ORTHER PAGE BALLAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME

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

SUNDAY, JUNE 4, 1933.

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. F. R. BARTLES,
Assistant General Manager

G. H. JACOBUS,
SuperIntendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

DUL.-SUPERIOR TERMINALS DIVISION

WESTWARD

FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

Secondary Passenger Pass			FI	RST CLA	ASS						Time Table No. 170			Fil	RST CLA	ss	SECOND	CLASS
Passenger Pass	55	401	201	407	61	51	405	88		Jot.				303	57	65	623	627
Company Comp	N. P.	D. M. & N. 12		D. M. & N.			D. M. & N.	A Wash	mbers	멸광	Succeeding No. 169.	io.	3	D. W. & P.	N. P.	N. P.	N, P.	N. P.
Company Comp	ssenger	Passenger	Passenger	Passenger	Passenger			Table	N Go	D. M.	STATIONS	thoe fr	Capsol dings.					627 Freigh
7.15 M 8.00 M 8.30 M 7.55 M 1.50 M 2.35 M 5.20 M TYX WB71 0.9 DU DULUTH DN 14.2 Yard 1.7.30 M 11.33 M 5.33 M 8.33	Dally	Daily	Dally	Daily	Ez. Sun.	Ex. Sun.	Dally	Wat Turr and	Stat	Dist	Telegraph Offices and Calls	Pond	0.2 Fig.	l				Dally
7.15mia 8.00mi 8.30mi 7.55mi 150mi 2.25mi 5.20mi TYX WB71 0.9 DU DULUTH DN 14.2 Yard 1.7.30mi 11.30mi 1.50mi 1.50m		L 7.55AH		L 7.50an			L 5.16PM			0.0		15.1						
1.9	7.15AM	A 8.00am	L 8.30AM	A 7.55AM	L I.50m	L 2.35m	A 5.20m			0.9	DUDULUTHDN	14.2	Yard		t. 7.30es	L 11.30PM	L 5.30№	L 8.00
Solution	7.18AM		8.33		1.53	A 2.39m		 	· 	1.9	GARFIELD AVE	13.2	ļ	L 7.04pk	A 7.33№	11.33	A 5.33№	8.0
A 8.36m 1.56 L 02 2.8 WEST D. M. & N. JCT. 12.3 7.07 11.37	•		8.34		s 1.55		1		L2	2.2	20TH AVE	12.9	ļ	7.06		f 11.35		8.0
2.00 2.00 2.00 2.05 2.05 2.05 2.05 2.05 2.06	İ		д В.Збан		1.56				L 02	2.8	WEST D. M. & N. JCT Interlocked	12.3		7.07		11.37		8.0
			**************************************				-			3.6	SOO LINE CROSSING	11.5					·	
B 2.05 WYX L 5 5.8 WU WEST DULUTH DN 10.0 S 11.44 A 11.50 WYX L 5 5.8 WEST DULUTH JCT. P 9.3 B.1	ļ				2.00		1.			4.4	D. W. & P. JCT	10.7	ļ	д 7.14рм		11.40		8.13
A 2.08px WYX L 5 5.8 WEST DULUTH JCT. P 9.3 A 11.50px	1				s 2.05				L 04	5.1	WU WEST DULUTH DN	10.0				s 11.44	·	8.1
		i			а 2.08ри			WYX	L 5	5.8	WEST DULUTH JCTF	9.3	-			A 11.50m		A 8.2
LB 2 8.5 SPIRIT LAKE 6.6 LB 3 9.7 MORGAN PARK 5.4 Minn. Steel Co. Crossing 1.0 LB 5 1.7 LB 5 12.4 NEW DULUTH P 2.7 LB 8 15.1 FOND DU LAC 0.0 Ex. Sun. Daily Daily Daily Ex. Sun. Ex. Sun. Daily			····			ļ 				7.0		8.1			-			the second
LB 2 8.5 SPIRIT LAKE 6.6 1.2 1.2 1.3 1.4 1						{		<u></u>		8.1		7.0						
LB 3 9.7 MORGAN(PARK 5.4 Minn. Steel Co. Crossing 1.0 BOAT CLUB 4.4 1.7 LB 5 12.4 NEW DULUTH P 2.7 2.7 2.7 LB 8 15.1 FOND DU LAC 0.0 Ex. Sun. Daily	İ							 	LB 2	8.5	SPIRIT LAKE	6.6			. * *	11.5		<i>.</i> **.
LB 5 12.4 SOAT CLUB 4.4 1.7 1.									LB 3		MORGAN[PARK	5.4				***		
LB 5 12.4 NEW DULUTH P 2.7			.		-		1,11			10.7	BOAT CLUB	4.4		8				. A
Daily Daily Daily Ex. Sun. Ex. Sun. Daily Daily Ex. Sun. Daily Daily Daily Daily Daily Daily Daily Daily Daily									LB 5	12.4	NEW DULUTH P	2.7						
On or on the barry barry barry barry barry barry									LB 8	15.1		0.0						
100 .00 .00 .01 .02 .04 .04 .04 .04 .05 .05 .05 .05 .05 .06 .07 .08 .09 .09	 -																	Daily
20.0 10.8 19.0 10.8 16.3 15.0 13.5 Average Speed Per Hour 15.0 20.0 14.7 20.0	 j-].												.10	.03	.20	.03	.20 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 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-

TIONS:

Duluth to Fond du Lac heavier than class L-7 engines not permitted. Speed restricted to six (6) miles per hour over bridge 4.

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.

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.
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

				FI	RST CLA	SS				Ī			Time Table No. 170			FIRST	CLASS	SECOND	CLASS
	66	304	400	58	52	62	204	404	402	38		Jot.	June 4, 1933			56		626	628
	N. P. 66	D. W. & P. 20	D. M. & N.	N. P. 58	N. P. 51	N. P. 62	D. M. & N. 2	D. M. & N	D. M. & N.	el, Soal les, Wy Limits	Numbers.	FOR N.	Succeeding No. 169.	TOTE	dey	N. P. 56		C. M. St. P. & P. 626	N. P. 628
P	ssengør	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Station N	Distance from East D. M. &	STATIONS	Distance from Fond du Lac.	Car Capacity of Sidings.	Passenger		Freight	Freight
	Dally	Ex. Mon.	Dally	Dally	Ex. Sun.	Ex. Sun.	Dally	Dally	Dally	MA PA	Bts	Dis	Telegraph Offices and Calls	AA No	0.2	Daily		Dally	Daily
L			а 8.39ам					A 5:05N	A 5.30PM	wco	<u></u>	0.0	EAST D. M. & N. JCT	15.1					
A	6.30A#		L, 8.35AN	а 9,35м	A 12.01m	А 1.20ры	а 4.50 _{РМ}	L 5.00m	L 5.25pg	ΤΥΧ		0.9	DUDULÚTHDN	14.2	Yard	A 11.30m			A 5.30AB
İ	6.25	д 8.13ам		L 9.32AN	L 11.58AL	1.18	4.47			<u> </u>	<u>.</u>	1.9	GARFIELD AVE	13.2	·	1. 11.27ря			5.20
8	6.22	8.10				s 1.17	4.46		[<u>.</u>	L 2	2.2	0.3 20TH AVE	12.9				A 5.10AM	5.15
	6.19	8.09				1.16	L 4.44m				L 02	2.8	Interlocked	12.3		:		5.03	5.08
												3.6	SOO LINE CROSSING	11.5					
ı	6.14	L 8.03AM				1.12				ļ		4.4	Interlocked 0.8	10.7	ļ			4.53	5.02
s	6.12					s 1.10	-	-		ļ	L 04	5.1	Interlocked 0.7 WUWEST DULUTHDN	10.0				4.50	5.00
L	6.03A9					L 1.07PM				WYX	L5	5.8	WEST DULUTH JCTP	9.3				L 4.45AH	L 4.55AN
r										ļ		7.0	D. T. CROSSING	8.1	. 			2	
												8.1	RIVERSIDE	7.0					
										ļ	LB 2	8.5	SPIRIT LAKE	6.6					
										<u> </u>	LB 3	9.7	MORGAN PARK Minn. Steel Co. Crossing	5.4	······		÷	-	
										ļ:		10.7	BOAT CLUB	4.4		-			
	-										LB 5	12.4	NEW DULUTHP	2.7	 				
											LB 8	15.1	FOND DU LAC	0.0					
	Dally	Ex. Mon.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Dally	Daliy			-				Daily		Dally	Dally
	.27	.10	.04	.03	.03	.13	.06	.05	.05				Time Over Sub-Division			.03		.25	.38
Į.	10.9	15.0	13.5	20.0	20.0	22.6	19.0	10.8	10.8	<u> </u>	l	<u> </u>	Average Speed Per Hour		l i	20.0	1.4	8,6	8.4

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.

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:

Between Fond du Lac and Power Plant, trains before using this track will call up Upper Power Plant (Douglas 50), from New Duluth, and secure permission.

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 ears 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)

			FIRST	CLASS							Time Table No. 170			FIRST	CLASS	SEC	COND CL	ASS
	55	23	51	19	93	57	89	18 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	ģ		June 4, 1933 Succeeding No. 169.			35	65	623	625	
	N. P. 55	G. N. 23	N. P. 52	G. N. 19	Omaha 512	N. P. 57	Omaha 510	uel, Soales, sleg, Wyes Limits.	Numbers.	from Ave.	STATIONS	from	otty.	G. N. 35	N. P. 65	N. P. 623	C. M. St. P. & P. 625	
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	. % 0'		Distance Garfield		Distance from Central Ave.	Our Capacity of Sidings.	Passenger	Passenger	Freight	Freight	
	Daily	Dally	Ex. Sun.	Dally	Dally	Dally	Dally	W. A. B. B. B. B. B. B. B. B. B. B. B. B. B.	Station	QQ ag	Telegraph Offices and Calls	ង្គីស្វី	0,2	Dally	Dally	Daily	Dally	
	L 7.18A		L 2.39m			L 7.33m				0.0	GARFIELD AVE.	7.3				i. 5.3 3 №		
	7.21		2.41			7.35		WC0 TYX	LI	0.8	RICE'S POINT	6.5	Yard			5.34	L 8.00PM	
	7.23	L 8.32AM	2.43	L 4.07m	L 5.43m	7.36	L 7.35%			1.3	0.5 BRIDGE SWITCH 0.9	6.0		с 9.07ры		5.36	8.05	
	7.26	8.37	2.46	4.11	5.46	7.39	7.38			2.2	ELEVATOR STATION	5.1		9.10		5.39	8.09	
_	7.28	8.39	2.48	4.14	д 5.49ж	7.41	а 7.40ри			2.9	OMAHA CONN	4.4		9.12		5.41	8.11	
	s 7.29	s 8.40	s 2.49	a 4.15		в 7.42		X	WB 67	3.2	BY_SUPERIOR U. DD	4.1		s 9.15	L 12.06AR			
	7.31	8.41	2.50	4.16		7.44		····		3.6	BELKNAP STREET.	3.7		9.16	12.10	5.52	8.20	
	As 7.40au	As 8.50A	As 3.00m	A 4.24m		Ав 7.55ра		WYX	67	7.3	AJ_CENTRAL AVENUEDN	0.0	Yard	As 9.25m	As 12.20A	а 6.30ры	A 8.50m	٠
	Dally	Daily	Ex. Sun.	Dally	Daily	Daily	Dally							Dally	Daily	Dally	Dally	
	.22	.18	.21	.17	.08	.22	.05				Time Over Sub-Division			.18	.14	.57	.50	
	19.9	20.0	20.8	21,1	16.0	19.9	19.2				Average Speed Per Hour			20.0	17.1	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

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.

BULLETIN STATIONS: Rice's Point yard office.

Rice's Point round house

REGISTER EXCEPTIONS At Central Avenue Eastward trains register by card, Form 608, and will not require clearance unless train order signal is displayed at stop or caution. Westward Trains register by card, Form 608.

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.

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.

SECOND SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

123	٨	C	rw,		n	T
n.			u.	- 12		

				<u>. </u>	FIR	ST	r CLAS	SS							Time Table No. 170			FIRST	CLASS
6	36	_ :	94		36		58	52	96		24	Scales, Wyse mits.	ė		June 4, 1933 Succeeding No. 169			20	56
	l. P. 66	0	maha 511	L	G. N. 36		N. P. 58	N. P. 51	Omaha 503		G. N. 24	uel, Soles, V	Station Numbers	from Ave.	STATIONS	Distance from Central Ava.	ofty	G. N. 20	N. P. 56
Pas	senger	Pa	ssenger	Pa	ssenger	Pa	ssenger	Passenger	Passenger	F	assenger	Water, Fuel, Turn Tables, and Yard Lin	Hon N	Distance Garffeld		tral A	Car Capacity of Sidings.	Passenger	Passenger
D	aily	 	Daily		Daily		Daily	Ex. Sun.	Dally	_	Dally	Wa Tur	Sta	Gar	Telegraph Offices and Calls	ก็จื๊อ	202	Dally	Dally
					:	A	9.32AN	a II.58an	-					0.0	GARFIELD AVE	7.3			A 11.27%
	٠.						9.30	11.54			•	WC0 TYX	LI	0.8	0.8 RICES POINT 0.5	6.5	Yard		11.25
		A	7.47AM	A	8.13am		9.28	11.52	A 12.11PM	A	2.18rs			1.3	BRIDGE SWITCH	6.0		A 8.23₽¥	i1.24
			7.43		8.09		9.25	11.49	12.07		2.14			2.2	ELEVATOR STATION 0.7	5.1		8.19	11.21
		Ĺ,	7.41 AM		8.07		9.23	11.46	L 12.04m	_	2.12			2.9	OMAHA CONN	- 4.4		8.16	11.19
Ав.	5.40aa			8	8.05	s	9.21	s 11.45		ន	2.10	X	WB 67	3.2	BYSUPERIOR U. DD	4.1		в 8.15	s II.18
	5.38				10.8		9.20	11.44			2.06			3.6	BELKNAP STREET	3.7		8.11	11.15
L	5.29лн			L	7.4843	L	9.10am	∟ 11.35A¥		L	1.58№	WYX	67	7.3	ajcentral avenue dn	0.0	Yard	L 8.03px	ւ 11.05թ.
 	ally	1	Daily		Daily		Dally	Ex. Sun.	Daily		Daily							Daily	Daily
 	.11		-06		.25		.22	.23	.07	_	.20				Time Over Sub-Division			.20	.22
22	2.3]	13.7		14.4		19.9	19.0	13.7		18.0				Average Speed Per Hour			18.0	19.9

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 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 Top arm. Northern Pacific.

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 mainline. Bottom arm, Great Northern freight track.

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.

DUL.-SUPERIOR TERMINALS DIVISION THIRD SUB-DIVISION **EASTWARD** WESTWARD (DULUTH AND SUPERIOR TERMINAL) Second Class FIRST CLASS **FIRST CLASS** Time Table No. 170 Class June 4, 1933 311 65 309 317 313 310 66 318 314 312 Succeeding No. 169. Nump Distance from Superior U. D Car Capacity of Sidings. N. P. 66 500 **Line** 162 STATIONS Distan West 1 Mixed Mixed Passenger Passenger Passeng Telegraph Offices and Calls Ex. Sun. Daily Dally Dally Dally Dally Dally Dally Dally Ex. Sun WEST DULUTH JCT._P 11.50a WYX L5 6.03A 0.6 ZENITH FURNACE 11.53 3.0 6.01 1.3 DW&P....BERWIND JCT.__ 11.55ml 8.17ml 5.53ml 1.44m 2.3 5.58 Interlocked 0.5

GRASSY POINT
DRAWBRIDGE Interlocked ...L. S. T. & T. RY. JCT... 8.27ps A 6.02ps A 1.50p 5,49 5.59p# L 7.47as 12.05AHA SUPERIOR U. D. 0.0 8 | 2.06AB 5.40AH WB 67 3.6

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.

Time Over Sub-Division

Average Speed Per Hour

SPECIAL INSTRUCTIONS, PAGE 7.

REGISTER STATIONS: Superior Union Depot for first class trains and passenger extras.

Ex. Sun.

15.6

.08

Dally

18.5

.16

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.

Dally

12.0

.10

Dally

13.3

.09

Dally

.06

20.0

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

Dally

17.1

.07

Ex. Sun

17.1

.07

Dally

17,1

.07

Dally

15.0

.08

Dally

9.4

,23

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 locked for

WESTWARD

FOURTH SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL) EASTWARD

FIRST	CLASS	, e			Time Table No. 170			FIRST	CLASS
	51	iel, Boales, los, Wyes Limits.	Numbers.	grous .	June 4, 1933 Succeeding No. 169.	from	of ty	52	
	Passenger	Water, Fuel, Turn Tables, and Xard Idi	Station N	Distance from East End.	STATIONS	Distance from Central Ave.	Car Capacity of Sidings.	Passenger	-
	Ex. Sun.	₽₽	40	ជីង	Telegraph Offices and Calls	దైర	ದ್ದಿ	Ex. Sun.	
	L 11.25AK	WOY X	63	0.0	Pass. Station EAST END C. St. P. M. & O. Crossing	4.0	Yard	As 3.10m	
	11.29		65	1.8	Interlocked 1.8 Track Conn. HILL AVE.	2.2	Yard	3.06	
		ļ		2.9	SOO LINE CROSSING Interlocked 1.1 Track Conn.	1.1	- -		
	As!1.35#	WYX	67	4.0	AJCENTRAL AVEDN	0.0	Yard	£ 3.00ms	
	Ex. Sun.				·			Ex. Sun.	
	.10				Time Over Sub-Division			.10	
	24.0				Average Speed Per Hour			24.0	-

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.

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

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 twenty (20) 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.

SPEED RESTRICTIONS: Class "W" or "W-3" engines fifteen (15) miles per hour over trestle approaching ore dock.

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.

Bridge Restrictions.

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

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

13. Spring Switches:-

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.

Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.

Flying switches over or through spring switches are prohibited.

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

Sand must not be used over points of spring switches.

- 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 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.
- 15. At West Duluth Jct.—Automatic Power Switch installed at end double track and Spring Switch at East end Wye to Grassy Point Line in connection with Spring Switch be governed by Rule (13), Special Instructions, Page (7) current Time Table. Automatic Power Switch at West Duluth Jct., end of double track, operated automatically by electric switch machine. When necessary to operate Switch by hand first throw lever marked "POWER LEVER," then throw lever marked "HAND-THROW LEVER." Both levers must be returned to normal position and locked after completing movement. Home Signal 146.1, Dwarf Signal 146.3, Home Signal 146.0, Dwarf Signal 146.2, Dwarf Signal 146.4, Signal 145.8 and Home Signal 146.6 are all Interlocking Signals and rules governing Interlocking apply. Trains finding Eastward Signal 146.0 and Westward 146.1 or Dwarf Signal 146.3 at "STOP" must examine end of double track switch, and if not in proper position use hand-throw lever and comply with Interlocking Signal Rules. Normal position of Spring Switch for Grassy Point Line Normal position of Power Switch for Westward trains.

AUTHORIZED SURGEONS:-	Office Telephone	Residence Telephone
Dr. A. L. KYLLO, 5719 Tower Ave., Superior,	Broad 1458R1	Broad 161
Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior,	Broad 65	Broad 532
Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior,	Broad 65	Broad 192
Dr. C. H. CHRISTIANSEN, Superior,		
Dr. G. C. MacRAE, 400 Lyceum Bldg., Duluth,	Melrose 1089	Hemlock 3954
Dr. C. M. SMITH, 400 Lyceum Bldg., Duluth,	Melrose 1089	Hemlock 1955
Dr. O. E. HEIMARK, 2004 W. Superior St., Duluth,	Melrose 458	Melrose 1157
Dr. C. L. HANEY, 2004 W. Superior St., Duluth,	Melrose 458	Melrose 579
Dr. F. N. KNAPP, Oculist and Aurist, Bradley Bldg., Duluth	•	
Dr. M. F. FELLOWS, Oculist and Aurist, Bradley Bldg., Dul	uth.	1 1
Dr. J. M. ROBINSON, Oculist and Aurist, Providence Bldg.,	Duluth.	

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:-

L. PEDERSON, Duluth, 2014 West Superior St.

E. E. ESTERLY, Duluth, 19 No. 1st Ave. West.

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

L. J. HOWATT, Superior, 1313 Tower Ave.

MAXIMUM CLEARANCES.

								LIM	IT OF L	OAD ME	SUREMI	ent.			. '-				
									Height	Above Top	of Rail.				- · ·				
	l 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 it. 6 in. Wide	9 ft. Wide	9 ít. 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″	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 Jet. 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,

C. T. SPONSEL,

Ass't Superintendent.

H. J. COUNCILMAN,

Trainmaster.

GEORGE STEINER,

Chief Dispatcher.

Ass't Superintendent.

