

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME 99 TABLE

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

SUNDAY JULY 2, 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.

WESTWARD

FIRST SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS																TIME TABLE No. 99		FIRST CLASS										SECOND CLASS		
403	401	181	55	201	53	185	61	305	59	189	63	193	51	203	71	Sunday, July 2, 1922. Succeeding No. 98														
D. & I. R. 2	D. & I. R. 50	N. P. 181	N. P. 55	D. M. & N. I	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														
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														
Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily															
AM 11.16	AM 8.20	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM															
AM 11.20	A 8.25	L 6.45	L 7.00	L 7.40	L 8.00	L 8.40	L 9.00	L 9.08	A 8.43	L 12.15	L 1.20	L 1.55	L 3.45	L 3.50	L 4.45															
		6.49	A 7.04	7.43	A 8.04	8.44	9.03	9.09	9.09	12.20	1.24	1.59	3.49	3.53	4.49															
		s 6.52		7.44	s 8.45	s 9.04	9.09			s 12.20	1.24	1.59		3.54	s 4.51															
		6.54	A 7.46		8.47	9.06	9.11			12.22	1.26	2.01	A 3.55	4.52																
		6.59			8.52	9.10	A 9.15			12.27	1.30	2.05		4.57																
		s 7.03			s 8.55	s 9.14				s 12.30	s 1.33	s 2.08		s 5.00																
		s 7.07			s 8.58	A 9.17				s 12.33	A 1.35	A 2.10		A 5.03																
		s 7.15			s 9.03					s 12.39																				
		s 7.17			s 9.05					s 12.40																				
		s 7.21			s 9.08					s 12.43																				
		s 7.26			s 9.12					s 12.47																				
		s 7.30			s 9.16					s 12.51																				
AM 7.44	AM 180	AM	AM	AM	AM	A 9.29	AM	AM	AM	A 1.03	PM	PM	PM	PM	PM															
Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily															
.04	.05	.5	.04	.06	.04	.49	.17	.07	.03	.48	.15	.15	.04	.05	.18															
13.5	10.8	14.4	15.0	19.0	15.0	17.3		21.4	20.0	17.7	20.0	20.0	15.0	22.8	16.6															
																		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.

FIRST SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

TIME TABLE No. 99 Sunday, July 2, 1922. Succeeding No. 98. 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.

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, Scales, etc. at Yard and Yard Limits.	Station Numbers	Distance from Garfield Ave.	TIME TABLE No. 99		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				Sunday, July 2, 1922.				Succeeding No. 98.		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				STATIONS				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				Telegraph Offices and Calls.	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 8.43 ^{AM}					L 3.49 ^{PM}				L 7.34 ^{PM}		0.0	GARFIELD AVE.	7.8							AM	AM		
7.06	8.06				8.45					3.51				7.36		0.8	RICES POINT	6.5	Yard					L 9.00	L 6.00	L 6.05		
7.08	8.08	L 8.32	L 8.42	L 8.57	8.47	L 2.07		L 3.00	L 3.37	3.53	L 4.00	L 5.43	7.38	L 8.07		1.3	BRIDGE SWITCH	6.0		L 11.36				9.10	6.05	6.10		
7.13	8.13	8.37	8.47	9.02	8.52	2.12		3.04	3.42	3.58	4.05	5.47	7.43	8.12		2.2	ELEVATOR STATION	5.1		11.41				9.15	6.12	6.17		
7.15	8.16	8.39	8.49	A 9.04	8.54	2.14		A 3.07	3.44	4.00	A 4.07	A 5.50	7.45	8.14		2.9	OMAHA CONN.	4.4		11.43				9.20	6.15	6.20		
s 7.18	s 8.21	s 8.40	s 8.50		s 8.58	s 2.19	L 1.50		s 3.45	s 4.03			s 7.48	s 8.15	X	3.2	SUPERIOR U. D.	4.1	D	11.45	L 12.05							
7.20	8.25	8.41	8.52		9.00	2.21	1.51		3.46	4.05			7.50	8.16		3.6	BELKNAP STREET	3.7		11.46	12.06			9.35	6.40	6.40		
A 7.30 ^{AM}	A 8.35 ^{AM}	A 8.50 ^{AM}	A 9.00 ^{AM}		A 9.05 ^{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	7.3	CENTRAL AVENUE	0.0	Yard	A 11.55 ^{PM}	A 12.15 ^{AM}			A 9.50 ^{PM}	A 6.50 ^{AM}	A 6.50 ^{AM}		
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily			Daily		Mon., We., Fri.	Tues., Th., Sat.	
.26	.31	.18	.18	.07	.22	.21	.10	.07	.18	.26	.07	.07	.26	.18			Time Over Sub-Division			.19	.10			.50	.50	.45		
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			Average Speed Per Hour			18.9	24.6			7.8	7.8	8.6		

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.

SECOND SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS															Station Numbers Distance from Garfield Ave.	TIME TABLE No. 99 Sunday, July 2, 1922. Succeeding No. 98				Distance from Central Ave.	Car Capacity of Sidings	FIRST CLASS				THIRD CLASS			
66	8	94	36	58	52	38	96	20	192	162	34	56	64	54		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		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.							
				A 8.56	A 12.09																								
				8.54	12.07																								
	A 6.18	A 8.20	A 8.43	8.52	12.02	A 1.44	A 1.23	A 2.18	2.33	A 3.43	A 5.53	6.16		7.38															
	6.13	8.15	8.38	8.48	11.58	1.39	1.18	2.14	2.29	3.38	5.48	6.11		7.35															
	6.11	L 8.12	8.36	8.46	11.55	1.37	L 1.16	2.11	2.26	L 3.36	5.46	6.09		7.32															
A 5.50	s 6.10		s 8.35	s 8.45	s 11.54	s 1.36		s 2.10	L 2.25		s 5.45	s 6.08	A 6.13	s 7.30	X	WB 67	3.2	BY	0.3	D	4.1	s 8.35		s 10.10					
5.49	6.09		8.34	8.43	11.48	1.35		2.09			5.44	6.05	6.12	7.29															
L 5.40	L 6.00		L 8.25	L 8.35	L 11.38	L 1.26		L 2.00			L 5.35	L 5.55	L 6.03	L 7.21	W Y X	67	7.3	AJ	3.7	N	0.0	Yard	L 8.23		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	.14	.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								18.0	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.

WESTWARD

THIRD SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS								Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from West Duluth Jct.	TIME TABLE No. 99		Distance from Superior U. D.	Car Capacity of Sidings	FIRST CLASS													
315 65 309 313 193 63 311 307											Sunday, July 2, 1922. Succeeding No. 98.				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											STATIONS				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											Telegraph Offices and Calls				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	PK	PM	PM	L	PM	L	PM	AM	W Y X	L 5	0.0	WEST DULUTH JCT.	3.5	A	AM	AM	AM	PM	PM	A	PM	PM						
	11.50				2.12	1.37					0.6	ZENITH FURNACE	2.9		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	1.3	Soo Line DW&P Interlocked	0.7	Connection	6.03	A	8.12	A	9.50	A	5.39	A	6.19	6.21	A	8.38
											1.6	GRASSY POINT DRAWBRIDGE Interlocked	1.9															
A	8.23	11.55	A	6.30	A	5.48	2.16	1.40	A	1.32	A	8.23	1.9	Soo Line Interlocked	0.3	Connection	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				3.2	GRASSY POINT SIDING	0.3	6	6.55					6.15								
AM	A	12.04	PM	PM	A	2.22	A	1.47	PM	AM	WB 67	3.5	SUPERIOR U. D.	0.0	L	5.52	AM	AM	AM	PM	PM	L	6.13	PM	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	12.0	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.				Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Station Numbers	Distance from East End	TIME TABLE No. 99		Distance from Central Ave.	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS			
729			53 51							Sunday, July 2, 1922. Succeeding No. 98.				52 54		730 732			
Wey Freight			Pass'gr Pass'gr							STATIONS				Pass'gr Pass'gr		Way Freight Way Freight			
Ex. Sun.			Daily Daily							Telegraph Offices and Calls				Daily Daily		Mon., We., Fri. Tues., Th., Sat.			
	L	1.00						0.0	Pass. Station EAST END C. ST. P. M. & O. CROSSING Interlocked Track Conn.	4.1	Yard	A	4.25	A	8.45	A	7.10	A	7.20
		1.10						1.8	HILL AVE.	2.3	Yard		4.21		8.41		7.05		7.15
								3.0	SOO LINE CROSSING Interlocked Track Conn.	1.1									
	A	1.20						4.1	CENTRAL AVE.	0.0	Yard	L	4.15	L	8.35	L	6.55	L	7.05
	Ex. Sun.	.20											Daily	Daily			Mon., We., Fri.	Tues., Th., Sat.	
	12.3												.10	.10			.15	.15	
													23.4	23.4			16.2	16.2	

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.