answer by the whistle signal for train-parted.

666. When a parted train has been re-coupled the signalman must be notified.

667. Sand must not be used over movable parts of an interlocking plant.

668. Conductors must report to the superintendent any unusual detention at interlocking plants.

669. Trains or engines stopped by the signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

SPECIAL RULES.

(Note Changes.)

Second class and inferior trains may run ahead of delayed first class trains between West Duluth Junction and Duluth and between Superior and Rices Point without orders.

All inferior to first class trains may run ahead of each other without orders.

Clearance Form A will not be required at Rices Point yard, Superior Freight Station or Superior Union Depot.

Extra trains, work extras and switch engines do not require telegraphic orders for movement between West Duluth Junction and Duluth, between Central Avenue and Rices Point, nor between Central Avenue and East End.

A brakeman or flagman must be stationed on the rear car of all trains, at all times, and be provided with proper danger signals. In case of stoppage on main track flagman must go back immediately with stop signals a sufficient distance to insure full protection to his train. Conductors and switch foremen will be held responsible for the strict observance of this rule.

To insure personal safety, operators having train orders or messages to deliver to passing trains will stand to the right hand side of the train and avoid standing between tracks when possible to do so.

ALL trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

AUTHORIZED SURGEONS.—

Dr. C. S. KNOX, 219 Albany Block, East End.
Dr. J. C. ADAMS, 620 Tower Avenue, Superior.
Dr. A. J. BRADEN, 415 Fidelity Bldg., Duluth.
Dr. C. L. HANEY, 1930 W. Superior st., Duluth.

LOCATION STRETCHERS.—

East End Freight Station.
Central Avenue Freight Station.
Superior Freight Station.
Rices Point Yard Office, Duluth.
Dock 2, Duluth.
Dock 6, Duluth.
Duluth Union Depot.
Tool Car, Duluth.
West Duluth.

EXTRACTS FROM AUTOMATIC BLOCK SIGNAL RULES.

All semaphore arms that govern are displayed to the right of signal mast as seen from an approaching train.

The movement of trains will be regulated by semaphores showing indications, as follows:

When semaphore arm is vertical, or 90 degrees upward, or light shows green, it indicates clear.

When semaphore arm is diagonal, or 45 degrees upward, or light shows yellow, it indicates caution.

When semaphore arm is at horizontal position, or light shows red, it is a signal to STOP—block not clear.

A train stopped by a block signal will stand at least twenty feet back of signal in order to avoid fouling the circuit.

When a signal is evidently out of order and not indicated, enginemen will report to superintendent from first telegraph office at which they stop, giving number of signal which is out of order or on which the light is not burning at night.

The following amendments have been made to Automatic Block Signal Rule No. 504, Book of Transportation Rules:

504-C. When a train is stopped by a block signal having two lights (called the Home Signal) on single track, automatic block signal territory, it may proceed when the signal goes to caution or to clear position, or if not immediately cleared, it may proceed under caution after obtaining authority from the Train Dispatcher, or if unable to communicate with the train dispatcher, the train may proceed under protection of flag, to the next signal that indicates clear or caution.

504-D. When a train is stopped by an intermediate block signal on single track, it may proceed when the signal goes to caution or to clear position, or if not immediately changed it may proceed at once under caution, except when a train is proceeding under flag from the last home signal as provided in Rule 504-C.

Within automatic block signal territory, trains using a cross-over must have at least ONE switch open while occupying any part of the cross-over.

In territory controlled by block signals, miniature signals, known as switch indicators, are located. These indicators are of semaphore pattern, the normal position of which is horizontal. They are constructed with a push button. To ascertain the condition of the block the button must be pushed; if the block is clear the indicator will show a "clear" or "caution" signal until the switch is thrown, when it will change to a "stop" signal. If the signal does not show "clear" or "caution" when the button is pushed, it indicates that there is a train in the block, or approaching, and the switch must not be opened until the train shall have passed the switch and cleared the block. If, after waiting five minutes, train does not appear, switches may be used under protection of a flag.

Trains on siding must stand clear of fouling points, or insulated joints, otherwise the switch indicators will not clear.

Indicators at main track crossovers indicate the condition of the opposite track, and not the track on which they are located, that is eastbound indicators are located on westbound tracks, and vice versa. At a siding crossover the indicator is located at the siding end of the crossover, and will indicate the condition of the main track to which the crossover leads. At single switches the indicators indicate the condition of the track to which the switch leads.

No train or engine will use main track crossovers or any main line connected switch, within automatic block signal territory, where switch indicators are located, without first ascertaining the condition of the block by use of the switch indicator.

G. W. ATMORE,
Ass't Superintendent.

H. H. MAHER,
Trainmaster.

T. B. QUINN,
Trainmaster.

R. T. TAYLOR,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

