

Wilson 2-64

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NORTHERN PACIFIC RAILWAY COMPANY

Lake Superior Division

Special Instructions No. 2

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

Sunday, January 3, 1937

These Instructions govern Current Time Table.
Read carefully and be positive that you have the
Current Time Table, also copy of Current Special
Instructions.

W. C. SLOAN,
General Manager.

G. H. JACOBUS,
Superintendent.

F. R. BARTLES,
Assistant General Manager.

P. H. McCAULEY,
General Superintendent of
Transportation.

SPECIAL INSTRUCTIONS

FIRST SUBDIVISION.

(MAIN LINE)

1. At Ashland—Normal position of Main Track switch just East of Seventh Ave., leading to the Soo Line, is for the Soo Line connection.
2. Bridge and Engine Restrictions:
Bridge "O"—Vaughn Avenue—Engines Classes T, Q-3, Q-4, W, W-1, W-2, W-4 (F, F-1, F-2, F-3, F-4, F-5 and F-6) EIGHT (8) MILES PER HOUR.
Bridge (5)—Fish River and Bridge (49)—Middle River: Engines Classes F, F-1, F-2, F-3, F-4, F-5, F-6, T, W, W-1, W-2 and W-4, TWENTY-FIVE (25) MILES PER HOUR.
Bridge (37)—Brule River: Double-header engines Classes F-5, F-6, W, W-1, W-2, W-4, TWENTY-FIVE (25) MILES PER HOUR. ENGINES HEAVIER THAN CLASS W-2 or CLASS F-6 NOT PERMITTED.
At Ashland—CLASSES "W" ENGINES OR HEAVIER NOT PERMITTED ON NO. 2 HOUSE TRACK.
3. Speed Restrictions: At Ashland, between 22nd Ave. West and 7th Ave. West, ten (10) miles per hour. Classes F-1, T or heavier, East End to Mile Post (13), thirty-five (35) miles per hour; on curves twenty-five (25) miles per hour. Mile Post (13) to Ashland, twenty-five (25) miles per hour.
4. Register Stations—
Central Avenue.
Ashland Soo Line Station.
Superior { Soo Line Station
21st Street Yard Office } For DSS&A Ry. Trains.

SECOND SUBDIVISION.

(MAIN LINE)

1. At Carlton—Eastward Freight Trains and light engines from the Second Sub-division will head in on North Siding.
Westward Trains, Switch Crews or Branch Trains will not use North Siding without permission from the Dispatcher.
At Interlocking—Trains will call for route as follows:
Second to Second "East & West"—Two (2) Short & Two (2) Short.
Second to Third "East & West"—Two (2) Short & Three (3) Short.
Second to Loop Track "West"—Two (2) Short & Four (4) Short.
Second to 5th Sub-division "East"—Two (2) Short & Four (4) Short.
Third to Third "East and West"—Three (3) Short & Three (3) Short.
Third to Second "East & West"—Three (3) Short & Two (2) Short.
Third to Loop Track "West"—Three (3) Short & Four (4) Short.
Third to 5th Sub-division "East"—Three (3) Short & Four (4) Short.
Fifth to Second "East"—Four (4) Short & Two (2) Short.
Fifth to Third "East"—Four (4) Short and Three (3) Short.
Fifth to Loop Track—Four (4) Short & Four (4) Short.
Loop Track to Second "East"—Four (4) Short & Two (2) Short.
Loop Track to Third "East"—Four (4) Short & Three (3) Short.
Loop Track to 5th Sub-division "West"—Four (4) Short & Four (4) Short.
Coal Dock Track "East and West"—One (1) Long & One (1) Short.
No. 9 Lead through Interlocking "East & West"—One (1) Long.
2. At McGregor—Siding east of Passenger Station will be used as "Westward Siding."
Siding west of Passenger Station will be used as "Eastward Siding."
At Interlocking—Trains will call for route as follows:
For Northern Pacific and Soo Line main tracks—One (1) Long.
From Northern Pacific and Soo Line to West of wye—One (1) Long & One (1) Short.

From Northern Pacific and Soo Line to East wye—One (1) Short & One (1) Long.

To and from Interchange Track and West wye—Four (4) Short.
For all movements on Northern Pacific Eastward Siding—Two (2) Short & One (1) Long.

3. At Aitkin—South Siding will be used as "Eastward Siding." North Siding will be used as "Westward Siding."
4. At Brainerd—The time of First Class Trains and Passenger Extras applies at Passenger Station.
Trains No. 31 and No. 34, on arrival at Brainerd, will head in on inside track at Depot, where they will remain until time of departure.
5. At M. & I. Junction—Connection with the Minnesota and International is governed by automatic block signals.
No. 34 when more than fifteen (15) minutes late, and second class and inferior M. & I. trains will telephone the operator at Brainerd for necessary information before occupying Northern Pacific main track.
6. At Motley—South Siding will be used as "Eastward Siding." North Siding will be used as "Westward Siding."
7. At Staples Interlocking—Westward distant signal 8700 feet east of the home signal is a two arm signal. Upper arm is fixed indicating STOP. Lower arm is a three position automatically operated signal. Westward trains that may have difficulty starting at home signal must not pass distant signal until the lower arm indicates CLEAR.
If lower arm is not immediately changed to CLEAR for such trains, or to CAUTION or CLEAR for other trains, the condition of block ahead will be obtained from the Towerman at Interlocking Station by using the telephone at distant signal, and will then proceed on instructions from Towerman at restricted speed.

8. Pusher Districts—Central Avenue to Sawyer:

9. Retaining Valves—"On Freight Trains retaining valves MUST BE USED on grades IVERSON TO POKEGAMA, handles to be turned up to low pressure (horizontal) position, beginning at head end of train, as follows:

Trains of 8000 tons or over—20 retainers.

Trains of 6000 tons or over—16 retainers.

Trains of 4000 tons or over—10 retainers.

Trains of less than 4000 tons—No retainers unless requested by engineman.

All retaining valves will be turned down when the foot of grade is reached; between Pokegama and Central Avenue.

On solid trains of ore or trains consisting to a large percentage of ore, retaining valves must be turned up on one-fourth of the total number of cars in the train just before passing SAWYER, and turned down between Pokegama and Central Avenue. On ore trains, 90 lbs. brake pipe pressure will be used from Sawyer to point where train is set out.

AT CARLTON—When engine has been cut off and recoupled, retaining valves will be turned down while the brake pipe test is being made, and then turned up again before starting.

When difficult to start a train while retainers are turned up, the brake cylinders may be bled by turning retainer handles down momentarily, and then turning them up again."

10. Bridge and Engine Restrictions—High bridge just West of Central Avenue twenty (20) miles per hour. Avoid using automatic brakes except in case of emergency.
Engines Classes W, W-1, W-2, W-3, W-4 and W-5 must not use following tracks:

Tamarack—Stock Track.

Brainerd—Track Nos. 13, 14, 15, 16 and 17, West end of New Yard.

Motley—North Spur.

Staples—Wye Track.

Engines Classes W-3 and W-5 must not use following tracks:

Wrenshall—Wrenshall Brick Yard 1 and 2.

Carlton—Zenith Gravel Pit Track.

Aitkin—Hole Track beyond First Street Crossing and Power House Spur.

11. Speed Restrictions—

At Brainerd, ten (10) miles per hour over highway crossings within Brainerd Yard. Passenger trains twenty (20) miles per hour between East switch and Passenger Station.
At Aitkin, thirty (30) miles per hour through village.

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At Carlton, fifteen (15) miles per hour over diamond switches at the Interlocking Plant, except straight through movement via Third Sub-division.

At Central Ave.—20 MPH. thru Interlocking Plant.

12. Register Stations—
Central Avenue.
Carlton.
Brainerd.
Staples.

13. Register Exceptions—At Central Ave. trains register by ticket, Form 608.

14. Clearance Exception At Central Ave.—Eastward trains will not require clearance if train order signal is in clear position. At M. & I. Junction, No. 34 will not require clearance.

15. Commercial Spurs—

	Miles from Duluth	Car Capacity
Zenith Gravel Pit Spur	30.2	30
Grass Twine Spur	72.6	5

THIRD SUBDIVISION.

(MAIN LINE)

1. Pusher Districts—West Duluth to Otter Creek.
2. At West Duluth Jct.—Switch at end of double track is automatic. Normal position is for the westward track. If signals fail to clear, switch must be examined and if not in proper position, first throw "POWER LEVER" then operate switch with the "HAND THROW LEVER." "POWER LEVER" must not be returned to normal position until after the final move over the switch is made. Both levers must be left in normal position and locked.
3. At Carlton at Interlocking—Trains will call for route as shown in Second Subdivision instructions.
4. At Hinckley—Siding east of Grind Stone River will be used as "Westward Siding." Siding west of Great Northern Crossing will be used as "Eastward Siding." Cars must not be left on No. 1 yard track.
When Westward freight trains leave a portion of their train on main track or "Westward Siding" before detaching engine, six, or more, good hand brakes must be set to insure holding that portion of train left on descending grade.
At Interlocking—trains will call for route as follows:
For Through Main Track Movement—One Long.
For Movement from Main Track to Sidings—One Long, One Short.
For Movement from Sidings to Main Track—One Short, One Long.
For Movement from Siding to Siding—Two Shorts.

5. At Rush City—Siding west of Passenger Station will be used as "Eastward Siding." Siding east of Passenger Station will be used as "Westward Siding."

6. At North Branch—Siding west of Passenger Station will be used as "Eastward Siding." Siding east of Passenger Station will be used as "Westward Siding."

7. At Wyoming—Siding west of Passenger Station will be used as "Eastward Siding." Siding east of Passenger Station will be used as "Westward Siding."

8. At Bald Eagle—The Bald Eagle Lead may be used by trains in both directions expecting to find it occupied.

9. Retaining Valves—"On Freight Trains retaining valves MUST BE USED on grades BROWNELL TO SMITHVILLE. Handles to be turned up to low pressure (horizontal) position, beginning at head end of train, as follows:

Trains of 8000 tons or over—20 retainers.
Trains of 6000 tons or over—16 retainers.
Trains of 4000 tons or over—10 retainers.
Trains of less than 4000 tons—No retainers unless requested by engineman.

All retaining valves will be turned down when the foot of grade is reached; between Smithville and West Duluth Junction.

When difficult to start a train while retainers are turned up, the brake cylinders may be bled by turning retainer handles down momentarily, and then turning them up again."

10. Speed Restrictions—
Brownell to Smithville eastward freight trains any one mile in two minutes and thirty seconds.
At Carlton—Fifteen (15) miles per hour over diamond switches at the Interlocking plant except straight through movement via Third Subdivision.

11. Register Stations—
West Duluth.
Carlton.
Hinckley. For trains terminating Hinckley.
White Bear.

12. Register Exceptions—
At West Duluth trains register by ticket, Form 608.

13. Clearance Exceptions—
At West Duluth Eastward trains will not require clearance if train order signal is in clear position.

14. Commercial Spurs—

	Miles from Duluth	Car Capacity
Smithville	7.7	10
Power Company	17.0	4
Thornton Siding Phone on tel. pole opp. wash plant	45.7	81
Garen	130.7	8

FOURTH SUBDIVISION.

(IRONTON BRANCH)

1. Register Stations—Ironton and Deerwood.
2. At Deerwood—Eastward Trains use Junction Switch one and three-fourths miles East of Depot, Westward trains use crossover West of Depot.

FIFTH SUBDIVISION.

(CLOQUET BRANCH)

1. Register Stations—Carlton and Cloquet.
2. Speed Restrictions—
Thirty (30) miles per hour.
Carlton—Fifteen (15) miles per hour over diamond switches at the Interlocking plant except straight through movement via Third Subdivision.
3. At Carlton at Interlocking—Trains will call for route as shown in Second Subdivision instructions.

SIXTH SUBDIVISION.

(GRANTSBURG BRANCH)

1. Bridge and Engine Restrictions—
Bridge 5, St. Croix River:
Engines, Classes S-2, S-3, S-4, S-10 and Q, eight (8) miles per hour.
Double header engines, Class F-1, eight (8) miles per hour.
Engines, Classes T, Q-1 and heavier not permitted.
2. Speed Restrictions—
Thirty (30) miles per hour.
3. Register Stations—
Rush City.
Grantsburg.
4. Commercial Spurs—

	Distance from Rush City	Car Capacity
McGrath	3.3	3
Benson Pit	6.5	15
Canfield	8.0	6
Linds	10.5	4
Anderson's	14.5	18

SEVENTH SUBDIVISION.

(TAYLORS FALLS BRANCH)

1. **Bridge and Engine Restrictions—**
Bridges 18, 18-1, 18-2 and 19:
Engines, Classes W, W-1, W-2, W-4, T, Q-3 and Q-4, eight (8) miles per hour.
Double header engines, Classes S-2, S-3, S-4, S-10, Q, Q-1 and Q-2, eight (8) miles per hour.
Engines, Classes A, Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3 and Z-4 not permitted.
2. **Speed Restrictions—**Thirty-five (35) miles per hour.
3. **At Wyoming—**Approach No. 1 highway crossings at restricted speed.

ALL SUBDIVISIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. **Speed Restrictions—**
Passenger trains, one mile per minute.
All trains thirty (30) miles per hour over interlocked crossings. Fifteen (15) miles per hour through crossovers, turnouts and gauntlets and passing telegraph offices where orders are received.
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour; W, W-1, W-2, W-3, W-4 and W-5, fifty (50) miles per hour.
Switch engines moving between stations under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane, thirty (30) miles per hour.
3. Except as otherwise provided, enginemen will be required only to consult register at initial or starting point.
4. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
5. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
6. When a siding is to be used temporarily as a main track, the switches are to be set and locked for the siding and must be protected by flagman until train order covering the movement is issued to all trains and to the Section Foreman of that Section; the flagman to remain until released by the Train Dispatcher.
7. In automatic block territory, gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
8. Precautions must be taken on double track to prevent accidents from swinging doors, or other loose construction, attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
9. Before occupied outfit cars are switched or handled, air brakes must be cut in.
10. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**
When a train dispatcher desires to advance a train from a station where, by rule, it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-c. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders addressed to his train.
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set, and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
11. On all branch line sidings, trains may expect to find cars at any time.

12. **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.

13. Deraill switches will be set in derail position when not in use.
14. Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of main line before stopping to pick up the man attending the switch.
15. At terminals where engines are not changed nor train line separated on passenger trains and terminal brake test is not made by carmen, after outgoing crew takes charge, a running brake test must be made as soon as train is moving at moderate speed. When running test is made, trainmen should be on steps to see that brakes apply properly and then give proceed signal to enginemen.
16. Always observe position of switch points after throwing switch and see that the switch lever is pushed firmly into the notch before leaving switch.
17. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.

18. BULLETIN STATIONS—

Ashland.
Duluth.
Superior.
Carlton.
Staples.
Rush City.
White Bear.
St. Paul.

19. STANDARD TIME CLOCKS—

Duluth.
Carlton.
Brainerd.
Staples.
Hinckley.
Rush City.
White Bear.

20. WATCH INSPECTORS—

Duluth	H. E. Juberg.
Duluth	L. Pederson.
West Duluth	W. F. Hurst.
Superior	L. J. Howatt.
Brainerd	C. L. Burnett.
Staples	Jesse L. Cross.
Ironton	D. R. Sandstrom.
Cloquet	L. A. Freeman.
St. Paul	Christensen's.
St. Paul	Northern Watch Co.
Minneapolis	Allen and Berg.

NOTE

Effective with Time Table No. 66, schedule meetings or passing stations are indicated in full-faced type; numbers of the trains meeting, passing or being passed will not be shown.

RAILROAD CROSSINGS AND INTERLOCKINGS

First Subdivision—

ASHLAND

C. & N. W. and Soo Line Crossings.

ASHLAND JCT.

C. St. P. M. & O. Crossing.

ALLOUEZ

N. W. C. Crossing—Interlocked.

EAST END

C. St. P. M. & O. Crossing—Interlocked.

Second Subdivision—

CENTRAL AVENUE

G. N. Crossing—Interlocked.

POKEGAMA

Interstate Crossing—Interlocked.

STATE LINE

G. N. Crossing—Interlocked.

CARLTON

Third Sub-Div. Crossing—Interlocked.

McGREGOR

Soo Line Crossing—Interlocked.

Third Subdivision—

CARLTON

Second Sub-Div. and G. N. Crossings—Interlocked.

HINCKLEY

G. N. Crossing—Interlocked.

BALD EAGLE

Soo Line Crossing—Interlocked.

Fifth Subdivision—

CARLTON

Third Subdivision Junction—Interlocked.

SPEED TABLE

Time Per Mile			Miles	Time Per Mile			Miles	Time Per Mile			Miles
Mins.	Secs.	Hour	Per	Mins.	Secs.	Hour	Per	Mins.	Secs.	Hour	Per
1	..	60		1	20	45		2	45	21.3	
1	1	59		1	25	42.3		2	50	21.2	
1	2	58		1	30	40		3	..	20	
1	3	57.1		1	40	36		3	9	19	
1	4	56.2		1	45	34.3		3	20	18	
1	5	55.3		1	50	32.7		3	31	17	
1	6	54.5		2	..	30		3	45	16	
1	7	53.7		2	10	27.6		4	..	15	
1	8	52.9		2	15	26.6		5	..	12	
1	9	52.1		2	20	25.7		6	..	10	
1	10	51.4		2	30	24		7	30	8	
1	12	50		2	40	22.5		10	..	6	
1	15	48									

TONNAGE RATING—FREIGHT ENGINES

Subdivision	District	Class of Engines			
		T	W-4	W	W-3-5
First Eastward..	Central Ave. to Iron River	1200	1500	1650
	Iron River to Ashland....	1350	1650	1850
First Westward...	Ashland to Central Ave..	1100	1300	1500
	Staples to Duluth.....	2650	3400	3900	5800
Second Eastward.	Ironton to Central Ave...	5000	8000
	Duluth to Sawyer.....	1150	1350	1600	2600
Second Westward	Sawyer to Brainerd.....	2300	3000	3500	5200
	Brainerd to Staples.....	2800	3500	4000	5900
Third Eastward..	White Bear to Hinckley..	2250	3000	3450	4000
	Hinckley to Gronigen....	2150	2900	3100	3700
Third Westward..	Gronigen to Duluth.....	2800	3500	3900	5800
	Duluth to Carlton.....	950	1150	1300	1900
Third Westward..	Carlton to Hinckley.....	2300	3000	3700	5400
	Hinckley to White Bear..	2600	3300	3900	5900

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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. 6 in. Wide	9 ft. 6 in. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. 6 in. Wide	Max. Hgt.	Max. Wth.
1st Sub-division, Ashland to East End	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"
2nd Sub-division, Duluth to Staples.....	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"
3rd Sub-division, Duluth to White Bear...	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"
4th Sub-division, Deerwood to Trommald..	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"
5th Sub-division, Carlton to Cloquet.....	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"
6th Sub-division, Grantsburg to Rush City.	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	18'11"	11'6"
7th Sub-division, Taylors Falls Yard to Wyoming.....	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"

C. T. SPONSEL,
Asst. Superintendent

H. J. McCALL,
Asst. Superintendent

H. J. COUNCILMAN,
Trainmaster.

GEORGE STEINER,
Chief Dispatcher.

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