

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME **107** TABLE

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

SUNDAY, NOVEMBER 25, 1923.

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 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. 107		FIRST CLASS										SECOND CLASS			
November 25, 1923. Succeeding No. 106.																STATIONS												627			
Telegraph Offices and Calls																												Freight			
Daily																Daily		Daily										Daily			
AM 6.50	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM 11.56	0.0	D. & I. R. JCT.	15.1	PM	PM	PM	PM	L 2.35	L 5.11	L 11.05	L 8.56	PM		
A 6.55	L 6.45	L 7.00	L 8.00	L 8.00	L 8.40	L 9.00		L 9.10	A 12.00	L 12.05	L 1.20	L 1.50	L 3.35	L 3.50	L 4.45	WCO T Y X	WB 71	0.9	DU DULUTH	DN 14.2	Yard	L 5.25		L 7.30	L 11.30	A 2.40	A 5.15	A 11.10	A 9.00	L 8.00	
	6.48	A 7.04	8.03	A 8.04	8.43	9.03		L 9.08	A 9.13		12.09	1.23	1.53	A 3.39	3.53			1.9	1.0			5.28	L 7.09	A 7.34	11.34					8.07	
	s 6.49		8.04		s 8.44	s 9.04		9.09			s 12.10	1.24	1.54		3.54	s 4.50		2.2	0.3			s 5.29	7.10		s 11.35					8.09	
	6.51		A 8.06		8.46	9.06		9.11			12.12	1.26	1.56		A 3.56	4.52		L 02	0.6			5.31	7.12		11.37					8.16	
																			3.6	0.8											
	6.56				8.52	9.12		A 9.15			12.18	1.31	2.01			4.57		4.4	0.8			5.36	A 7.16		11.43					8.27	
	s 6.58				s 8.54	s 9.14					s 12.21	s 1.33	s 2.03		s 5.00		L 04	5.1	0.7		WU	WEST DULUTH	DN 10.0	s 5.38		s 11.46				8.31	
	s 7.00				s 8.56	A 9.17					s 12.24	A 1.35	A 2.05		A 5.03	W Y X	L 5	5.9	0.8			s 5.41			A 11.50					A 8.35	
																			7.0	1.1											
	s 7.06				s 9.04						s 12.31								8.1	1.1			s 5.48								
	s 7.07				s 9.05						s 12.32							LB 2	8.5	0.4			s 5.49								
	s 7.10				s 9.08						s 12.36								9.7	1.2			s 5.53								
	s 7.13				s 9.11						s 12.39								10.7	1.0			s 5.56								
	s 7.18				s 9.17						s 12.45							LB 5	12.4	1.7		WD	NEW DULUTH	D 2.7	s 6.01						
AM	A 7.25	AM	AM	AM	A 9.26	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	LB 8	15.1	2.7		FN	FOND DU LAC	D 0.0	A 6.09	PM 1.90	PM	PM	PM	PM	PM
Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Sun. only	Daily	
.05	.40	.04	.06	.04	.46	.17	.07	.03	.04	.50	.15	.15	.04	.06	.18							.44	.07	.04	.26	.05	.04	.05	.04	.35	
10.8	21.3	15.0	19.0	15.0	18.5	17.6	21.4	20.0	13.5	17.0	20.0	20.0	15.0	19.0	16.6							19.3	21.4	15.0	15.0	10.8	13.5	10.8	13.5	8.5	
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.
AUTOMATIC BLOCK SIGNALS FROM D. M. & N. JCT. TO WEST DULUTH JCT.

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 TIME 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 classes T, Q1 and heavier will not be permitted.

DERAIL SWITCHES: When not in use must be kept set in derailing position. Main track 110 feet west of Fond du Lac Depot. Great Northern Power Co.'s track 230 feet east of Bridge No. 5.

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.

WESTWARD

THIRD SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

TIME TABLE No. 107. November 25, 1923. Succeeding No. 106. Table with columns for Westward and Eastward trains, including station names like West Duluth Jct., Zenith Furnace, Berwind Jct., Grassy Point Drawbridge, Wisconsin Jct., and Superior U. D. Includes arrival and departure times and class designations.

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

SPECIAL INSTRUCTIONS, page 6.

REGISTER STATIONS: Superior Union Depot for first class trains and passenger extras. 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.

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. SPEED RESTRICTION: Speed will be restricted over Grassy Point Bridge to twenty (20) miles per hour.

WESTWARD

FOURTH SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

TIME TABLE No. 107. November 25, 1923. Succeeding No. 106. Table with columns for Third Class and First Class trains, including station names like East End, Hill Ave., Soo Line Crossing, and Central Ave. Includes arrival and departure times and class designations.

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 STATION: 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.

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 engine men 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.

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 Superior, Superior 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 Superior.

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. C. M. SMITH, 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 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.

F. L. BIRDSALL,
Trainmaster.

H. J. COUNCILMAN,
Trainmaster.

THEO. HARRIS,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

