

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME 94 TABLE

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

SUNDAY NOVEMBER 27, 1921.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always have for reference a copy of TRANSPORTATION RULES.

C. L. NICHOLS,
Assistant General Manager.

NEWMAN KLINE,
General Superintendent.

W. H. STRACHAN,
Superintendent.

J. M. RAPELJE,
General Manager.

P. H. MCCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS																TIME TABLE No. 94		FIRST CLASS										SECOND CLASS						
403	401	181	55	201	53	185	61	305	59	189	63	193	51	203	71	Sunday, November 27, 1921. Succeeding No. 93		191	303	205	57	65	405	407	409	627								
D. & I. R. 2	D. & I. R. 30	N. P. 181	N. P. 55	D. M. & N. 1	N. P. 54	N. P. 185	N. P. 61	D. W. & P. 5	N. P. 59	N. P. 189	N. P. 63	N. P. 193	N. P. 52	D. M. & N. 3	N. P. 71	STATIONS		N. P. 191	D. W. & P. 19	D. M. & N. 5	N. P. 57	N. P. 65	D. & I. R. 52	D. & I. R. 4	D. & I. R. 60	N. P. 627								
Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Telegraph Offices and Calls		Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Freight							
Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily							
PM 12.36	AM 8.20															0.0	D. & I. R. JCT.	15.1																
AM 12.40	AM 8.25	L 6.45	L 7.00	L 7.40	L 8.00	L 8.40	L 9.00		L 10.30	L 12.15	L 1.20	L 1.55	L 3.45	L 3.50	L 4.45	0.9	DU DULUTH DN	14.2	Yard	L 5.25		L 7.58	L 7.30	L 11.30	A 2.55	A 7.00	A 11.10	L 8.00						
		6.49	A 7.04	7.43	A 8.04	8.44	9.03	L 10.08	A 10.33	12.19	1.23	1.58	A 3.49	3.53	4.49	1.9	1.0 GARFIELD AVE.	13.2		5.29	L 7.13	8.01	A 7.34	11.34				8.10						
		6.52		7.44		8.45	9.04	10.09		12.20	1.24	1.59		3.54	4.51	L 2	0.3 20TH AVE.	12.9		5.30	7.14	8.02		11.38				8.12						
		6.54		A 7.46		8.47	9.06	10.11		12.22	1.26	2.01		A 3.55	4.52	L 02	0.6 D. M. & N. JCT.	12.3		5.32	7.16	A 8.04		11.40				8.16						
																3.6	0.8 500 LINE CROSSING Interlocked.	11.5																
		6.59				8.52	9.10	A 10.16		12.27	1.30	2.05			4.57	4.4	0.8 C. N. JCT.	10.7		5.37	A 7.21			11.44				8.22						
		7.03				8.55	9.14			12.30	1.33	2.08			5.00	L 04	0.7 WU WEST DULUTH DN	10.0		5.40				11.47				8.27						
		7.07				8.58	A 9.17			12.33	A 1.35	A 2.10			A 5.03	L 05	0.8 WEST DULUTH JCT.	9.2		5.42			A 11.50				A 8.35							
																7.0	1.1 D. T. CROSSING	8.1																
		7.15				9.03				12.39						8.3	1.1 RIVERSIDE	7.0		5.48														
		7.17				9.05				12.40						LB 2	0.4 SPIRIT LAKE	6.6		5.49														
		7.21				9.08				12.43						9.7	1.2 MORGAN PARK Minn. Steel Co. Crossing.	5.4		5.52														
		7.26				9.12				12.47						10.7	1.0 BOAT CLUB	4.4		5.55														
		7.30				9.16				12.51						LB 5	1.7 WD NEW DULUTH D	2.7		5.59														
PM 7.44	AM 1.30					A 9.29				A 1.03						LB 8	2.7 FN FOND DU LAC D	0.0		A 6.09														
Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily					
.04	.05	.5	.04	.06	.04	.49	.17	.08	.03	.48	.15	.15	.04	.05	.18					.44	.08	.06	.04	.20	.05	.04	.04	.35						
13.5	10.8	14.4	15.0	19.0	15.0	17.3		8.4	20.0	17.7	20.0	20.0	15.0	22.8	16.6					19.3	18.7	19.0	15.0	15.0	10.8	13.5	13.5	10.1						
																Time Over Sub-Division																		
																Average Speed Per Hour																		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN DULUTH AND WEST DULUTH JUNCTION.

SPECIAL INSTRUCTIONS PAGE 6.

REGISTER STATIONS: First class trains and passenger extras will register at Duluth Union Depot, West Duluth, and Fond du Lac. Second and third class trains and extras will register at Rices Point yard office, West Duluth, and Fond du Lac.

BULLETIN STATIONS: Duluth Union Depot and Rices Point yard office.

STANDARD CLOCKS: Dispatcher's office Duluth Union Depot, and Rices Point yard office.

YARD LIMITS: Duluth yard extends from connection with D. & I. R. Ry., at Fifth Ave. East, to the easterly end of the St. Louis River bridge, and from Garfield Avenue to the yard limit sign on the Third Sub-Division main line west of West Duluth Junction, and to Grassy Point bridge.

BRIDGE RESTRICTIONS: Duluth to Fond du Lac no restrictions. Great Northern Power Co. track. Speed will be restricted on all bridges for S, S1, S3, S4 and S10 to eight (8) miles per hour. Engine class T and heavier will not be permitted.

Junction switches at Garfield Avenue will be kept set for First Sub-Division.

Track between Fond du Lac and Power Plant will not be used except by authority of train orders.

Switch engines will use west leg of wye at West Duluth Junction and the Fond du Lac main line between West Duluth Junction and yard limit board for switching purposes, but will not leave cars on these tracks. All trains will look out for switch engines working in these limits.

SECOND SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS																	TIME TABLE No. 94 Sunday, November 27, 1921. Succeeding No. 93				FIRST CLASS			THIRD CLASS						
66	18	94	36	58	52	38	96	20	192	162	34	56	64	54	Station Numbers	Distance from Garfield Ave.	Distance from Central Ave.	Car Capacity of Sidings	24	164	60				730					
N. P. 66	G. N. 18	Omaha 94	G. N. 36	N. P. 58	N. P. 51	G. N. 38	Omaha 96	G. N. 20	N. P. 192	Omaha 62	G. N. 34	N. P. 56	N. P. 64	N. P. 53	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.					G. N. 24	Omaha 64	N. P. 60				N. P. 729				
Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass. Ex. Sun.	Pass'gr Ex. Sun.	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily					Pass'gr Daily	Pass'gr Daily	Pass'gr Daily				Way Freight Ex. Sun.					
	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			0.0		PM	PM	PM				PM					
				8:56	12:09							6:21	7:47							10:21										
				8:54	12:07				2:36			6:18	7:41	WCO T Y X L 1	0.8	0.8	Yard			10:19				A 2:00						
	A 6:18	A 8:20	A 8:43	8:52	12:02	A 1:44	A 1:42	A 2:18	2:33	A 3:43	A 6:08	6:16		7:38			1.3			A 8:43	A 9:58	10:17								
	6:13	8:15	8:38	8:48	11:58	1:39	1:37	2:14	2:29	3:38	6:03	6:11		7:35			2.2			8:40	9:53	10:13								1:50
	6:11	L 8:12	8:36	8:46	11:55	1:37	L 1:35	2:11	2:26	L 3:36	6:01	6:09		7:32			2.9			8:36	L 9:51	10:11								1:45
A 5:50	s 6:10		s 8:36	s 8:45	s 11:54	s 1:36		s 2:10	L 2:25		s 6:00	s 6:08	A s 6:13	s 7:30	X WB 67	3.2	BY			s 8:35		s 10:10								
5:49	6:09		8:34	8:43	11:48	1:35		2:09			5:59	6:05	6:12	7:29			3.6			8:31		10:08								1:40
L 5:40	L 6:00		L 8:25	L 8:35	L 11:38	L 1:26	PM	L 2:00	PM	PM	L 5:50	L 5:55	L 6:03	L 7:21	W Y X 67	7.3	AJ			L 8:23	PM	L 10:00								L 1:30
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily				Ex. Sun.				
.10	.18	.08	.18	.21	.31	.18	.07	.18	.1	.07	.18	.26	.10	.26						.20	.07	.21				.30				
24.6	20.0	12.0	20.0	20.8	14.1	20.0	13.7	20.0	11.3	13.7	20.0	16.8	24.6	16.8						13.0	13.7	20.8				13.0				
															Time Over Sub-Division															
															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 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 6.

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 under full control 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: Speed will be restricted over Minnesota and Wisconsin drawspans to 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.

SPECIAL INSTRUCTIONS.

(Note Changes.)

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 Wisconsin Junction, Central Avenue and East End without orders.

All inferior to first class trains may run ahead of each other without orders.

Clearance Form A will not be required at Rices Point yard, Superior Freight Station or Superior Union Depot.

Extra trains, work extras and switch engines do not require telegraphic orders for movement between West Duluth Junction and Duluth, between Central Avenue and Rices Point, between Central Avenue and East End, nor between West Duluth Jct. and Wisconsin Jct.

A brakeman or flagman must be stationed on the rear car of all trains, at all times, and be provided with proper danger signals. In case of stoppage 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.

To insure personal safety, operators 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.

ALL trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.

All train crews, switch crews and light engines using D. T. main line 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 line occupied.

D. T. connection, located at east end of Zenith Furnace Company's lead, Grassy Point line, will be considered a railroad crossing. Traffic using this connection will make usual stop and make sure that track is clear before proceeding.

The D. T. main line is the northmost track between the Boston Coal Dock crossing and connection with Grassy Point main line.

All switches leading from this track, when not in use, will be left lined for same.

The following signs when placed in columns provided indicate:

- W—Water.
- C—Fuel.
- O—Track scales.
- T—Turntable.
- Y—Wye.
- D—Day office only.
- DN—Day and night office.
- P—Telephone.
- X—Yard Limits.

AUTHORIZED SURGEONS.—

- Dr. C. S. KNOX, 219 Albany Block, East End.
- Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior.
- Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior.
- Dr. A. J. BRADEN, 400 Lyceum Bldg., Duluth.
- Dr. GORDON ST. CLAIR, 400 Lyceum Bldg., Duluth.
- Dr. O. E. HEIMARK, 1930 W. Superior St., Duluth.
- Dr. C. L. HANEY, 1930 W. Superior St., Duluth.

LOCATION STRETCHERS.—

- East End Freight Station.
- Central Avenue Freight Station.
- Superior Freight Station.
- Rices Point Yard Office, Duluth.
- Dock 2, Duluth.
- Dock 6, Duluth.
- Duluth Union Depot.
- Tool Car, Duluth.
- West Duluth.

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

G. W. ATMORE,
Ass't Superintendent.

D. M. DRISCOLL,
Ass't Superintendent.

T. B. QUINN,
Trainmaster.

D. E. NICHOLS,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

