

AUTHORIZED SURGEONS

Dr. A. L. Kylo, 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, 925 Med. Arts Bldg., Duluth
Dr. C. M. Smith, 1115 Med. Arts Bldg., Duluth
Dr. O. E. Heimark, 2004 W. Superior St., Duluth
Dr. C. L. Hancy, 2004 W. Superior St., Duluth
Dr. F. N. Knapp, Oculist and Aurist, 815 Med. Arts Bldg.,
Duluth
Dr. M. F. Fellows, Oculist and Aurist, 815 Med. Arts Bldg.,
Duluth
Dr. J. M. Robinson, Oculist and Aurist, Providence Bldg.,
Duluth
Dr. J. W. Holderman, 503 Med. Arts Bldg., Duluth

Location Stretchers

East End Passenger Station
Central Avenue Freight Station
Superior Freight Station
Rices Point Switch Shanty, Duluth
Dock 6, Duluth
Duluth Union Depot
Tool Car, Duluth
West Duluth Passenger Station

NORTHERN PACIFIC RAILWAY COMPANY

Duluth and Superior Terminals

TIME TABLE 171

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

Sunday, October 29, 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 carry for reference a copy of TRANSPORTATION RULES.

**W. C. SLOAN,
General Manager.**

**G. H. JACOBUS,
Superintendent.**

**F. R. BARTLES,
Assistant General Manager.**

**P. H. McCAULEY,
General Superintendent of
Transportation.**

2 WESTWARD

FIRST SUB-DIVISION

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	FIRST CLASS										Distance from East D. M. & N. Jct.	Time Table No. 171		
														October 29, 1933		
														Succeeding No. 170.		
														STATIONS		
														Telegraph Offices and Calls		
WCO TYX	Yard	WB 71	N. P. 65	N. P. 57	D. W. & P. 19	D. M. & N. 6	N. P. 52	N. P. 61	D. M. & N. 1	D. M. & N. 12	D. M. & N. 10	N. P. 55	0.0 0.9 1.0 1.9 2.2 2.8 3.6 4.4 5.1 5.8 7.0 8.1 8.5 9.7 10.7 12.4 15.1	.....EAST D. M. & N. JCT..... .....DULUTH.....DN.....GARFIELD AVE..... .....20TH AVE..... .....WEST D. M. & N. JCT... .....SOO LINE CROSSING... .....D. W. & P. JCT..... WU..WEST DULUTH..DN.....WEST DULUTH JCT...P.....D. T. CROSSING..... .....RIVERSIDE..... .....SPIRIT LAKE..... .....MORGAN PARK..... .....BOAT CLUB..... .....NEW DULUTH.....P.....FOND DU LAC.....	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	
			Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily			Daily	
WYX		L 2 L 02	L 11.30 PM	L 7.30 PM		L 5.16 PM				L 7.55 AM	L 7.50 AM		DOUBLE TRACK			
			11.33	A 7.33 PM	L 7.04 PM	A 5.20 PM	L 2.35 PM	L 1.50 PM	L 8.30 AM	A 8.00 AM	A 7.55 AM	L 7.15 AM				
			11.35		7.06		A 2.39 PM	1.53	8.33			A 7.18 AM				
			11.37		7.07			s 1.55	8.34							
								1.56	A 8.36 AM							
		L 04 L 5	11.40		A 7.14 PM			2.00					AUTOMATIC BLOCK			
			s 11.44				s 2.05									
			A 11.50 PM				A 2.08 PM									
		LB 2 LB 3 LB 5 LB 8														
			Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily				
			.20	.03	.10	.04	.04	.18	.06	.05	.05	.03				
			14.7	20.0	15.0	13.5	15.0	16.3	19.0	10.8	10.8	20.0				
														Time Over Sub-Division		
														Average Speed Per Hour		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 8 AND 9.

										SECOND CLASS		Distance from East D. M. & N. Jct.	Time Table No. 171	
										627	623		October 29, 1933	Succeeding No. 170.
										N. P. 627	N. P. 623		STATIONS	
										Freight	Freight		Telegraph Offices and Calls	
										Daily	Daily			
												0.0	.....EAST D. M. & N. JCT.....	
										L 7.35 PM	L 5.30 PM	0.9	DU.....DULUTH.....DN	
										7.39	A 5.33 PM	1.9	.....GARFIELD AVE.....	
										7.40		2.2	.....20TH AVE.....	
										7.42		2.8	.....WEST D. M. & N. JCT....	
												3.6	.....500 LINE CROSSING...	
										7.48		4.4	.....D. W. & P. JCT.....	
										7.51		5.1	WU..WEST DULUTH..DN	
										A 7.55 PM		5.8	.....WEST DULUTH JCT...P	
												7.0	.....D. T. CROSSING.....	
												8.1	.....RIVERSIDE.....	
												8.5	.....SPIRIT LAKE.....	
												9.7	.....MORGAN PARK.....	
												10.7	.....BOAT CLUB.....	
												12.4	.....NEW DULUTH.....P	
												15.1	.....FOND DU LAC.....	
										Daily	Daily		Time Over Sub-Division	
										.20	.03		Average Speed Per Hour	
										14.7	20.0			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 8 AND 9.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.		Car Capacity of Sidings.		Station Numbers.		Distance from Fond du Lac.	Time Table No. 171										FIRST CLASS									
October 29, 1933 Succeeding No. 170							66	304	400	58	52	62	204	404	402	56										
							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	N. P. 56										
							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger										
STATIONS							Daily	Ex. Mon.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily										
Telegraph Offices and Calls																										
WCO TYX	Yard	WB 71	15.1	EAST D. M. & N. JCT.....					A 8.39 AM						A 5.05 PM	A 5.30 PM										
			14.2	DU.....	DULUTH.....	DN	A 6.30 AM		L 8.35 AM	A 9.35 AM	A 12.01 PM	A 1.20 PM	A 4.50 PM	L 5.00 PM	L 5.25 PM	A 11.30 PM										
			13.2	GARFIELD AVE.....			6.25	A 8.13 AM		L 9.32 AM	L 11.58 AM	1.18	4.47			L 11.27 PM										
			L 2	12.9	20TH AVE.....			s 6.22	8.10				s 1.17	4.46												
			L02	12.3	WEST D. M. & N. JCT.....			6.19	8.09				1.16	L 4.44 PM												
WY X		L04	11.5	SOO LINE CROSSING.....																						
			10.7	D. W. & P. JCT.....			6.14	L 8.03 AM				1.12														
			10.0	WU WEST DULUTH DN			s 6.12				s 1.10															
			L 5	9.3	WEST DULUTH JCT. P			L 6.03 AM				L 1.07 PM														
			8.1	D. T. CROSSING.....																						
		LB2	7.0	RIVERSIDE.....																						
			6.6	SPIRIT LAKE.....																						
			5.4	MORGAN PARK.....																						
			4.4	BOAT CLUB.....																						
			2.7	NEW DULUTH.....			P																			
		LB8	0.0	FOND DU LAC.....																						
							Daily	Ex. Mon.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily										
Time Over Sub-Division							.27	.10	.04	.03	.03	.13	.06	.05	.05	.03										
Average Speed Per Hour							10.9	15.0	13.5	20.0	20.0	22.6	19.0	10.8	10.8	20.0										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

SPECIAL INSTRUCTIONS PAGES 8 AND 9.

Distance from Fond du Lac.	Time Table No. 171			SECOND CLASS														
	October 29, 1933			624	626	628												
	Succeeding No. 170																	
	STATIONS				N. P. 624	C. M. St. P. & P. 626	N. P. 628											
Telegraph Offices and Calls				Freight Daily	Freight Daily	Freight Daily												
15.1	.....EAST D. M. & N. JCT.....																
14.2	Automatic Block	Double Track	DU.....DULUTH.....DN			A 4.30 AM												
13.2			.....GARFIELD AVE....			4.20											
12.9			.....20TH AVE.....	A 1.50 AM	A 4.05 AM	4.15											
12.3			.....WEST D. M. & N. JCT..	1.43	3.58	4.08											
11.5		500 LINE CROSSING.															
10.7		D. W. & P. JCT.....	1.37	3.48	4.02												
10.0			WU WEST DULUTH DN	1.35	3.45	4.00												
9.3		WEST DULUTH JCT..P	L 1.30 AM	L 3.40 AM	L 3.55 AM												
8.1		D. T. CROSSING.....															
7.0		RIVERSIDE.....															
6.6	.....SPIRIT LAKE.....																
5.4	.....MORGAN PARK.....																
4.4	.....BOAT CLUB.....																
2.7	.....NEW DULUTH.....P																
0.0	.....FOND DU LAC.....																
				Daily	Daily	Daily												
	Time Over Sub-Division			.20	.25	.35												
	Average Speed Per Hour			10.8	8.6	8.4												

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 8 AND 9.

6 WESTWARD

SECOND SUB-DIVISION

SECOND CLASS		FIRST CLASS										Time Table No. 171		Distance from Central Ave.
625	623	35	57	89	93	19	51	23	33	55	65	October 29, 1933 Succeeding No. 170.		
C. M. St. P. & P. 625	N. P. 623	G. N. 35	N. P. 57	Omaha 510	Omaha 512	G. N. 19	N. P. 52	G. N. 23	G. N. 33	N. P. 55	N. P. 65	STATIONS		
Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Telegraph Offices and Calls		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	.....GARFIELD AVE....	
												.....RICES POINT....	
L 7.40 PM	5.34		L 7.33 PM				L 2.39 PM			L 7.18 AM		Double Track	7.3	
7.45	5.36		7.35				2.41			7.20			6.5	
7.49	5.39	L 9.07 PM	7.36	L 7.35 PM	L 5.43 PM	L 4.07 PM	2.43	L 8.32 AM	L 8.22 AM	7.22			6.0	
7.51	5.41	9.10	7.39	7.38	5.46	4.10	2.46	8.35	8.25	7.25			5.1	
		9.12	7.41	A 7.40 PM	A 5.49 PM	4.12	2.48	8.37	8.27	7.27			4.4	
		s 9.15	s 7.42			s 4.15	s 2.49	s 8.40	s 8.30	s 7.29	L 12.06 AM	Automatic Block	4.1	
8.00	5.52	9.16	7.44			4.16	2.50	8.41	8.31	7.31	12.08		3.7	
A 8.30 PM	A 6.30 PM	A s 9.25 PM	A s 7.55 PM			A 4.24 PM	A s 3.00 PM	A s 8.50 AM	A 8.39 AM	A s 7.40 AM	A s 12.20 AM		0.0	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Time Over Sub-Division		
.50	.57	.18	.22	.05	.06	.17	.21	.18	.17	.22	.14	Average Speed Per Hour		
7.8	7.7	20.0	19.9	19.1	16.0	21.1	20.8	20.0	21.1	19.9	17.1			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN BELKNAP STREET AND CENTRAL AVENUE, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE WHICH IS GOVERNED BY INTERLOCKING SIGNAL.

SECOND SUB-DIVISION

EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.		Car Capacity of Sidings.		Station Numbers.		Distance from Garfield Ave.		Time Table No. 171 October 29, 1933 Succeeding No. 170.		FIRST CLASS										
								STATIONS		66	94	36	58	52	96	24	34	20	56	
										N. P. 66	Omaha 511	G. N. 36	N. P. 58	N. P. 51	Omaha 503	G. N. 24	G. N. 34	G. N. 20	N. P. 56	
								Telegraph Offices and Calls		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
										Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	
WCO TYX	Yard	L 1	0.0	..... GARFIELD AVE....			Double Track						A 9.32 AM	A 11.58 AM						A 11.27 PM
			0.8	..... RICES POINT								9.30	11.54							11.25
			1.3	..... BRIDGE SWITCH...						A 7.47 AM	A 7.53 AM	9.28	11.52	A 12.11 PM	A 2.18 PM	A 4.23 PM	A 8.23 PM	11.24		
			2.2	..... ELEVATOR STATION.						7.43	7.49	9.25	11.49	12.07	2.14	4.19	8.19	11.21		
			2.9	..... OMAHA CONN.....						L 7.41 AM	7.47	9.23	11.46	L 12.04 PM	2.12	4.16	8.16	11.19		
X WYX	Yard	WB 67 67	3.2	{ BY SUPERIOR U. D....D			Automatic Block	A s 5.40 AM		s 7.45	s 9.21	s 11.45			s 2.10	4.15	s 8.15	s 11.18		
			3.6	{ ..BELKNAP STREET...				5.38		7.41	9.18	11.43			2.06	4.11	8.11	11.15		
			7.3	{ AJ..CENTRAL AVE...DN				L s 5.29 AM		L s 7.33 AM	L 9.10 AM	L 11.35 AM			L 1.58 PM	L 4.03 PM	L 8.03 PM	L 11.05 PM		
										Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	
										.11	.06	.20	.22	.23	.07	.20	.20	.20	.22	
										22.3	13.7	18.0	19.9	19.0	13.7	18.0	18.0	18.0	19.9	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN BELKNAP STREET AND CENTRAL AVENUE, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE WHICH IS GOVERNED BY INTERLOCKING SIGNAL.

SPECIAL INSTRUCTIONS PAGES 8 AND 9.

WESTWARD

THIRD SUB-DIVISION

EASTWARD 7

Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	Second Class	FIRST CLASS					Distance from West Duluth Jct.	Time Table No. 171					Distance from Superior U. D.	FIRST CLASS					Second Class
			311	65	309	317	313	October 29, 1933					310	66		318	314	312			
			Soo Line 163	N. P. 65	D. S. S. & A. 8	Soo Line 18	Soo Line 63	Succeeding No. 170					D. S. S. & A. 7	N. P. 66		Soo Line 17	Soo Line 62	Soo Line 162			
			Mixed	Passenger	Passenger	Passenger	Passenger	STATIONS					Passenger	Passenger		Passenger	Passenger	Mixed			
			Ex. Sun.	Daily	Daily	Daily	Daily	Telegraph Offices and Calls					Daily	Daily		Daily	Daily	Ex. Sun.			
WYX		L5		L 11.50 PM				0.0	.....WEST DULUTH JCT.....P					3.6	A	6.03 AM				
				11.53				0.6	.....ZENITH FURNACE.....					3.0		6.01				
			L 7.39 AM	11.55 PM	L 8.17 PM	L 5.53 PM	L 1.44 PM	1.3	DW&P. BERWIND JCT.....					2.3		A 5.16 AM	5.58	A 8.16 AM	A 6.06 PM	A 5.35 PM	
								1.8GRASSY POINT DRAWBRIDGE.....					1.8							
			A 7.47 AM	12.05 AM	A 8.27 PM	A 6.02 PM	A 1.50 PM	3.3L. S. T. & T. RY. JCT..					0.3		L 5.08 AM	5.49	L 8.09 AM	L 5.59 PM	L 5.28 PM	
								Double Track													
							3.6		.....SUPERIOR U. D.....D					0.0	L 5.40 AM					
		Ex. Sun.	Daily	Daily	Daily	Daily			Time Over Subdivision						Daily	Daily	Daily	Daily	Ex. Sun.		
			.08	.16	.10	.09	.06			Average Speed Per Hour						.08	.23	.07	.07	.07	
		15.0	13.5	12.0	13.3	20.0								15.0	9.4	17.1	17.1	17.1			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

WESTWARD

FOURTH SUB-DIVISION

EASTWARD

Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	FIRST CLASS					Distance from East End.	Time Table No. 171		Distance from Central Ave.	FIRST CLASS					
						51	October 29, 1933		52								
							Succeeding No. 170										
							STATIONS										
								Telegraph Offices and Calls									
WOY X	Yard	63					L 11.25 AM	0.0	Pass. Station	} Double Track	4.0	As 3.10 PM					
									EAST END.....								
									C. St. P. M. & O. Crossing								
									1.8								
WYX	Yard	65					11.29	1.8	HILL AVE.....		2.2	3.06					
									1.1								
									SOO LINE CROSSING..								
									1.1								
	Yard	67					As 11.35 AM	4.0	AJ.....CENTRAL AVE...DN		0.0	L 3.00 PM					
									Ex. Sun.			Ex. Sun.					
								.10	Time Over Subdivision			.10					
								24.0	Average Speed Per Hour			24.0					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 8 AND 9.

SPECIAL INSTRUCTIONS

FIRST SUBDIVISION

1. **At Fifth Avenue West**—Main track switch will be kept set for Union Depot.
2. **At Garfield Avenue**—Junction switches will be kept set for First Sub-Division.
Trains stop not less than two hundred (200) feet from Junction Switch and crossover used by D. W. & P. and not proceed until track is known to be clear.
3. **At Nineteenth Avenue West**—Trains using the Dick tracks must not block crossing.
4. **At Twenty-first Avenue West**—Telephone at crossover—Eastward trains call yard (3 rings) for route when necessary.
5. **At West D. M. & N. Junction Interlocking**—Trains will call for route as follows:
Martins track to D. M. & N. yard—THREE SHORT.
D. M. & N. yard to Martins track—THREE SHORT.
Martins track to Westward main—THREE SHORT—ONE LONG.
Martins track to D. T. Main—FOUR SHORT.
D. T. main to Martins track—FOUR SHORT.
Westward main to D. M. & N. yard—ONE LONG AND ONE SHORT.
D. M. & N. yard to Eastward main—ONE LONG AND ONE SHORT.
Through Main Line Movements—ONE LONG.
6. **At West Duluth Junction**—Switch at West end wye will be kept set and locked for first sub-division.
Switch engines will use West leg of wye and Fond du Lac main line but will not leave cars on these tracks.
Automatic Power Switch at end 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. Normal position of Power Switch for Westward trains. Trains setting out on Fond du Lac and other tracks must be sure switches are lined for such movement.
7. **At Fond du Lac**—Trains will call upper Power Plant (Douglas 50), from New Duluth and secure permission to use track between Fond du Lac and Power Plant.
8. **Yard Limits**—Between D. M. & N. connection at Fifth Avenue East and St. Louis River bridge and from Garfield Avenue to Grassy Point bridge and to the main line (Third Sub-division) yard board West of West Duluth Junction.
9. **Bridge and Engine Restrictions**—West Duluth Junction to Fond du Lac—engines heavier than class L-7 not permitted.
Bridge 4, six (6) miles per hour.
All bridges Fond du Lac to Power Plant, eight (8) miles per hour.
10. **Derail Switches**—Fond du Lac.
11. **Register Stations**—Duluth Union Depot for first class, passenger extras, and trains arriving at or departing from Fifth Avenue Yard. Rices Point Yard office for second class and inferior trains, except passenger extras and trains arriving at or departing from Fifth Avenue Yard.
West Duluth.
12. **Register Exceptions**—At West Duluth trains register by ticket, form 608, and Eastward trains will not require clearance if train order signal is in clear position.

SECOND SUBDIVISION

1. **At Garfield Avenue**—Junction switches will be kept set for First Sub-Division.
Trains will stop not less than two hundred (200) feet from Junction switch and crossover used by D. W. & P. and not proceed until track is known to be clear.
2. **Indication of Spring Switch, Round House lead, 900 feet South of coal dock:**
Yellow—Straight Track
Green—Turnout

3. **Rules Governing Movement of Trains over St. Louis River Bridge**—Interlocking signals govern use of tracks between Bridge Switch and Elevator Station.

Single track over Minnesota Draw.

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.

The two-arm semaphore on Westward track East of Elevator Station indicates route:

Top Arm—Straight main line

Bottom Arm—Great Northern Freight Track

All trains will stop before entering onto Wisconsin draw.

All Eastward trains will stop before entering onto Minnesota draw.

Westward trains entering onto Minnesota draw will be governed by signal at the approach and, if proceed signal is received, will not be required to stop.

4. **At Superior**—Trains using tracks of L. S. T. & T. Railway between Omaha connection and Belknap Street will be governed by L. S. T. & T. time table rules and regulations.

5. **At Central Avenue**—Westward trains and engines have right to use Eastward main track between West lead from yard and Junction with Fourth (Terminal) Sub-Division without protection. All Eastward trains will approach and pass through this territory at restricted speed, expecting to find track occupied.

6. **Speed Restrictions:**

At Minnesota and Wisconsin Drawbridges—twenty (20) miles per hour.

At Superior—all trains and engines will run at restricted speed between West yard limit board and Omaha connection, including L. S. T. & T. 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.

7. **Derail Switches:**

At approach to Minnesota Draw from Duluth.

At Elevator Station.

At Superior—just East of N. P. freight house.

8. **Register Stations:**

Rices Point for second class and inferior trains, except passenger extras.

Superior Union Depgt for first class trains and passenger extras.

Central Avenue.

9. **Register Exceptions**—At Central Avenue trains register by ticket, form 608, and Eastward trains will not require clearance if train order signal is in clear position.

THIRD SUBDIVISION

1. **At West Duluth Junction**—Trains will run at restricted speed around East leg of wye and passing Zenith Furnace Plant, looking out for switch engines working on main track.
Switches on East leg of wye will be kept set for Third (terminal) Sub-division main track.
2. **At Grassy Point Drawbridge**—A torpedo machine is located just inside of Home Signal and is operated in connection with derail. Explosion of one torpedo indicates that derail is set and train must be stopped immediately to prevent derailment.
3. **Speed Restrictions**—Grassy Point Bridge twenty (20) miles per hour.
4. **Register Station**—Superior Union Depot for first class trains and passenger extras.

FOURTH SUBDIVISION

1. **At East End**—Switch at end of double track will be kept set for Westward trains.
The distant semaphore of interlocking is an automatic signal governing single track to end of double track and Westward track to Passenger Station.
2. **At Central Avenue**—End of double track at East leg of wye—switch will be kept set for Eastward trains.
Switch at Junction of Fourth and Second (Terminal) Sub-divisions will be kept set for Second Sub-division.
East leg of wye is on sharp curve and single track—trains will use this track, expecting to find it occupied and at not to exceed twenty (20) miles per hour, and in foggy or stormy weather will protect by flag.
3. **Speed Restrictions**—Over trestle approach to ore dock—engines classes W or W-3 fifteen (15) miles per hour.
4. **Register Station**—Central Avenue.

ALL SUBDIVISIONS

1. **Speed Restrictions**—
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.
2. When necessary to use a side track for main track, in addition to setting and locking switches for the siding, flagman with proper flagging material must be stationed to fully protect approaching trains per 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.
3. Before occupied outfit cars are switched or handled, air brakes must be cut in.
4. **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.
5. Derail switches will be set in derail position when not in use.
6. Trains pulling into side tracks or leaving the main line at Junction points must pull entirely into clear of the insulated joints before stopping to pick up the man attending switch.
7. Always observe position of switch points after throwing switch, and see that the switch lever is pushed firmly into the notch before leaving switch.
8. 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.
9. All inferior to first class trains may run ahead of each other without orders.
10. Clearance Form A will not be required at Rice's Point Yard, Superior Freight Station or Superior Union Depot.
11. 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.

12. 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.
13. 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.
14. All trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.
15. 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.
16. 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.
17. 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.
18. **Bulletin Stations**—
Rice's Point Yard Office.
Rice's Point Roundhouse.
Duluth Union Depot.
19. **Standard Time Clocks**—
Rice's Point Yard Office.
Duluth Union Depot.
20. **Watch Inspectors**—
Duluth, Garon Bros.
Duluth, L. Pederson.
West Duluth, W. F. Hurst.
Superior, L. J. Howatt.

RAILROAD CROSSINGS AND INTERLOCKINGS.

First Sub-division

West D. M. & N. Junction, Interlocked.
Soo Line Crossing, Interlocked.
D. W. & P. Junction, Interlocked.
West Duluth Junction, Automatic Interlocking.
Morgan Park.
Minnesota Steel Co. Crossing.

Second Sub-division

Between Bridge Switch and Elevator Station.
Minnesota Draw, Interlocked.
Wisconsin Draw, Interlocked.

Third Sub-division

Berwind Junction.
Soo Line and D. W. & P. Junctions, Interlocked.
Grassy Point Draw, Interlocked.

Fourth Sub-division

East End.
C. St. P. M. & O. Crossing, Interlocked.
Soo Line Crossing, Interlocked.

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	Max. Height	Max. Width
1st 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"	11' 6"
2nd 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"	11' 6"
3rd Sub-division, W. 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"	11' 6"
4th 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"	11' 6"

	LIMIT OF LOAD MEASUREMENT										
	HEIGHT ABOVE TOP OF RAIL										
		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
1st 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"	11' 6"
2nd 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"	11' 6"
3rd Sub-division, W. Duluth Jct. to Superior U. D.	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	11' 6"
4th 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"	11' 6"

SPEED TABLE.

Time per Mile			Miles per Hour			Time per Mile			Miles per Hour			Time per Mile			Miles per Hour		
Min.	Sec.					Min.	Sec.					Min.	Sec.				
1	..		60			1	20		45			2	50		21.2		
1	1		59			1	25		42.3			3	..		20		
1	2		58			1	30		40			3	9		19		
1	3		57.1			1	40		36			3	20		18		
1	4		56.2			1	45		34.3			3	31		17		
1	5		55.3			1	50		32.7			3	45		16		
1	6		54.5			2	..		30			4	..		15		
1	7		53.7			2	10		27.6			5	..		12		
1	8		52.9			2	15		26.6			6	..		10		
1	9		52.1			2	20		25.7			7	30		8		
1	10		51.4			2	30		24			10	..				
1	12		50			2	40		22.5								
1	15		48			2	45		21.8								

G. N. SLADE,
Asst. Supt.C. T. SPONSEL,
Asst. Supt.H. J. COUNCILMAN,
Trainmaster.GEORGE STEINER,
Chief Dispatcher.