

AORTHER PAGE PALLAY GOMPAN.

DULUTH AND SUPERIOR TERMINALS

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

SUNDAY, JANUARY 2, 1927.

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.

T. H. LANTRY, General Manager,

W. H. STRACHAN, General SuperIntendent.

W. C. SLOAN,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

	 			:		FIRS	T CLAS	S	:			 =					TIME TABLE No. 132	Line	2				FIR	ST CLA	.55		·	SECONI	CLASS	THUR! CLASS
					401	55	201	53	61	403	63	51	203	. es			January 2, 1927	Fond du	Siding	303	59	57	65	405	407	409		625	627	717
			_		D.& I. R.	N. P.	D. M. & N.	N. P. 54	N. P. 61	D.& I. R. 2	N. P. 63	N. P. 52	D. M & N.	fuel, Soules, bles, Wyes d Limits.	Numbers	rom Jet.	Succeeding No. 131.	from Fo	oity of	D. W. & P.	N. P. 59	N. P. 57	N. P. 65	D.& 1. F	D.& I. R	D.&I.R	•	C. M. & St. P. 625	N. P. 627	N. P. 717
	 	•			Pass'gr		Pass'gr							r Tabl	Zuoi	Distance from D. & I. R. Jet.	STATIONS	suo6	Capa					 	r Pass'gr	Pass'gr		Freight	Freight	Way Freigh
					Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Dally	Daily	A Tur	Station	ğα.	Telegraph Offices and Calls	Dist	O T	Daily	Daily	Daily	Daily	Dally	Ex. Sun	Sun.		Daily	Daily	ex. Su
					. 4¥ 7.50		超	AM	AM.	L 6.26		PM	581			0.0		15.1		P2	Pàl	PE	PEE	L 9.40	12.18	L 8.3€	<u>, </u>	PNI	PN	
					A 7.55	L 8.30	L 8.00	L 8.4 0	L 8.35	A 6.30	i 2.00	L 3. 00	L 3.50	W C O	WB 71	0.9	DU DULUTH DN	14.2	Yard		L 5.00	L 6.00	L11.30	A 9.48	5 A12-22	A 8.40			L 8.00	
						A 8-33	8.03	A 8.43	8.38		2.02	A 3.04	3.53			1.9	GARFIELD AVE.	13.2		L 7.09	A 5.03	A 6.03	11.34	<u> </u>					. 8.04	<u> </u>
				·			8.04		s 8.39		2.03		3.54		L 2	2.2		12.9		7.10			s11.35	j	_	-		L 8.30	8.05	L 9.1
	 						A 8.06		8.41		2.04		A 3.56		L 02	2.8	D. M. & N. JCT. Interlocked	12.3		7.12			11.37	7	<u> </u>	-		8.33	8.07	9.1
	 															3.6	SOO LINE CROSSING Interlooked.	11.5			·		 							
	 								8.47		2.07					4.4	D. W. & P. JCT. Interlocked.	.10.7		A 7.16			11.43	3		_	-	8.42	8.13	9.2
									s 8.49	ļ	s 2·10				L 04	i -	0.7	10.0					s11.46	5				8.46	8.16	6 9.3
	 								A 8.52		A 2.12			WYX	L 5	5.8	WEST DULUTH ICT. P	9.3					A11.50)				A 8,50	A 8-20	s 9.3
	 															7.0	D. T. CROSSING	8.1									ļ <u>.</u>			
	 					112										8.1	RIVERSIDE	7.0			· .				_		· ·	<u> </u>		6 9.4
	 														LB 2	8.8	SPIRIT LAKE	6.6								<u> </u>		<u> </u>	. <u></u>	s 9.5
															LB 3	9.7	MORQAN PARK D	5.4					<u></u>							8 9 5
	 			\ <u> </u>												10.7	BOAT CLUB	4.4											ļ <u> </u>	
	 		 												LB 5	12.4	WD NEW DULUTH D	2.7												810 ⋅1
-			-		W.	AH	All	¥8	AM	PM	98	Pä	PE		LB 8	15.1	FOND DU LAC	0.0		階	PM	Pl≦	PH	P94	PM	PM		Pä	PM	A10.3
	 		- 		Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Dally	Daily	.	<u> </u>					Daily	Daily	Daily	Daliy	Daily	Ex. Sun	Sun. only		Daily	Daily	Ex. Su
	 <u> </u>	 			.05	.08	.06	.03	.17	.04	.12	.04	,06	-	1		Time Over Sub-Division			.07	.03	.03	.20	.0!	5 .04	.04		.20	.20	1.1
-	 				10.8	20.0	19.0	20.0	17.2	13.5	24.5	15.0	19.0				Average Speed Per Hour			21,4	20.0	20.0	14.7	10.8	13.5	13.5		10.8	14.7	9.8

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 and West Duluth for first class trains and passenger extras.

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

At West Duluth Nos. 61, 63, 65, 627 and 625 register by ticket Form 608.

At West Duluth, Eastward trains register by ticket Form 608 and not require clearance unless train order signal is displayed at caution or stop. REGISTER EXCEPTIONS:

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

STANDARD TIME CLOCKS:

Duluth Union Depot. 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 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.

FIRST SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

				FIRST	CLASS									·	Jot.	TIME TABLE No. 132	g	<u> </u>				FIR	ST CL/	\SS		SECO	ND CLASS	THI
			400	66	58	202	52	304	62	204	60	56	4.8		£I. Β.	January 2, 1927.	Fond du L	Sidings	64	54	402	1	1	T		-	628	1
			- 	·	-	D. M. & N. 2	·			.		<u> </u>	ite ySa	bers	a D. & Σ.	Succeeding No. 131.	Fon	2					·	·	<u> </u>	_!		-
			D. & I.R.	N. P. 66	N. P. 58	2	N. P. 51	D. W. & P. 20	N. P. 62	D. M. & N. 4	N. P. 60	N. P. 56	Yuel, gables, rd Lin	Nun.	e from	STATIONS	e fron	paoity	N. P. 64	N. P. 53	D. & I.R. 51	D. & I.R. 53	D. & I.R 61	D.& I.R 151		C. M. & St. P. 626		
					i	Pass'gr							ater,	ation	stand	Telegraph Offices and Calls	Distance	ur Cap		Pass'gr	Pass'gr					- A	Preight	
<u> </u> 	<u> </u>	- 1	Daily	Daily	Dally	Daily	Daily	Dally	Ex. Sun.	1	Daily	Daily	<u> </u>	#5 	ב		」 <u>算</u> :	Gar	Daily		Ex. Sun.	ī	1	Sun. Only	1	9	Daily	Ex.
·			A 8 34	AM	- A34	- Ald			PS	PMS	Päl	PM			0.0		15.	1	阳	Pil —————	A12.32	A 6.40	A10-15	A 8.50		AM	ÁH	
			8.30	A 6.30	A 9.30	A10.57	A11.50		A 2.10	A 3.45	A 9.40	A 9.50	TYX	WB 71	0.9	DU DULUTH. DN	14.	2 Yard	A 6.30	A 7.35	L 12.27	L 6.35	L10-10	L 8.45			A 5.30	
				6.26	1 9.27	10.54	111.47	A 1.11	2.06	3.42	L 9.37	L 9.47			1.9	GARFIELD AVE.	13.2	2	6.27	. 7.32							5.23	3
				s 6.24		10.53		1.09	≉ 2.05	3.41				L 2	2.2	0.3 20TH AVE .	12.9	9	6.26							A 5.15	5 5.21	A12
				6.21		L 10.51		1.07	2 .02	L 3.39				L 02	2.8	D. M. & N. JCT.	12.3	3	6.24							5.11		
															3.6	9.8 SOO LINE CROSSING. Interlocked	11.8	5										
				6.14			-	L 1.00	1.55			-			4.4	D. W. & P. JCT. Interlocked	10.7		6-19						· · · · · · · · · · · · · · · · · · ·			
			-	s 6.11	1	·		2.00	s 1.52					L 04	5.1	0.7	10.0		5 6.17					-		5.01		
	<u> </u>		- 	L 6.08			-	-	L 1.48				WYX		5.8	WEST DULUTH JCT. P										4.57		-3
			-	L 6.08			<u> </u>	· · · · ·	L 1.48				WIA			D. T. CROSSING.	9,3		6.15				<u></u>			4.52	L 5.00	*12
			-			<u>-</u>						 -			7.0	1.1 RIVERSIDE.	8.1						 -			 		L.,
			-		.	ļ			-						8.1		7.0	<u> </u>									ļ	s11
			-	<u> </u>				<u></u>						LB 2	8.5	SPIRIT LAKE.	6.6									ļ		*11
														LB 3	9.7	MORGAN PARK. D Mion. Steel Co. Crossing	5.4											8. 1.1 .
			-						·						10.7	BOAT CLUB.	4.4											
		-												LB 5	12.4	WD NEW DULUTH, D	2.7	-				-						£11.
			. A.Sel	AM.	丛	AR	l an	PM	PR	PH .	周	P94		LB 8	15.1	FOND DU LAC.	0.0	-	DAI	Ne	~							1
			Daily	Daily	Daily	Dally	Daily		Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Ex. Sun.	PH Daily	Pall III	Sun.		<u> </u>	·	L11.
			.04	.22	.03	.06	.03	.11	.22	.06	.03	.03				Time Over Sub-Division			.15	.03	.05	.05	Daily .05	Only .05		Daily	Daily	Ex. S
			13.5	13.3	20.0	19.0	20.0	13.6	13.3	19.0	20.0	20.0			-	Average Speed Per Hour			19.6	20.0	10.8	10.8	10.8	10.8		9.3	9.8	9.4

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)

					FIRST	CLASS										,	PERSON SPACES TO NO. 122		_		FIRST	CLASS	SEC	OND C	LASS			b
	165	55	53	23	33	63	19	51	95	93	59	57	35	lles.	_		FIME TABLE No. 132 January 2, 1927		Biding	17	65		623	731				<u></u>
	Omaha	N. P.	N. P. 54	G. N.	G. N.	N. P.	G. N.	N. P. 52	Omaha 304	Omaha 512	N. P. 59	N. P. 57	G. N. 35	Fuel, Scales, ables, Wyes rd Limits.	umper	from Ve.	Succeeding No. 131.	from	oity of	G. N.	N. P. 65		N. P. 623	N. P. 732				
 	 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	عة تشدا	a a	Distance from Garfield Ave.	STATIONS	tange f	Caps	Pass'gr	Pass'gr		Preight	Freight				-
	 Daily	Delly	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	\$1.5 4.74	Statio	20	Telegraph Offices and Calls.	DO.	ğ	Daily	Dally		Daily	Ex. Sun	-			
	AM	L 8.33	L 8.43	AM	A#	PN	PM	M L 3.04	PM	PN	M L 5.03	P¥ 1. 6.03	PN			0.0	GARFIELD AVE.	7.8		PE	Ali	:	P₩	MA				·
	 	8.35						3.06			5.05	6.05		W C O	Li	0.8	RICES POINT	6.5	Yard				L 9.00	L12.35	5			
	L 8.52	8.36	8.47	L 8-32	L 8.43		Ł 4.07	3.08	i 2.36	L 6.08	5.06	6.06	L 8.07			1.3	BRIDGE SWITCH	6.0		L11.36			9.08	12.41	 		ļ	
	8.56	8.39	8.50	8.37	8.46		4.11	3.11	2.39	6.12	5.09	6.09	8.12			2.2	ELEVATOR STATION	5.1		11.40			9.14	12.47	, -			
	A 9.00	8.41	8.53	8.39	8.48		4.14	3.13	A 2.42	A 6.15	5.11	6.11	8.14			2.9	OMAHA CONN.	4.4		11.42	- 		9.17	12.55	<u>.</u>			
		s 8.42	8. 55	s 8.40	s 8.50	L 2.23	s 4·15	• 3·14			s 5.12	• 6.12	8.15	х	WB 67	3.2	BY SUPERIOR U. D. D	4.1		s11.45	L12.05	·				 -		
		8.44	8 .56	8.41	8.51	2.24	4.16	3.15			5.15	6.14	8.16		<u> </u>	3.6	BELKNAP STREET	3.7		11.46	12.06		9.22	1.00	<u>, </u>			·
	AM	A 8.55	A 9.05	A 8.50	A 9.00	A 2:31	4.24	A 3.25	PM	PNE	A 5.23	A 6.25	A 8.28	WYX	67	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	A11.55	12.15		A 9.50	A 1,25	<u> </u>		-	
	Daily	Dally	Daily	Daily	Daily	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Daily				:			Daily	Dally		Daily	Ex. Sun	-			
	 .08	.22	.22	.18	.17	.08	.17	.21	.06	.07	.20	.22	.21	l			Time Over Sub-Division			.19	.10		.50	.50				
	30.7	19.9	19.9	20.0	21.1	30.7	21.1	20.8	16.0	18.7	21.6	19.9	17.1				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: 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. 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.

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

- 4						FI	RST CL	.ASS								İ		THE TOTAL TO No. 122				FIR	ST CLASS	THIRD C	LASS
:		66	18	94	36	58	52	96	20	34	60	56	64	54	yes yes	,		TIME TABLE No. 132 January 2, 1927		f Siding	24	90		732	-
		N. P.	G. N.	Omaha 511	Q. N.	N. P. 58	N. P.	Omaha 303	G. N.	G. N.	N. P. 60	N. P.	N. P.	N. P. 53	les Wy	umber	from Ave.	Succeeding No. 131	fron .	eity o	Q. N. 24	Omaha 307		N. P. 731	
		Pass'er	Pass'ge	Pass'er	Pass'er	Pass'er	<u> </u>	1	Pass'gr	Pass'er	Pass'gr	Pass'gr	Pass'gr	Pass'gr	두 등 등	Z goj	Distance Garfield	STATIONS	tance i	Cap	Pass'gr	Pass'gr		Way Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Dally	Daily	Daily	- 기. 등 박면	90	D O	Telegraph Offices and Calls	P S	ខឹ	Daily	Dally		Ex. Sun.	
		AM	MA	AM .	AIÆ	^M 4 9.27	AM A11.47	別	양	Pia	M A 9.37	PI A 9.47	PM	P₩ A 7.32			0.0	GARFIELD AVE.	7.3		28	PNI		AM.	
	-				-	9.25	11.44				9.35	9.45		7.29	WCO	L 1	0.8	0.8 RICES POINT	6.5	Yard				A11.05	
		ر	6.18	4 7.55 Å	7.53	9.24	11.42	A12.30	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		11.02	
			6.14	7.50	7.49	9.21	11.39	12.26	2.14	5.50	9.31	9.41		7.24			2.2	ELEVATOR STATION	5.1		8.19	9.51		10.58	
		·.	611	7.47	7.47	9.19	11.36	L12.23	2.12	5.47	9.29	9.39		7.21			2.9	OMAHA CONN.	4.4		8.16	L 9.48		10.55	
		A 5.50	6.10		s 7.45	s 9.18	s11.35		2.10	• 5.45	s 9.28	s 9.38	A=6.04	5 7.20	x	WB 67	3.2	BY SUPERIOR U. D. D	4.1	,	8 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	0.4 Belknap Street	3.7		8.13			10.52	
	1	L 5.40 i	. 6.00	AM	. 7.33	L 9.05	L11:25	PA	L 1.58	L 5,35	L 9.17	L 9.25	L 5.55	L 7.10	wyx	67	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	L 8.03	PH		L10-35	
		Daily	Daily	Daily	Daily	Daily	Dally	Daily	Daily	Daiiy	Daily	Daily	Dally	Daily							Daily	Daily		Ex. Sun.	
		.10	.18	.08	.20	.22	.22	.07	.20	,18	.20	.22	.09	.22				Time Over Sub-division			.20	.07		.30	
	-	24.6	20.0	12.0	18.0	19.9	19.9	13.7	18.0	20.0	22.0	19.9	27.3	19.9				Average Speed Per Hour		-	18.0	13.7		13.0	

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

DOUBLE TRACK SETWEEN 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

WESTWARD													IVISION or terminal)						•					EAS	TWAF
			•	FIRS	T CLAS	SS							TIME TABLE No. 132.						F	RST C	LASS				
	65	309	317	63	313	321	307	311	319	es and	į		January 2, 1927.		Siding	86	318	310	322	312	314	308	64	320	
	N. P.	D. S. S.	Soo Line				D C C	Soo Line 61		85	mbera	Distance from West Duluth Jot	Succeeding No. 131.	ë .	ity of	N. P.	Soc Line	D. S. S. & A.	Soo Line	Soo Line	Soo Line	D. S. S. & A.	N. P.	Soo Line	
			18			163			<u> 161</u>	Page Page Page Page Page Page Page Page	N.	oe fr	STATIONS	o tr	page			-						100	
								Pass'gr		A 1 4	atior	istan est I	Telegraph Offices and Calis	Distan	≒ —		- 1	- 1	- 1	- :	Pass'gr			l	
	1 244 1	Daify	Daily	1 PM	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	i .					1	Daily	Deity	Daily	Ex. Sun.	Ex. Sun.	Daily				1
	L11.50			L 2.12						WYX	L 5	0.0		3.6	<u> A</u>	6.08							A 6.15		
	11.52			2.14								0.6	ZENITH FURNACE	3.0		6.06							6.13		
	11.55	6.20	L 5.43	2.16	L 1.44	L 10.50	i 8.19	L 8.06	L 6.28			1.3	Soo Line 0.7 Conn. DW&P BERWIND JCT. Interlocked	2.3		6.03	A 7.46	A10.12	A 4.38	A 5.04	A 5.30	A 5.35	6.11	A 6.41	
												1.8	0.5 GRASSY POINT DRAWBRIDGE Interlooked	1.8											
	11.57	6.22	5.45	2.18	1.46	10.53	8.21	8.08	6.30			2.1	Soo Line 0.3 Conn. WISCONSIN JCT. Interlooked	1.5		6.00	7.43	10.09	4.35	5.02	5.2 8	5.33	6.09	6.38	-
	11.59	6.24	5.47	2.20	1.48	10.55	8.23	8.10	6.32			3.0	GRASSY POINT SIDING	0.6	6	5.57	7.41	10.07	4.32	4.59	5.26	5.31	6.07	6.36	
	12.02	4 6.26	A 5.49	2.22	A 1.50	A10.56	A 8.25	A 8 11	A 6.34			3.3	L. S. T. & T. RY. JCT.	0.3		5.54	L 7.39	L 10.05	L 4.30	L 4.57	L 5.24	L 5.29	6.05	L 6.34	
	A12.04	PM	PM	A 2.23	Pla	. AX	糾	AM.	МА		WB 67	3.6	SUPERIOR U. D. D	0.0	L	5.52	All	AM	PM:	PM	PM	PM	L 6.04	PM:	
	Daily	Daily	Daily	Daily	Dally	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.							Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	
	.14	.06	.06	.11	.06	.06	.06	.05	.06				Time Over Sub-Division			.16	.07	.07	.08	.07	.06	.06		.07	
	15.4	20.0	20.0	19.6	20.0	20.0	20.0	14.0	20.0	1			Average Speed Per Hour			13.5	17.1	17.1	15.0	17.1	20.0	20.0	19.6	17.1	

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.

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	FIRST CLASS.				TIME TABLE No. 132.			FIRST	CLASS	SECOND	CLASS	 	
	731	53 51	cales,	.	Bast Bad	January 2, 1927. Succeeding No. 131.		Sidings	2 54		732		 -	
	Way Freight	Pass'gr Pass'gr	r, Fuel, B. Tables, V.	on Numbe	nas from	STATIONS	noe from	Pass Pass	gr Pass's	r	Freight		 	
	Ex. Sun.	Daily Daily	Wate Turn Yard	Static	Dista	Telegraph Offices and Calls		Ö Dai	iy Dali;		Ex. Sun,			
	£10.20	L 7.00 L11-15	1	į.	0.0	Pass. Station EAST END C. St. P. M. & O. Crossing Interlooked Track Conn.	4.0	Yard A 3.	35 A 9.1	5	A 140			
	10.29	7.04 11.19	,		1.8	1.8 HILL AVE.	2.2	ard 3	31 9.1	1	1.33			
					2.9	SOO LINE CROSSING Interlooked Track Conn.	1.1							
	A10.35	A 7:10 A11:25	WYX	67	4.0	CENTRAL AVE. DN	0.0	ard L 3.	25 l 9.0	5	L 1:25			
	Ex, Sun.	Daily Daily						Dal	y Dally		Ex. Sun.			
	.15	.1010				Time Over Sub-Division			10 .10		.15			
	16.0	24.0 24.0				Average Speed Per Hour		24.	0 3 24.0		16.0			1

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

INTERLOCKING
PLANT:

REGISTER STATION:

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.

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

AUT

- 3. 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 St. Louis Bridge between 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.

THORIZED SURGEONS:—	Office Telephone	Residence Telephone	LOCATION STRETCHERS:-
Dr. C. S. KNOX, 219 Albany Block, Superior, East End,	East 67J	East 67M	East End Freight Station.
Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior,	Broad 65	Broad 532	Central Avenue Freight Station.
Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior,	Broad 65	Broad 192	Superior Freight Station.
Dr. A. J. BRADEN, 400 Lyceum Bldg., Duluth,	Melrose 1089	Hemlock 559	Rices Point Yard Office, Duluth.
Dr. C. M. SMITH, 400 Lyceum Bldg., Duluth,	Melrose 1089	Hemlock 1955	Dock 6, Duluth.
Dr. O. E. HEIMARK, 2004 W. Superior St., Duluth,	Melrose 458	Calumet 184	Duluth Union Depot.
Dr. C. L. HANEY, 2004 W. Superior St., Duluth,	Melrose 458	Melrose 579	Tool Car, Duluth.
Dr. GEORGE C. DOYLE, 2004 W. Superior St., Duluth,	Melrose 458	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. Reight	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 Jct. 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,

W. D. PEARCE,

H. J. COUNCILMAN,

GEORGE STEINER

Ass't Superintendent.

Ass't Superintendent.

Trainmaster.

Chief Dispatcher.

