

AUTHORIZED SURGEONS

Dr. A. W. Ide, Chief Surgeon..... St. Paul.
Dr. B. I. Derauf,
Dr. J. W. Jesion,
Dr. L. Rosenblatt,
Dr. A. McEwan,
Dr. C. H. Decker.

Assistant Surgeons,
N. P. B. A. Hospital,
St. Paul.

SPECIALISTS

Dr. L. A. Nelson, Oculist..... 830 Lowry Bldg., St. Paul
Dr. H. E. Binger, Eye, Ear, Nose
& Throat..... 1039 Lowry Bldg., St. Paul
Dr. K. A. Phelps, Oculist and Aurist, 1137 Medical Arts Bldg.,
Minneapolis.
Dr. A. G. Athens, Oculist and Aurist, 1214 Medical Arts Bldg.,
Duluth.

SURGEONS

Dr. A. L. Kylo, 5719 Tower Ave., Superior
Dr. W. H. Schnell, 28 Columbia Bldg., Superior
Dr. C. H. Christiansen, Superior
Dr. C. M. Smith, 1115 Med. Arts Bldg., Duluth
Dr. C. L. Haney, 2004 W. Superior St., Duluth
Dr. James S. Spang, 5629 Grand Ave., Duluth

C. M. ST. P. & P. RY. SURGEONS

Dr. Cyril M. Smith, 1115 Medical Arts Bldg., Duluth

LOCATION OF STRETCHERS

East End Passenger Station.
Central Avenue Freight Station.
Superior Freight Station.
Duluth—Fifth Avenue Switch Shanty, Dock 6, Union Depot,
Store Room, Tool Car.
West Duluth Passenger Station.

NOTE.

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employes, passengers, and others. In a case of illness or in any case of injury unrelated to Railway operation, surgeon should endeavor to collect a reasonable fee for service from person attended, other than members of the N. P. B. A. If unable to collect, Chief Surgeon should be notified.

Where injuries are directly related to Railway operation, charge for service should be sent to the General Claim Agent of the Railway Company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

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NORTHERN PACIFIC RAILWAY COMPANY

Duluth and Superior Terminals

TIME TABLE 210

In Effect at 12:01 A. M. Central Standard
War Time.

Sunday, April 18, 1943

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.

J. A. MERCER,
Asst. Gen. Mgr.

C. CORSER,
Superintendent.

W. W. JUDSON,
General Manager.

P. H. McCAULEY,
General Superintendent of
Transportation.

2 WESTWARD

FIRST SUB-DIVISION

			FIRST CLASS								Distance from East D. M. & I. R. Jct.	Time Table No. 210 April 18, 1943 Superseding No. 209.	
Water, Fuel, Scales, Turn Tables, Wyse and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	65	57	303	405	401	61	201	407	55	STATIONS	
			N. P. 65	N. P. 57	D. W. & P. 19	D. M. & I. R. 6	D. M. & I. R. 10	N. P. 61	D. M. & I. R. 1	D. M. & I. R. 8	N. P. 55	Telegraph Offices and Calls	
			Passenger Daily	Passenger Daily	Passenger Ex. Sun.	Passenger Daily	Passenger Daily	Passenger Ex. Sun.	Passenger Daily	Passenger Daily	Passenger Daily		
X WC TYXZ	Yard	WB 71	L 11.30 PM	L 8.00 PM		L 5.46 PM A 5.50 PM	L 8.25 AM A 8.30 AM	L 8.25 AM	L 8.20 AM	A 7.50 AM	L 7.30 AM A 7.33 AM	0.0	.... EAST D. M. & I. R. JCT.
X			11.33	A 8.03 PM	L 7.19 PM			8.28	8.23			0.9	DU..... DULUTH..... DN
X		L 2	11.35		7.21			8.30	8.24			1.0	..... GARFIELD AVE.
X		L 02	11.37		7.22			8.31	A 8.26 AM			1.9	..... 20TH AVE. W.... PD
X												2.2	..... WEST D. M. & I. R. JCT.
X												2.8	..... 500 LINE CROSSING ..
X					A 7.29 PM			8.35				3.6	..... D. W. & P. JCT.
X		L 04	11.40					8.38				4.4	WU.. WEST DULUTH.. DN
X		L 5	A 11.50 PM					A 8.40 AM				5.1	..... WEST DULUTH JCT.. P
YX												5.8	..... D. T. CROSSING
												7.0	..... RIVERSIDE
		LB 5										8.1	..... NEW DULUTH
		LB 8										12.4	..... FOND DU LAC
			Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	15.1	
			.20	.03	.10	.04	.05	.15	.06	.05	.03		Time Over Sub-Division
			14.7	20.0	15.0	13.5	10.8	19.6	19.0	10.8	20.0		Average Speed Per Hour

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 8 AND 9.

Time Table No. 210 April 18, 1943 Superseding No. 209.			SECOND CLASS											
STATIONS			623	627										
Telegraph Offices and Calls			N. P. 623	N. P. 627										
			Freight	Freight										
			Daily	Daily										
.... EAST D. M. & I. R. JCT.														
DU..... DULUTH..... DN			L 6.00 PM	L 7.35 PM										
..... GARFIELD AVE.			A 6.03 PM	7.39										
..... 20TH AVE. W.... PD				7.40										
WEST D. M. & I. R. JCT..				7.42										
.500 LINE CROSSING..														
..... D. W. & P. JCT.				7.48										
WU.. WEST DULUTH.. DN				7.51										
..... WEST DULUTH JCT.. P				A 7.55 PM										
..... D. T. CROSSING														
..... RIVERSIDE														
..... NEW DULUTH														
..... FOND DU LAC														
Time Over Sub-Division			.03	.20										
Average Speed Per Hour			20.0	14.7										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 8 AND 9.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.		Car Capacity of Sidings.		Station Numbers.		SECOND CLASS		FIRST CLASS								Distance from Fond du Lac.	Time Table No. 210 April 18, 1943 Superseding No. 209		
						402	404			56	204	62	400	304	58				66
						D.M.&I.R. 9	D.M.&I.R. 7			N. P. 56	D.M.&I.R. 2	N. P. 62	D.M.&I.R. 5	D. W. & P. 20	N. P. 58				N. P. 66
						Passenger Daily	Passenger Daily			Passenger Daily	Passenger Daily	Passenger Ex. Sun.	Passenger Daily	Passenger Ex. Mon.	Passenger Daily				Passenger Daily
WCT XYZ	Yard	WB 71	A 6.00 PM	A 4.25 PM						A 9.04 AM				18.1	... EAST D. M. & I. R. JCT.				
X			L 5.55 PM	L 4.20 PM			A 11.15 PM	A 4.10 PM	A 12.15 PM	L 9.00 AM		A 8.00 AM	A 6.30 AM	14.2	DU.....DULUTH.....DN				
X		L 2					L 11.10 PM	4.07	12.12		A 8.38 AM	L 7.57 AM	6.25	13.2GARFIELD AVE....				
X		L02						4.06	12.11		8.35		6.22	12.920TH AVE. W...PD				
X							L 4.03 PM	12.09		8.34		6.19	12.3	WEST D. M. & I. R. JCT.					
X													11.5	.500 LINE CROSSING.					
X								12.05		L 8.28 AM		6.14	10.7	.....D. W. & P. JCT.....				
X	L04							12.03				6.12	10.0	WUWEST DULUTHDN					
YX	L 5							L 12.01 PM				L 6.03 AM	9.3	.WEST DULUTH JCT.P					
													8.1	.....D. T. CROSSING.....				
													7.0	.....RIVERSIDE.....				
		LB5											2.7	.....NEW DULUTH.....PD				
		LB8											0.0	.....FOND DU LAC.....				
			Daily	Daily			Daily	Daily	Ex. Sun.	Daily	Ex. Mon.	Daily	Daily		Time Over Sub-Division				
			.05	.05			.05	.07	.14	.04	.10	.03	.27		Average Speed Per Hour				
			10.8	10.8			12.0	16.3	21.0	13.5	15.0	20.0	10.9						

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 8 AND 9.**

Time Table No. 210			SECOND CLASS											
April 18, 1943 Superseding No. 209			624	626	628									
STATIONS			N. P. 624	C. M. St. P. & P. 626	N. P. 628									
Telegraph Offices and Calls			Freight	Freight	Freight									
			Daily	Daily	Daily									
...EAST D. M. & I. R. JCT....														
DU.....DULUTH.....DN					A 4.30 AM									
.....GARFIELD AVE....					4.20									
.....20TH AVE. W...PD			A 3.50 AM	A 4.00 AM	4.09									
WEST D. M. & I. R. JCT.			3.43	3.53	4.06									
SOO LINE CROSSING.														
.....D. W. & P. JCT.....			3.37	3.46	4.00									
WUWEST DULUTHDN			3.35	3.43	3.58									
WEST DULUTH JCT.P			L 3.30 AM	L 3.40 AM	L 3.55 AM									
.....D. T. CROSSING.....														
RIVERSIDE.....														
.....NEW DULUTH.....PD														
.....FOND DU LAC.....														
Time Over Sub-Division			.20	.20	.35									
Average Speed Per Hour			10.8	10.8	8.4									

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 8 AND 9.

4 WESTWARD

SECOND SUB-DIVISION

SECOND CLASS			FIRST CLASS										Time Table No. 210	
629	625	623			35	89	57	93	19	23	55	65	April 18, 1943	
N. P. 630	C. M. St. P. & P. 625	N. P. 623			G. N. 35	Omaha 510	N. P. 57	Omaha 512	G. N. 19	G. N. 23	N. P. 55	N. P. 65	Superseding No. 209	
Freight	Freight	Freight			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS	
Sun., Tue., Thur., Fri.	Daily	Daily			Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Telegraph Offices and Calls	
		L 6.03 PM					L 8.03 PM				L 7.33 AM		.....GARFIELD AVE.....	
L 10.00 PM	L 7.40 PM	6.04					8.05				7.35		.....RICES POINT.....P	
10.05	7.45	6.06			L 9.36 PM	L 8.22 PM	8.06	L 5.05 PM	L 3.36 PM	L 8.06 AM	7.37		.....BRIDGE SWITCH.....	
10.09	7.49	6.09			9.39	8.25	8.09	5.08	3.40	8.10	7.40		...ELEVATOR STATION...	
10.11	7.51	6.11			9.42	A 8.28 PM	8.11	A 5.10 PM	3.42	8.12	7.42		.....OMAHA CONN.....	
					s 9.45		s 8.12		s 3.45	s 8.15	s 7.45	L 12.06 AM	BY.....SUPERIOR U. D....PDN	
10.20	8.25	6.22			9.46		8.14		3.46	8.16	7.46	12.08	Auto- matic Block { ...BELKNAP ST.....P	
A 10.45 PM	A 8.40 PM	A 6.50 PM			A 9.55 PM		A s 8.25 PM		A 3.53 PM	A 8.23 AM	A s 7.54 AM	A s 12.20 AM	{ AJ.CENTRAL AVE...DN	
Sun., Tue., Thur., Fri.	Daily	Daily			Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
.45	.60	.47			.19	.06	.22	.05	.17	.17	.21	.14	Time Over Sub-Division	
8.7	6.5	9.3			19.0	13.7	19.9	19.1	21.1	21.1	20.8	17.1	Average Speed Per Hour	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN GARFIELD AVENUE AND OMAHA CONNECTION, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE. DOUBLE TRACK BETWEEN BELKNAP STREET AND CENTRAL AVENUE.
 FIRST CLASS TRAINS USE L. S. T. & T. RAILWAY BETWEEN OMAHA CONNECTION AND BELKNAP STREET AND BE GOVERNED BY L. S. T. & T. TIME TABLE, RULES AND REGULATIONS.

SECOND SUB-DIVISION

EASTWARD

Water, Fuel, Scales, Turn Tables, Wyse and Yard Limits.		Station Numbers.		Time Table No. 210		FIRST CLASS										SECOND CLASS
				April 18, 1943		66	94	58	36	96	24	20	56			630
				Superseding No. 209		N. P. 66	Omaha 511	N. P. 58	G. N. 36	Omaha 513	G. N. 24	G. N. 20	N. P. 56			N. P. 629
				STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Freight
				Telegraph Offices and Calls		Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily			Mon., Wed., Fri., Sat.
X	WCT	Yard	L 1	0.0	.....GARFIELD AVE.....			A 7.57 AM					A 11.10 PM			
X	YXZ			0.8	.....RICES POINT.....P			7.54					11.08			A 8.30 AM
X				1.8	.....BRIDGE SWITCH.....		A 7.18 AM	7.52	A 8.13 AM	A 11.21 AM	A 11.52 AM	A 6.54 PM	11.07			8.27
X				2.2	...ELEVATOR STATION...		7.14	7.49	8.09	11.18	11.47	6.49	11.03			8.23
X				2.9	.....OMAHA CONN.....		L 7.12 AM	7.46	8.07	L 11.15 AM	11.45	6.46	11.00			8.20
X		Yard	WB 67	3.2	BY.....SUPERIOR U. D....PDN	A s 5.40 AM		s 7.44	s 8.05		s 11.43	s 6.45	s 10.59			
X				3.6	Auto- matic Block { ...BELKNAP ST.....P	5.38		7.41	7.58		11.40	6.39	10.55			8.10
WYX				7.3	{ AJ.CENTRAL AVE.....DN	L 5.29 AM		L 7.33 AM	L 7.52 AM		L 11.33 AM	L 6.34 PM	L 10.50 PM			L 8.00 AM
						Daily	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily			Mon., Wed., Fri., Sat.
					Time Over Sub-Division	.11	.06	.24	.21	.06	.19	.20	.20			.30
					Average Speed Per Hour	22.3	13.7	18.2	17.2	13.7	18.9	18.0	21.9			13.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN GARFIELD AVENUE AND OMAHA CONNECTION, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE. DOUBLE TRACK BETWEEN BELKNAP STREET AND CENTRAL AVENUE.
 FIRST CLASS TRAINS USE L. S. T. & T. RAILWAY BETWEEN OMAHA CONNECTION AND BELKNAP STREET AND BE GOVERNED BY L. S. T. & T. TIME TABLE, RULES AND REGULATIONS.

SPECIAL INSTRUCTIONS PAGES 6, 7, 8 AND 9.

WESTWARD

THIRD SUB-DIVISION

EASTWARD 5

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	FIRST CLASS					Distance from West Duluth Jct.	Time Table No. 210		Distance from Superior U. D.	FIRST CLASS				
			65	53	317	313	311		April 18, 1943			54	66	318	312	314
									Superseding No. 209							
									STATIONS							
									Telegraph Offices and Calls							
N. P. 65	D. S. S. & A. 8	Soo Line 18	Soo Line 63	Soo Line 65			D. S. S. & A. 7	N. P. 66	Soo Line 17	Soo Line 64	Soo Line 62					
Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger	Passenger	Passenger					
Daily	Ex. Sat.	Daily	Daily	Ex. Sun.			Ex. Sun.	Daily	Daily	Ex. Sun.	Daily					
YX	L5	L 11.50 PM				0.0	..... WEST DULUTH JCT. P	3.6	A 6.03 AM						
X		11.53				0.6	..... ZENITH FURNACE.	3.0	6.01						
X		11.55 PM	L 8.58 PM	L 6.28 PM	L 1.13 PM	L 7.33 AM	1.3	..... BERWIND JCT. ... P	2.3	A 5.16 AM	5.58	A 7.43 AM	A 4.02 PM	A 5.48 PM	
							1.8	..... { GRASSY POINT DRAWBRIDGE } ...	1.8						
X		12.05 AM	A 9.03 PM	A 6.33 PM	A 1.18 PM	A 7.38 AM	3.3	..... L. S. T. & T. RY. JCT. }	0.3	L 5.11 AM	5.49	L 7.38 AM	L 3.57 PM	L 5.43 PM	
X	WB 67	A 12.06 AM					3.6	..... SUPERIOR U. D. ... PDN	0.0		L 5.40 AM				
		Daily	Ex. Sat.	Daily	Daily	Ex. Sun.				Ex. Sun.	Daily	Daily	Ex. Sun.	Daily		
		.16	.05	.05	.05	.05		Time Over Sub-Division		.05	.23	.05	.05	.05		
		13.5	24.0	24.0	24.0	24.0		Average Speed Per Hour		24.0	9.4	24.0	24.0	24.0		

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

WESTWARD

FOURTH SUB-DIVISION

EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	SECOND CLASS			FIRST CLASS		Distance from East End.	Time Table No. 210		Distance from Central Ave.	FIRST CLASS		SECOND CLASS		
				629	631		53		April 18, 1943			54		632	630	
					D.S.S. & A. 21		D.S.S. & A. 7		Superseding No. 209			D.S.S. & A. 8		D.S.S. & A. 22		
				Freight	Freight		Passenger		STATIONS			Passenger		Freight	Freight	
			Mon.-Wed.- Fri., Sat.	Daily		Ex. Sun.		Telegraph Offices and Calls			Ex. Sat.		Daily	Sun., Tue., Thur., Fri.		
WY	Yard	63	L 7.45 AM	L 5.20 AM		L 4.51 AM	0.0	.....EAST END.....P	Double Track	4.0	A 9.40 PM		A 12.15 AM	A 10.55 PM	
X	Yard	65	7.46	A 5.21 AM		A 4.52 AM		.....NEWTON AVENUE.....			L 9.39 PM		L 12.14 AM	10.54	
	Yard		7.49				1.8	.....HILL AVE.....P		2.2				10.51	
X							2.9	.....SOO LINE CROSSING..		1.1					
WYX	Yard	67	A 7.55 AM				4.0	AJ.....CENTRAL AVE...DN		0.0				L 10.45 PM		
			Mon.-Wed.- Fri., Sat.	Daily		Ex. Sun.					Ex. Sat.		Daily	Sun., Tue., Thur., Fri.		
			.10	.01		.01		Time Over Sub-Division			.01		.01	.10		
			24.0	12.0		12.0		Average Speed Per Hour			12.0		12.0	24.0		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 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. & I. R. Jct. Interlocking**—Trains will call for route as follows:

o o o	Martins track to D. M. & I. R. yard.
o o o	D. M. & I. R. yard to Martins track.
o o o —	Martins track to Westward main.
o o o o	Martins track to D. T. Main.
o o o o	D. T. main to Martins track.
— o	Westward main to D. M. & I. R. yard.
— o	D. M. & I. R. yard to Eastward main.
— —	Through Main Line Movements.

6. **At West Duluth Jct.**—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 line but will not leave cars on these tracks.
Switch at end of double track is dual control. 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 hand-throw lever. Power lever must not be returned to normal position until after final move over switch is made. Both levers must be left in normal position and locked. 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, but must secure authority from Chief Dispatcher to use track to lower Power Plant.
8. **Yard Limits**—Between East D. M. & I. R. Jct. at Fifth Ave. East and Lake Superior Division yard limit sign West of West Duluth Jct.
9. **Derail Switches**—Fond du Lac.
10. **Bridge and Engine Restrictions**—Between Duluth and West Duluth Junction—engines heavier than Class A-2 twenty (20) MPH over bridges 147.1 and 149.
Between West Duluth Junction and Fond du Lac—engines heavier than Class T not permitted.
Between Fond du Lac and upper Power Plant—engines heavier than Class L-9 not permitted.
Bridge 4, five (5) MPH.
11. **Speed Restrictions**—Over Sub-division, thirty (30) MPH, except: Between West Duluth Jct. and Fond du Lac, fifteen (15) MPH.
Between Fond du Lac and upper Power Plant, eight (8) MPH.
12. **Register Stations**—Duluth Union Depot for trains arriving at or departing from Fifth Ave. Yard or Union Depot, Rices Point Yard office for other trains.
West Duluth.
13. **Register Exceptions**—At West Duluth trains register by Form 608. A check of register on Form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
14. **Clearance Exceptions**—Trains originating at East D. M. & I. R. Jct., Garfield Ave., 20th Ave. West, West D. M. & I. R. Jct., D. W. & P. Jct., West Duluth Jct. and Fond du Lac will not require clearance. At West Duluth, Eastward trains will not require clearance if train order signal is in proceed 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. **At Rices Point**—Spring switches, roundhouse lead, 900 feet South of coal dock, indicate—
Yellow—Straight Track.
Green—Roundhouse Lead.
3. **Between Bridge Switch and Elevator Station, St. Louis River Bridge**—Interlocking signals govern use of tracks.
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 track
Bottom Arm	Great Northern Freight Track

Westward 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 may use eastward main track between west lead from yard and Junction with Fourth (Terminal) Sub-Division without protection. All trains will pass through this territory at restricted speed, on both tracks.
6. **Yard Limits**—From Garfield Ave. to yard limit sign West of 28th Street, Superior, and from yard limit sign East of Central Ave. to the yard limit sign just East of Soo Line crossing on Terminal Fourth Sub-division, and yard limit sign West of Central Ave. on Second Sub-division of Lake Superior Division.
7. **Derail Switches**—At approach to Minnesota Draw from Duluth. At Elevator Station.
At Superior—just East of N. P. freight house.
8. **Speed Restrictions**—At Bridge 2.1, St. Louis River—Twenty (20) MPH over draw spans.
At Superior—Fifteen (15) MPH over switches at Belknap Street and Omaha connection, and restricted speed on L. S. T. & T. tracks between these stations.
At Central Avenue—Twenty (20) MPH over highway crossings.
9. **Register Stations:**
Rices Point for second class and inferior trains, except passenger extras.
Superior Union Depot for trains routed via L. S. T. & T. Ry. Central Avenue.
10. **Register Exceptions**—At Central Avenue trains register by form 608. A check of register on Form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
11. **Clearance Exceptions:**
Trains originating at Garfield Ave., Rices Point (Yard), Bridge Switch, Elevator Station, Omaha Conn. and Belknap St. will not require clearance.
At Central Ave. eastward trains will not require clearance if train order signal is in the proceed position. Westward Great Northern trains enroute to Great Northern tracks, at the Interlocking, not governed by train order signal.

THIRD SUBDIVISION

1. At West Duluth Jct.:

Switches on east leg of wye will be kept set for Third (Terminal) Sub-Division main track.

2. Speed Restrictions—Bridge 94.6, Grassy Point, twenty (20) MPH over draw span.

At West Duluth Jct., trains and engines run at restricted speed around east leg of wye and passing Zenith Furnace Plant, looking out for yard engines working on main track.

3. Register Station—Superior Union Depot for trains routed via L. S. T. & T. Ry.

4. Clearance Exceptions:

Trains originating at West Duluth Jct., Berwind Jct. and L. S. T. & T. Ry. Jct. will not require clearance.

A check of register on Form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.

5. Trains using tracks of L. S. T. & T. Ry. from L. S. T. & T. Ry. Jct. be governed by L. S. T. & T. Time Table, Rules and Regulations.

FOURTH SUBDIVISION

1. At East End—Normal position of switch at end of double track is for westward trains.

The approach signal of interlocking is an automatic block signal governing single track to end of double track and westward track to Newton Ave. interlocking. Eastward D. S. S. & A. and C. St. P. M. & O. trains and engines will use westward main track between Newton Ave. interlocking and end of double track as single track, under single track and yard limit rules.

2. At Central Ave.—Normal position of switch at end of double track on east leg of wye is for eastward trains.

Normal position of switch at Junction of Fourth and Second (Terminal) Sub-Divisions is for Second Sub-Division.

East leg of wye is single track and sharp curvature, all trains will run at restricted speed.

3. Yard Limits—Tracks between yard limit signs West of East End and East of Allouez.

4. Speed Restrictions—Engines Classes W or heavier, fifteen (15) MPH over trestle approach to Ore Dock.

5. Register Stations:

Central Ave.
Soo Line 21st St. Yard Office, Superior, for D. S. S. & A. Ry.

6. Register Exceptions—At Central Ave. trains register by form 603. A check of register on Form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.

7. Clearance Exceptions—Trains originating at East End and Hill Ave. will not require clearance.

ALL SUBDIVISIONS

1. Transportation Rule 11 is modified as follows: A train finding a fusee burning on or near its track may proceed at restricted speed without stopping.

2. Lights will be displayed at night on all main line train order signals. On Branch line sub-divisions where lights are not displayed on day-office train order signals, all trains will positively ascertain position of signal and be governed by the day indication.

3. Transportation Rule 95 is modified as follows: When signals are displayed to an intermediate (register) station of a schedule, the first section will display the signals to the regular stop of the train at that station whether it be on the main track or some other track. following sections must clear the main track at the entrance switch of the siding at that station unless otherwise directed by train order, or unless Rule 93 permits them to use the main track.

When signals are displayed to the terminal of a schedule on a sub-division all the sections have the same right as the regular train has when no signals are displayed.

Transportation Rule D-97. When a clearance is issued authorizing an extra train to move with the current of traffic, the point to which this movement is authorized will be endorsed on the clearance in the form, To.....filling in the name of the station, in addition to the number of the clearance. The authority for train movement will thus be restricted to the point named.

4. Transportation Rule 105 is modified as follows: When a siding of an assigned direction is blocked with cars, or taken out of service for any reason, the siding of the opposite direction will be used as a single siding. At lap sidings, unless otherwise provided, trains taking siding must head in at the lap.

5. IN AUTOMATIC BLOCK SIGNAL TERRITORY—When moving with the current of traffic, or on single track, where the automatic block signals governing the track in use are of the semaphore type and can be plainly seen from the rear of a standing train to be at stop, such signal being not less than one-half mile from the rear of such train, it will not be necessary to protect the train by a flagman. Under all other circumstances Rule 99 must be observed.

Transportation Rule 509B, is modified as follows: It must be understood 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 501B 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.

When a train dispatcher desires to advance a train from a station where by the 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 that are addressed to his train.

6. Transportation Rule 606:—Emergency Signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

7. Transportation Rule 726 is modified to require that Yellow Signals will be placed $1\frac{1}{4}$ miles instead of 1 mile distant from the location of the slow track.

Transportation Rule 728 is modified as follows: The red flag by day, and in addition the red light at night, will be placed twenty (20) rail lengths distant from the point of obstruction instead of fifty (50) rail lengths. The flagman will be located with the yellow signals, one and one quarter miles distant beyond the red signals. On the approach of a train the flagman will display the yellow signals, which must be acknowledged by the enginemen in accordance with Rule 14 (g).

8. Air brake Rule 1062, requiring the making of running brake test on passenger trains, must also be observed on all passenger trains following departure from terminals, or from a station at which either train or engine crews, or both of them, have been changed, or where switching has been done.

Enginemen will acknowledge proceed signals of trainmen by two (2) short blasts of the whistle.

9. When a siding is to be used temporarily as a main track, the switches will 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 the section foreman of that section notified; the flagman to remain until released by the train dispatcher.

10. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.
11. In case of failure of communicating signal system on passenger trains, and on freight trains when conditions permit, enginemen will receive "proceed" signal before passing any station.
12. **SPEED RESTRICTIONS**—Except as otherwise provided: Passenger trains, sixty (60) MPH. Freight trains, fifty (50) MPH, except when restricted to lower rate of speed by engine speed restrictions.

ENGINES—All A, Q and P Classes, and Classes S-4 and T, sixty (60) MPH, except when used on passenger trains where higher speed is authorized; Z-6, sixty (60) MPH, other Z Classes, thirty-five (35) MPH. All other Classes, fifty (50) MPH. Switch engines under steam, moving between stations, fifteen (15) MPH.

ALL TRAINS AND ENGINES—Fifteen (15) MPH through cross-overs, turnouts and gauntlets; twenty-five (25) MPH passing telegraph offices where orders are delivered; thirty (30) MPH over interlocked crossings, and when handling steam wrecking derrick, pile driver or locomotive crane.

To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:

ON MAIN LINE—

With main and side rods removed:

All A and Q Classes	30 MPH
All other Classes	25 MPH

With main rods removed and side rods in place:

All A and Q Classes	35 MPH
All other Classes	30 MPH

ON BRANCH LINES—

With either or both main and side rods removed:

All A and Q Classes	25 MPH
All other Classes	20 MPH

OVER BRIDGES—Main or Branch Line 20 MPH

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of twenty (20) MPH and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one-half the restricted speed for that engine in working order, as shown under "Bridge and Engine Restrictions."

Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved. Bridge or other restrictions applicable to these engines when in operating condition to be observed.

For engines coming from the shop, to prevent running hot, authorized maximum speed is:

All A and Q Classes	35 MPH
All other Classes	30 MPH

13. **Bridge Restrictions for Single and Double Header Engines**—Where no mention is made of single or double heading, the instructions apply alike to single and double header engines of each class.
An engine of any class double-headed with an engine of lighter class will carry the same restrictions as if the heavier engine were double-headed with its own class, unless instructions to the contrary have been issued.

14. Spring Switches:

Maximum speed for all facing point and trailing point movements through switch fifteen (15) MPH. 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.

15. 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.
16. **Gas-Electric motor cars handled in freight trains, must be behind caboose.**
Test of hand brakes of Gas-Electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control", conductor and engineman will cooperate in making test.
17. 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.
18. First class trains must move within yard limits at restricted speed.
19. Second class and inferior trains and engines may run ahead of delayed first class trains.
20. Extra trains, work extras and switch engines do not require train orders for movement between West Duluth Jct. and Duluth, between Central Ave. and Rice's Point, between Central Ave. and East End, and between West Duluth Jct. and Superior.
21. Flagman must be stationed on the rear car, 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.
22. The D. T. main track is the northmost track between the Hanna 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 D. T. Ry.
23. All trains and engines using D. T. main track from connection of Missabe coal dock to east end of Zenith Furnace Company's lead, on Grassy Point line, will move in both directions at restricted speed, expecting to find the D. T. main track occupied.
24. D. T. connection, located at east end of Zenith Furnace Company's lead, Grassy Point line, will be considered a railroad crossing. Trains and engines using this connection will come to full stop and make sure that track is clear before proceeding.
25. **BULLETIN STATIONS**—
Duluth—Rice's Point yard office.
Rice's Point roundhouse.
Union Depot.
26. **STANDARD TIME CLOCKS**—
Duluth, Union Depot.
Rice's Point Roundhouse and Yard Office.
27. **WATCH INSPECTORS**—
Duluth, Bagley & Co., 315 West Superior St.
Duluth, Harlan Wells, 8 No. 5th Ave. West.
Duluth, H. W. Schmidt, 10 No. 21st Ave. West.
West Duluth, W. F. Hurst, 301 No. Central Ave.
Superior, L. G. Howatt, 1425 Tower Ave.

NOTE

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 Sub-division

West D. M. & I. R. Jct., Interlocking.
 Soo Line Crossing, Interlocking.
 D. W. & P. Jct., Interlocking.
 West Duluth Jct., Automatic Interlocking.
 West Duluth Jct., D. T. Ry. Crossing.
 Morgan Park, Minnesota Steel Co. Crossing.

Second Sub-division

Bridge Switch and Elevator Station, Interlocking.
 St. Louis River Drawbridge.
 Minnesota Draw, Interlocking.
 Wisconsin Draw, Interlocking.
 Superior, Winter St., L. S. T. & T. Ry. Crossing.

Third Sub-division

Zenith Furnace—D. T. Connection.
 Berwind Jct., Interlocking, is also junction with Soo Line and D. W. & P.
 Grassy Point Drawbridge, Interlocking.
 G. N. Ry. Crossing.
 L. S. T. & T. Ry. Crossing.

Fourth Sub-division

Newton Avenue—C. St. P. M. & O. Crossing, Interlocking.
 Soo Line Crossing, Interlocking.

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.....	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	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.....	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	19' 0"	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.	Hour	Min.	Sec.		Min.	Sec.	Hour	Min.	Sec.		Min.	Sec.	Hour
1	..	60	1	20	45	2	50	21.2	1	1	59	1	25	42.3	3	..	20
1	1	59	1	25	42.3	3	..	20	1	2	58	1	30	40	3	9	19
1	2	58	1	30	40	3	9	19	1	3	57.1	1	40	36	3	20	18
1	3	57.1	1	40	36	3	20	18	1	4	56.2	1	45	34.3	3	31	17
1	4	56.2	1	45	34.3	3	31	17	1	5	55.3	1	50	32.7	3	45	16
1	5	55.3	1	50	32.7	3	45	16	1	6	54.5	2	..	30	4	..	15
1	6	54.5	2	..	30	4	..	15	1	7	53.7	2	10	27.6	5	..	12
1	7	53.7	2	10	27.6	5	..	12	1	8	52.9	2	15	26.6	6	..	10
1	8	52.9	2	15	26.6	6	..	10	1	9	52.1	2	20	25.7	7	30	8
1	9	52.1	2	20	25.7	7	30	8	1	10	51.4	2	30	24	10	..	
1	10	51.4	2	30	24	10	..		1	12	50	2	40	22.5			
1	12	50	2	40	22.5				1	15	48	2	45	21.8			
1	15	48	2	45	21.8												

C. T. SPONSEL,
Asst. Supt.

H. J. COUNCILMAN,
Trainmaster.

C. L. HARDING,
Trainmaster-Roadmaster.

E. J. WIGG,
Chief Dispatcher.