NORTHER PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TABLE

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

SUNDAY, JUNE 17, 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.

O. F. OHLSON,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

							FIRS	T CLAS	S									TIME TABLE No. 142	اع					FIR	ST CLAS	is :		SECONT	CLASS	THIRD CLASS
					305	401	55	201	53	61	403	63	51	203	tleg, year			June 17, 1928 Succeeding No. 141.	opd du	6 2	303	57	65	405	407					717
					D. W. & P.	D.& I. R. 50	N. P.	D. M. & N.	N. P. 54	N. P.	D.& I. R. 2	N. P.	N. P. 52	D. M & N.	Fuel, Scales, ables, Wyes, rd Limits.	Numbers	Distance from D. & I. R. Jot.		from F	softy of	D. W. & P. 19	N. P. 57	N. P. 65	D.& I. R 52	D.& I. R.			C. M. & St. P. 625	N. P. 627	N. P. 717
					i	<u> </u>	· · · · · · · · · · · · · · · · · · ·	Pass'gr								Z E	I. B.	STATIONS	ange f	Сврв			Pass'gr					Freight	Freight	Way Freight
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	1				AM .	L 8.05	AM.	AM	AM	AN	1 2.41	?N	PE	PE			0.0	D. & I. R. JCT.	15.1	ļ	PN	PM	PR	P∯ L 8.20	110.45			PM	PM	AM -
								L 8.00	1 8.40	L 8.35	A 2.45	L 2.00	L 3.00	L 3.50	WCO	WB 71	0.9	DU ĐULUTH DN	14.2	Yard		L 7.00	L11.30	A 8.25	410.50		ر		i. 8.00	,
					L 9.04 A 8.		A 8.33	Ι.	A 8.43				A 3.04		1		1.9	GARFIELD AVE.	13.2		L 7.09	A 7.03	11.3 3						8.04	Ė
					9.05			8.04		s 8.39		2.03		3.54	<u> </u>	L 2	2.2	0.3 20TH AVE.	12.9		7.10		s11.35		_			L 8-30	8.05	L 9.1
					9.07			A 8.06		8.41		2.04		A 3.56	5	L 02	2.8	D. M. & N. JCT. Interlocked.	12.3		7.12		11.37	-				8.33	8.07	9.1
																	3.6	SOO LINE CROSSING	11.5											<u> </u>
					A 9.14					8.47		2.07					4.4	D. W. & P. JCT. Interlocked.	10.7		A 7.16		11.42					8.42	8.13	9.2
										s 8.49	1	s 2·11				L 04			10.0				s11.46			·		8.46	8.1€	9.30
										A 8.52		A 2.13			wyx	L 5	5.8	WEST DULUTH JCT. P	9.3				A11.52					A 8.50	A 8.20	5 9.3
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		5	137 × 63	:							2 1 1			-			8.1	RIVERSIDE	7.0									ــــــــ		9.49
						-										LB 2	8.5	SPIRIT LAKE	6.6			<u> </u>		ļ		·				s 9.5
		: -													ļ	LB 3	9.7	MORGAN PARK D Minn. Steel Co. Crossing	5.4											8 9.58
		-															10.7	BOAT CLUB	4.4											
																LB 5	12.4	WD NEW DULUTH D	2.7											•10·1 <i>6</i>
					AM	AM	AM	AM	AM	AM	PM	PM	PM	PM		LB 8	15.1	FOND DU LAC	0.0		PM	PM	PM	PM.	PM			P##	PH	A10.34
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		- -			.10	.05	.03	.06	.03	. 17	.04	.13	.04	.06	-		-	Time Over Sub-Division			.07	.03	.22	.05	.05			.20	.20	1.19
	- -				15.0	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	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 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-

TIONS:

Duluth to Fond du Lae 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. Jct. 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. Jct. to Martin's track—Three short.
Westward main track to D. M. & N. Jct.—One long and one short.
D. M. & N. Jct. to eastward main track—One long and one short.
Through Westward main track movements—One long.
Through eastward main track movements—One long.

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL) EASTWARD

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						FIRST	CLASS							:].		. Jot.	TIME TABLE No. 142	Lao					FIRS	T CLA	SS	 SECON	D CLASS	THIRD CLASS
	,		Ī			400	66	58	202	52	304	62	204	56	Jes.		D.&.I. F	June 17, 1928 Succeeding No. 141.	Fond du	Siding	64		306	l			 	628	718
				- 		D. & I.R.	N. P.	N. P. 58	D. M. & N. 2	N. P.	D. W. & P. 20	N. P.	D. M.	N. P. 56	uel, Soale	umber	from D		from F	oity of	N. P. 64	N. P. 53	D. W. & P. 6	D. & I.R. 55	D. & I.R. 53	D.&I.R. 61	C. M. & St. P. 626		
-	-		-	<u> </u>	-	Pass'gr	Pass'gr	i——		Pass'gr						N not	9	STATIONS	Distance	Capa	Pass'gr		Pass'gr	l]	 Freight	Preight	Way Freigh
_	_	_	-	-		Daily	Daily	Daily	Daily	Daily		Ex. Sun.		Daily	Twe.	Stat	Dista	Telegraph Offices and Calls	卢	o l	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sur
<u>-</u>		<u> </u>	 	<u> </u>		A 8.49	AN	AM	AM	AM	Alk	PM	PM	PM	-		0.0	D & 1. R. JCT.	15.1		PM	PNI	PM	PM A11-10	A 2.55	A 8.50	 組	AM.	PH
		_	_	 	-			A 9.00	A10.57	A11.50		A 2.10	A 3.45	A 9.50	WCO	WB 71	0.9	DU DULUTH. DN	14.2	Yard	4 7.00	A 7.35		L 11.05	2.50	L 8.45		A 5.30	
	_	_	_	-	-		1	—- 		L11.47				L 9.47			1.9	GARFIELD AVE.	13.2		6.56	L 7.32	A 8.29					5.20	
	-					 	6.24		10.53			s 2.05	3.41			L 2	2.2		12.9		6.55		8.27				 A 5.10	5.15	A12.2
	_		-			-	6.21		L10.51		8.33	2.02	i 3.39			L 02	2.8	D. M. & N. JCT. Interlocked	12.8		6.53		8.25				 5.03	5.08	12.1
	-		_	-									•				3.6	soo line crossing.	11.8										
	- -	-	_	-		\ <u> </u>	6.14			-	L 8.27	1.55		-			4.4	D. W. & P. JCT	10.7		6.49		L 8 19	·			 4.53	5.02	12.0
				-	_	 	6.12					s 1.52			-	L 04			10.0		6.47						4.50	5.00	s12.0
	-	_		- 			L 6.05	-				L 1.48	ļ		WYX	LS	5.8	WEST DULUTH JCT. P	9.5		6.44						 L 4.45	l 4.55	*12.C
	-	-	_		-	·									,		7.0	D. T. CROSSING.	8.1								 		
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						-										LB 3	9.7	MORGAN PARK. D Minn, Steel Co. Grossing	5.4	ļ							 		\$11.3
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	_	-					AN	AM	; AM	AM	AM	PRE	PM	Pil		TB 8	15.1	POND DU LAC.	0.0		Pä	PN	PM	PM	PE	P#	 AM	組	1.11.0
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	_	_		-	-	.04	.25	03	.06	.03	.10	.22	.06	.03				Time Over Sub-Division			.16	. 03	.10	.05	. 05	.05	 .25		1.2
	-	-			_	18.5	11.6	20.0	19.0	20.0	15.0	13.3	19.0	20.0				Average Speed Per Hour	ĺ		18.3	20.0	15.0	10.8	10.8	10.8	8.6	8.4	9.4
	1 .	1	l	I	1 .	I	I	1	J.	1	1	I.	1	<u> </u>			'ــــــــــــــــــــــــــــــــــــ	<u> </u>									 		

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)

 			FIRST	CLASS								1			የጀንደው ጥልነጋር ነን ነለ። 140		_		FIRST (CLASS	SEC	OND CLASS	, [
	55	53	23	33	63	19	51	95	93	57	35	yes.			FIME TABLE No. 142 June 17, 1928		Biding	65	89		623	731			
	N. P. 55	N. P. 34	G. N. 23	G. N.	N. P. 63	G. N.	N. P. 52	Omaha 304	Omaha 512	N. P. 57	G. N. 35	Fuel, Soal ables, Wy.	umber	from Ve.	Succeeding No. 141.	from	oity of	N. P. 65	Omaha 310		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	_52	Sion N	Distance from Garfield Ave.	STATIONS	tance fro	Capa	Pass'gr	Pass'gr		Freight	Freight		-	
	Daily	Daily	Daily	Daily	Daily	Daily	Deily	Daily	Daily	Daily	Daily	PH a	25.	P. P.	Telegraph Offices and Calls.	ag g	S	Daily	Daily		Daily	Ex. Sun.		-	
	L 8.33	L 8.43	AX	Ali	PM	PM	м L 3.04	PN	PN	P¥ L 7.03	PN			0.0	GARFIELD AVE,	7.3		AN	PM		PM	AM			
	8.35	8.45					3.06			7.05		WCO TYX	L 1	0.8	RICES POINT	6.5	Yard	i			L 9.00	L12.35			
 	8.36	8.47	L 8.32	L 8.43		L 4.07	3.08	L 3.51	L 6.08	7.06	i 8.07	7		1.3	BRIDGE SWITCH	6.0			L 9.06		9.08	12.41			
	8.39	8.50	8.37	8.46	· .	4.11	3.11	3.54	6.12	7.09	8.12			2.2	ELEVATOR STATION	5.1			9.09		9.14	12.47			
	8.41	8.53	8.39	8.48		4.14	3.13	A 3.57	A 6.15	7.11	8.14	<u> </u>		2.9	OMAHA CONN.	4.4			A 9.12		9.17	12.55			
 	* 8.42	s 8.55	s 8.40	s 8.50	L 2.25	s 4.15	s 3.14			s 7·12	s 8-15	x	WB 67	3.2	BY SUPERIOR U. D. D	4.1		L12.08							
 	8.44	8.56	8.41	8.51	2.27	4.16	3.15			7.14	8.16	<u> </u>		3.6	BELKNAP STREET	3.7		12.12			9.22	1.00			
	A 8.55	A 9.05	A 8.50	A 9.00	å 2:36	A 4.24	A 3.25	PM	99	4 7.27	A 8.28	wyx	67	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	Å12.25	PM		A 9.50	A 1.25			
	Daily	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily		Daily	Ex. Sun.			
	.22	.22	. 18	.17	.11	.17	.21	.06	.07	24	.21	ļ			Time Over Sub-Division			.17	.06		,50	.50			 -
	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			14 4	16.0		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.

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

at Belknap Street.

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)

EASTWARD

				FIF	RST CL	ASS		~		-						ተከለው ጥልኮነው No. 142	2	_		FIRST CLASS	THIRD CLASS
		66	94	36	58	52	96	20	34	56	64	54	yales, yes ts,			TIME TABLE No. 142 June 17, 1928.		Hding	24	90	732
		N. P.	Omaha 511	G. N.	N. P.	N. P.	Omaha 303	G. N.	G. N.	N. P. 56	N. P.	N. P.	mik =	ımbers	Ve.	Succeeding No. 141.	H S S	sity of E		Omaha 307	N. P. 731
			-	- [-	-	- 	Pass'gr	- - - -	- 	~ -	Pass'gr	Pass'er	1 4 A B	no	Distance from Garfield Ave.	STATIONS	tance from	Сарве		Pass'er	731 Way Freight
				-			-	-	·	- -	Daily	•	Wat Turi and	Stat	Gart	Telegraph Offices and Calls	Cont	1 14 1	I———	Daily	Ex. Sun.
		AN	AM	AM	A 8.57	7 A11.47	PM	PM	PN	PH 9.47	PM	PN A 7.32			0.0	GARFIELD AVE.	7.3	3	PM	PM	AM
					8.55	11.44				9.45		7.29	WCO TYX	L 1	0.8	RICES POINT	6.5	Yard			A11.05
			A 7.55	A 7.53	8.54	11.42	A12.30	A 2.18	A 5.53	9.44		7.27	/		1.3	0.5 BRIDGE SWITCH	6.0	,	A 8.23	A 8.32	11.02
			7.50	7.49	8.51	11.39	12.26	2.14	5.49	9.41		7.24			2.2	ELEVATOR STATION	5.1	11		8.28	10.58
			L 7.47	7.47	8.49	11.36	L12.23	2.12	5.47	9.39		7.21			2.9	OMAHA CONN.	4.4		8.16	L 8.26	10-55
·		A 5 47	<u> </u>	s 7.45	s 8.48	11.35		s 2.10 s	5.45	s 9.38	As 6.31	s 7.20	х	WB 67	3.2 F	BY SUPERIOR U. D. D	4.1		s 8.15		
		5.45	1	7.41	8.45	11.34	1	2.06	5.41	9.36	6.28	7.19			3.6	BELKNAP STREET	3.7		8.11		10.52
		L 5:35	AN	L 7:33	L 8.35	L11.25	PM	L 1.58	L 5.33	L 9.25	L 6.20	L 7,10	wyx	67	7.3 A	3.7 AJ CENTRAL AVENUE DN	0.0	Yard	L 8,03	Pi	L10.35
		Daity	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Ex. Sun.
		.12	.08	.20	.22	.22	.07	.20	.20	.22	,11	.22			-	Time Over Sub-division			.20	.06	.30
		20.5	12.0	18.0	19.9	19.9	13.7	18.0	18.0	19.9	22.3	19.9				Average Speed Per Hour			18.0	16.0	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

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, eaution.

ESTWARD													IVISION or terminal)											EAS	TWA
	1			FIRS	ST CLAS	 SS			· <u>·</u> ·										FI	RST C	LASS				
	65	309	317	63	313	321	307	311	319	es, es and] 		TIME TABLE No. 142 June 17, 1928.		Siding	66	318	310	322	312	314	308	64	320	
	N. P.	D. S. S. & A.	Soo Line	N. P.	Soo Line	Soo Line	D. S. S.	Soo Line	Soo Line	ol, Scal	mbers	om th Jot.	Succeeding No. 141.	from U.D.	ity of	N. P.	Soo Line	D. S. S.	Soo Line 162	Soo Line	Soo Line	D. S. S. & A.	N. P.	Soo Line 160	
	65	- 8	18	63	63	163	6	61	161	Page 1	Z	Distance from West Duluth J	STATIONS	90 0	onde			·	·			<u> </u>			
	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	rater.	tion	stan est I	Telegraph Offices and Calls	Distance Superior	Ö				Pass'gr						
	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun	≱£°°	# # P	ã₽		Põ	0	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Datiy	PM PM	Party	PM 1	
and the same of th	L11.52	PHI	Pli	L 2.13	PM	AM 1	AM .	Alk	AK	wyx	L 5	0.0	WEST DULUTH JCT.	3.6		A 6.05	AVA	AM					A 6.44		
	11.55	5		2.15								0.6	ZENITH FURNACE	3.0		6.03							6.42		
	11.57	L 6.20	5.43	2.17	L 1.44	L 10.50	L 8.19	L 8.06	L 6.28			1.8	Soo Line 0.7 Conn. B DW&P BERWIND JCT. Interlooked	2.3		6.00	A 7.46	A10.12	A 4.38	A 5.04	A 5.30	A 5.35	6.40	A 6.41	
												1.8	GRASSY POINT DRAWBRIDGE Interlooked	1.8		-									
	12.02	6.24	5.47	2.22	1.48	10.55	8.23	8.10	6.32	1		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	5 A 6-26	5 A 5.49	2.23	A 1.50	A10.56	A 8.25	A 8.11	A 6.34			3.5	L. S. T. & T. RY. JCT.	0.8		5.50	L 7.39	L10.05	L 4.30	L 4.57	L 5.24	L 5.29	6.32	L 6.34	
	\$12.08	3 _{PM}	PM	A 2.25	PH	AN	- Alk	AM	AM		WB 67	3.0	SUPERIOR U. D. D	0.0		L 5.47	AH	MA.	PM	PM	PM	PM	L 6.31	PM	
	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun							Daily	Dally	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	
	.13	~	.06	-	.06	.06	.06	.05	.06				Time Over Sub-Division			.18	.07	.07	.08	.07	.06	.06	.13	.07	
		20.0	20.0	18.0	20.0	20.0	20.0	14.0	20.0	-			Average Speed Per Hour	ļ		12.0	17.1	17.1	15.0	17.1	20.0	20.0	16.6	17.1	

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.

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

				.	TH	IRD CLA	ss		1	FIRST	CLASS.						TIME TABLE No. 142			. 1	FIRST	CLASS		SEC	OND C	LASS	 		
-							731	.				53	51	e snd		F End	June 17, 1928.		Mdings.	52	54			732		ļ	 ,		
														Boale, Wye	Frequ	B	Succeeding No. 141.	a .	y of E									}	
		·				<u> </u>	Way Freight						Pass'gi	Tables,	Num	oo fro	STATIONS	nce fro	apsolt	Pass'gr	Pass'gr			Freight			 		
		<u></u>	 '				Ex. Sun.					Daily		1 2 2 2	Station	Dietar	Telegraph Offices and Calls	Contr	9	Daily	Daily		· · · · · ·	Ex. Sun.					
							L10.20				1		L11.1	1	63	6.0	Pass. Station EAST END C. St. P. M. & O. Crossing Interlooked Track Conn.	4.0	Yard	PN 3.35	A 9.15			A 1.40			 		
							10.29			ė.		7.04	11.19	•		1.8	HILL AVE.	2.2	Yard	3.31	9.11			1.33					
									-							2.9	SOO LINE CROSSING Interlocked Track Conn.	1.1		i.									
							A10.35				A	7.10	111.20	5 W Y X	67	4.0	CENTRAL AVE. DN	0.0	Yard	L 3,25	i. 9.05	. 41		L 1.25	# #		 		
							Ex. Sun.				- 1	Dally	Dally							Daily	Daily			Ex. Sun.					
		ļ 		 			.15					.10	 		-	1	Time Over Sub-Division			.10	.10			.15			 		
		·		-		<u> </u>	16.0					24.0	24.0	-	 	1	Average Speed Per Hour			24.0	24.0			16.0		1	1	1	ļ

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

INTERLOCKING
PLANT:
Central Avenue and East End.
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.

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
 - 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 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 Jet. 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 stopsignals 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

- 12. 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.
- 13. When necessary to use a side track for main track, in addition to setting and locking switches for the siding and covering the same by train order, a flagman with proper flagging material will be stationed to fully protect approaching trains in the manner called for in Transportation Rules until movement over main track is resumed. When conductors find it necessary to leave switches set for siding they must fully protect approaching trains until relieved by trackmen or other employees fully competent and equipped to do so.

AUTHORIZED SURGEONS:-

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

Dr. A. L. KYLLO, 5719 Tower Ave., Superior, Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior, Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior, Dr. G. C. MacRAE, 400 Lyceum Bldg., Duleth.

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,

Office Residence Telephone Telephone East 67R1 East 67R2 Broad 1458R1 Broad 161 Broad 532 Broad 65 Broad 192 Broad 65 Melrose 1089

Melrose 1089

Melrose 458

Melrose 458

Hemlock 3954W Hemlock 1955 Melrose 1157 Melrose 579

LOCATION STRETCHERS:-East End Freight Station.

Central Avenue Freight Station. Superior Freight Station. Rices Point Yard Office, Duluth. Dock 6, Duluth. Duluth Union Depot. Tool Car, Duluth. West Duluth Passenger Station.

WATCH INSPECTORS:-

H. HENDRICKSON, Duluth, 400 West 1st St.

J. ARNOLD JOHNSON, Duluth, 2129 W. Superior St.

W. F. HURST, West Duluth, 301 N. Central Ave.

C. A. SWANSON, Superior, 1313 Tower Ave.

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. Width
First Sub-division, Duluth to Fond du Lac	20'-3"	203"	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"	207-3"	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,

W. D. PEARCE,

H. J. COUNCILMAN,

Trainmaster.

A. S. CRITCHFIELD,

Trainmaster.

GEORGE STEINER. Chief Dispatcher.

Ass't Superintendent.

Ass't Superintendent.

