NORTHERN PAGIFIC RALVAY COMPANY.

DULUTH AND SUPERIOR TERMINALS



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

SUNDAY, JUNE 8, 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)

		ē				FIRS	T CLAS	5										TIME TABLE No. 112	lg.					FIRS	T CLAS	S	- 			SEC
401	181	55	201	53	185	61	305	59	403	189	63	51	203	71	ites, yes 3.	_		June 8, 1924.	ap pac	Siding	191	303	57	65	405	407	409	411		6
D.& L.R.	N. P. 181	N.P.	D. M.	N. P.	N. P. 185	N. P. 61	D. W.	N. P.	D.& I. R.	N. P. 189	N. P. 63	N. P. 52	D. M. & N.	N. P.	les, Wy	Numbers	Distance from D. & I. R. Jot.	Succeeding No. 111.	rom Fo	oity of	N. P.	D. W. & P. 19	N. P. 57	N. P. 65	D.& L. R. 52	D.&1. R	D.& I. R. 58	D.& I. R. 162		ı
	Pass'gr	Pass'gr	Pass'gt	Pass'gr	Pass'gr		Pass'gr	Pass'gr	Pass'gr	Fass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Tab Yard		i.e	STATIONS	ao d	Caps	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass gr		Ī
Daily	Ex. Sun.	Daily	Daily	Daily	Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Wate	Station	Diste D. &	Telegraph Offices and Calls	Dieta	Car	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Sat. only	Sun. only		
L 6.50	AM	ASI	AH	AN	AM	All	AM	AM	111.56	맫	PM	PM	PM	PN			0.0	D. & 1. R. 3CT.	15.	1	P¥	PME	PM	PM	L 2.35	L 5.06	L10.05	L 9.16	-	
	i	. 7.00	L 8.00	L 8.00	L 8.40	L 9.00		L 9.10	^{₽М} Å12 ∙00	L 12.05	L 2.00	L 3.35	L 3.50	L 4.45	W C O	WB 71	0.9	DU DULUTH DN	14.:	2 Yard	L 5.25		L 7 .30	L 11.30	Å 2.40	A 5.10	A10.10	A 9.20		L
		A 7.04		A 8.04		9.03		A 9.13		12.09	2.02	A 3.39	3.53	4.49			1.9	GARFIELD AVE.	13.:	2	5.28	L 7.08	A 7.34	11.34						
	s 6.49		8.04			s 9.04				s12.10				s 4.50		L 2	2.2	0.3 20TH AVE.	12.	9	s 5.29	7.09		s11.35						
	6.51		A 8.06		8.46	9.06	9.11			12.12	2.04		A 3.56	4.52		L 02	2 8	0.6 D. M. & N. JCT.	12.	3	5.31	7.11		11.37	,					ĺ
			<u>, 0.00</u>					<u>-</u> -									3.6	0.8 SOO LINE CROSSING	11.	5										ľ
	 6.56				8.52	9.12	A 9.15			12.18	2.07			4.57			4.4	D. W. & P. JCT,	10.	7	5.36	A 7.15		11.43		·				
ļ	s 6 58				s 8.54	s 9.14				*12.21	s 2·10			5 5.00		L 04	5.1	WU WEST DULUTH DN	10.	0	s 5.38			s11.46						-
	s 7.00				-	A 9.17					A 2.12		-	A 5.03	WYX	L 5	5.8	WEST DULUTH JCT.	9.	3	s 5.41			A11.50			-			
	1.00				0.00				-								7.0	D. T. CROSSING	8.	1										ľ
- 	s 7.06	:			5 9.04					s12.31							8.1	1.1 RIVERSIDE	7.	0	s 5.48									
 	s 7.07				\$ 9.05					s12.32						LB 2	8.5	SPIRIT LAKE	6.	6	s 5.49		-							
 	s 7.10				\$ 9.08	 			·	•12.36			-			LB 3		MORGAN PARK Minn. Steel Co. Crossing	5.	4	s 5.53									
ļ				ļ					ļ	*12.39							10.7	Minn. Steel Co. Crossing 1.0 BOAT CLUB	4.		s 5.56	<u> </u>								-
ļ	* 7.13	<u> </u>			s 9.11		ļ <u></u>											1.7	2.	-	5 6.01	<u> </u>			-					-
	s 7.18				5 9.17		ļ 			12.45				ļ. 		LB 5	·	2.7		-	-				<u> </u>					-
AM.	A 7.25	AİR	AM	AM	A 9.26	AME	EKA	AH	P#	A12.55	PN	PM	PS	FN	ļ	rn 8	15.1	FN FOND DU LAC D	C.	-	A 6.09 PN 190	PM	PM	PM PM	PM	Pil	PM	PM		
Daily	Ex. Sun.	Daily	Dally	Daily	Sun.	Ex. Sun.	Daily	Dally	Ex. Sur.	Ex. Sun.	Daily	Daily	Daily	Dally		_					Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Sat. only	Sun. enly		THE STATE OF THE PERSON NAMED IN
.05	.40	.04	.06	.04	.45	.17	.07	.03	.04	.50	.12	.04	.06	.18				Time Over Sub-Division			.44	.07	.04	.26	-	.04	.05	.04	····	-
10.8	21.3	15.0	19.0	15.0	18.6	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: Duluth Union Depot, West Duluth and Fond du Lac for first class trains and passenger extras.

Rice's Point yard office, West Duluth and Fond du Lac for second and third class trains and extras.

REGISTER EXCEPTIONS:

At West Duluth No. 64 and No. 627 will register by ticket. At West Duluth, Eastward second class and inferior trains from Third Sub-Division main track will register by ticket.

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

STANDARD TIME CLOCKS:

Duluth Union Depot, Telegraph Office. 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 track west of West Duluth Junction, and to Grassy Point bridge.

BRIDGE RESTRIC-

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.

FIRST	SUB-DIV	ISION.	
(DULUTH AND	SUPERIOR	TERMINAL)	þ

EASTWARD

	1					FIRST	CLASS				-						. Jat.	TIME TABLE No 11						l	FIRST C	LASS		_			SECONI CLAS
	400	66	180	58	304	184	202	72	52	62	188	204	56	306	1 = 5.	<u>_</u>	& I. R	June 8, 1924. Succeeding No. 111.	Fond du	Siding	190	64	54	60	402	404	406	408	410	i	628
*	D. & I.R.	N. P.	N. P. 180	N. P. 58	D. W. & P. 20	N. P. 184	D. M. & N. 2	N. P.	N. P. 51	N. P. 62	N. P. 188	D. M. & N. 4	N. P. 56	D. W. & P.	les, W Limits	umber	from D.	STATIONS	from E	oity of	N. P. 190	N. P. 64	N. P. 53	N. P.	D. & I.R. 51	D. & J.R. 1	D. & I.R.	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	Pass'gr	Pass'gr	Pass'gr	F. F. F.	2	ров	CHOILEIG	- Line	Capa	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	I	Freight
	Daily	Dally	Ex. Sun.	Daily	Dally	Sun. Only	Dally	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Wate	Stati	Dista	Telegraph Offices and Calls	Dista	Car	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Sat. Only	Sun. Only		— Daily
	A 7.34	l am	MA.	AM	ды-	· ASA	MA	AM .	PM	PM	PM	PAŁ	PM	PN			0.0	D & I. R. JCT.	15.	1	PM:	PNE	PNA	Pàl	A12·10	A 3.19	A 5.20	PM	PAL	•	AM
	L 7.30	A 6.30	A 8.09	A 9.00		A10.10	A10.57	A10.55	A12.05	A 2.20	A 145	A 3.45	A 6.08		W C O	WB 71	0.9	DU DULUTH. D	N 14.	2 Yard	A 6.55	A 6.00	Ā 7.50	A10.10	L ₁₂ .05	L 3.15	L 5.15	i 10.15	L 9.25		A 53
		6.26	8.06	L 8 56	A 9.20	10.07	10.54	10.51	L 11.59	2.16	1.41	3.42	L 6.02	A 851			1.9	1.0 GARFIELD AVE.	13.	2	. 6.52	5.57	L 7.47	L ₁₀ .06							52
		s 6.24	s 8.05		9.19	s10.06	10.53	s10.50		s 2.15	s 1.40	3.41		8.50		L 2	2.2	0.3 20TH AVE .	12.	9	s 6.51	5.56									5.2
	_	6.21	8.03		9.17	10.04	L 10.51	10.48	,	2.12	1.38	L 3.39		8 48		L 02	2.8	D. M. & N. JCT.	12.	3	6.49	5.54									5.19
	-																3.6	0.8 SOO LINE CROSSING. Interlanked	11.	5											
	-	6.14	7.58	•	L 912	9.59		10.42		2.05	1.33			L 8.44			4.4	0.8 D. W. & P. JCT.	10.	7	6.44	5.49									5.09
	1		s 7.56			s 9.57		s10.39		s 2.02	s 1.30		-			L 04	5.1	0.7	N 10.	0	s 6.42	s 5.47			·						5.08
	-		s 7.54			s 9:55		L10.35		L 1.58	s 1.28				wyx	L 5	5.8	WEST DULUTH JCT.	9.	3	s 6.39	L 5.45	-			· · ·					L 5.00
	-			-						,	· ·						7.0	1.2	8.	1											_
	-		s 7.48			s 9.49			1		• 1·21						8.1	RIVERSIDE.	7.0	0	₅ 6.32									,	
			5 7.47			s 9:48					s 1.20					LB 2	8.5	SPIRIT LAKE.	6.	6	₅ 6.31		-								,
			s 7.44			5 9.45					s 1.16					LB 3	9.7	MORGAN PARK: Minn. Steel Co. Crossing	5.	4	s 6.27							- · · · · ·			
	-		s 7.41			s 9.42					s 1.13						10.7	BOAT CLUB.	4.	4	s 6.24										:i
<u> </u>	-		s 7.36			s 9.37					s 1.08					LB 5	12.4	WD NEW DULUTH	D 2	7	• 6.19										
			L 7.28		ΔM	L 9.30	Ш	AM	AU	PM	L 1.00	PM	PN	žu	-	LB 8	15.1	9 7	D 0.0	0	L 6.10	PM	PM PM	PM	PM PM	PNI	PMI	PM	PM		· ···
	Daily	Daily	Ex. Sun.	Daily	Daily	Sun. Only	Daily	Daily		Ex. Sun.			Daily	Daily					- -		Daily	Daily	Daily		Ex. Sun.		Daily	Sat. Only	Sun. Only		Daily
	.04	. 22	.41	.04	.08	.40	.06	.20	.08	.22	,45	.06	.06	.07			—	Time Over Sub-Division	_	-	.45	.15	.03	.04	.05	.04	.05	.04	.05		.30
	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		10.0

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. 189 is Superior to No. 188, 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.

AT DULUTH:

Garfield Avenue, junction switches will be kept set for First Sub-Division. Rice's Point Yard, trains heading in and using the Dick tracks, Nos. 1 and 2, must not block the crossing at

19th Ave. West.

Fifth Ave. West, main track switch near Fifth Ave. West leading into Union Depot for use of D. & I. R. Ry. passenger trains, will be kept set and locked for main track.

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

AT FOND DU LAC:

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

AT WEST DULUTH JUNCTION:

Switch engines will use west leg of wye at West Duluth Junction and the Fond du Lac main track between West Duluth Junction and yard limit board for switch purposes, but will not leave cars on these tracks. All trains will look out for switch engines working in these limits. Switches at end of double track West Duluth Junction will be kept set and locked for Eastward trains from Third Sub-Division main track.

WESTWARD

SECOND SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

			-			FIRST	CLASS	-										**************************************		_		FIRST	CLASS	SI	COND CLASS	THII	RD CLASS
<u> </u>		55	53	23	33	59	165	63	19	51	95	93	57	35	Saales, Wyes nits.			FIME TABLE No. 112 June 8, 1924.		Siding	89	17	65	62	3	729	
		N. P.	N. P.	G. N.	G. N.	N. P.	Omaha 65	N. P.	G. N.	N. P.	Omaha 95	Omaha 03	N. P. 57	G. N.	Fuel, Sas ibles, W.	umber	from Avs.	Succeeding No. 111.	from	oity of	Omaha 89	G. N.	N. P.	N. F 623	.	N. P. 730	
		_				Pass'gr			Pass'er	`			Pass'gr	Pass'gr	[Ion N	fance f	STATIONS	Distance from	Capa	Pass'gr	Pass'gr	Pass'gr	Freig	ıt	Way Freight	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Tur	Stat	QQ	Telegraph Offices and Calls.	គ្គិទី	8	Daily	Daily	Daily	Dail		Mon., We., Fri.	
		L 7.04	M L 8.04	ASS	AM	L 9.13	AM.	PME	PW	P≝ L 3.39	PE	PN PN	M L 7.34	914			0.0	GARFIELD AVE.	7.8		PM	PM	AH	PN		AM	
-		7.07				9.15		_ 		3.42			7.37		W C O	L1	0.8	0.8 RICES POINT	6.8	Yard	1			L 9	00	L 6.00	
		7.09			L 8.42		L 9.26		L 4.07	3.44	i 3.01	L 5.48	7.39	L 8.07	,		1.3	0.8 BRIDGE SWITCH	6.0		L 9.37	L11.36		9.)4	6.04	
		7.12		<u>-</u>		 -			4.11	3.47	3.06	5.52	7.42	8.12			2.2	ELEVATOR STATION	5.1		9.41	11.39		9.	1	6.11	······································
		7.15					A 9.33		414	3.49	A 3.13	A 5-55	7.44	8.14	ł		2.9	OMAHA CONN.	4.4		A 9.44	11.41		9.	16	6.16	
		s 7.16			 	 			s 4·15	s 3-50			s 7.45	s 8.15	s x	WB 67	3.2	BY SUPERIOR U. D. D	4.	l		s11.42	L12.05			_	
			8.19		-		-	2.24	4.16	3.51			7.47	8.16	5		3.6	BELKNAP STREET	3.1	<u> </u>		11.43	12.06	9.	22	6.22	
	-	-			-	A 9.35	<u> </u>	A 2.31	A 4.23	A 4.05	PE	PN	# 8.00	A 8.25	WYX	67	7.3	AJ CENTRAL AVENUE N	0.0	Yar	d	411,55	A12.15	A 9.	50	A 6.50	
		Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Dai	у	Моп., We., Fri.	
			.31	.18	.18	,22	.07	.08	.16	.26	.12	.07	.26	.18	-			Time Over Sub-Division			,07	.19	.10		50	. 50	
		16.8	14.1	20.0	20.0	19.9	13.7	30.7	22.5	16.8	8.0	13.7	16.8	20.0				Average Speed Per Hour			13.7	18.9	24.6	7.	3	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: Superior Union Depot and Central Avenue for first class trains and passenger extras.

Rice's Point and Central Avenue for second class and inferior trains and extras when running via Third Sub-

BULLETIN STATIONS: Rice's Point yard office.
Rice's Point round house.

REGISTER EXCEPTIONS:

At Central Avenue Nos. 63, 64, 59, 60 and G. N. Nos. 19, 20 and 24 will register by ticket.

DERAIL SWITCHES:

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

SPEED RESTRICTIONS:

At Superior, all trains and engines will run under control between west yard limit board, Superior and Omaha connection, including Lake Superior Terminal & Transfer 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

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.

AT SUPERIOR:

All trains using tracks of Lake Superior Terminal & Transfer Railway, between Omaha connection and Belknap Street, will be governed by L. S. T. & T. Ry. time table rules and regulations.

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

AT DULUTH:

Garfield Ave., all trains will come to a full stop not less than two hundred (200) feet from junction switch and cross-over used by D. W. & P. trains and not proceed until track is known to be clear.

SECOND SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

						FIF	RST CL	ASS							-		.	ጥንአራሙ ጥልውን ው ነሻል 110				Fil	RST CL/	ASS			TH	IIRD	CLASS		
_	j	66	18	94	36	58	90	52	96	20	34	56	64	54	alea, res			TIME TABLE No. 112 June 8, 1924.		Siding	24	166	60			730					
		N. P.	G, N.	Omaha	G. N.	N.P.	Omaha i	N. P.	Omaha 96	G. N.	G. N.	.P.	N. P.	N. P.	uel, Sca bles Wy	umber	TO II	Succeeding No. 111	Troin Ve.	oity of	G. N. 24	Omaha 66	N. P. 60			N. P. 729					
-		Pagg'er		Pass'or						Pass'gr			Pass'gr	Pass'gr	7.25	ion N	Distance from Garfield Ave.	STATIONS	tance fron	Capa	Pass'gr	Pass'gr	Pass'gr			Way Freight					
┝	_	Daily	Daily			Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Tan Hard	Sta	D O O	Telegraph Offices and Calls	Ž Š	S	Daily	Daily	Daily			Tues., Thurs. and Sat.					
		AM	Ж	AN	ANE	A 8.56	AM	A11.59	PSAI	PME	PE	N A 6.02	PM	№ A 7.47			0.0	GARFIELD AVE.	7.3		뛢	94	Å10.06			98					
	_					8.54		11.56		-		5.59		7.44	WCO TYX	Б1	0.8	RICES POINT	6.5	Yard			10.04			A 2.00				<u> </u>	<u> </u>
 			A 6.18	A 8.20	A 8.03	8.52	A 9.19	11.54	Å 1.05	A 2.18	A 5.53	5.56		7.42			1.3	BRIDGE SWITCH	6.0		A 8.23	A 9.55	10.02			1.57				ļ	
			6.15	8.15	7.59	8.49	9.16	11.50	1.01	2.15	5.50	5.53		7.39			2.2	ELEVATOR STATION	5.1		8.19	9.51	9.59			1 53				İ	· .
厂			6.13	l 8.12	7.57	8.47	L 9.12	11.47	L12.58	2.13	548	5.51		7.36			2.9	OMAHA CONN.	4.4		8.16	L 9.48	9.57			1.50				ļ	
Г		A = 5-50	: 6.12		s 7.55	s 8.46		s11.46		s 2.12	s 5.47	s 5.50	As 5.34	• 7.35	x	WB 67	3.2	9.3 SY SUPERIOR U. D. D	:4.1		8.15		s 9.56	· 	<u></u>				,		ļ
		5.49	6.11		7.54	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 7.44	L 8,35		L11:29	PN	L 2:00	L 5:35	L 5.38	L 5:24	l 7.21	wyx	67	7.3	AJ CENTRAL AVENUE N	0.0	Yard	₽.01	71	L 9.46			L 1.30			,		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily			Tues., Thurs. and Sat.					
-		.10	.18	.08	.19	.21	.07	.30	.07	.18	.18	.24	.10	.28				Time Over Sub-Division			.22	.07	.20			.30					
\vdash		24.6	20.0	12.0	18.9	20.8	13.7	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	ļ	.	,]	1	<u> </u>

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

DOUBLE TRACK BETWEEN GARFIELD AVENUE AND DMAHA 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 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

Top arm, Northern Pacific.

Middle arm, Great Northern.

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

SPEED RESTRICTION: At Minnesota and Wisconsin drawbridges 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 Minnesot 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.

WESTWARD												IVISION OR TERMINAL)											EASTWA	ARD
	F	FIRST CLASS						-				TIME TADIE No. 112			,				FIR	RST CL/	ISS			ر در
			65	309	313	63	311	307	les, res and	_		June 8, 1924.		Siding	66	312	310	308	314	64				
			N. P.	D. S. S. & A.	Soo Line	N. P.	Soo Line	D. S. S.	Fuel, Son ables, Wy mits	третв	rom th Jot	Succeeding No. 111.	from C.D.	ity of	N. P.	Soo Line	D. S. S. & A. 7	D. S. S. & A.	Soo Line	N. P.				
						Pass'gr			-63	ion N	ance from	STATIONS	ance	Capac			Pass'gr		<u> </u>					- 100
	-		<u> }</u>			Daily		.1	- 교육도	Stat	Distar	Telegraph Offices and Calls	Sup	l g			Dally							
			PK L11.50	PN	PM	ря 1 2.12	DN	М	WYX	L 5		1	3.5		A 6.08	AN	AN	PM	PM	PM A 5.45				
			11.52			2.14					0.6	0.6 ZENITH FURNACE	2.9		6.06					5.43				
			11.55	L 6.23	L 5.45	2.16	L 1.44	L 8.19			1.3	Soc Line 0.7 Connection DW&P BERWIND JCT.	2.2		6.03	Å 8.12	A10-15	A 5.39	A 5.32	5.41				
						·					1.6	0.3 GRASSY POINT DRAWBRIDGE Interlooked	1.9								-			
			11.57	A 6.25	Å 5.47	2.18	A 1.46	A 8.23	3		1.9	Soo Line 0.3 Connection WISCONSIN JCT. Interlooked	1.6		6.00	L 8.09	L10.12	L 5.36	£ 528	5.39				
			12.02			2.22					3.2	GRASSY POINT SIDING	0.3	.6	5.54					5.35				
		-	A12.04	PM	PM	A 2.23	PE	AN .		WB 67	3.5	SUPERIOR U. D.	0.0		L 5.52	AK	AK	PE	PM	L 5.34				
			Daily	Daily	Daily	Daily	Daily	Ex. Sun							Daily	Daily	Daily	Ex. Sun.	Daily	Daily				
			.14	.02	.02	.11	.02	.04	.			Time Over Sub-Division			.16	.03		03		.11				
			15.0	18.0	18.0	19.0	18.0	9.0				Average Speed Per Hour			13.1	12.0	12.0	12.0	9.0	19.0				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN BERWIND JCT. AND SUPERIOR.

SPECIAL INSTRUCTIONS, PAGE 6.

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

SPEED RESTRICTIONS: At Grassy Point Bridge twenty (20) miles per hour.

AT GRASSY POINT DRAW BRIDGE:

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.

AT WEST DULUTH JUNCTION:

All trains will run slow around east leg of wye and passing Zenith Furnace plant, looking out for switch engines working on main track.

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

Figure working oil main track and locked for terminal First Sub-Division main track.

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

W	EST	W	ARD	
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FOURTH SUB-DIVISION.

EA	ST	W	A	R	Γ
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		THIR	D CLA	SS			Fil	RST CLA	lss.						TIME TABLE No. 112.		_		FIRST CLASS	l		THIRD	CLASS		
	-				7	'29				53	51	Boales	bers	n Bast End	June 8, 1924.	g	of Sidings	52	54	73	0				
			-		Pr	Way reight				Pass'g	r Pass's	er, Fuel,	on Num	ance froz	STATIONS	Distance from	Capacity Bd	as'gr	Pass'gr	Wa Freig		J			
					Th	ues., , Sat.				Daily	Daily	y Beny	Stat	Dist	Telograph Offices and Calls	D B	g D	ally	Daily	Mor We.,	ri.		<u> </u>	<u> </u>	L
					1	PM 1.00				L 7.10	0 L1 1.1	18 w 01	Y 63	0.0	Pass. Station EAST END C.St. P. M. & O. Crossing Interlocked Track Conn.	4.0	Yard A	1.15	8.45	A 7.1	.0				
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						12.0	 [<u> </u>		Į	21.8	21.8	3	1		Average Speed Per Hour	<u>1 1</u>		4.0	24.0	16.0	<u> </u>	<u> </u>	<u> </u>]	<u> </u>

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN EAST END PASSENGER STATION AND EAST LEG OF WYE AT CENTRAL AVE.

INTERLOCKING

Central Avenue and East End.

PLANT: REGISTER STATION: REGISTER

Central Avenue.

EXCEPTIONS: At East End passenger station first class westward trains will register by ticket.

AT CENTRAL AVENUE: Switches at west end of double track will be kept set and locked for eastward trains.

Switches at connection of Fourth and Second Terminal Sub-Divisions near 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, 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 by flag.

AT EAST END:

Switches at east end of double track, east of passenger station, will be kept set and locked for westward trains from First Sub-Division main track.

The distant semaphore of interlocking signals governing movement of westward trains from First Sub-Division main track, is an automatic signal of upper quandrant 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.

The two tracks between 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.)

- 1. 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
 - 2. All inferior to first class trains may run ahead of each other without orders.
- Clearance Form A will not be required at Rice's Point Yard, Superior Freight Stationor Superior Union Depot.
- 4. Extra trains, work extras and switch engines do not require train orders for movement between West Duluth Junction and Duluth, between Central Avenue and Rice's Point, between Central Avenue and East End, nor between West Duluth Jct. and Superior.
- 5. A Brakeman or Flagman must be stationed on the rear car of all trains, at all times, and be provided with proper flagging equipment. In case train is stopped 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.
- 6. To insure personal safety, Telegraphers 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.
 - 7. All trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.
- 8. The D. T. main track is the northmost track between the Boston Coal Dock crossing and connection with Grassy Point main track. All switches leading from this track, when not in use, will be left lined for same.
- 9. All train crews, switch crews and light engines using D. T. main track 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 track occupied.

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

Speed will be restricted over Minnesota and Wisconsin Draw Spans between West Duluth and Superior to twenty (20) miles per hour.

Great Northern Power Co. Track. Speed will be restricted on all bridges for Engines Class S, S1, S3, S4 and \$10 to eight (8) miles per hour. Engines Classes T, Q1 and heavier will not be permitted.

12. The following signs when placed in columns provided indicate:

W-Water.

C-Fuel.

O-Track scales.

T-Turntable.

D-Day office only. DN—Day and right office. P—Telephone.

X-Yard Limits.

Y-Wye.

AUTHORIZED SURGEONS:-

Dr. C. S. KNOX, 219 Albany Block, East End.
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.

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.

MAXIMUM CLEARANCES.

								LIM	IT OF L	OAD MEA	SUREMI	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. Width
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. I. COUNCILMAN,

A. S. CRITCHFIELD,

F. E. POTTER,

Ass't Superintendent.

Ass't Superintendent.

Trainmaster.

Trainmaster.

Trainmaster.

Chief Dispatcher.

