NORTHERN PAGIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

° TAELE

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

SUNDAY, APRIL 20, 1924.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

C. L. NICHOLS, General Manager NEWMAN KLINE,
General SuperIntendent.

W. H. STRACHAN,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

<u> </u>		1	ı	1	,	FIRS	T CLAS	SS				-						TIME TABLE No. 109	, s	, EQ.				FIR	ST CLA	SS			S
401	181	55	201	53	185	61	305	59	403	189	63	51	203	71	les,			April 20, 1924.	ng qu	Siding	191	303	57	65	405	407	409	411	
D.& I. R.	N. P. 181	N. P. 55	D. M. & N. I	N. P. 54	N. P. 185	N. P. 61	D. W. & P. 5	N. P. 59	D.& I. R. 2	N. P. 189	N. P.	N. P. 52	D. M. & N.	N. P. 71	les, Soal Limits.		Distance from D. & I. R. Jet.	Succeeding No. 108.	from Fo	eity of	N. P. 191	D. W. & P. 19	N. P.	N. P.	D.& I. R.	D.& J. R.	D.& I. R.		
Pass gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Fass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Tab.	Z	I.B.	STATIONS	nge fi	apac	<u> </u>			Pass'er	Pass'gr	Pass'er	Pass'gr	Pass'er	_F
Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Wate Turn	Static	Dista D. &	Telegraph Offices and Calls	Dista	Car C	Daily	Dally	Daily		Ex. Sun.		Sat.	Sun.	-
. 6.50	ANE	AM	AU	AM	AM .	AM	All	ALK.	L11.56	PM	Pil	PM	PN	PN			0.0		15.1		PN	PN	P¥	PN	PN	PSR	only	PM PN 9.16	<u>I</u>
A 6.55	L 6.45	L 7.00	L 8.00	L 8.00	L 8.40	L 9.00		L 9.10	A12.00	112.05	1 2.00	1 225	1 250	1 4 4 5	W C O	WD 71	0.0	0.9							1			ļ———	 -
		A 7.04							1							77 77		1.0		Yard	L 5.25					A 5.10	A10.10	A 9.20	
-		A 7.04		A 8.04	· ·		L 9.08	# 8·13		12.09		A 3.39	3.53	4.49	<u> </u>		1.9		13.2		5.28	L 7.09	A 7.34	11.34				-	
· —	6.49		8.04		5 8.44	5 9.04	9.09			\$12.10	2.03		3.54	5 4.50	<u></u>	L 2	2.2		12.9		s 5.29	7.10		s11.35	<u> </u>	·			
	6.51		A 8.06		8.46	9.06	9.11			12.12	2.04		A 3.56	4.52		L 02	2.8		12.3		5.31	7.12		11.37					
																	3.6	SOO LINE CROSSING Interlocked.	11.5										
	6.56				8.52	9.12	A 9.15	-		12.18	2.07			4.57			4.4	0.8 C. N. JCT.	10.7		5.36	A 7.16		11.43			-		
	s 6.58				s 8.54	s 9.14				s12.21	s 2·10			s 5.00		L 04	5.1	WU WEST DULUTH DN	10.0		* 5.38			s11.46				-	
	s 7.00				s 8.56	A 9.17	-			512.24				A 5.03			5.8	WEST DULUTH JCT.	9 3						i			-	
	1.00				- 0.00		i			*12.2 1	M 2.12		-	H 0.03	" 1 A			1.2			s 5.41			A11.50	<u> </u>				
													· ·		i		7.0		8.1										
	s 7.06				s 9.04				<u> </u>	•12-31							8.1	RIVERSIDE	7.0		 5.48 								
	s 7.07	<u> </u>			s 9.05					12.32		<u></u>				LB 2	8.5	SPIRIT LAKE	6.6		5 5.49								
	s 7·10				\$ 9.08		. 1			\$12 .36					,	LB 3	9.7	MORGAN PARK Minn. Steel Co. Crossing	5.4	İ	\$ 5.53			-					
	s 7.13				8 9.11					*12.39					-		10.7	I.0 BOAT CLUB	4.4		s 5.56								
	s 7.18				5 9.17					s12.45						LB 5	12.4	WD NEW DULUTH D	2.7		s 6.01								
~	A 7.25				4 9.26					51255						LB 8	15 1	2.7	0.0										
AM	A 7.25	- MA	ANE	AM	A 9.26	AM	AN	AM	P#I	A12.55 PN 188	PM:	PM .	PM	- PM							A 6.09	PNE	PN	PM	PM	PM	PM	PAC	• [
Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sur.	Ex. Sun.	Daily	Daily	Daily	Daily	İ			·			Daily	Daily	Dally	Daily	Ex. Sun.	Dally	Sat.	Sun.	
.05	.40	.04	.06	.04	.46	.17	.07	.03	.04	.50	.12	.04	.06	.18				Time Over Sub-Division			.44	.07	.04	. 2G	.05	.04	.05	.04	
10.8	21.3	15.0	19.0	15.0	18.5	17.6	21.4	20.0	13.5	17.0	25.0	15.0	19.0	16.6				Average Speed Per Hour			19.3	21,4	15.0	15.0	10.8	13.5	10.8	13.5	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN DULUTH AND WEST DULUTH JUNCTION. AUTOMATIC BLOCK SIGNALS FROM D. M. & N. JCT. TO WEST DULUTH JCT.

SPECIAL INSTRUCTIONS PAGE 6.

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 Rices Point yard office, West Duluth, and Fond du Lac.

BULLETIN STATIONS: Duluth Union Depot and Rices Point yard office.

STANDARD TIME CLOCKS:

Dispatcher's office Duluth Union Depot, and Rices 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.

BRIDGE RESTRICTIONS:

Duluth to Fond du Lac no restrictions.

Great Northern Power Co. track. Speed will be restricted on all bridges for S, S1, S3, S4[and S10 to eight (8) miles per hour.

Engine classes T, Q1 and heavier will not be permitted.

DERAIL SWITCHES:

When not in use must be kept set in derailing position.

Main track 110 feet west of Fond du Lac Depot.

Great Northern Power Co.'s track 230 feet east of Bridge No. 5.

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

					. 1	FIRST	CLASS										. Sat.	TIME TABLE No 109	Lac	, e					IRST (LASS					SECO
	400	66	180	58	304	184	202	72	52	62	188	204	56	306	rles,	_	de I. H	April 20, 1924.	np puo	Siding	190	64	. 54	60	402	404	406	408	410		62
	D. & 1.R.	N. P.	N. P. 180	N. P.	D. W. & P. 20	N. P. 184	D. M. & N. 2	N. P. 72	N. P. 51	N. P. 62	N. P. 188	D. M. & N. 4	N. P. 56	D. W.	leg, Welleg, W	umber	from D.	STATIONS	from F	oity of	N. P. 190	N. P. 64	N. P. 53	N. P. 60	D. & I.R. 51	D. & I.R.	D. & I.R. 53	D. & I. R. 59	D.& I.R. 163		N. P 628
	Pass'gr	Pass'gr	Pass'gr		Pass'gr		Pass'gr		Pass'gr	Pass*gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	rab	Z 10	noe -	STATIONS	Distance fro	Cap	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass gr	Pass'gr	Pass'gr		Freig
	Daily	Daily	Ex. Sun.	Daily	Daily	Sun. Only	Daity	Daily	Daity	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Wete Turn	Stati	Dista	Telegraph Offices and Calls	Dist.	S P	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Sat. Only	Sun. Only		Dail
	A 7.34	AM	HA.	AN	AM	MA	Alk	MA	PNE	PM	PME	PM	PM	PN			0.0	D & I. R. JCT.	15.1		PM	PM	₽¥	PM	A12-10	P¥ A 3.19	A 5.20	A10:19	A 9.30	-	AH.
	ل 7،30	 A 6.30	A 8.09	A 9.00		A10.10	A11.25	A10.55	A12.05	A 2.20	A 1.45	A 3.45	A 6.08		W C O	WB 71	0.9	0.9 DU DULUTH. DN	14.2	Yard	A 6.55	A 6.0 <u>0</u>	A 7.50	A 10-10	L _{12.05}	L 3.15	L 5.15	L10.15	L 9.25		A 5.
		6.26	8.06	 L 8 56	A 7.53	10.07	11.22	10.51	L11.59	2.16	1.41	3.42	L 6.02	A10.22			1.9	GARFIELD AVE	13.2		6.52	5.57	L 7.47	110.06		-					5.
		5 6.24	s 8.05		7.52	s10.06	11.21	•10 50		s 2.15	s 1.40	3.41		10.21		ь 2	2.2	0.3 20TH AVE .	12.9		s 6.51	5.56									5.
	 -	6.21	8.03		7.50	10.04	 L11.19	10.48		2.12	1.38	L 3.39		10.19		L 02	2.8	D. M. & N. JCT.	12.3		6.49	5.54									5.
		-															3.6	SOO LINE CROSSING.	11.5			·									
		6 14	7.58		L 7.45	9.59		10.42		2.05	1.33			L 10.15			4.4	c. N. JCT	10.7		6.44	5.49					-				5.
			* 7.56			s 9.57		510.39	:	s 2.02	s 1.30					L 04	5.1 V	VU WEST DULUTH. DN	10.0		s 6.42	5.47									5.
			s 7.54		,	s 9.55		L10.35		L 1.58	s 1.28				WYX	L 5	5.8	WEST DULUTH JCT.	9.3		₅ 6.39	L 5. 4 5	-						<u> </u>		LБ
																	7.0	D. T. CROSSING.	8.1												
			s 7.48			s 9.49					ı 1.21						8.1	RIVERSIDE.	7.0		■ 6.32								.	-	<u> </u>
			5 7.47			9.48					s 1.20					LB 2	8.5	SPIRIT LAKE	6.8	_	s 6.31							₁	,		
			s 7.44			5 9.45					s 116					LB 3	9.7	MORGAN PARK. Minn Steel Co Crossing	5.4		s 627							,		·	
			s 7.41			9.42					s 1.13						10.7	BOAT CLUB	4.4		6.24							· 			
			7.36			s 9.37					1.08					LB 5	12.4 V	WD NEW DULUTH D	2.7		6.19				4)				.		
 -	AM	AH.	L 7.28	Au		L 9.30	AM	AM	AM	PM	L 1.00	PM	Pil	PNE		LB 8	15.1 F	FN FOND DU LAC D	0.0		L 6.10	P.M	· PM	PM	PN	PNI	PN	PM	PM		AM
 -	Daily		Ex. Sun.	Daily	Daily	Sun, Only	Daily	Daily	Daily	Ex. Sun.		Daily	Daily	Ex. Sun.			_ -			-	Daily	Daily	Daity	Daily	Ex. Sun.	Ex. Sun.	Daily	Sat. Only	Sun. Only		Dai
	.04	. 22	,41	.04	.08	.40	.06	. 20	.06	. 22	. 45	.06	.06	.07			 	Time Over Sub-Division			.45	.15	. 03	.04	05	.04	.05	,04	.05		
	13.5	13.6	20.8	15.0	18.7	21.3	19.0	15.0	10.0	13.6	18.9	19.0	10.0	21.4				Average Speed Per Hour			18.9	20.0	20.0	15.0	10.8	13.5	10.8	13.5	10.8		10.

(No. 181 is Superior to No. 180, West Duluth Jct. to Fond du Lac. EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT No. 185 is Superior to No. 184, West Duluth Jct. to Fond du Lac No. 191 is Superior to No. 190, West Duluth Jct. to Fond du Lac

> DOUBLE TRACK BETWEEN DULUTH AND WEST DULUTH JUNCTION. AUTOMATIC BLOCK SIGNALS FROM D. M. & N. JCT. TO WEST DULUTH JCT.

SPECIAL INSTRUCTIONS PAGE 6.

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

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.

All trains come to full stop not less than two hundred (200) feet from junction switch and crossover used by D. W. & P. trains at Garfield Avenue, and not proceed until track is known to be clear.

At Duluth, Rices Point Yard, trains heading in and using The Dick Tracks, Nos. 1 and 2, must not block the crossing at 19th Ave. West.

WESTWARD

SECOND SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

					1	FIRST	CLASS											PINET TABLE NA 100				FIRST C	LASS	SECOND C	LASS	THIRD CLASS
	55	53	23	3	3	59	165	63	19	51	95	93	57	35	lles, yes			FIME TABLE No. 109 April 20, 1924.		Siding	17	65		623		729
	N. P.	N. P.	G. N	. a	. N.	N. P.	Omaha 65	N. P.	G. N.	N. P.	Omaha 95	Omaha 93	N. P.	G. N.	Fuel, Ecales, ables, Wyes rd Limits.	umber	from Ave.	Succeeding No. 108.	from ve.	city of	G. N.	N. P. 65		N. P. 623		N. P. 730
	Pass'or	Pass'o		-			Pass'gr		Pass'gr					Pass'gr	A La	tion N	Distance Garfield	STATIONS	straice from	Caps	Pass'gr	Pass'gr		Freight		Way Freight
	Daily	·	_		——		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	AT &	Sta	ដូទ្ធ	Telegraph Offices and Calls.	ង្គីខ្លុំ	ပိ်	Daily	Daily		Daily		Mon., We., Fri.
	1 7.04	L 8.0	4		AH I	L 9.13	AN	PM	PM	P¥ L 3.39	P M	PME	№ L 7.34	PM			0.0	GARFIELD AVE.	7.3		PM	AH		Pla		AR
	_	8.0	_			9.15				3.42			7.37		WCO TYX	L 1	0.8	RICES POINT	6.5	Yare	1			L 9.00		L 6.00
	7.09	8.0	9 L 8	32 L 8	8.42	9.17	9.26		L 4.07	3.44	i 3.01	L 5.48	7.39	L 8.07			1.3	BRIDGE SWITCH	6.0		L 11.36			9.04	! .	6.04
_	7-12	8.1	3 8.	37 8	B. 4 5	9.20	9.30		4.11	3.47	3.06	5.52	7.42	8.12			2.2	ELEVATOR STATION	5.1		11.39			9.11	<u> </u>	6.11
	7.15	8.1	6 8	39 8	8.47	9.22	A 9.33		4.14	3.49	A 3.13	A 5.55	7.44	8.14			2.9	OMAHA CONN.	4.4		11.41			9.16		6.16
			_	$\neg \neg$		s 9.23		L 2.23	s 4.15	s 3.50			s 7.45	s 8.15	x	WB 67	8.2	BY SUPERIOR U. D. D	4.1		511.42	L12.05				
_	7.18	8.1	9 8.4	£1 8	8.49	9.24		2.24	4.16	3.51			7.47	8-16			3.6	BELKNAP STREET	3.7		11.43	12.06		9.22		6.22
	A 7.30	A 8.3	5 A 8	50 A 9	9.00	A 9.35	AM	A 2.31	A 4.23	4.05	PN	98	A 8.00	A 8.25	WYX	67	7.3	AJ CENTRAL AVENUE N	0.0	Yard	A11.55	A12,15		A 9.50		A 6.50
	Dally	Dail	Dail	y D	aily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily		Daily		Mon., We., Fri.
	26	.8	1 .	18	.18	.22	.07	.08	.16	.26	. 12	.07	.26	.18	i			Time Over Sub-Division			.19	,10		50		.50
	16.8	-	_	—	0 0	19.9	13.7	30.7	22.5	16.8	8.0	13.7	16.8	20.0			7	Average Speed Per Hour			18.9	24.6		7.8		7.8

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.

SPECIAL INSTRUCTIONS PAGE 6.

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 and Central Avenue, when run-

ning via Third Sub-Division.

BULLETIN STATIONS: Rices Point yard office.

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.

Second and inferior class trains will move with great care between Winter and Belknap Streets, Superior Freight Yard, expecting to find the main tracks blocked.

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, 59, 60, and G. N. trains 19, 20 and 24 will register at Central Avenue by ticket.

All trains will come to a full stop not less than two hundred (200) feet from junction switch and crossover used by D. W. & P. trains at Garfield Avenue and not proceed until track 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.

EASTWARD

SECOND SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

<u> </u>										=						1 1		1. 1	- - i				<u> </u>		01.466	
•					FIF	ST CL	ASS									,	TIME TABLE No. 109		8.	· ·	FIR	ST CLASS		THIRD	CLASS	
		36	18	94	36	58	52	96	20	34	56	64	54	Scales, Wyes mits.			April 20, 1924.		Bidin	24	166	60	730			
	N	. P.	a. N.	Omaha	a. N.	N. P.	N. P.	Omaha 96	G. N.	Q. N. 34	N .P. 56	N. P. 64	N. P.	Ruel, Ber bles Wy d Limit	umber	Ave.	Succeeding No. 108	from	soity of	G, N. 24	Omaha 66	N. P. 60	N. P. 729			
				Daning	Done're	Dass'es	Pass'gr	Pass'er	Pass'gr	Pass'er	Pass'gr	Pass'gr	Pass'gr	75.5	N nois	말	STATIONS	tance itral A	Cap	Pass'gr	Pass'gr	Pass'gr	Way Freight			
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tur	G.	Dieta	Telegraph Offices and Calls	ದೆಶಿ	g	Daily	Daily	Daily	Tues., Thurs. and Sat.		<u> </u>	
	! <u> </u>	MA	MA	AM .	. 25		A11.59	- P#	면	På	PH A 6.02	PSi	Pi A 7.47			0.0	GARFIELD AVE.	7.8		PM	PE	A10.06	PSI			
							11.56				5.59		7.44	WCO TYX	Lı	0.8	RICES POINT	6.5	Yard			10.04	A 2.00			
			6.18	A 8.20	 A 8.43		11.54		A 2.18	A 5.53	5.56		7.42			1.3	0.5 BRIDGE SWITCH	6.0		8.23	A10.08	10.02	1 57	_ .	_	
·			_~	8.15			11.50	1.19	2.15	5.50	5.53		7.39			2.2	ELEVATOR STATION	5.1		8.19	10.04	9.59	1.53		_ _	
			6.13	. 8·12	8.38	8.47	11.47	l 1·16	2.13	5.48	5.51		7.36			2.9	OMAHA CONN.	4.4		8.16	11001	9.57	1.50			·
	As	5.50	6.12		s 8:37	s 846	⁵11.4 6		s 2.12	5 5.47	s 5.50	As5.34	s 7.35	x	WB 67	3.2		D 4.1	:	8.15		s 9.56			_	
		5.49	611		8.36	8.45	11.44		2.11	5.46	5.49	5.33	7.34			3.6	BELKNAP STREET	3.7		8.13		9.55	1.47			
	L :	5.40 L	6.00	AM	L 8,25	L 8,35	L11:29	Pal	L 2:00	L 5.35	L 5.38	L 5.24	L 7.21	wyx	67	7.3	AJ CENTRAL AVENUE	0.0	Yard	8.01	PM.	L 9.46	L 1.30			
<u> </u>	D	aily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Tues., Thurs. and Sat.			
		.10	.18	.08	.18	21	.30	.07	.18	.18	. 24	.10	.26	-			Time Over Sub-Division			.22	.07	.20	.30			
		4 6	20.0	12.0	20.0	20.8	14.6	13.7	20.0	20.0	18.2	24.6	16.8				Average Speed Per Hour			16,3	13.7	21.9	13.0		<u> </u>	

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.

SPECIAL INSTRUCTIONS PAGE 6.

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

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

Top arm, Northern Pacific.

Middle arm, Great Northern.

Bottom arm, C. St. P. M. & O.

SPEED RESTRICTION: Speed will be restricted over Minnesota and Wisconsin drawspans to twenty (20) miles per hour.

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.

Derails 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

Dwarf signals are of modern, upward quadrant type and govern movements against current of traffic.

Horizontal, red light, stop.

Vertical, green light, caution.

WESTWARD									VISION OR TERMINAL)										EAS	STWARD
mail mustures and the second	FIRST CLASS			-	, -	_			TIME TABLE No. 109.						FIR	ST CLA	\SS	- - -		1
		65 309 3	313 6	3 311					April 20, 1924.	Siding	66	312	310	308	314	64				
		N. P. & A. Se	oo Line N.	P. Soo Lin	D, S. S. & A.	Se, Wy	mbers	nce from Duluth Jot.	Succeeding No. 108,	ty of	N. P.	Soo Line	D. S. S. & A.	D. S. S. & A. 5	Soo Line	N. P.		-		
	·	-			-	Limi	N uc	nce fr Dulu	STATIONS 25	Space	·	<u> </u>								
		Pass'gr Pass'gr P		ally Daily	f	3 F F I	Static	Dista	Telegraph Offices and Calls	1	Pass'gr Daily			Pass'gr Ex. Sun.	·					
		PK PN L11.50	PM P		AH I	wyx				-	A 6.08	1	AN	₽₩.	PM	PM A 5.45	-	·		
		11.52	2	:14				0.6	ZENITH FURNACE		6.06					5.43				
		11.55 L 6.19 L	5.45 2	1.16 L 1.30	L 8.19			1.3	Soo Line 0.7 Connection DW&P BERWIND JCT.	-	6.03	A 8.12	A10.15	A 5.36	A 6.19	5.41				
								1.6	GRASSY POINT DRAWBRIDGE 1.9	9										
		11.57 A 6.22 A	5.48 2	18 A 1.32	A 8.23			1.9	Soo Line 0.3 Connection WISCONSIN JCT. 1.6	6	6.00	L 8.09	L10.12	L 5.33	L 6.17	5.39				
		12.02	2	1.22				3.2	GRASSY POINT SIDING 0.8	3 6	5.54				-	5.35				
		A12.04	A 2	.23	All .		WB 67	3.5	SUPERIOR U. D. 0.0	0	L 5.52	相	. AM	PN	PM	L 5.34				
		Daily Daily	Daily Da	ily Daily	Ex. Sun.						Daily	Daily	Daily	Ex. Sun.	Daily	Daily		-		
		.14 .03		.11 .02	-				Time Over Sub-Division		,16	 	.03	03	.02	.11				
		15 0 12.0	12.0 19	0.0 18.0	9.0		-		Average Speed Per Hour		13.1	12.0	12.0	12.0	18.0	19.0			 .	

DOUBLE TRACK BETWEEN BERWIND JCT. AND SUPERIOR.

SPECIAL INSTRUCTIONS, PAGE 6.

REGISTER STATIONS: Superior Union Depot for first class trains and passenger extras.

East leg of wye at West Duluth Junction is terminal Third Sub-Division main line, and the switch at junction at east and west legs of wye will be kept set and locked for main line.

All trains will 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.

Junction switch at West Duluth Junction will be kept set and locked for terminal First Sub-Division main line.

RULES GOVERNING THE MOVEMENT OF TRAINS OVER GRASSY POINT DRAW BRIDGE.

A torpedo machine is located just inside of the Home Signal on Grassy Point Draw Bridge, 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

SPEED RESTRICTION: Speed will be restricted over Grassy Point Bridge to twenty (20) miles per hour.

WESTWARD

FOURTH SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL) **EASTWARD**

	TH	IRD CLASS	5	l		FIRST	CLASS.							TIME TABLE No. 109.				FIRS	T CLASS			THIR	D CLASS	
	-			729		-			53	51	Scales, Wyesiand	bers	n Bast End	April 20, 1924. Succeeding No. 108.	a	of Sidings	52	54		_	730			
				Way Freight	 			Pa	us'gr	Pass'gr		on Num	ance froz	STATIONS	nee fron	Capacity	Pass'gr	Pass'gr			Way Freight			
				Tues., Th., Sat.				D	aily	Daily	Wate Turn Yard	Stati	D H	Telegraph Offices and Calls	Centr	e e	Daily	Daily			Mon., We., Fri.	-		,
		·		₽₩ 1.00				ι.	PI 7.10 L	.11.18	w o y	63	0.0	Pass. Station EAST END C. St. P. M. & O. Crossing Interlooked Track Conn.	4.0	Yard	4.15	A 8.45			A 7.10			
				1.09		-		,	7.15	11.23		-	1.8	HILL AVE.	2.2	Yard	4.11	8.41			7.03			
													2.9	SOO LINE CROSSING Interiooked Track Conn.	1.1		•							
				A 1.20				A	7.21 Å	11:29	WYX	67	4.0	CENTRAL AVE	0.0	Yard L	4.05	L 8,35			L 6.55			
				Tues., Th., Sat.				D	ally	Daily							Daily	Daily			Mon., We., Pri.			
				. 20					.11	.11				Time Over Sub-Division		-	.10	. 10		1	.15			
·				12.0				2	1.8	21,8				Average Speed Per Hour		-	24.0	24.0			16.0			

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

INTERLOCKING PLANT: Central Avenue and East End.
REGISTER STATION: Central Avenue.
Switches at east end of double track, east of East End passenger station, will be kept set and locked for westward trains from First Sub-Division main line.

The distant semaphore of interlocking signals at East End governing movement of westward trains from First Sub-Division main line, is an automatic signal of upper quadrant type. When horizontal or red light, it indicates track or cross-overs between signal and passenger station in use. When diagonally upward or yellow light, caution. When vertical or green light, proceed. Switches at west end of double track Central Avenue will be kept set and locked for eastward trains.

DOUBLE TRACK BETWEEN EAST END PASSENGER STATION AND EAST LEG OF WYE AT CENTRAL AVE.

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

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.

SPECIAL INSTRUCTIONS.

(Note Changes.)

Second class and inferior trains may run ahead of delayed first class trains between West Duluth Junction and Duluth, Superior and Rice's Point, West Duluth Junction and Superior, Superior and East End 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, between Central Avenue and East End, nor between West Duluth Jct. and Superior.

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.

All train crews, switch crews and light engines using D.T. main line from connection of Missabe coal dock with this track to east end of Zenith Furnace Company's lead, on Grassy Point line, will move in both directions under full control expecting to find the D.T. main line occupied.

D.T. connection, located at east end of Zenith Furnace Company's lead, Grassy Point line, will be considered a railroad crossing. Traffic using this connection will make usual stop and make sure that track is clear before proceeding.

The D.T. main line is the northmost track between the Boston Coal Dock crossing and connection with Grassy Point main line.

All switches leading from this track, when not in use, will be left lined for same.

The following signs when placed in columns provided indicate:

W-Water.

C—Fuel.

O-Track scales.

T—Turntable.

Y-Wye.

D-Day office only.

DN-Day and night office.

P—Telephone. X—Yard Limits.

LOCATION STRETCHERS:-

East End Freight Station. Central Avenue Freight Station. Superior Freight Station. Rices Point Yard Office, Duluth.

Dock 6, Duluth. Duluth Union Depot.

Tool Car, Duluth. West Duluth.

AUTHORIZED SURGEONS:-

Dr. C. S. KNOX, 219 Albany Block, East End. Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior.

Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior.
Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior.
Dr. A. J. BRADEN, 400 Lyceum Bldg., Duluth.
Dr. C. M. SMITH, 400 Lyceum Bldg., Duluth.
Dr. O. E. HEIMARK, 2004 W. Superior St., Duluth.
Dr. C. L. HANEY, 2004 W. Superior St., Duluth.
Dr. GEORGE C. DOYLE, 2004 W. Superior St., Duluth.

MAXIMUM CLEARANCES.

								LIM	IIT OF L	OAD MEA	SUREM	ENT.							
									Height	Above Top	of Rail.								
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Widtl
First Sub-division, Duluth to Fond du Lac	21′-0″	21'-0"	21'-0"	21'-0"	21'-0''	21'-0''	21′-0″	21′-0′′	21′-0″	21'-0"	21′-0″	21'-0"	21′-0′′	21'-0"	21'-0"	21'-0"	21′-0″	21'-0"	11'-6'
Second Sub-division, Garfield Ave. to Central Ave	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21′-0″	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11′-6′
Third Sub-division, West Duluth Jet. to Superior U. D	21'-0"	21′-0″	21'-0"	21'-0"	21'-0"	21'-0''	21′-0′′	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21′-0″	21'-0"	21'-0"	11'-6'
Fourth Sub-division, East End to Central Ave	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21′-0′′	21'-0"	21'-0"	21'-0"	21'-0"	21′-0″	21'-0"	21'-0"	21'-0"	21′-0″	21'-0"	11′-6′

G. W. ATMORE,

D. M. DRISCOLL,

F. L. BIRDSALL,

H. J. COUNCILMAN,

A. S. CRITCHFIELD,

F. E. POTTER.

Ass't Superintendent.

Ass't Superintendent.

Trainmaster.

Trainmaster.

Trainmaster.

Chief Dispatcher.

