NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

100 TABLE

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

MONDAY, FEBRUARY 13, 1928.

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.

P. H. MCCAULEY,
General Superintendent of Transportation.

O. F. OHLSON,
Superintendent.

WESTWARD

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

		 		FIRS	r CLAS	\$								1	TIME TABLE No 139	Lac		_		FIR	ST CLASS	 SECON	D CLASS	THIR
		4	01	55	201	·	61	403	63	51	203	ales.	•		February 13, 1928 Succeeding No. 138.		303 303	57	65	405	407	 I	627	71
	·	D.&	I.R.	N. P. 55	D. M. & N.	N. P. 54	N. P. 61	D.&I.R.	N. P. 63	N. P. 52	D. M & N. 3	Fuel, Scales, ables, Wyer, rd Limits.	Numbere	Distance from D. & I. R. Jot.	STATIONS	from	D. W.	N. P. 57	N. P. 65	D.& i. F 52	D.& I. R. 62	 C. M. & St. P. 625	N. P. 627	N. 71:
		 Pas	s'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Y Pro	Station N	sance & I. I			Pass'g	Pass'g	Pass'g	Pass'g	Pass'gr	Freight	Freight	Wa Frei
		Da	ily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Pur S	Sta	ğü.	Telegraph Offices and Calls	Q is	Daily	Dally	Dally	Daily	Ex. Sun.	Daily	Daily	Ex.
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					å 8.06		8.41		2.04		A 3.56		L 02	2.8	0.6 D. M. & N. JCT. Interlocked.	12.3	7.1	2	11.3	7		8.33	8.07	7 9
							l l							3.6	0.8 SOO LINE CROSSING Laterlocked	11.5								
							8.47		2.07					4.4	D. W. & P. JCT. Interlocked.	10.7	A 7.1	5	11.42	3		8.42	8.13	3
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							A 8.52		A 2.13			wyx	L 5	5.8	WEST DULUTH JCT. P	9.3			A11.52	3		A 8.50	A 8.20) 8
														7.0	D. T. CROSSING	8.1								
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													LB 3	9.7	MORGAN PARK D Minn. Steel Co. Crossing	8.4								5
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													LB 5	12.4	WD NEW DULUTH D	2.7								910
_			M.	ÁM	AM	AM	AM	Phi	Pill	Päl	PM		LB 8	15.1	FOND DU LAC	0.0	PH	PM	PM	P₩	PM	PN	PNI	A19
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		 	.05	.03	.06	.03	. 17	.04	.13	.04	.06				Time Over Sub-Division		.07	.0	.22	.0.	.05	 .20	.20	╁
		 10	.8	20.0	19.0	20.0	17.2	13.5	22.6	15.0	19.0				Average Speed Per Hour	-	21,4	20.0	13.4	10.8	10.8	10.8	14.7	

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 7.

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.

REGISTER EXCEPTIONS: 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.

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 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.

WHISTLE CALLS:

D. M. & N. Jet. Interlocking Plant. Trains will call for routes as follows: Martin's track to D. M. & N. yard—Three short.
Martin's track to westward main track—Three short and one long.
Martin's track to D. T. main track—Four short.
D. T. main track to Martin's track—Four short.
D. M. & N. Jet. to Martin's track—Three short.
Westward main track to D. M. & N. Jet.—One long and one short.
D. M. & N. Jet. to eastward main track—One long and one short.
Through Westward main track movements—One long.
Tarough leastward main track movements—One long.

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

		:	1111			FIRST	CLASS	-									Jot.	TIME TABLE No. 139	Lac				Adaption	FIR	T CLA	SS			SECOND	CLASS	THIR! CLASS
- 1				2 1 V		400	ī	58	202	52	304	62	204	56	68,		& I. R.	February 13, 1928.	Fond du I	Sidinge	64	54	402	406	408	410			626	628	71:
			·		-	D. & I.R.	N. P.	N. P. 58	D. M. & N. 2	N. P. 51	D. W. & P. 20	N. P. 62	D. M. & N.	N. P. 56	Fuel, Soales, ables, Wyes rd Limits.	mbera	Ü	Succeeding No. 138.	om Fo	ty of	N. P.	N, P.	D. & I.R.	D. & J.R.	D. & I. R. 61	D. & I.R.	- 1-1		C. M. & St. P. 626	N. P. 628	N. P. 718
				· · · · · · ·		-		<u>'</u>					- 4		Fuel Fable	ž	ige (r	STATIONS	noe fr	apadi	64						-				Way
									Pass'gr						Water Turn	tetion	istan	Telegraph Offices and Calls	Distar	Oar C	Pass'gr Daily		Ex. Sun		Pass'gr Ex. Sat.	Sat. Only	<u> </u>	<u> </u>	Daily	Daily	
		<u> </u>	<u> </u>	l ·	<u> </u>	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily Pil	 	1 80 *	<u> </u>		- 	<u> </u>	PM		1	1	1	· · ·			AJA	Δ¥	PU
	·					A 8.49	AME .	A24	AM .		- NIS	5 · · · · · ·					0.0		15.1				A12.25	4 6 40	A10-35	A10.35					-
		1.00				L 8.45	A 6.30	A 9.00	A10.57	A 11.50	·	A 2.10	A 3.45	A 9.50	W C C	WB 71	0.9		14.2	Yard	7.00	A 7.35	L12.20	L 6.35	L10-30	L10-30				A 5-30	_
							6.26	L 8.57	10.54	111.47	A 10-21	2.06	3.42	L 9.47			1.9	GARFIELD AVE	13.2		6.56	L 7.32		<u> </u>			<u> </u>			5.20	<u> </u>
	<u></u>						s 6.24		10.53		10.19	s 2.05	3.41			L 2	2.2	0.3 20TH AVB	12.9		6.55								A 5.10	5.15	A12
					-		6.21		L10.51		10.17	2.02	L 3.39			L 02	2.8	D. M. & N. JCT Interlocked	12.3		6.53					·			5.03	5.08	12.
				·	-		J-22										2.6	0.8 SOO LINE CROSSING	11.5						-						
					-		.	ļ										D. W. & P. JCT	10.7										4.53	5.02	10
				<u> </u>	_	-	6.14		ļ		L 10.10	1.55	·	-		<u> </u>		1 0.7			6.49									-	
	<u></u>					_	s 6.12				<u> </u>	s 1.52	<u> </u>		<u></u>	L 04	5, 1		10.0		6.47	- 27				1111			4.50	-	PH
							L 6-05					L 1.48			WYX	L 5	5.8		9.3		6.44		-12.2			14743			L 4.45	4.55	12
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				-		Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily							Dally	Daily	Ex. Sun.	Daily	Ex. Sat.	Sat. Only			Daily	Daily	Ex. Sı
					-	.04	.25	03	.08	.03	.11	22	.06	.03				Time Over Sub-Division			.16	.03	.05	.05	.05	.05			.25	.35	1.2
				-		13.5	11.6	20.0	19.0	20.0	13.6	13.3	19.0	20.0				Average Speed Per Hour	"		18.3	20.0	10.8	10.8	10.8	10.8			8.6	8.4	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 7.

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)

2 / 2 /	· · · · · · · · · · · · · · · · · · ·	- 1			-		FIRST	CLASS										Ī,	TIME TABLE No. 139			1	FIRST CLASS		SEC	OND CLAS	is	
			,	165	55	53	23	33	63	19	51	95	93	57	35	108,			February 13, 1928	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		35	٠.		623	731		
-				Omaha	N. P.	N. P.	G. N.	G. N.	N. P.	a. N.	N. P. 52	Omaha 304	Omaha 512	N. P.	G. N.	Fuel, Sosles, Spies, Wyes, rd Limits.	redura	No.	Succeeding No. 138.	TO B	N	. P.			N. P. 623	N. P.		
	··································	-		Pass'gr	Pass'er				—— <u> </u>						-		do N	Distance from Garfield Ave.	STATIONS	atance from ntral Ave.	<u> </u>	ss'gr		-	Freight	-	ē	
					Dally		Daily	Daily	Daily		Daily	Daily		Daily	Daily	Water Turn and Y	Stat	ÖĞ	Telegraph Offices and Calis.	igg 6	5 D	ally		-	Daily	Ex. Sun.		<u> </u>
				AM	L 8.33	L 8.43	YE	ASI	PM	PM	P¥ L 3.04	PNL	P¥:	₩ L 7.03	PN			0.0	GARFIELD AVE.	7.3		AM			PM	AM		
					}	8.45					3.06	·		7.05		WCO TYX	L 1	0.8	RICES POINT	6.5 Y	ard				L 9.00	L12.35		
				L 8.52	8.36	8.47	L 8.32	L 8.43		L 4.07	3.08	L 2.36	L 6.08	7.06	L 8.07			1.3	BRIDGE SWITCH	6.0					9.08	12.41		
. ,				8.56	8.39	8.50	8.37	8.46		4.11	3.11	2.39	6.12	7.09	8.12			2.2	ELEVATOR STATION	5.1				_	9.14	12.47		
				A 9.00	841	8.53	8.39	8.48		4.14	3.13	A 2.42	A 6.15	7.11	8.14			2.9	OMAHA CONN.	4.4				_	9.17	12.55		
					s 8.42	s 8.55	s 8.40	s 8.50	L 2.25	s 4.15	5 314			s 7·12	s 8 1 5	x	WB 67	3.2	BY SUPERIOR U. D. D	4.1	L1	2.08						
					8.44	8.56	8.41	8.51	2.27	4.16	3.15	ļ <u>.</u>		7.14	8.16			3.6	BELKNAP STREET	3.7	1	2.12		_	9.22	1.00		
			:	AM	A 8.55	4 9.05	A 8.50	A 9.00	\$ 2:36	A 4.24	A 3.25	PM	PN	A 7.27	A 8.28	WYX	67	7.3	AJ CENTRAL AVENUE DN	0.0 Y	ard A1	2. 25		_	A 9.50	A 1.25		
				Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Dally	Daily	Daily						r	aily			Daily	Ex. Sun.		
				.08	.22	.22	.18	.17	.11	.17	.21	.06	.07	.24	.21				Time Over Sub-Division			.17			.50	.50		
1.4	•			12,0	19.9	19.9	20.0	21.1	21.8	21.1	20.8	16.0	13.7	18.2	17.1				Average Speed Per Hour			4.4			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 7.

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-

Division.

BULLETIN STATIONS: Rice's Point yard office.

Rice's Point round house.

REGISTER EXCEPTIONS:

At Central Avenue 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 with restricted speed 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

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 with restricted speed 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)

EAST	WARD	

		•	 		FIF	RST CL	ASS		-											1 40	FIR	ST CL	ASS					THIRD	CLASS	;
			66	94	36	58	52	96	20	34	56	64	54	les,			TIME TABLE No. 139 February 13, 1928.		Bidings	24	90						732			
			 N. P. 66	Omaha 511	G. N.	N. P. 58	N. P.	Omaha 303	G. N.	G. N.	N. P. 56	N. P.	N. P.	les Wy Limits	umber	ro B	Succeeding No. 138	from .ve.	aity of	G. N.	Omaha 65	٠.			ļ.		N. P. 731	.		
			 		[<u> </u>		Pass'gr						독급	Z no	Distance from Garfield Ave.	STATIONS	stance from atral Ave.	Capa	Pass'gr	Pass'gr						Way Freight			
			 Pass'gr Daily	Pass'gr Daily	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Turn	Statio	Gart	Telegraph Offices and Calls	GO	Car	Daily	Daily	7.7	\ <u></u>		-		Ex. Sun.	- -		
	-		 AN .	AM	AM	M 8.57	A11.47	PM	. PM	PM	PN A 9.47	PM	•™ A 7.32			0.0	GARFIELD AVE.	7.3		PM	PAL						AH	· · ·		
			 				11.44				9.45			WCO TYX	Li	0.8	RICES POINT	6.5	Yard		:						A11.05	- , - : 		
			 	A 7.55	A 7.53			A12.30	A 2.18	A 5.53	9.44		7.27			1.3	BRIDGE SWITCH	6.0		A 823	A 8.16						11.02			·
			 _	7.50			<u> </u>	12.26					7.24			2.2	ELEVATOR STATION	5.1		8.19	8.12				<u> </u>		10.58			·
		-	 	L 747		-		L12.23					7.21			2.9	0.7 Omaha Conn	4.4		8.16	L 8⋅10	: ·*			<u> </u>		10.55			·
		<u></u> -	 A: 5.47		s 7.45	s 8.48	s11.35		s 2·10	s 5.45	s 9.38	As 6.31	s 7.20	x	WB 67	3.2	BY SUPERIOR U. D. D	4.1	47	s 8.15		٠.	÷	: :- :	<u> </u>					
			 5.45			8.45		ļ———	2.06	5.42	9.36	6.28	7.19			3.6	0.4 Belknap Street	3.7		8.11	٠ ا						10.52	· ·		
			 L 5,35			L 8:35		1	l 1.58	L 5 ₁ 35	L 9:25	L 6,20	L 7.10	WYX	67	7.3	3.7 AJ CENTRAL AVENUE DN	0.0	Yard	E 8.03	PM PM		<i>:</i> .				110,35	<u>-</u> ——		
			 Daliy	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Dally	Daily		1					Daily	Daily	.:					Ex. Sun.			
			 .12	.08	.20	.22	.22	.07	.20	.18	.22	.11	.22		-	-	Time Over Sub-division			.20	.06		ļ				.30			
 			 20.5	12.0	18.0	19.9	19.9	13.7	18.0	20.0	19.9	22.3	19.9				Average Speed Per Hour			18.0	16.0		30		<u> </u>	<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 7.

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 with restricted speed 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.

													VISION. OR TERMINAL)							.i				EAS	TWARI
	-			FIRS	T CLA	SS							TIME TABLE M. 120						FI	RST C	LASS				
	65	309	317	63	313	321	307	311	319	los.		 	TIME TABLE No. 139 February 13, 1928.		Siding	66	318	310	322	312	314	308	64	320	,
	N. P. 65	D. S. S. & A. 8	Soo Line 18	N. P.	Soo Line	Soo Line	D, S. S. & A.	Soo Line 61	Soo Line	les, Wy	umber	Distance from West Duluth Jot	Succeeding No. 138.	To DB	oity of	N. P.	Soo Line	D. S. S. & A.	Soo Line 162	Soo Line	Soo Line	D. S. S.	N. P.	Soo Line	
	Pass'er	Pass'er	Pass'or	Pass'or	Pass*or	Pass'gr				1 " 2 4	Z go	Duly	STATIONS	Distance from Superior U. D.	Gapac										
	Daily	Daily				Ex. Sun.					Stati	AD S	Telegraph Offices and Calls	Diets	Car	Pass'gr Daily	Daily		Pass'gr Ex. Sun.					Ex. Sun.	
ſ	L1152	29	?M 1	L 2.13	Pili	AJE	AH	MA	AM	w y x	L 5	0.0	WEST DULUTH JCT.	3.6		A 6.05	AN	AM	PM	PM	PM	PM	A 6.44		<u> </u>
	11.55			2.15							-	0.6	ZENITH FURNACE	3.0		6.03							6.42		
	11.57	l 6.20	i 5.43	2.17	L 1.44	L 10.50	l 8.19	L 8.06	L 6.28			1.3	Soo Line 0.7 Conn. DW&P BERWIND JCT. Interlocked	2.3		6.00	A 7.46	Å10.12	A 4.38	A 5.04	A 5.30	A 5.35	6.40	A 6.41	
				sa i ga								1.8	0.5 GRASSY POINT DRAWBRIDGE Interlooked	1.8				<u>-</u>		· · ·	^				
	12.02	6.24	5.47	2.22	1.48	10.55	8.23	8-10	6.32			3.0	GRASSY POINT SIDING	0.6	6	5.53	7.41	10.07	4.32	4.59	5.26	5.31	6.34	6.36	
	12.06	A 6.26	A 5.49	2.23	A 1.50	A10-56	Å 8.25	A 8-11	A 6.34			3.3	L. S. T. & T. RY. JCT.	0.3		5.50	L 7.39	£10.05	L 4.30	L 4.57	L 5.24	L 5.29	6.32	L 6.34	
	Å12.08	PM	PM	A 2.25	P#	AH	AM	AH	AM		WB 67	3.6	SUPERIOR U. D. D	0.0		L 5.47	AN	AM .	PM	P#	PM	PH	. 6,31	29	
	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.							Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	-
	. 13	.06	.06	. 12	06	.06	.06	.05	.06			i	Time Over Sub-Division			.18	.07	.07	.08	.07	.06	.06	.13	. 07	
	16 6	20.0	20.0	18.0	20:0	20.0	20.0	14.0	20.0			-	Average Speed Per Hour			12.0	17.1	17.1	15.0	17:1	20.0	20.0	16.6	17.1	

FOURTH SUB-DIVISION.

	 		·		THIRD	CLAS	S	2.7 - 5	45.37	FIRST	CLAS	S.		_	1		TIME TABLE No. 139				FIRST	CLASS	4 4	SEC	OND C	LASS			
 	 						731					53	ļ ·	Boales, Wyes and	9618	n Bast Bud	February 13, 1928. Succeeding No. 138.		of Bidings	52	54		· ·	732					
		·			·		Way Freight				<u> </u>	Pass'g	Pass'g	r, Fuel, Tables, Limits	on Numb	ince from	STATIONS	noe from	Spaolty	Pass'gr	Pass'gr		·	Freight			<u> </u>	 	-
<u> </u>							Ex. Sun.					Dally	Daily	Y TA	Braci	P P	Telegraph Offices and Calls	Conta	Car	Daily	Dally			Ex. Sun.		-			
- -			-				L10.20					L 7.00	L11.1	5 WOY	63	0.0	Pass, Station EAST END C.St. P. M. & O. Crossing Interlocked Track Conn.	4.0	Yard	PH A 3.35	A 9.15		***************************************	A 1.40					
							10.29		- 1. - 1.			7.04	11.1	9		1.8	HILL AVE.	2.2	Yard	3.31	9.11		· :	1.33		1 1			
									*							2.9	SOO LINE CROSSING Interlooked Track Conn.	1.1		-					3 E S			N - 17 - 18	
							A10.35					A 7.10	A11.2	5 W Y X	67	4.0	CENTRAL AVE DN	0.0	Yard	. 3.25	L 9,05			L 1.25				 	
							Ex. Sun.					Daily	Dally							Dally	Daily			Ex. Sun.				 	1
				,			.15				1	.10	.10	. 77			Time Over Sub-Division			.10	.10			.15				 7	

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
PLANT: Central Avenue a:
REGISTER STATION: Central Avenue. 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 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:

e Partir

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.
- 3. Clearance Form A will not be required at Rice's Point Yard, Superior Freight Station or 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.

	Office	Residence	
AUTHORIZED SURGEONS:—	Telephone	Telephone	LOCATION STRETCHERS:-
Dr. C. S. KNOX, 219 Albany Block, Superior, East End,	East 67R1	East 67R2	East End Freight Station.
Dr. A. L. KYLLO, 5719 Tower Ave., Superior,	Broad 1458R1	Broad 161	<u> </u>
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. G. C. MacRAE, 400 Lyceum Bldg., Duluth.	Melrose 1089	Hemlock 3954W	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	Melrose 1157	Duluth Union Depot.
Dr. C. L. HANEY, 2004 W. Superior St., Duluth,	Melrose 458	Melrose 579	Tool Car, Duluth.
			West Duluth Passenger Station.

MAXIMUM CLEARANCES.

								LIM	IT OF L	OAD MEA	SUREM	ENT.							
				-					Height	Above Top	of Rail.				·	- •			-
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max Widt
First Sub-division, Duluth to Fond du Lac	20′-3″	20′-3″	20'-3"	20′-3″	20'-3"	20'-3"	20′-3″	20′-3″	20′-3″	20′-3″	20′-3"	20'-3"	20'-3"	20'-3"	20′-3″	20'-3"	20′-3″	20'-3"	11'-6
Second Sub-division, Garfield Ave. to Central Ave	20'-3"	20′-3″	20′-3″	20'-3"	20′-3″	20'-3"	20′-3″	20'-3"	20′-3″	20′-3″	20'-3"	20'-3"	20'-3"	20′-3″	20′-3″	20′-3″	20'-3"	20'-3"	11'-6
Third Sub-division, West Duluth Jct. to Superior U. D	20′-3″	20′-3″	20′-3″	20'-3"	20'-3"	20'-3"	20'-3"	20′-3″	20'-3"	20 -3"	20'-3"	20′-3″	20'-3"	20′-3″	20′-3″	20'-3"	20′-3″	20′-3″	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.

W. D. PEARCE,

Ass't Superintendent.

H. J. COUNCILMAN,

Trainmaster.

GEORGE STEINER

Chief Dispatcher.

