NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME



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

SUNDAY, JULY 5, 1925.

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.

W. C. SLOAN. Superintendent.

WESTWARD

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

						FIRST	CLAS	S										TIME TABLE No. 119	Lao			2		FIRS	T CLA	SS	· .	SECONI	D CL
305	401	181	55	201	53	185	61	59	403	189	63	51	203	71	yea.			July 5, 1925.	np pac	Siding	191	303	57	65	405	407		625	62
D. W. & P. 5	D.&1.R. 50	N. P. 181	N. P. 55	D. M. & N. 1	N. P. 54	N. P. 185	N. P. 61	N. P. 59	D.& I.R. 2	N. P. 189	N. P. 63	N. P. 52	D. M. & N.	N. P. 71	uel Sos les W	umper	Distance from D. & I. R. Jet.	Succeeding No. 118.	from Fc	ceity of	N. P. 191	D. W. & P. 19	N. P.	N. P. 65	D.& I. R. 52	D.& I. R. 62		C. M. & St. P. 625	ž N
Pass'gr	Pass'gr	Motor Car	Pass'gr	Pass'gr	Pass'gr	Moler Car	Pass'gr	Pass'gr	Pass'gr	Motor Car	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Far	Ž	ing Fig	STATIONS	nce	apa.	Metar Car	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr		Freight	-!
Daily	Daily	Ex. Sun.	Daily	Dally	Daily	Sun. only	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Wate Turn snd	Static	Dista D. &	Telegraph Offices and Calls	Dista	Car	Dally	Daily	Daily	Dally	Daily	Daily		Daily	
AM	L 8-20	枞	AM	A¥.	AM	AM	紐	MA	i 6.51	PN	FM	FE	PM.	PM	,		0.0	D. & I. R. JCT.	15.1		PM	PM	Pal	PAN	P# L 9.40	L12.25		PM	
	A 8.25	L 6.45	L 7.00	L 8:00	l. 8 .15	L 8.40	. 8.25	L 9.10	A 6.55	L 12.05	L 2:00	L 3.00	L 3.50	L 4.15	W C O	WB 71	0.0	DU DULUTH DN	14.2	Yard	L 5.25	ger S. S.	L 7.15	L11.30	A 9.45	A12-30		1	L
L 9.08		6.48	A 7.04	8.03	A 8.18	8.43	828	A 9.13		12.09	2.02	A 304	3.53	4.19			1.9	GARFIELD AVE	13.2		5.28	L 7.08	A 7.19	11.34					
9.09		s 6.49		8.04		8 8.44	8.29		÷ ,, ,	s12.10	2.03	· ·	3.54	s 4.20	e stra	Ь2	2.2		12.9		s 5.29	7.09		\$11. 3 5				L 8.30)
9.11		6.51		A 8.06		8.46	8.31			12.12	2.04		A 3.56	4.22		L 02	2.8	In ter rection	12.3		5.31	7.11		11.37				8.33	3
														-, -(*) <u></u>			3.6	Interlocked.	11.δ										
A 9.15		6.56				8.52	8.37			12.18	2.07			4.27			4.4	D. W. & P. JCT, Interlocked,	10.7		5.36	A 7.15		11.43				8.42	}
		s 6.58				s 8.54	s 8.39			s12.21	5 2.10			s 4 .30		L 04	5.1	WU WEST DULUTH DN	10.0		s 5.38			s11.46				8.46	ة
		s 7.00				s 8.56	A 8.42			s12.24	<u>A</u> 2.12			A 4.33	WYX	L.5	5.8	WEST DULUTH JCT.	9.3		s 5.41			A11.50				A 8.50	נ
											ļ				<u> </u>		7.0	D. T. CROSSING	8.1							·		_	
		s 7.06	er . 			\$ 9.04		SyrA Karana Tanana		12.31	ļ	<u> </u>					8.1	RIVERSIDE	7.0		5.48	Î.		32. ¹¹					_
		5 7.07	<u>:</u>	- 2	<u></u>	9.05			100	12.32				· · · · · · · · · · · · · · · · · · ·		LB 2	8.5	SPIRIT LAKE	6.6		5.49			13.5.1 25.5.1		*: 			_
		s 7·10			· · · · ;	s 9.08	- 1			512 36						LB 3	9.7	MORGAN PARK Minn. Steel Co. Crossing	5.4		5.53								
		s 7.13			· 	5 9.11				12.39							10.7	BOAT CLUB	4.4		s 5.56								
		s 7.18				s 9.17				s12.45				24. 	-	LB5	12.4		2.7		s 6.01								_
AM	AM.	A 7.25	AM	AN.	All	A 9.26	AH	AM	PN	A12.55 PM 188	P8	79	P¥-	Pa		LB 8	15.1	FN FOND DU LAC D	0.0	ŀ	A 6.09	Pä	PE	P#E	PN	PN		PHL	
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	X	1 44					Daily	Daily	Daily	Daily	Daily	Daily	-	Daily	
.07	.05	.40	.04	.06	.03	.46	.17	.03	.04	.50	,12	.04	.06	. 18		- 1		Time Over Sub-Division			.44	.07	.04	. 26	.05	.05		20	-
21.4	10.8	21.3	15.0	19.0	20.0	18.5	17.2	20.0	13.5	17.0	24.5	15.0	19.0	16.3				Average Speed Per Hour		i	19.3	21,4	15.0	14.7	10.8	10.8		11.3	1

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.

ুন্ধানী ইন্তালস্থান বিভাগ্নি ভূমি । ক্ষিত্ৰ সংগ্ৰহণ অনুষ্ঠাৰ লোকতা আৰু স্থান

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

At West Duluth Nos. 64, 625 and No. 627 will register by ticket.

At West Duluth, Eastward second lass and inferior trains from Third Sub-Division main track will register by ticket.

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

Duluth Union Depot.
Rice's Point yard office.
Duluth Union Depot, Telegraph Office.
Rice's Point yard office.

STANDARD TIME CLOCKS:

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.

When not in use must be kept set in derailing position. Main track 110 feet west of Fond du Lac Depot.

FIRST SUB-DIVISION.	٠.
DULUTH AND SUPERIOR TERMINAL	L

EASTWAR	Ι
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																 ,							····							
					FIRST (CLASS						.75.7				. Jot	TIME TABLE No. 11	9 3				19	F	IRST (LASS	·	<u></u>		SECONE	D CLASS
<u> </u>	400	66	180	58	304	184	202	72	52	62	188	204	56	les, yes	_	ж. I. Э	July 5, 1925.	np pu	Siding	190	64	54	306	60	402	406	408		626	628
<u> </u>	-								N. P.	N. P.	N. P.	D. M. & N.	N. P.	al, Soa	mbere	om D.		On Fo	ity of	N.P.	N. P.	N. P.	D. W. & P:	N. P.	D. & I.R.	D, & I.R.	D. & I.R. 61		C. M. & St. P. 626	N. P. 628
	1 .1	66			I		2					Pass'or		Fue field	Ž d	13 80C	STATIONS	nge tr	apao		- 1		Pass'gr		1		<u> </u>	-1-:8	Freight	
-	Pass'gr	Pass'gr	Moter Gar							. , -		 -		Tater urn nd Y	tatio) jetar	Telegraph Offices and Calls	Dista	, Par	Daily	Daily	Daily	Dally	Daily	Daily	Daily	Daily		Daily	Daily
<u> </u>	Daily	Daily	Ex. Sun.	Daily	i: 1	1	Daily	Daily							1 00:	· H 1	· · · · · · · · · · · · · · · · · · ·				PM	PM	PM	PM	PH	PN	РМ	1	AM .	AM
	A 9.04	AN	AM	AM	AM	AN		ANI	, AM	- PR	ra			· 		0.0	D & I. R. JCT.	15.	1	101					A12.40	1 7.05	410-15	-	<u> </u>	
	L 9.00	A 6.30	A 8.09	A 835	-	A10.10	A10.57	Å 10.25	A11.50	A 2.10	A 1.45	A 3.45	A 6.08	TYX	WB 71	0.9		DN 14.	2 Yard	A 6.55	4 6.00	A 7.35		A10-10	L 12.35	L.7.00	10.10	<u> </u>		A 5.30
-	-					10.07	10.54	10.21	L11.47	2.06	1.41	3.42	L 6.02			1.9	GARFIELD AVE.	13.	2	6.52	5.57	l 7 32	A 848	L10.06			· · ·			5.24
-	-												-		L 2	2.2	0.3 20TH AVE .	12.	9	s 6.51	5.56		846						A 5.15	5.23
-	-			·					-						L 02	2.8	D. M. & N. JCT.	12.	3	6.49	5.54		8.44						5 11	5.19
_	ļ	6.21	8.03		9.18	10.04	110.01	10.18		2.02	1.56	<u> </u>					SOO LINE CROSSING.	-	_		14.			 -			- : ;-			
	_			<u> </u>	<u></u>				ļ	·			·				I''		-				L 8.38							
		6.14	7.58	<u> </u>	L 9.12	9.59		10.12		1.55	, 1.33	· .				4.4	Interlocked	10.	7	6.44	5.49	<u></u>								5.09
		s 6.11	s 7.56			s 9.57		10.09		s 1.52	5 1.30		 		L 04	5.1		DN 10.	0	s 6.42	5 5.47			·					4.57	5.05
	-	L 6.08	s 7.54			s 9.55		L10.05		L 1.48	5 1.28			WYX	L 5	5.8		9.	3	s 6.39	L 545			·.					L 4.52	L 5.00
- 																7.0	D. T. CROSSING.	8.	1			<u> </u>					·			
	_	<u> </u>	. 719			. 9.49					s 1.21					8.1	RIVERSIDE	7.	0	□ 6.32				1 44			-			
	_				<u></u>		-	ļ	ļ						LB 2	8.5	0.4 SPIRIT LAKE.	6.	6	s 6.31								; · · .		
	_	<u> </u>	8 7.47			8 9.40			7 5,54	- -						<u> </u>	MODGAN DAPK	7]	7.4								Î		
	_	ļ <u> </u>	s 7.44		ļ	s 9.45		ļ: -			3 1 16				LB 3		Minn, Steel Co. Crossing													
			s 7.41			₃ 9.42		ļ	<u></u>		s 1.13					10.7			4	5 6 24							_ 		<u> </u>	
			• 7 .36			s 9.37					s 1.08				LB 5	12.4	WD NEW DULUTH.	D 2.	7	8 6.19								 		· · · ·
	AM	AM.	L 7.28	AM	AM	L 9.30	s AM	AM	AN-	PM	L 1.00	PNI	P#1		LB 8	15.1	FN FOND DU LAC.	D 0.	0	L 6-10 PM 191	PM.	, PN	PM -	Pit	PM	PM	PM		ÀM	AM
-	Daily	·	·	Daily	Daily	Sun, Only	Daily	Dally	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily			,	The state of			Daily	Daily	Dally	Daily	Daily	Daily	Daily	Daily		Daily	Daily
	.04	.22	.41	,04	.10	.40	.06	.20	.03	.22	45	.08	,06				Time Over Sub-Division			.45	}		.10	.04	.05	.05	.05		.23	30
_	13.5	13.3	20.7	15.0	15.0	21.3	19.0	14.7	20.0	13.3	18,9	19.0	.10.0		·		Average Speed Per Hour	1		18.9	19.6	20.0	15.0	15.0	10.8	10.8	,10.8		9.4	9.8
		D. & I.R. I Pass'gr Daily A 9.04 L 9.00 AM Daily AM Daily	D.&I.R. N. P. 66 Pass'gr Pass'gr Daily Daily A M 9.04 L 9.00 A 6.30 6.26 5 6.24 6.11 L 6.08 AM M M Daily Daily Daily Daily	D. & I.R. N. P. 180 Pass'gr Pass'gr Moter Gar Daily Daily Ex. Sun. A 9.04 All All L 9.00 6.26 8.06 5 6.24 5 8.05 6.21 8.03 6.14 7.58 5 6.11 5 7.56 L 6.08 5 7.54 5 7.47 5 7.44 5 7.41 6 7.28 7 7 7 7 7 7 7 7 7 7	## A Cook 180 58	A 0 0 66 180 58 304	D. & I.R. N. P. 180	A 0	A00 66 180 58 304 184 202 72	A 0 0 66	A 0 0 66 180 58 304 184 202 72 52 62 D. & 1.R. N. P. N. P. N. P. D. W. N. P. B. R. P. 180 S. P. 184 202 Pass'gr Pass'gr Moler Car Pass'gr Pass'gr Moler Car Pass'gr Pass'gr	A 0 0 66 18 0 58 30 4 18 4 20 2 72 52 62 138	400 66 180 58 304 184 202 72 52 62 188 204	400 66 180 58 304 184 202 72 52 62 188 204 56	A 0 0 66 180 58 304 184 202 72 52 62 188 204 56 Separation Separ	### ### ##############################	## A 0 0 66 180 58 304 184 202 72 52 62 188 204 56 D. & 1.R. N. P. N. P. N. P. N. P. D. W. N. P. N. P	10	A 00 G6 180 58 304 184 202 72 52 62 188 204 56	A 0 0 66	## 400 66 180 58 304 184 202 72 52 62 188 204 56 D. A.I.R. N. P. N. P.	## 400 66 180 58 304 184 202 72 52 62 188 204 56	## 400 66 180 58 304 184 202 72 52 62 188 204 56 D. A. I.R. N. P. N. P.	## 400 66 180 58 304 184 202 72 52 62 188 204 56 3 4 5 5 5 5 5 5 5 5 5	400 66 180 58 304 184 202 72 52 62 188 204 56 D. B. R. N. D. N. P. N. P	400 66 180 58 304 184 202 72 52 52 138 204 56 3	## 400 66 180 58 304 184 202 72 52 62 188 204 56 D.A.I.R. N.P. N.P. N.P. N.P. N.P. N.P. N.P. N	## 400 66 180 58 304 184 202 72 52 52 188 204 56 D.A.I.R. N.P. N.P. N.P. N.P. N.P. N.P. N.P. N	## A00 66 180 58 304184 202 72 52 62 188 204 56 D. A.I.R. N.P. N.L. N.P. N.L. N.P. N.L. N.P. N.P	## 140 66 180 68 804 184 202 72 52 62 188 204 56 D. A.H. N.F. N.F. N.F. N.F. N.F. N.F. N.F. N

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. 191 is Superior to No. 190, West Duluth Jet. 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

Demography of Adams of the

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			-								TIME TABLE No. 119		١.		FIRST	CLASS		SEC	OND CL	.ASS	THIE	RD CLASS
		55	53	23	33	59	63	19	51	95	93	57	35	, 200			July 5, 1925.		Siding	89	17	65		623	731		729	
		N. P. 55	N. P. 54	G. N. 23	Q. N. 33	N. P. 89	N. P. 63	G. N. 19	N. P. 52	Omaha 95	Omaha 93	N. P. 87	Q. N.	uel, Scales, bles, Wyes	Tumber	from Ave.	Succeeding No. 118.	from	olty of	Omaha 89	G. N.	N. P.		N. P. 623	N. P. 732		N. P. 730	
		Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Paus'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	1 4.53	tion N	Distance Garfield	STATIONS	Distance from Central Ave.	Capa	Pass'gr	Pass'gr	Pass'gr		Preight	Freight		Way Freight	
		Daily	Daily	Daily	Dally	Daily	Daily	Daily	Dally	Daily	Daily	Daily	Daily	≱£ ã	5	គឺទី	Telegraph Offices and Calis.	ก็จื้	8	Daily	Daily	Daily		Daily	Ex. Sun,	v	Mon., Ve., Fri.	
		7.04	L 8.18	44	1 11	. 9.13	PM	76	N L 3.04	Pal	PE	. 7.19	98			0.0	GARFIELD AVE.	7.8		PM	PN	AME .		PM	PM		AM	•
		7.07	8.20			9.15			3.06			7.22		WCO TYX	L 1	0.8	RICES POINT	6.5	Yard					L 9.00	L 8.30	L	6.00	
		7.09	8.21	L 8-32	L 8.42	9.17		4.07	3.08	L 3.11	L 5.48	7.24	L 8.07	,		1.3	0.5 Bridge Switch	6.0		L 9.21	L11.36			9.04	8.36		6.04	
		7.12	8.24	8.37	8.45	9.20		4.11	3.11	3.16	5.52	7.27	8.12			2.2	ELEVATOR STATION	5.1		9.24	11.39			9.11	8.42		6.11	
		7.15	8.27	8.39	8.47	9.22		4.14	3.13	A 3.23	A 5.55	7 .29	8.14			2.9	OMAHA CONN.	4.4		A 9.27	11.41			9.16	8.50		6.16	
		7.16	8 .28	8.40	s 8.48	s 9.23	L 2.23	• 4.15	s 3·14			• 7.30	815	x	WB 67	3.2 E	Y SUPERIOR U. D. D	4.1			511.42	L12.05	,					
		7.18	8.31	8.41	8.49	9.24	2.24	4.16	3.15			7 .32	8.16	5		3.6	BELKNAP STREET	8.7			11.43	12.06		9.22	9.05		6.22	
	,	7.30	4 8.40	A 8,50	4 9:00 W	A 9:35	A 2:31	4.23	1 3.25	M	PE	4 7.45	4 8:25	wyx	67	7.3	J CENTRAL AVENUE N	0.0	Yard	PK	Å11.55	112,15		9.50	A 9.30	Ą	6.50	
		Daily	Daily	Daliy	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily		Daily	Ex. Sun.	W	Mon., /e., Fri.	
		. 26	.22	.18	.18_	.22	.08	.16	 	.12	.07	.26	.18				Time Over Sub-Division			.06	.19	.10		.50	1.00		. 50	
		16.8	19.9	20.0	20.0	19.9	30.7	22.5	20.8	8.0	13.7	16.8	20.0	Ì			Average Speed Per Hour			16.0	18.9	24.6		7.8	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.

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

				=======================================		FII	RST CL	ÀSS		: :								TIME TABLE No. 119				FIF	RST CL	LSS	SECO	ND CLASS		THIRD	CLASS	
			66	18	94	36	58	52	96	20	34	56	64	54	Tool .	_		July 5, 1925.		Stating	24	166	60		732		730			
			N. P.	G. N.	Omaha	a. N.	N. P.	N. P.	Omaha 96	G. N.	G. N.	N. P.	N. P.	N. P.	Fuel, Sealor ables Wyes rd Limits.	umber	from Ave.	Succeeding No. 118	- B	sity of	G. N.	Omaha 66	N. P.		N. P. 731		N. P. 729		-	
	<u></u>		·					 -		Pass'gr			Pass'gr		-63	N aoi	Distance f	STATIONS	tance from	Capa		Pass'gr			Freight	7.7	Way Freight			•
			Daily	Daily	Daily		Daily	Dally	Daily	Daily	Dailý	Daily	Daily	Daily	-1 225	Stat	QQ	Telegraph Offices and Calls	ង្គខ្លួ	Ç	Daily	Daily	Daily		Ex. Mon.		Tues., Thurs. and Sal.			
			AM	Alli	胐	AR	A 8.31	A11.47	PM	PM	PW	PN A 6.02	PN	№ 4 7:32			0.0	GARFIELD AVE.	7.8		PM	PM	^{PM} 410.06	,	AM		PM		<u>.</u>	
				:				11.44		-		5.59	٠.	7.29	WCO TYX	Li	0.8	0.8 RICES POINT	6.8	Yard			10.04		A 6.20		A 3.05			
				6.18	A 8:20	A 8.03	8.27	11.42	A 1.05	A 2.18	A 5.53	5.56		7.27			1.3	BRIDGE SWITCH	6.0		A 8.23	A 10.05	10.02		6.17		3.02			
				6.15	8-15	7.59	8.24	11.39	1.01	2.15	5.50	5.53		7.24			2.2	ELEVATOR STATION	5.1		8.19	10.01	9.59		6.13		2.58			
				6.13	L 8.12	7.57	8.22	11.36	L12.58	2.13	5.48	5.51		7.21			2.9	OMAHA CONN.	4.4		8.16	L 9.58	9.57		6.10		2.55			
			A = 5.50	• 6.12	-	s 7.55	8.21	-11.35		2 .12	5.47	s 5.50	4 5 34	• 7·20	x	WB 67	3.2	BY SUPERIOR U. D. D	4.1		8 .15		s 9.56							
			5.49	6.11		7.54	8.20	11.34		2.11	5.46	5.49	5.33	7.19			3.6	BELKNAP STREET	3.7		8.13		9.55		6.07		2.52			
			1. 5-40	L 6,00	AM	L 7.44	L 8.10	L11.25	PLE	េខ្លួ០០	L 5.35	L 5,38	L 5¦24	L 7.10	WYX	67	7.3	AJ CENTRAL AVENUE N	0.0	Yard	1 8:01	PM	L 9.46		L 5,50	· 	L 2:35			
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	-	Ex. Mon.		Tues., Thurs. and Sat.			
<u> </u>			.10	.18	,08	.19	.21	.22	.07	,18	.18	.24	.10	.22				Time Over Sub-Division			.22	.07	.20		.30		.80			
			24.6	20.0	12.0	18.9	20.8	19.9	13.7	20.0	20.0	18.2	24.6	19.9	1			Average Speed Per Heur			16.3	13.7	21.9		13.0	<u> [</u>	13.0			

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 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.

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 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.

WESTWAR	(D			A CONTRACTOR OF THE CONTRACTOR									IVISION OR TERMINAL)											EA	ASTWA	ıRD
	<u></u>		FIRST (CLASS					. 1						9 1					FIF	RST CL/	ASS				
				65	309	313	63	311	307	les, res and	_ 1	i i	TIME TABLE No. 119. July 5, 1925.		Siding	66	312	310	308	314	64		ĺ '		<u> </u>	
		-		N. P.	D. S. S.	Soo Line	N. P.	Soo Line	D. S. S.	el, Scales, Wy	umbers	Distance from West Duluth Jot.	Succeeding No. 118.	drom G.D.	city of	N. P.	See Line	D. S. S. & A. 7	D. S. S. & A. 5	Soo Line	e N. P.	:			,	ŀ
				I: 1 I		r Pass'gr	, ,			1.50	tion N	tance t	STATIONS	Distance Superior	Capa		···	Pass'gr	_							
					{		-	Daily		- 출발하	Sta	Ω. We.	Telegraph Offices and Calls	Saj	Ö	Daily	Daily	Daify	Ex. Sun	1. Daily	Daily		<u> </u>	<u> </u>	,	<u></u>
				PI 11.50	PN	Pil	L 2.12	l put	266	wyx				3.5		A 6.08	AM .	ASI	Pig	P\$f	A 5.45	<u> </u>				_ _
				11.52	-	<u> </u>	2.14	<u> </u>				0.6		2.9		6.06					5.43	3				_
				11.55	L 6.23	3 L 5 45	2.16	L 1.44	L 8 19			1.3	Soo Line 0.7 Connection 3 DW&P BERWIND JCT. Interlocked	2.2		6.03	A 8.12	2 410·12	A 5.39	9 A 5.32	2 5.41					_ _
					[·			-				1.6	0.3 GRASSY POINT DRAWBRIDGE Interlooked	1.9					-							
				11.57	A 6.25	5 A 5.47	2.18	A 1.46	A 8.23			1.9	Soo Line 0.3 Connection WISCONSIN JCT.	1.6		6.00	L 8.09	9 110.09	L 5.36	6 5.28	8 5.39)				
		-		12.02	4		2.22	<u> </u>			1	3.2	1,3		3 8	5.54					5.35	5				_
				A12.04	4 FIS	PM	A 2:23	3 91	Æ		WB 67	3.5	5 SUPERIOR U. D.	9.0		L 5.52	EKA S	W.	Pil	PA	L 5.34					_
		-		Daily	Daily	Daily	Dally	Daily	Ex. Sun.		j					Daily	_			n. Daily						_
				.14	.02	2 .02	.11	.02	.04		النت	, ,	Time Over Sub-Division		_['	.16	-		_		_i	<u> </u>	-			
				15.0	18.0	18.0	19.0	18.0	9.0	+	, T	('	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:

RULES GOVERNING THE MOVEMENT OF TRAINS OVER GRASSY POINT DRAW BRIDGE. All trains will run slow around east leg of wye and passing Zenith Furnace plant, looking out for switch

engines working on main track.

Junction switch will be kept set 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.

WESTWARD

FOURTH SUB-DIVISION.

EASTWARD

THIRD CLASS		SECON	ND CLASS	s	· F	FIRST	CLASS.						TIME TABLE No. 119.		_ _	F	FIRST C	LASS	s	ECOND	CLASS	·	THIRD (CLASS	5
	729			731				53	51	Soales. Wyes and	era.	East End	July 5, 1925. Succeeding No. 118.	8	of Sidings	52	54		73	32		730		·	_
	Way reight		_	Freight	 		·	Pass'gr	Pass'gr	r, Fuel, f Tables, Limits	on Numb	noe from	STATIONS	ance fron	Capacity	Pass'gr	Pass'gr		Frei	ight		Way Freight	1		_
	Tues., h., Sat.		- •	Ex. Mon.				Daily	Dally	Wate	Stati	Dinte	Telegraph Offices and Calls	Constant of the second	4	Daily	Daily		Ex.	Sun.		Mon., We., Fri.		· ———	
	PM 2.05			L 5.35				L 7.00	L11.15	5 WOY	r 63	0.0	Pass. Station EAST END C.St.P.M.&O.Crossing Interlocked Track Conn.	4.0	Yard A	∰ 3.35	A 8.50		A S	M 9.45		4 7.10			-
	2.14			5.44				7.04	11.19):::		1.8	1.8 HILL AVE.	2.2	Yard	3.31	8.46		· 9	-38	r:	7.03			-
					7 F		£.,				-	2,9	SOO LINE CROSSING Interlooked Track Conn.	1.1										· ,	_
A A	2.25			A 5.50	- 63 : -			A 7.10	A11.26	5 W Y X	67	4.0	CENTRAL AVE.	0.0	Yard L	3.25	L 8.40		L 9	30		L 6.55			_
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/ 	.20			.15	 			.10			-	1	Time Over Sub-Division			.10	.10			.15	1 '	.15			

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.

AT EAST END:

INTERLOCKING

Central Avenue and East End.

PLANT: REGISTER STATION:

Central Avenue.

REGISTER
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.

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.)

- 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.
- 3. Clearance Form A will not be required at Rice's Point Yard, Superior Freight Stationor Superior Union Depot.
- 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 S10 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.

Y-Wye.

D-Day office only.

DN-Day and night office.

P—Telephone. X—Yard Limits.

AUTHORIZED	SURGEONS:-

Dr. C. S. KNOX, 219 Albany Block, Superior, 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,

Office Telephone East 67J

Broad 65 Broad 65 Melrose 1089 Melrose 1089 Melrose 458 Melrose 458 Melrose 458

Residence Telephone LOCATION STRETCHERS:-

East 67M East End Freight Station. Broad 532 Central Avenue Freight Station. Broad 192 Superior Freight Station. Rices Point Yard Office, Duluth. Hemlock 559 Hemlock 1955 Dock 6, Duluth. Calumet 184 Duluth Union Depot. Tool Car, Duluth. Melrose 579 Calumet 515 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. J. COUNCILMAN,

A. S. CRITCHFIELD,

F. E. POTTER,

Ass't Superintendent.

Ass't Superintendent.

Trainmaster.

Trainmaster.

Trainmaster.

Chief Dispatcher.

