

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME 98 TABLE

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

SUNDAY JUNE 4, 1922.

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,
General Manager.

NEWMAN KLINE,
General Superintendent.

W. H. STRACHAN,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

FIRST SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

Table with columns for train numbers (402, 400, 66, 180, 58, 304, 184, 202, 72, 52, 62, 188, 192, 204, 306, 56), stations (D. & I. R. JCT., DULUTH, GARFIELD AVE., 20TH AVE., D. M. & N. JCT., SOO LINE CROSSING, C. N. JCT., WEST DULUTH, WEST DULUTH JCT., D. T. CROSSING, RIVERSIDE, SPIRIT LAKE, MORGAN PARK, BOAT CLUB, NEW DULUTH, FOND DU LAC), and arrival/departure times. Includes a 'TIME TABLE No. 98' section for Sunday, June 4, 1922.

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.

Switches at end of double track West Duluth Junction will be kept set and locked for eastward trains from Third Sub-Division main line. Main line switch near Fifth Avenue West leading into Union Depot for use of D. & I. R. Ry. passenger trains, will be kept set and locked for main track.

No. 64 and No. 627 will register at West Duluth by ticket.

Eastward second class and inferior trains from Third Sub-Division main line will register at West Duluth by ticket.

Westward trains and engines via Second Sub-Division will come to a full stop not less than two hundred (200) feet from junction switch at Garfield Avenue, and not proceed until way is known to be clear.

No. 181 is Superior to No. 180, West Duluth Jct. to Fond du Lac. No. 185 is Superior to No. 184, West Duluth Jct. to Fond du Lac. No. 189 is Superior to No. 188, West Duluth Jct. to Fond du Lac. No. 191 is Superior to No. 190, West Duluth Jct. to Fond du Lac.

WESTWARD

SECOND SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS															Water, Fuel, Scaler, Turn Tables, Flyes and Yard Limits.	Station Numbers	Distance from Garfield Ave.	TIME TABLE No. 98 Sunday, June 4, 1922. Succeeding No. 97.	Distance from Central Ave.	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS		THIRD CLASS	
55	53	23	33	161	59	37	63	95	19	51	163	93	57	35							17	65		623		729	731
N. P. 55	N. P. 54	G. N. 23	G. N. 33	Omaha 61	N. P. 59	G. N. 37	N. P. 63	Omaha 95	G. N. 19	N. P. 52	Omaha 63	Omaha 93	N. P. 57	G. N. 35							G. N. 17	N. P. 65		N. P. 623		N. P. 730	N. P. 732
Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Pass'gr Ex. Sun.	Pass'gr Daily	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	Pass'gr Daily							Pass'gr Daily	Pass'gr Daily		Freight Daily		Way Freight Mon., We., Fri.	Way Freight Tues., Th., Sat.
L 7.04 ^{AM}	L 8.04 ^{AM}				L 10.33 ^{AM}						L 3.49 ^{PM}			L 7.34 ^{PM}													
7.06	8.06				10.35						3.51			7.36													
7.08	8.08	L 8.32	L 8.42	L 8.57	10.37	L 2.07		L 3.00	L 3.37	3.53	L 4.00	L 5.43	7.38	L 8.07													
7.13	8.13	8.37	8.47	9.02	10.42	2.12		3.04	3.42	3.58	4.05	5.47	7.43	8.12													
7.15	8.15	8.39	8.49	A 9.04	10.44	2.14		A 3.07	3.44	4.00	A 4.07	A 5.50	7.45	8.14													
s 7.18	s 8.21	s 8.40	s 8.50		s 10.48	s 2.19	L 1.50		s 3.45	s 4.03			s 7.48	s 8.15	X	WB 67	3.2	BY	D	4.1	s 11.45	L 12.05					
7.20	8.25	8.41	8.52		10.50	2.21	1.51		3.46	4.05			7.50	8.16													
A 7.30 ^{AM}	A 8.35 ^{AM}	A 8.50 ^{AM}	A 9.00 ^{AM}		A 10.55 ^{AM}	A 2.28 ^{PM}	A 2.00 ^{PM}		A 3.55 ^{PM}	A 4.15 ^{PM}			A 8.00 ^{PM}	A 8.25 ^{PM}	W Y X	67	7.3	AJ	N	0.0	Yard	A 11.55 ^{PM}	A 12.15 ^{PM}				
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily													
.26	.31	.18	.18	.07	.22	.21	.10	.07	.18	.26	.07	.07	.26	.18													
16.8	14.1	20.0	20.0	13.7	19.9	17.1	24.6	13.7	20.0	16.8	13.7	13.7	16.8	20.0													
															Time Over Sub-Division												
															Average Speed Per Hour												

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

DOUBLE TRACK BETWEEN GARFIELD AVENUE AND OMAHA CONNECTION, AND BETWEEN BELKNAP STREET AND CENTRAL AVENUE, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE WHICH IS GOVERNED BY INTERLOCKING SIGNAL.

AUTOMATIC BLOCK SIGNALS BETWEEN CENTRAL AVENUE AND 21ST STREET, SUPERIOR.

SPECIAL INSTRUCTIONS PAGE 6.

REGISTER STATIONS: First class trains and passenger extras will register at Superior Union Depot and Central Avenue. Second class and inferior trains and extras will register at Rices Point, Central Avenue, and at Superior Freight station, when running via Third Sub-Division.

BULLETIN STATIONS. Rices Point yard office.

All trains and engines will run under control between west yard limit board, Superior, and Omaha Connection, including Lake Superior terminal tracks between Belknep Street and Omaha Connection expecting to find track occupied, and will not exceed ten (10) miles per hour over switches at Belknep Street.

All trains using tracks of Lake Superior Terminal & Transfer Railway, between Omaha Connection and Belknep Street, will be governed by L. S. T. & T. Time Table Rules & Regulations.

Second and inferior class trains will move with great care between Winter and Belknep Streets, Superior Freight Yard, expecting to find the main tracks blocked.

Westward trains and engines have the right to use eastward main track at Central Avenue between west lead from yard and the junction switch leading to terminal Fourth Sub-Division main line without protection, and all eastward trains will approach and pass through this territory under control expecting to find track occupied.

Nos. 63, 64, 59, 60, and G. N. trains 19, 20, and 24, will register at Central Avenue by ticket. Eastward trains and engines will come to a full stop not less than two hundred (200) feet from junction switch at Garfield Avenue, and not proceed until way is known to be clear.

Westward trains and engines will stop not less than two hundred (200) feet from D. W. and P. crossover at Garfield Avenue and will not proceed until way is known to be clear.

DERAIL SWITCHES: When not in use must be kept set in derailing position. East end N. P. Freight House track, Superior. Main line just east of N. P. Freight House, Superior.

WESTWARD

THIRD SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS										FIRST CLASS									
315	65	309	313	193	63	311	307	66	312	310	308	314	64	316					
D. S. S. & A. 205	N. P. 65	D. S. S. & A. 8	Soo Line 18	N. P. 193	N. P. 63	Soo Line 63	D. S. S. & A. 6	N. P. 66	Soo Line 17	D. S. S. & A. 7	D. S. S. & A. 5	Soo Line 62	N. P. 64	D. S. S. & A. 206					
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					
Su. Only	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Su. Only					
AM	PM	PM	PM	PM	PM	PM	AM	AM	AM	AM	PM	PM	PM	PM					
	L 11.50			L 2.10	L 1.35			A 6.08					A 6.25						
	11.52			2.12	1.37			6.05					6.28						
L 8.19	11.54	L 6.28	L 5.45	2.14	1.39	L 1.30	L 8.19	6.03	A 8.12	A 9.50	A 5.39	A 6.19	6.21	A 8.38					
A 8.23	11.55	A 6.30	A 5.48	2.16	1.40	A 1.32	A 8.23	6.00	L 8.09	L 9.47	L 5.36	L 6.17	6.19	L 8.34					
	11.59			2.18	1.43														
AM	A 12.04	PM	PM	A 2.22	A 1.47	PM	AM	L 5.52					L 6.18	PM					
Sun. Only	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Sun. Only					
.04	.14	.02	.03	.12	.12	.02	.04	.16	.03	.03	.03	.02	.12	.04					
9.0	15.0	13.0	12.0	17.5	17.5	13.0	9.0	13.1	12.0	12.0	13.0	13.0	17.5	9.0					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN BERWIND JCT. AND WISCONSIN JCT.

SPECIAL INSTRUCTIONS, page 6.

REGISTER STATIONS: Superior Union Depot for first class trains and passenger extras.
Superior Freight Station for second and third class and extra trains.

East leg of wye at West Duluth Junction is terminal Third Sub-Division main line, and the switch at junction at east and west legs of wye will be kept set and locked for main line.
All trains will run slow around east leg of wye at West Duluth Junction and passing Zenith Furnace plant looking out for switch engines working on main line.
Junction switch at West Duluth Junction will be kept set and locked for terminal First Sub-Division main line.

RULES GOVERNING THE MOVEMENT OF TRAINS OVER GRASSY POINT DRAW BRIDGE.

A torpedo machine is located just inside of the Home Signal on Grassy Point Draw Bridge, and is operated in connection with derail. The explosion of one torpedo indicates that derail is set in derailing position and train must be brought to a stop immediately to prevent derailment.

WESTWARD

FOURTH SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

THIRD CLASS				FIRST CLASS.				FIRST CLASS										THIRD CLASS									
729				53 51				52 54										730 732									
Way Freight				Pass'gr Pass'gr				Pass'gr Pass'gr										Way Freight Way Freight									
Ex. Sun.				Daily Daily				Daily Daily										Mon., We., Fri. Tues., Th., Sat.									
			PM				PM																				
			L 1.00				L 7.10																				
			1.10				7.15																				
			A 1.20				A 7.21																				
			PM				AM																				
			Ex. Sun.				Daily																				
			.20				.11																				
			12.3				21.2																				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN EAST END PASSENGER STATION AND EAST LEG OF WYE AT CENTRAL AVE.

INTERLOCKING PLANT: Central Avenue and East End.

REGISTER STATIONS: Central Avenue.

Switches at east end of double track, east of East End passenger station, will be kept set and locked for westward trains from First Sub-Division main line.

The distant semaphore of interlocking signals at East End governing movement of westward trains from First Sub-Division main line, is an automatic signal of upper quadrant type. When horizontal or red light, it indicates track or cross-overs between signal and passenger station in use. When diagonally upward or yellow light, caution. When vertical or green light, proceed.
Switches at west end of double track Central Avenue will be kept set and locked for eastward trains.

Switches at connection of Fourth and Second Terminal Sub-Divisions near Central Avenue depot, will be kept set and locked for Second Sub-Division.

Care will be taken by train and enginemen when using east leg of wye at Central Avenue, as it is single track and on sharp curve; Trains will not exceed four (4) miles per hour and in foggy or stormy weather they will protect themselves by flag.

First class westward trains will leave a register ticket with operator at East End passenger station.
The two tracks between East End passenger station and Great Northern connection at the north end of Cadotte Avenue yard will be operated as double track, and will be considered as yard tracks within yard limits.

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"	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"	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"	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"	21'-0"	11'-6"

G. W. ATMORE,
Ass't Superintendent.

D. M. DRISCOLL,
Ass't Superintendent.

F. L. BIRDSALL,
Trainmaster.

H. J. COUNCELMAN,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.