NORTHERN PAGIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME CABLE

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

SUNDAY, JANUARY 3, 1926.

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.

W. H. STRACHAN, General Superintendent. W. C. SLOAN,
Superintendent.

P. H. MCCAULEY,

General Superintendent of Transportation.

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

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						FIRST	CLASS							<u> </u>			r. Joi	TIME TABLE No. 124						FIRS	T CLA	SS	·	SEC	COND CL/	188
,					400	66	58	l	202	52	62	204	60	56	sles. Vyes ta,	2	D.&T. I	January 3, 1926. Succeeding No. 123.	Fond du	of Siding	64	54	402	406	408			[i	628
			-		D. & I.R.	N. P.	N. P. 58	D. W. & P. 20	D. M. & N. 2	N. P. 51	N. P. 62	D. M. & N. 4	N. P. 60	N. P. \$6	'uel, Beale bles, Wye i Limits.	Number	from I	STATIONS	1.8	acity	N. P. 64		D. & I.R. 51						C. M. & St. P. 626	
					Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pazs'gr	Pass'gr	Pass'gr	Yard	ion i	anoe		Distance fro	Q D	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr			Mixed	Freight	Freight
·		7.3	2 .		Daily	Daily	Dally	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Wat Turi and	Stat	Dist	Telegraph Offices and Calls	Diet	8	Daily	Daily	Daily	Dally	Daily			Ex. Sun.	Daily	Dalty
	-				A 9.04	AM	AM	AM	. AM	AN.	PM	PM	PM	₽ÿ			0.0	D & I. R. JCT.	15.	1	PM	Pää	A12-40	P9 7.05	A10.15			PH	AM:	AM
	-				L 9.00	A 6.30	A 9.30		å10.57	Å11.50	A 210	A 3.45	A 9.40	A 9.50	W C O	WB 71	0.9	DU DULUTH. DN	14.:	2 Yard	A 6.30	A 7.35	112.35	L 7.00	110.10		_	A12.30		A 6.30
		· .			-	6.26	L 9.27	A 7.54	10.54	L11.47	2.06	3.42	L 9.37	L 9.47			1.9	GARFIELD AVE.	13.5	2	6.27	L 7.32						12.24		5.23
		7	11.			6.24		7.52	10.53		s 2.05	3.41				L 2	2.2	0.3 20TH AVE .	12.9	p	6.26							s12 . 22	A 5.15	5.21
			5			6.21		7.50	L10-51	:	2.02	L 3.39				L 02	2.8	D. M. & N. JCT.	12.	3	6.24	ļ	.				<u> </u>	12.18	5.11	5.17
			-				-						:				3.6	SOO LINE CROSSING.	11.4	5				· 						
						6.14		L 7.44			1.55						4.4	0.8 D. W. & P. JCT. Interlocked	10.1	7	6.19							12.08	5.01	5.08
						5 611					s 1.52					L 04	5.1	0.7	10.0	0	5 6.17							•12.04	ļ 	.
						L 6.08					L 1.48	·			WYX	L 5	5.8	WEST DULUTH JCT. P	9.3	3	L 6.15							•12.00	i 4.52	5.00
																	7.0	D. T. CROSSING.	8.1	1										
																	8,1	RIVERSIDE.	7.6								_	•11.45		
		-												·		LB 2	! -	SPIRIT LAKE.	6.6	8								<u>*11.43</u>		
													-			LB 3	9.7	MORGAN PARK. D Minn. Steel Co Crossing	ð.4			· ' ·						\$11.35		·
				-		-										·	10.7	BOAT CLUB.	4.4	1				· 				11.29	ļ	
 -																LB 5	12.4		2.7	7	s '							<u> 11.18</u>		
		:	-		. AM	AM	AM	AM	AM	AN	PM	. PSI -	PM	PS		LB 8	15.1	FN FOND DU LAC, D	0.0	p	Pi	P#	PM	PN	FH			L11,00	AM.	RA
					Daily	Dally	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily						<u> </u>	Daily	Daily	Daily	Daily	Daily	·		Ex. Sun.	Daily	Daily
		 -		· -	.04	.22	.03	.10	.06	03	.22	.06	.03	.03				Time Over Sub-Division			.15	.03	.05	.05	.05			1.30	.23	.30
					13.5	. 13.3	20.0	15.0	19.0	20.0	13.3	19.0	20.0	20.0				Average Speed Per Hour			19.6	20.0	10.8	10.8	10.8	·		10.0	9.3	9.8

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 717 IS SUPERIOR TO NO. 718 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).

			 -				· · · · · · · · · · · · · · · · · · ·			<u> </u>	·		<u> </u>																	
		· · ·					FIRST	CLASS	.										MIRED MADY D. M. 104				FIRST	CLASS		SEC	OND (CLASS	THI	RD CLASS
			165	55	53	23	33	63	19	51	95	93	59	57	35	yea,	_	-	TIME TABLE No. 124 January 3, 1926		Sidings	17	65			623	73	1	729	
			Omaha 65	N. P. 55	N. P. 54	G. N. 23	G. N. 33	N. P. 63	G. N. 19	N. P. 52	Omaha 95	Omaha 93	N. P. 59	N. P. \$7	G. N. 35	Fuel, Soale ables, Wyer d Limits.	lumber	from Ave.	Succeeding No. 123.	from	oity of	G. N.	N. P. 65		-	N. P. 623	N. P.		N. P. 730	
			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		tion N	fald,	STATIONS	tance	Capa	Pass'gr	Pass'gr			Freight	Freigh	ıt	Way Freight	
			Daily	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	≱F 3	ag to	n n	Telegraph Offices and Calls.	ก็ชื่	ď	Daily	Daily	·····		Daily	Ex. Sur	n.	Mon., We., Fri.	
			MA	L 8.33	L 8.43	AN.	Ali	PNE	PM	₩ 1 3.04	PR	P#	PM L 5.03	M L 5⋅33	PM			0.0	GARFIELD AVE.	7.3		PM .	AM.			PN	PM		ASS	
				8.35	8.45					3.06			5.05	5 .35		W C O	Lı	0.8	0.8 RICES POINT	6.5	Yard					L 9.00	L 8.30	0	L 6.00	·
			L 8.23	8.36	8.47	L 8.32	L 8.43	3	L 4.07	3.08	L 2-36	L 5.48	5.06	5.36	L 8.07			1.3	0.8 BRIDGE SWITCH	6.0		L11.36		-		9.04	8.30	6	6.04	
			8.26	8.39	8.50	8.37	8.46	5	4.11	3.11	2.39	5.52	5.09	5.39	8.12		<u> </u>	2.2	0.9 ELEVATOR STATION	5.1		11.40				9.11	8.42	2	6.11	
			A 8.29	8.41	8.53	8.39	8.48	3	4.14	3.13	å 242	A 5.55	5.11	5.41	8.14			2.9	0.7 Omaha Conn.	4.4		11.42				9.16	8.50	0	6.16	
				s 8.42	8.55	s 8.40	s 8 .50	L 2.23	4 .15	■ 3.14			s 5.12	s 5.42	s 8.15	x	WB 67	3.2	BY SUPERIOR U. D. D	4.1		•11· 4 5	L12.05							
				8.44	8.56	8.41	8.51	2.24	4.16	3.15	·		-5.13	5.44	8.16			3.6	0.4 BELKNAP STREET	3.7		11.46	12.06			9.22	9.05	5	6.22	
			AM	A 8.55	A 9.05	A 8.50	å 9.00	A 2:31	A 4.24	4 3.25	, PH	Pil	A 5.18	A 5.55	A 8.28	wvx	67	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	A11.55	A12.15			å 9.50	A 9.30	D	A 6.50	
			Daily	Daily	Daily	Daily	Dally	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Dally							Daily	Daily			Daily	Ex. Sun	1.	Моп., We., Pri.	
			.06	.22	.22	.18	.17	.08	.17	.21	.06	.07	.15	.22	.21				Time Over Sub-Division			.19	.10			. 50	1.00	,	.50	
i			16.0	19.9	19.9	20.0	21 1	30.7	21.1	20.8	16.0	12 7	20.0	10.0	17.1	i——'			Average Speed Per Hour			10 0	94.8					-	 -	—— - ——i

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-

REGISTER

EXCEPTIONS:

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

At Central Avenue Nos. 59, 63 and G. N. No. 19 will register by ticket, Form 608.

At Central Avenue Eastward trains register by ticket, Form 608, and will not require clearance unless

train order signal is displayed at stop or caution.

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.

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)

\mathbf{E}	A	ST	W	A	R	n

·•••					•	FI	RST CL	ASS							7.			TIME TABLE No. 124	4			FIR	ST CLASS	 SECO	LASS		THIRD (CLASS	-
		66	18	94	36	58	52	96	20	34	60	56	64	54	,	_		January 3, 1926.	*	Biding	24	166		732		730			
		N. P.	Q. N.	Omaha	O. N.	N. P.	N. P.	Omaha 96	G. N.	G. N.	N. P.	N. P.	N. P.	N. P.	ef, Sos Limits	mbere	from Ave.	Succeeding No. 123	- B	ity of	G. N.	Omaha 66		N. P. 731		N. P. 729			
			Page'ag	94 Dass'ns			-		Pass'gr						A G P	N aoi	Distance for Garfield A	STATIONS	tral A	Capa	Pass'gr	Pasa'gr		Freight		Way Froight			
		Daily		Daily	Daily	<u> </u>		Dally	Daily			Daily	Daily		AH a	Stat	Go	Telegraph Offices and Calls	00	Ö	Daily	Daily		Ex. Mon.		Tues., Thurs. and Sat.			_
	Ì	AM	AN	AM	AN	₩ 1 9.27	M A11.47	PM	PM	PME	A 9.37	M 4 9.47	PM	PN A 7.32			0.0	GARFIELD AVE.	7.3		PM	PM		AH .		Pile ·			
· · · · · · · · · · · · · · · · · · ·		- -					11.44	-				9.45		7.29	WCO TYX	L 1	0.8	RICES POINT	6.5	Yard				A 6.20		A 1.45		·	
			A 6.18	A 8.20	A 7.53	9.24	11.42	A 2.05	A 2.18	A 5.53	9.34	9.44		7.27			1.3	0.5 BRIDGE SWITCH	6.0		A 8.23	A 9.55		 6.17		1.42			
			6.14				11.39					9.41		7.24			2.2	ELEVATOR STATION	5.1		8.19	9.51		6.13	· ·	1.38			
			6.11	L 8.12	7.47	9.19	11.36	L 158	2.12	5.47	9.29	9.39		7.21			2.9	OMAHA CONN.	4.4		8-16	1 9.48		 6.10		1.35			
		5.50	• 6.10		s 7.45	s 9.18	11.35		2 ·10	5.45	s 9.28	s 9.38	A = 6.04	• 7.20	x	WB 67	3.2	BY SUPERIOR U. D. D	4.1		8.15			 					
		5.49	6.09		7.43	9.15	11.34		2.09	5.44	9.26	9.36	6.03	7.19			3.6	BELKNAP STREET	3.7		8.13			6.07		1.32	-		
		5.40	L 6.00	- AM	L 7.33	L 9.05	L11:25	Pil	L 1.58	រ គូ35	L 9.17	L 9.25	L 5.55	L 7,10	wyx	67	7.3	AJ CENTRAL AVENUE DA	0.0	Yard	8.03	PNI	-	 L 5:50		i 1.15			
	-	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					1		Daily	Daily		Ех. Моп.		Tues., Thurs. and Sal.			
	 -	10	.0	.08	.20	.22	.22	.07	.20	.18	.20	.22	.09	.22				Time Over Sub-division			.20	.07		.30		.20			
		24.6	18.0	12.0	18.0	19.9	19.9	18.7	18.0	20.0	22.0	19.9	27.3	19.9				Average Speed Per Hour			18.0	18,7		13.0	1	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

2.16 L 1.44 L 8.19

2.18 4 1.46 4 8.23

Daily

18.0

.02

煤

Ex. Sun.

.04

9.0

2.22

Daily

19.0

.11

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

WB 67

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 toppedo 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.

12.02

412.04

Daily

15.0

. 14

11.55 L 6.23 L 5.45

11,57 A 6.25 A 5.47

PM

Daily

18.0

.02

Daily

18.0

.02

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

JUNCTION:

Soo Line 0.7 Connection 1.3 DW&P BERWIND JCT.

1.6 GRASSY POINT DRAWBRIDGE

Soo Line 0.3 Connective WISCONSIN JCT.
Interlocked

GRASSY POINT SIDING

SUPERIOR U. D.

Time Over Sub-Division

Average Speed Per Hour

0.3 6

6.0

5.54

5.52

.16

Daily

12.0

.03

Daily

13.1

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

Daily

.04

9.0

Dally

P¥ A 6.15

6.13

6.11

6.09

6.05

6.04

Daily

19.0

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.

6.03 A 8.12 A10.12 A 5.39 A 5.56

600 809 L10 09 L 536 L 552

Daily Ex. Sun.

03

12.0

.03

12.0

WESTWARD

FOURTH SUB-DIVISION,

EASTWARD

EASTWARD

TH.	IRD CLASS	SECOND CLASS	FIRST CLASS.				TIME TABLE No. 124.		i	FIRST CLASS	SI	COND CLAS	S	THIRD CLASS
	729	731	53 51	Scales. Wyes and	bers	ra Bast End	January 3, 1926. Succeeding No. 123.	of Sidings	52	54	73	2	730	
	Way Proight	Freight	Pass'gr Pass'gr	r, Fuel, Tables Limits	no Nam	noe fro	STATIONS	Japacity	Pass'gr	Pass'gr	Freig	;ht	Way Freight	
	Tues., Th., Sat.	Ex. Mon.	Daily Daily	Wate Turn Yard	Stati	Diate	Telegraph Offices and Calls	D Tá	Daily	Daily	Ex. S	un.	Mon., We., Fri	
<u></u>	L12.45	L 5.35	L 7.00 L11.15		$\overline{}$	0.0	Pass. Station EAST END C.St. P. M. & O. Crossing Interlooked Track Conn	0 Yard	M A 3.35	A 9.15	A 9.	45	4 7.10	
	12.54	5.44	7.04 11.19	-	-	1.8	HILL AVE. 2.	2 Yard	3.31	9.11	9.	38	7.03	-
						2.9	SOO LINE CROSSING Interlooked Track Gonn.	1	9."					
	4 1.05	A 5.50	A 7.10 A11.25	WYX	67	4.0	CENTRAL AVE. DN 0.0	9 Yard	L 3,25	L 9.05	L 9:	30	6.55	
	Tues., Th., Sat.	Ex. Mon.	Daily Daily						Daily	Dally	Ex. St	ın.	Mon., We., Pri.	
	.20	.15	.10 .10				Time Over Sub-Division		.10	.10		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.

INTERLOCKING

Central Avenue and East End.

REGISTER STATION: Central Avenue.

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

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.

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

MAXIMUM CLEARANCES.

	LIMIT OF LOAD MEASUREMENT.																		
·	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	Mex. 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'-9"	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'

F. L. BIRDSALL,

Ass't Superintendent.

D. M. DRISCOLL,

Ass't Superintendent.

H. J. COUNCILMAN,

Trainmaster.

F. E. POTTER,

Chief Dispatcher.

