# NORTHERN PAGIFIC RALWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

# TABLE

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

SUNDAY, JUNE 28, 1931.

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.

W. C. SLOAN, General Manager W. H. STRACHAN,
Assistant General Manager

G. H. JACOBUS,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

WESTWARD

### FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

				FIRS	T CLASS								Time Table No. 162			FII	RST CLA	SS	SECONE	CLASS	THIRD	CLAS
55	401	201	305	407	61	51	403	203	405	98,			June 28, 1931			303	57	65	623	627	717	72
N. P. 55	D. M. & N.	D. M. & N.	D. W. & P.	D. M. & N.	N. P. 61	N. P. 52	D. M. & N.	D. M. & N	D. M. & N	Boal imite	mbers	St.	Succeeding No. 161.	from Lac.	<u>\$</u>	D. W. & P.	N. P.	N. P.	N. P.	N. P.	N. P.	N. F
Motor Car	Passenger	Passenger	Passenger	Passenger	Motor	Motor Car	Passenger	<del></del>	Passanna	Table ord I	2	Distance from D. & I. R. Jot.	STATIONS	da da	Capsofty idings.	19	57	- 65	623	627	717 _Way	
Daily	Daily	Dally	Dally	Daily	Ex. Sun.	Dalty	Daily	Dally	Dally	Water Turn	Station	DDiegs Segs	Telegraph Offices and Calls	Distance Fond du	Car C			Passenger	1	Freight	Freight	Mo., 1
			ļ	<u>-</u>					<del>                                     </del>	<del> </del>		<u> </u>		-		Ex. Sun.	Daily	Daily	Dally	Daily	Ex. Sun.	and
7.15an	L 7.55AM		,	L 11.36AM		. 0.50	L 3.30PM		L 5.31m	WCC		0.0	0.9				-					
				A 11.40am			A 3.23FR		A 5.35PI	TYX	MRAI	ĺ	DUDULUTHDN		Yard			L 11.30m	1		1	-
7.18an		8.33	L 9.04A	1	'	A 2.54PM		3.53			···	1.9	GARFIELD AVE.	13.2		L 6.51PM	А 7.33ги	11.33	а 5.33%	8.04		
		8.34	9.05		s 1:04		ĺ	3.54	-		L 2	2.2	20TH AVE. 0.6	12.9		6.53		f 11.35	]	8,05	L 9.15am	K L 5
		A 8.364	9.07		1.07			A 3.56M			L 02	2.8	WEST D. M. & N. JCT Interlocked	12.3		6.54		11.37		8.07	9.19	5
										·		3,6		11.5			<del></del>					
			A 9.14ah	ļ	1.14						.	4.4		10.7		а 6.59рк		11.40		8.13	9.26	5
					s 1.17						L 04	5.1	Interlocked 0.7 WUWEST DULUTHDN	10.0				s 11.44		8.16	в <b>9.</b> 30	5
				İ	<b>а</b> 1.23рм				ļ	WYX	L5	5.8	WEST DULUTH JCTP	9.3				A 11.50pk	4	A 8.20pm	s 9.34	A 5
										ļ		7.0	D. T. CROSSING	8.1		:			ĺ			
									] .			8.1	RIVERSIDE	7.0					ĵ		s 9.49	
	÷									ļ	LB 2	8.5	0.4 SPIRIT LAKE	6.6	<u>-</u>						s 9.51	
											LB 3	9.7	MORGAN PARK Minn. Steel Co. Crossing	5.4							s 9.58	
						` -						10.7	I.0 BOAT CLUB	4.4								
											LB 5	12.4	NEW DULUTHP								s 10.15	
										<u> </u>	LB 8	15.1	FOND DU LAC	0.0					-		A 10.34AM	
Daily	Dally	Dally	Daily	Daily	Ex. Sun.	Dally	Dally	Dally	Dally							Ex. Sun.	Daily	Daily	Dally	Dally	Ex. Sun.	Mo., \
.03	.05	.06	.10	.04	.23	.04	.05	.06	.04				Time Over Sub-Division			.08	.03	.20	.03	.20	1.19	.1
20.0	10.8	19.0	15.0	13.5	13.3	15.0	10.8	19.0	13.5	1			Average Speed Per Hour			18.7	20.0	14.7	20.0	14.7	9.8	14.

# 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 WEST 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, 65 and 627 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. M. & N., 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 S3, S4 and S10 to eight (8) miles per hour.

Engine classes T, Q1 and heavier will not be permitted.

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

WHISTLE CALLS:

D. M. & N. Jot. 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. Jot. to Martin's track—Three short.
Westward main track to D. M. & N. Jot.—One long and one short.
D. M. & N. Jot. to eastward main track—One long and one short.
Through Westward main track movements—One long.
Through Eastward main track movements—One long.

AT DULUTH:

All westward freight trains between Fifth Avenue West and Garfield Avenue must not exceed a speed of twelve miles per hour through cross-over switches at west end of depot yard near switch shanty and over crossings and switches at Garfield Avenue.

### FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

### EASTWARD

		· · · · · · · · · · · · · · · · · · ·		FII	RST CLAS	SS								Time Table No. 162			FIRST	CLASS	SECOND	CLASS	THIRD	CLASS
66	304	400	58	202	408	52	62	204	404	402	g 2			June 28, 1931			306	56	626	628	718	728
N. P.	D. W. & P.	D. M. & N.	N. P.	D. M. & N.	D. M. & N.	N. P. 51	N. P. 62	D. M. & N.	D. M. & N.	D. M. & N	el, Boal	mbers.	i de la companya de l	Succeeding No. 161.	20 E	<u>\$</u>	D. W. & P.	N. P. 56	C. M. St. P. & P. 626	N. P. 628	N. P. 718	N. P. 728
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor	Motor Car	Passenger	Passenger		Table	on Nu	Distance from D. & I. R. Jot.	STATIONS	Distance from Fond du Lac.	Car Capacity of Sidings.	Passenger	Motor	Freight	Freight	Way Freight	Way Freight
Daily	Ex. Mon.	Dally	Daily	Dally	Daily	Daily	Ex. Sun.	Daily	Dally	Dally	Tur.	Stati	UU Fas	Telegraph Offices and Calls	Ponc	of Si	Dally	Dally	Dally	Daily	Ex. Sun.	Tue, Thu. and Sat.
		а 8.39ан			A 11.50AM		<del></del>		A 4.14PM	A 5.45m	WCO		0.0	EAST D. M. & N. JCT	15.1		:					-
A 6.30AM		L 8.35AM	а 9.35ын	A II.I5AN	L 11.45AM	A 12.019k	A 2.10m	A 3.50PM	L 4:10pm	L 5.40m	TYX		0.9	DUDULUTHDN	14.2	Yard		а 11.30ри		a 5.30ar		
6.25	A 7.53AR		L 9.32A	11.12		L 11.58AM	2.06	3.47			Ì	ļ <u>.</u>	1.9	GARFIELD AVE	13.2	·	A 8.12№	L 11.27№		5.20		
в <b>6.2</b> 2	7.50			11.11			s 2.05	3.46				L 2	2.2	20TH AVE	12.9		8.09		д 5.10м	5.15	A 12.22PM	а 2.27жн
6.19	7.49			L 11.09AM			2.02	L 3.44PM	-			L 02	2.8	WEST D. M. & N. JCT Interlocked	12.3		8.07		5.03	5:08	12.18	2.24.
														0.8 SOO LINE CROSSING Interlocked 0.8	11.5			-				
6.14	L 7.43AM					-	1.55					·	4.4	D. W. & P. JCT. Interlocked 0.7	10.7		L 8.02PM	-	4.53	5.02	12.08	2.18
s 6.12							в 1.52					L 04		WUWEST DULUTHDN	10.0			!	4.50	5.00	s 12.04	2.15
L 6.03A#							L 1.48pu				WYX	L5	5.8	P	9.3				L 4.45M	L 4.55AN	s [2.01ms	L 2.I2n⊪
													7.0	D. T. CROSSING	8.1							
										-			8.1	RIVERSIDE 0.4	7.0						в 11.45ам	
												LB 2	8.5	SPIRIT LAKE	6.6						s 11.43	
												LB 3		MORGAN PARK Minn. Steel Co. Crossing	5.4						s 11.35	
				-								ļ	10.7		4.4							ŀ
							-					LB 5	12.4	I.7 NEW DULUTHP	2.7						s 11.18	ļ
						·						LB 8	15.1	FOND DU LAC	0.0						L 11.00aa	
Dally	Ex. Mon.	Dally	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Dally	Dally							Daily	Dally	Daily	Dally	Ex. Sun.	Tue, Thu. and Sat.
.22	.10	.04	.03	.06 -	.05	.03	.22	.06	.04	.05				Time Over Sub-Division			.10	.03	.25	.35	1.22	.15
11.1	15.0	13.5	20,0	19.0	10.8	20.0	13.3	19.0	13,5	10.8	1	l .		Average Speed Per Hour	l		15.0	20.0	8.6	8.4	9.4	14.4

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 WEST 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 leading into Union Depot for use of D. M. & N. passenger trains will be kept set for Depot 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 21st Ave. West, telephone located at cross-over for Eastward freight trains call yard for route when necessary (3 rings).

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. Switch at west end wye will be kept set and locked for First Sub-Division.

WESTWARD

### SECOND SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

			FI	RST CLA	SS					1	]	Time Table No. 162	<del></del>	Ī-	FIDST	CLASS	654	COND CL	ACC
55	23	33	51	95	19	93	57	89	- 30 K	į		June 28, 1931			35	65	731	623	·
N. P. 55	G. N. 23	G. N. 33	N. P. 52	Omaha 304	G. N. 19	Omaha 512	N. P. 57	Omaha 510	el, Soales, las, Wyes Limits.	ambers	from Ave.	Succeeding No. 161.	g é	<u>.</u>	G. N.	N. P.	N. P.	N. P.	C. M. St.
Motor Car	Passenger	Passenger	Motor Car	Passenger	Passenger	Passenger	Passenger	Passenge	1250	Ź	no fr	STATIONS	al Av	apacit Inge	35	65	732		P. & P. 625
Daily	Daily	Daily	Dally	Dally	Daily	Dally	Daily	Dally	A Land	Statio	Distance Garfield	Telegraph Offices and Calls	Distance from Central Ave.	Car Capacity of Sidings.	Dally	Passenger Daily	Freight Ex. Sun.	Freight	Freight
L 7.1844			L 2.54PM				L 7.33PM				0.0	GARFIELD AVE.	7.	<del></del>	Dany	Daily	Ex. Sun.	Daily	Daily
7.21			2.56			ĺ	7.35		WCC	LI	0.8	0.8 RICE'S POINT	7.3 6.5	Yard			L 12.35AX	L 5.33m	
7.23	L 8.32AM	L 8.43AM	2.58	L 3.36 <sub>РМ</sub>	L 4.07m	L 5.43pu	7.36	L 8.49m	<b></b>		. 1.3	0.5 BRIDGE SWITCH	6.0	Tatu	L 10.07pm		12.41	5.34 5.36	ь 8.00ри 8.05
7.26	8.37	8.46	3.01	3.40	4.11	5.46	7.39	8.52	ļ	ļ <u>.</u>	2.2	ELEVATOR STATION	5.1		10.10		12.47	5.39	8.09
7.28	8.39	8.48	3.03	A 3.44PM	4.14	А 5.49гш	7.41	A 8.55m	ļ	ļ	2.9	O.7 OMAHA CONN	4.4		10.12		12.55	5.41	8.11
s 7.29	s 8.40	s 8.50	s 3.04		8 4.15		s 7.42		х	WB67	3.2	BYSUPERIOR U. DD	4.1		s 10.15	L 12.06AM			
7.31	8.41	8.51	3.05		4.16		7.44		ļ		3.6	BELKNAP STREET	3.7		10.16	12.10	1.00	5.52	8.20
<b>дв 7.45</b> ы	AB 8.50AM	As 9.00am	As 3.15m		A 4.24P±		As 7.55mg		WYX	67	. 7.3	3.7 AJCENTRAL AVENUE, DN	0.0	Yard	As 10.25m			Ав 6.30ры	
Dally	Daily	Daily	Daily	Daily	Dally	Daily	Daily	Daily							Dally	Daily	Ex. Sun.	Dally	Dally
.27		.17	.21	80.	.17	.06	.22	.08				Time Over Sub-Division			.18	.14	.50	.57	.50
16.2	20.0	21.1	20.8	12.0	21.1	16.0	19.9	16.0				Average Speed Per Hour			20.0	17.1	7.8	7.7	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 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.

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

REGISTER EXCEPTIONS

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:

AT DULUTH:

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.

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.

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. 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. AT CENTRAL AVENUE:

### SECOND SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

**EASTWARD** 

			FIRST	CLASS							Time Table No. 162		Ì	71	RST CL	\SS	THIRD	CLASS
66	36	94	58	52	96	24	34	rales.	E		June 28, 1931 Succeeding No. 161			20	90	56	732	
N. P. 66	G. N. 36	Omaha 511	N. P. 58	N. P. 51	Omaha 503	G. N. 24	G. N. 34	uel, Scales, ples, Wyes Limits.	Tumbe	from Ave.	STATIONS	from	of to	G. N. 20	Omaha 307	N. P. 56	N. P. 731	
Passenger	Passenger	Passenger	Passenger	Motor Car	Passenger	Passenger	Passenge	E X A	Hon N	Distance Garfield		Distance from Central Ave.	Car Capacity of Sidings.	Passenger	Passenger	Motor Car	Way Freight	
Daily	Daily	Dally	Daily	Daily	Daily	Dally	Dally	a TWa	436	QQ Sign	Telegraph Offices and Calls	SE SE	20,2	Daily	Daily	Daily	Ex. Sun.	
			A 9.32w	A 11.58A						0.0	GARFIELD AVE.	7.3				д II.2 <b>7</b> ры		
			9.30	11.54	-	an's	٠.	WCC TYX	LΙ	0.8		6.5	Yard			11.25	A   1.15ax	
	A 7.53AH	А 8.00м	9.28	11.52	A 12.13PM	A 2.18m	A 5.53PA	<b></b>	ļ	1.3	BRIDGE SWITCH	6.0		A 8.23₽¥	A 8.49m	. 11.24	. 11.12	
	7.49	7.55	9.25	11.49	12.09	2.14	5.49			2.2		5.1		8.19	8.45	11.21	11.08	
	7.47	L 7.50AI		i <del></del>	L 12.05m	<u> </u>	5.47	ļ		2.9	0.3	4.4		8.16	L 8.41pw	11.19	11.05	
As 5.40au 5.38	s 7.45 7.41		s 9.21 9.20	в 11.45		s 2.10 2.06	ន 5.45 5.41	Х	WB 67		BYSUPERIOR U. DD 30.4 BELKNAP STREET		-	в 8.15		s 11.18		
L 5.2944		*		∟ 11.35æ		L 1.58m		WYX	67	3.6 7.3	3.7 AJCENTRAL AVENUE_DN	3.7 0.0	Yard	8.11 L 8.03pm		11.15 L 11.05 <sub>PW</sub>	11.02 ∟ 10.45aa	
Dálly	Daily	Dally	Daily	Dally	Daily	Dally	Daily	-						Dally	Dally	Dally	Ex. Sun.	
.11	.25	.10	.22	.22	.08	.20	.20				Time Over Sub-Division			.20	.08	.22	.30	
22.3	14.4	9.6	19.9	19.9	12.0	18.0	18.0				Average Speed Per Hour			18.0	12.0	19.9	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.

AUTOMATÍC BLOCK SIGNALS BETWEEN CENTRAL AVENUE AND 21ST STREET, SUPERIOR.

### RULES GOVERNING MOVEMENT OF TRAINS OVER ST. LOUIS RIVER BRIDGE. **LOCATION OF SIGNALS**

### SPECIAL INSTUCTIONS PAGE 7.

SPECIAL INSTUCTIONS 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

The three-arm semaphore on eastward traca west of Paninasson and Management of the Control of th

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 recived at the approach to Minnesota draw from the east, it will not be necessary to stop for such draw, it being In proceed signal is received at the approach to Minnesota draw from the east, it will not be necessar 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

DUL-SUPERIOR TERMINALS DIVISION

WESTWARD

### THIRD SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

Second Class		FIRST	CLASS					Time Table No. 162				FIRST	CLASS		Second Class
311	65	309	317	313	Soales, Wyss mits.	oers.	e of	June 28, 1931 Succeeding No. 161.	a.;		310	66	318	314	312
Soo Line 51	N. P. 65	D. S. S. & A. 8	Soo Line 18	Soo Line 63	Fuel ablee	1 Numbers	Distance from West Duluth	STATIONS	or U. D.	Car Capacity of Sidings.	D. S. S. & A. 7	N. P. 66	Soc Line	Soo Line 62	Soo Line
Mixed	Passenger	Passenger	Passenger	Passenger		Station	etar est ]	·	Distance	Pig O.fi	Passenger	Passenger	Passenger	Passenger	Mixed
Ex. Sun.	Dally	Dally	Dally	Dally	<b>₽₽</b> ₽	83	Äβ	Telegraph Offices and Calls	ää	್ಟ್	Dally	Dally	Dally	Dally	Ex. Sun
	∟ 11.50 <sub>PM</sub>				WYX	L 5	0.0	WEST DULUTH JCTP	3.6			а 6.03м			
	11.53				ļ		0.6		3.0			6.01			
7.   4ab	11.55m	L 8.17ма	L 5.58pm	L 1.34%		-		Soo Line Conn. DW&PBERWIND JCT Interlocked 0.5	2.3		A 5.16am	5.58	д 7.46ан	a 5.46m≱	A 7.30
, 7.22 <i>u</i> r	12.05AM	д 8.27ры	A 6.07m	A 1.40m2			3.3	\ DRAWBRIDGE \   Interlocked   1.5			L 5.08AA	5.49	∟ 7.39am	∟ 5.37թ≱	L 7.22
	д в 12.06м					WB 67	3.6	SUPERIOR U. D. D.	0.0			L 5.40as			
Ex. Sun.	Dally	Daily	Dally	Daliy	<b>-</b>						Dally	Dally	Dally	Dally	Ex. Sun
.08	.16	.10	.09	.06				Time Over Sub-Division			.08	.23	.07	.09	.08
15.0	18.5	12.0	13.3	20.0				Average Speed Per Hour			15.0	9.4	17.1	13.3	15.0

# EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN BERWIND JCT. AND L. S. T. & T. RY. JCT., SUPERIOR.

SPECIAL INSTRUCTIONS, PAGE 7.

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.

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

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

East leg of wye is terminal Third Sub-Division main track and the switches will be kept set and looked for

main track.

WESTWARD

### FOURTH SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

**EASTWARD** 

_			·	(5)	02011	AND SUPERIOR TERMINA	·-/				
	THIRD CLASS	FIRST CLASS	1 1 8 8			Time Table No. 162			FIRST CLA	SECOND C	LASS
	731	51	iel, Beale les, Wye Limits.	Numbers.	from .	June 28, 1931 Succeeding No. 161.	from ve.	ofty	52	732	
	Way Freight	Motor Car	Water, Fu Turn Tab	Station N	Distance fr East End.	STATIONS	Distance from Central Ave.	r Capacity Sidings.	Motor Car	Freight	<del></del>
	Ex. Sun.	Dally	≱Ęª	8	ÄÄ	Telegraph Offices and Calis	ÃŎ	22	Dally	Ex. Sun.	
	L 10.30am	L 11.25A	WOY X	63	0.0	Pass. Station EAST END C. St. P. M. & O. Crossing	4.0	Yard	As 3.25m	а 1.40ли	
	10.39	11.29	·	65	1.8	Interlocked I.8 Track Conn. HILL AVE.	2.2	Yard	3.21	1.33	
	A 10.45ak	A 8   1.35ai	WYX	67		SOO LINE CROSSING Interlocked   Track Conn. AJCENTRAL AVEDN	0.0	Yard	L 3.15pm	L. 1.25AH	
	Ex. Sun.	Dally	<b> </b>						Daliy	Ex. Sun.	
	.15	.10			<del></del>	Time Over Sub-Division		· · ·	.10	.15	
	16,0	24.0				Average Speed Per Hour			24.0	16.0	

## EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. OUBLE TRACK BETWEEN EAST END PASSENGER STATION AND EAST LEG OF WYE AT CENTRAL AVE.

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 Sun-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 twelve (12) 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 quadrant 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.)

and S10 to eight (8) miles per hour. Engines Classes T, Q1 and heavier will not be permitted. 12. Great Morthern Power Co. Track. Speed will be restricted on all bridges for Engines Class S3, S4

### 13. Spring Switches:-

Trains trailing through or stopping on a spring switch must not back up or take slack until points have been Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.

Flying switches over or through spring switches are prohibited.

against current of traffic, facing point movements must not be made over switch until points have been examined. which spring switch is located is at stop, or where automatic block signals do not govern account trains running is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch

Sand must not be used over points of spring switches.

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. 14. 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 atationed to fully protect approaching trains in the manner called for in Transportation Rules until movement over main track is protect approaching trains in the manner called for in Transportation Rules until movement over main track is protect approaching the conductors and the manner called for in Transport and in the manner called for in Transport and Indian and Indian conductors and Indian conductors and Indian called the conductors and Indian called the conductors are called to the conductor of the conductors and Indian called the called the conductors are called to the conductors and Indian called the conductors are called the conductors and Indian called the conductors are called to the conductors and Indian called the conductors are called to the conductors are called to the conductors are called to the called th

lever and comply with Interlocking Signal Rules. Mormal position of Spring Switch for Grassy Point Line Mormal position of Power Switch for Westward trains. normal position and locked after completing movement. Home Signal 146.1, Dwarf Signal 146.3, Home Signal 146.1, Dwarf Signal 146.2, Dwarf Signal 146.3, Dwarf Signal 146.3 at "STOP" must examine end of double track switch, and it not in proper position use hand-throw Signal 146.3 at "STOP" must examine end of double track switch, and it not in proper position use hand-throw "POWER LEVER," then throw lever marked "HAND-THROW LEVER," Both levers must be returned to East end Wye to Grassy Point Line in connection with Spring Switch be governed by Rule (13), Special Instruc-tions, Page (7) current Time Table. Automatic Power Switch at West Duluth Jet., end of double track, operated 15. At West Duluth Jet.—Automatic Power Switch installed at end double track and Spring Switch at

East End Freight Station. LOCATION STRETCHERS:

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

> 8. The D. T. main track is the northmost track between the Boston Coal Dock crossing and connection with All trains must move within yard limits prepared to stop unless the main track is seen or known to be clear. 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.

> 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.

Duluth Junction and Duluth, between Central Avenue and Rice's Point, between Central Avenue and East End, 4. Extra trains, work extras and switch engines do not require train orders for movement between West

and Duluth, Superior and Rice's Point, West Duluth Junction and Superior, Superior and East End, without

L. Second class and inferior trains may run ahead of delayed first class trains between West Duluth Junction

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

5. A Brakeman or Flagman must be stationed on the rear car of all trains, at all times, and be provided with

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

9. All train crews, switch crews and light engines using D. T. main track from connection of Missabe coal Grassy Point main track. All switches leading from this track, when not in use, will be left lined for same.

sidered a railroad crossing. Trains using this connection will make usual stop and make sure that track is clear 10. D. T. connection, located at east end of Zenith Furance Company's lead, Grassy Point line, will be condock 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.

Speed will be restricted over St. Louis Bridge between Duluth and Superior to twenty (20) miles per 11. Bridge Restrictions.

Dr. C. L. HANEY, 2004 W. Superior St., Duluth,

Dr. C. M. SMITH, 400 Lyceum Bldg., Duluth, Dr. O. E. HEIMARK, 2004 W. Superior St., Duluth,

AUTHORIZED SURGEONS:

nor between West Duluth Jet. and Superior.

L. J. HOWATT, Superior, 1313 Tower Ave. W. F. HURST, West Duluth, 301 N. Central Ave. E. E. ESTERLY,, Duluth, 1919 W. Superior St. H. HENDRICKSON, Duluth, 416 West Superior St.

WATCH INSPECTORS:

MAXIMUM CLEARANCES.

Melrose 579

Melrose 1157

Broad 192

Broad 532

Broad 161

Telephone

Residence

Hemlock 1955

Hemlock 3954W

Melrose 458

Melrose 458 Melrose 458

Melrose 1089

Broad 1458R1

Тејерћове

Office

Broad 65

Broad 65

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								of Rail,	doT evodA	Height									
Max. Didiw	Max. Height	ni ft. 6 in. Wide	11 ft. Wide	.ni 6 in. sbiW	10 ft. 2 in. Wide	10 ft. Wide	9 ft, 6 in. 9Vide	.# 6 6biW	8 ft. 6 in. Wide	.H 8 Wide	7 ft. 6 in. 9diW	өр!М 7 <b>)</b> 4	o ft.	S ft. Wide	4 f£ Wide	3 ft. Wide	2 ft. Wide	i ft. Wide	
11,-6,,	20,-3"	20,-31,	20,-31	7,6-,02	g0Z	20,-31,	20,-3,,	705-311	e-,0z	20311	30,-31,	.,&.,02	.,e-,0z	20,-31,	80Z	202-34	207-311	20,-31	First Sub-division, Duluth to Fond du Lac
,,9-,II	20,-3,,	2031	705-311	203"	.,6-,0₹	20,-3,,	30,-31,	20311	20,-3,,	30,-31,	30,-31	705-311	6-,02	20,-31,	20,-31,	20,-31,	20, 3,,	20,-31	Second Sub-division, Garfield Avs. to Central Ave.
.,9-,11	20,-31,	20,-3,,	30,-31,	20,-3,,	20,-31,	20,-31	20,-31,	.8-,08	20,-34	30,-31,	.8-,02	e~.0z	20,-3,,	803	76-,02	20,-31,	8-,0Z		Third Sub-division, West Duluth Jet. to Superior U. D.
9-,II	21.00	"0-'IZ	21,-0,1	21,-0.,	0-,1Z	21,-0,,	31,-0,,	21,-0,,	51,-01,1	210.,	31,-0,1	ZI,-0.,	SI0,	210"	210.1	.013	210.1	"0-,IZ	Fourth Sub-division, East End to Central Ave

Chief Dispatcher. CEOKGE SLEINEK'

Trainmaster. H. J. COUNCILMAN, Ass't Superintendent. C. T. SPONSEL,

Ass't Superintendent. E'T' BIKDZVIT'

	····				ERMINALS D
		2			
				OFFICE OF SUPERINTENDENTINE SUPERIOR DIVISION	
<ol> <li>Second class and inferior trains may run ahead of delayed Duluth, Superior and Rice's Point, West Duluth Junction lers.</li> </ol>	d first el and S	ass trains uperior, S	s betwee Superior	Dul <del>uth, Winn. Sept. 24th 5 1931</del> CIRCULAR NO:	nes Class S3,
2. All inferior to first class trains may run ahead of each of	ther wi	thout ord	ers.		) miles per ho
3. Clearance Form A will not be required at Rice's Point pot.	Yard, Sı	uperior F	reight S	ALL CONCERNED: DULUTH & SUPERIOR TERMINALS	I speed. points have b
4. Extra trains, work extras and switch engines do not reluth Junction and Duluth, between Central Avenue and Rice between West Duluth Jct. and Superior.	equire t 's Point	rain orde , between	rs for n	EFFECTIVE Sunday, Sept. 27th During the CONTINUANCE OF TIME TABLE NO. 100	e until the swi
5. A Brakeman or Flagman must be stationed on the rear c per flagging equipment. In case train is stopped on main trac	ck. Flag	man musi	t go bac		verning block nt trains runn
hals a sufficient distance to insure full protection to his train consible for the strict observance of this rule.	ı. Con	ductors a	nd swi		e been examir
<ol> <li>To insure personal safety, Telegraphers having train ordered to the right hand side of the train and avoid standing bet</li> </ol>	ders or i	nessages acks when	to deliv a possil	FOLLOWS:	switches for tationed to f
7. All trains must move within yard limits prepared to stop				ντρζητική ΔΤΙ.	er main trac
8. The D. T. main track is the northmost track between the assy Point main track. All switches leading from this track,	e Bostor when n	i Coal Do ot in use.	ck cros	NO. 317 (Soo Line #18) Berwind Jet. 6:13 PM	rotect approa
9. All train crews, switch crews and light engines using D.	T. mai	n track fi	rom cor		Spring Switch Special Inst
k with this track to east end of Zenith Furnace Company's leas under full control, expecting to find the D. T. main track o	d, on Gr eccupied	rassy Poir	at line,	. NO. 313 (Soo Line #63) Berwind Jct. 1:44 PM	le track, operation of the contract of the con
10. D. T. connection, located at east end of Zenith Furance ared a railroad crossing. Trains using this connection will ma	Compa	ny's lead	, Grass	IST&T Jct. 1:50 PM	st be returned 3.3, Home Sig
ore proceeding.	MVO GOUS	∞r อก∩โก⊈⊓	ra miser.	TRACTION AND	erlocking Sig d 146.1 or Dy
<ol> <li>Bridge Restrictions.</li> <li>Speed will be restricted over St. Louis Bridge between Dr.</li> </ol>	uluth a	nd Supe	rio <del>r</del> to	NO: 314 (Soo Line #62) LST&T Jot. 5:47 PM	n use hand-the
		- <u> </u>		Berwind Jet. 5:56 PM	
AUTHORIZED SURGEONS:		r	Office Telepho		-
Dr. A. L. KYLLO, 5719 Tower Ave., Superior, Dr. W. H. SCHNELL, 28 Columbia Bldg., Super	ion	В	road 14 Broad 6	POSTED M	r St.
Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior Dr. C. H. CHRISTIANSEN, Superior,	or,		road 6	September 1931	
Dr. G. C. MacRAE, 400 Lyceum Bldg., Duluth, Dr. C. M. SMITH, 400 Lyceum Bldg., Duluth,			Ielrose Ielrose		76.
Dr. O. E. HEIMARK, 2004 W. Superior St., Duluth Dr. C. L. HANEY, 2004 W. Superior St., Duluth	luth,	N	Ielrose Ielrose	BB's = 1-2-3-4-5-6-7-8-9-12-13-14-15-16 Cy- FLB-CTS-HJC-GS-WHS-DF-WSK-NPW-HEM-EWL-	
Dr. O. B. HAREI, 2004 W. Superior St., Dulum	<b>1</b> ,	14.	renose	PHM_CEU_FDK-CDS_EJ_EHB_CLH-CPB-GFH-AJS- EEN-EJJ-AR- G, H, JACQEUS	
				I HEREBY ACKNOWLEDGE RECEIPT OF LAKE SUPERIOR DIVISION	
				IRCULAR NO. 6 WHICH WAS POSTED AT LOCATION	
	1 ft. Wide	2 ft. Wide	3 ft. Wide	The state of the s	Max. Width
First Sub-division, Duluth to Fond du Lec	20′-3″	20'-3"	20′-3′′	SIGNED	11'-6"
Second Sub-division, Garfield Ave. to Central Ave	20′-3″	20'-3"	20′-3″		11'-6"
Third Sub-division, West Duluth Jet. to Superior U. D	20′-3″	20′-3″	20′-3″	SE ONE SHEET FOR EACH CIRCULAR.	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"

Ass't Superintendent.

Chief Dispatcher.

			N. P. 567 NORTHERN PACIFIC RAILWAY CO.	ERMINALS DIVIS
			OFFICE OF SUPERINTENDENT LAKE SUPERIOR DIVISION	
<ol> <li>Second class and inferior trains may run ahead of delayed first classed Duluth, Superior and Rice's Point, West Duluth Junction and Superiors.</li> </ol>	ass train iperior,	e betwee Superior	CIRCULAR Duluth, Minn., September 26th = 31	nes Class S3, S4
2. All inferior to first class trains may run ahead of each other wit	hout or	lers.	NO. NO.	
3. Clearance Form A will not be required at Rice's Point Yard, Su Depot.			井 그 그 그는 그는 사람들은 그는 그는 그는 그는 그는 그는 그는 그를 가는 그를 가장하는 것이 되었습니다. 중국이었는데 그는 사람들이 그 기술을 다 그리셨습니다.	) miles per hour. speed.
4. Extra trains, work extras and switch engines do not require tr Duluth Junction and Duluth, between Central Avenue and Rice's Point, nor between West Duluth Jct. and Superior.	rain orde , betwee	rs for n Centr	EFFECTIVE UCTOBER 1, 1907 & DURING THE	points have been
5. A Brakeman or Flagman must be stationed on the rear car of all proper flagging equipment. In case train is stopped on main track, Flagrignals a sufficient distance to insure full protection to his train. Concesponsible for the strict observance of this rule.	man mus	t go bac	The following trains, appearing on Pages (2) and	o until the switch verning block in it trains running be been examined
<ol><li>To insure personal safety, Telegraphers having train orders or netand to the right hand side of the train and avoid standing between trains.</li></ol>	nessages icks whe	to deliv n possib	H 이번 보고 있는데 이렇게 되었다. 그런 얼마 하는데 하는데 마루하는데 다시 한밤 화모양된	switches for the tationed to fully
7. All trains must move within yard limits prepared to stop unless th	ne main t	rack is s		er main track is
8. The D. T. main track is the northmost track between the Boston Grassy Point main track. All switches leading from this track, when no	Coal Do	ock cros , will be	WESTWARD	otect approach-
9. All train crews, switch crews and light engines using D. T. main dock with this track to east end of Zenith Furnace Company's lead, on Gr	a track f	rom cor		Spring Switch at Special Instruc- e track, operated
ions under full control, expecting to find the D. T. main track occupied.  10. D. T. connection, located at east end of Zenith Furance Compa	ny's lead	, Grass		ow lever marked t be returned to
idered a railroad crossing. Trains using this connection will make usua before proceeding.	il stop ar	id make		3, Home Signa crlocking Signal
<ol> <li>Bridge Restrictions.</li> <li>Speed will be restricted over St. Louis Bridge between Duluth as</li> </ol>	nd Supe	rior to		146.1 or Dward use hand-throw nt Line Norma
our.	<u> </u>	Office	NO. 404 (DM&N TFain No. 7)	
AUTHORIZED SURGEONS:—  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. C. H. CHRISTIANSEN, Superior, Dr. G. C. MacRAE, 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,	B F E N N	Pelepho Froad 14 Broad 6 Broad 6 Melrose Melrose Melrose	September 1931 BB's - 1-2-3-4-9-12-13-14 Cy- FLB-CTS-HJC-GS-WHS(12)-DF-WSK-NPW-	<b>St.</b> 9.
	***		SUPERINTENDENT	
	· · · · · · · · · · · · · · · · · · ·		567. LAKE SUPERIOR	
			I HEREBY ACKNOWLEDGE RECEIPT OF	
			<b>7</b>	
1 ft. Wide	2 ft. Wide	3 ft. Wide	CIRCULAR NO	Max. Width
	<u>                                      </u>	l	PLACE TIME DATE	
First Sub-division, Duluth to Fond du Lac	20'-3"	20'-3"	SIGNED	Tr'-6"
	20'-3"	20'-3"		11'-6"
	20′-3″	20′-3″	USE ONE SHEET FOR EACH CIRCULAR.	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, C. T. SPO Ass't Superintendent. Ass't	ONSEL t Super	•	H. J. COUNCILMAN, GEORGE STI	INER, Dispatcher.

