

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**DULUTH AND SUPERIOR TERMINALS**

## **TIME 170 TABLE**

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

**SUNDAY, JUNE 4, 1933.**

**For the Government of Employees 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.



FIRST SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS									Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from East D. M. & N. Jct.	Time Table No. 170		Distance from Fond du Lac.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS	
66	304	400	58	52	62	204	404	402				June 4, 1933				56		626	628
N. P. 66	D. W. & P. 20	D. M. & N. 5	N. P. 58	N. P. 51	N. P. 62	D. M. & N. 2	D. M. & N. 9	D. M. & N. 11				Succeeding No. 169.				N. P. 56		C. M. St. P. & P. 626	N. P. 628
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS				Passenger		Freight	Freight
Daily	Ex. Mon.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily				Telegraph Offices and Calls				Daily		Daily	Daily
		A 8.39AM					A 5.05PM	A 5.30PM		0.0	EAST D. M. & N. JCT.	15.1							
A 6.30AM		L 8.35AM	A 9.35AM	A 12.01PM	A 1.20PM	A 4.50PM	L 5.00PM	L 5.25PM	WCO TYX	WB 71	0.9	DU DULUTH DN	14.2	Yard	A 11.30PM	A 5.30AM			
6.25	A 8.13AM		L 9.32AM	L 11.58AM	1.18	4.47					1.9	GARFIELD AVE.	13.2		L 11.27PM	5.20			
s 6.22	8.10				s 1.17	4.46				L 2	2.2	20TH AVE.	12.9			A 5.10AM	5.15		
6.19	8.09				1.16	L 4.44PM				L 02	2.8	WEST D. M. & N. JCT.	12.3			5.03	5.08		
											3.6	Interlocked							
6.14	L 8.03AM				1.12						4.4	Interlocked				4.53	5.02		
s 6.12					s 1.10					L 04	5.1	Interlocked				4.50	5.00		
L 6.03AM					L 1.07PM				WYX	L 5	5.8	WEST DULUTH JCT.	P 9.3			L 4.45AM	L 4.55AM		
											7.0	D. T. CROSSING	8.1						
											8.1	RIVERSIDE	7.0						
										LB 2	8.5	SPIRIT LAKE	6.6						
										LB 3	9.7	MORGAN PARK	5.4						
											10.7	Minn. Steel Co. Crossing							
											12.4	BOAT CLUB	4.4						
										LB 5	12.4	NEW DULUTH	P 2.7						
										LB 8	15.1	FOND DU LAC	0.0						
Daily	Ex. Mon.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily							Daily		Daily	Daily	
.27	.10	.04	.03	.03	.13	.06	.05	.05				Time Over Sub-Division			.03		.25	.36	
10.9	15.0	13.5	20.0	20.0	22.6	19.0	10.8	10.8				Average Speed Per Hour			20.0		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 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)

FIRST CLASS								Water, Fuel, Boilers, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Garfield Ave.	Time Table No. 170 June 4, 1933 Succeeding No. 169.		Distance from Central Ave.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS	
55	23	51	19	93	57	89	35				65	623			625			
N. P. 55	G. N. 23	N. P. 52	G. N. 19	Omaha 512	N. P. 57	Omaha 510	G. N. 35				N. P. 65	N. P. 623			C. M. St. P. & P. 625			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Freight			Freight			
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily		Telegraph Offices and Calls									
L 7.18AM		L 2.39PM			L 7.33PM			0.0	GARFIELD AVE.	7.3		L 5.33PM						
7.21		2.41			7.35			0.8	RICE'S POINT	6.5	Yard	5.34	L 8.00PM					
7.23	L 8.32AM	2.43	L 4.07PM	L 5.43PM	7.36	L 7.35PM		1.3	BRIDGE SWITCH	6.0		L 9.07PM	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	A 5.49PM	7.41	A 7.40PM		2.9	OMAHA CONN.	4.4		9.12	5.41	8.11				
s 7.29	s 8.40	s 2.49	s 4.15		s 7.42		X	3.2	BY SUPERIOR U. D.	4.1		s 9.15	L 12.06AM					
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 7.40AM	As 8.50AM	As 3.00PM	A 4.24PM		As 7.55PM		WYX	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	As 9.25PM	As 12.20AM	A 6.30PM	A 8.50PM			
Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily			
.22	.18	.21	.17	.06	.22	.05			Time Over Sub-Division			.18	.14	.57	.50			
19.9	20.0	20.8	21.1	16.0	10.9	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.

SPEED

RESTRICTIONS: At Superior, all trains and engines will run with restricted speed between west yard limit board, Superior and Omaha connection, including Lake Superior Terminal & Transfer tracks between Belknep Street and Omaha connection expecting to find track occupied, and will not exceed ten (10) miles per hour over switches at Belknep Street.  
Second and inferior class trains will move with great care between Winter and Belknep 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 Belknep Street, will be governed by L. S. T. & T. Ry. time table rules and regulations.  
AT SUPERIOR: 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 CENTRAL AVENUE: 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 DULUTH:

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

EASTWARD

FIRST CLASS							Water, Fuel, Salts, etc., Tables, Yards and Yard Limits.	Station Numbers.	Distance from Garfield Ave.	Time Table No. 170 June 4, 1933 Succeeding No. 169		Distance from Central Ave.	Car Capacity of Siding.	FIRST CLASS	
66	94	36	58	52	96	24								20	56
N. P. 66	Omaha 511	G. N. 36	N. P. 58	N. P. 51	Omaha 503	G. N. 24								G. N. 20	N. P. 56
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								Passenger	Passenger
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily				STATIONS				Daily	Daily
			A 9.32AM	A 11.58AM					0.0	GARFIELD AVE.	7.3			A 11.27PM	
			9.30	11.54			WCO	L 1	0.8	RICES POINT	6.5	Yard			11.25
	A 7.47AM	A 8.13AM	9.28	11.52	A 12.11PM	A 2.18PM			1.3	BRIDGE SWITCH	6.0		A 8.23PM		11.24
	7.43	8.09	9.25	11.49	12.07	2.14			2.2	ELEVATOR STATION	5.1		8.19		11.21
	L 7.41AM	8.07	9.23	11.46	L 12.04PM	2.12			2.9	OMAHA CONN.	4.4		8.16		11.19
A 5.40AM		s 8.05	s 9.21	s 11.45		s 2.10	X	WB 67	3.2	BY SUPERIOR U. D.	4.1		s 8.15	s 11.18	
5.38		8.01	9.20	11.44		2.06			3.6	BELKNAP STREET	3.7		8.11		11.15
L 5.29AM		L 7.48AM	L 9.10AM	L 11.35AM		L 1.58PM	WYX	67	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	L 8.03PM	L 11.05PM	
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily								Daily	Daily
.11	.06	.25	.22	.23	.07	.20				Time Over Sub-Division				.20	.22
22.3	13.7	14.4	19.9	10.0	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 INSTRUCTIONS PAGE 7.**

Interlocking semaphore signals govern use of tracks between Bridge Switch and Elevator Station.

All semaphore signals are upper quadrant type with following indications:

Top arm, horizontal, red light, stop.

Diagonally upward or yellow light, caution.

Vertical, green light, proceed, clear.

With the exception of the three-arm semaphore located west of Minnesota draw on eastward track, and the two-arm semaphore located just east of Elevator Station on the westward track, a lower arm, half length, is provided, and following indications of this arm will govern: Diagonally upward or yellow light, proceed with restricted speed expecting a train immediately ahead or routes lined up for movement against current of traffic.

The three-arm semaphore on eastward track west of Minnesota draw indicates position of double track switch, position of draw and route

Top arm, Northern Pacific.

Middle arm, Great Northern.

Bottom arm, C. St. P. M. & O.

**SPEED RESTRICTION:** At Minnesota and Wisconsin drawbridges twenty (20) miles per hour.

The two-arm semaphore on westward track east of Elevator Station is route indication.

Top arm, straight main line.

Bottom arm, Great Northern freight track.

Derails are located as follows:

At approach to Elevator Station from east and west.

At approach to Minnesota draw from Duluth.

All trains in both directions will come to a full stop before entering onto Wisconsin draw.

All eastward trains will come to a full stop before entering onto Minnesota draw.

If proceed signal is received at the approach to Minnesota draw from the east, it will not be necessary to stop for such draw, it being protected by derail.

Dwarf signals are of modern, upward quadrant type and govern movements against current of traffic.

Horizontal, red light, stop.

Vertical, green light, caution.

WESTWARD					THIRD SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)										EASTWARD				
Second Class		FIRST CLASS				Water, Fuel, Seales, Turn Tables, Wyes and Yard Limbs.	Station Numbers.	Distance from West Duluth Jct.	Time Table No. 170 June 4, 1933 Succeeding No. 169.				Distance from Superior U. D.	Car Capacity of Sidings.	FIRST CLASS				Second Class
311	65	309	317	313	STATIONS				310	66	318	314			312				
Soo Line 163	N. P. 65	D. S. S. & A. 8	Soo Line 18	Soo Line 63					D. S. S. & A. 7	N. P. 66	Soo Line 17	Soo Line 62			Soo Line 162				
Mixed	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls				Passenger	Passenger	Passenger	Passenger			Mixed				
Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily			Ex. Sun.				
	L 11.50PM				WYX	L 5	0.0	WEST DULUTH JCT. P	3.6			A 6.03AM							
	11.53						0.6	ZENITH FURNACE	3.0			6.01							
							0.7												
L 7.39AM	11.55PM	L 8.17PM	L 5.53PM	L 1.44PM			1.3	Soo Line DW&P BERWIND JCT. Conn.	2.3	A 5.16AM	5.58	A 8.16AM	A 6.06PM	A 5.35PM					
							1.8	Interlocked 0.5 { GRASSY POINT DRAWBRIDGE }	1.8										
A 7.47AM	12.05AM	A 8.27PM	A 6.02PM	A 1.50PM			3.3	Interlocked 1.5 L. S. T. & T. RY. JCT.	0.3	L 5.08AM	5.49	L 8.09AM	L 5.59PM	L 5.28PM					
	A 12.06AM					WB 67	3.6	0.3 SUPERIOR U. D. D	0.0		L 5.40AM								
Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Ex. Sun.					
.08	.16	.10	.09	.06				Time Over Sub-Division		.08	.23	.07	.07	.07					
15.0	18.5	12.0	13.3	20.0				Average Speed Per Hour		15.0	9.4	17.1	17.1	17.1					



## 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 Furnace Company's lead, Grassy Point line, will be considered a railroad crossing. Trains using this connection will make usual stop and make sure that track is clear before proceeding.
11. Bridge Restrictions.  
Speed will be restricted over St. Louis Bridge between Duluth and Superior to twenty (20) miles per hour.

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:—

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,  
Dr. F. N. KNAPP, Oculist and Aurist, Bradley Bldg., Duluth.  
Dr. M. F. FELLOWS, Oculist and Aurist, Bradley Bldg., Duluth.  
Dr. J. M. ROBINSON, Oculist and Aurist, Providence Bldg., Duluth.

Office  
Telephone  
Broad 1458R1  
Broad 65  
Broad 65

Residence  
Telephone  
Broad 161  
Broad 532  
Broad 192  
Melrose 1089  
Melrose 1089  
Melrose 458  
Melrose 458

## 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.

	LIMIT OF LOAD MEASUREMENT.																		
	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"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
Second Sub-division, Garfield Ave. to Central Ave.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
Third Sub-division, West Duluth Jct. to Superior U. D.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
Fourth Sub-division, East End to Central Ave.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-3"

F. L. BIRDSALL,  
Ass't Superintendent.

C. T. SPONSEL,  
Ass't Superintendent.

H. J. COUNCILMAN,  
Trainmaster.

GEORGE STEINER,  
Chief Dispatcher.

