

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME **109** TABLE

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

SUNDAY, APRIL 20, 1924.

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

SECOND SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS														Water, Fuel, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers	Distance from Garfield Ave.	TIME TABLE No. 109		Distance from Central Ave.	Car Capacity of Sidings	FIRST CLASS			SECOND CLASS			THIRD CLASS		
55	53	23	33	59	165	63	19	51	95	93	57	35	April 20, 1924. Succeeding No. 108.				17	65				623			729				
N. P. 55	N. P. 54	G. N. 23	G. N. 33	N. P. 59	Omaha 65	N. P. 63	G. N. 19	N. P. 52	Omaha 95	Omaha 93	N. P. 57	G. N. 35	STATIONS				G. N. 17	N. P. 65				N. P. 623			N. P. 730				
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		Freight			Way Freight							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily		Daily			Mon., We., Fri.							
L 7.04 ^{AM}	L 8.04 ^{AM}			L 9.13 ^{AM}				L 3.39 ^{PM}			L 7.34 ^{PM}			0.0	GARFIELD AVE.	7.3													
7.07	8.07			9.15				3.42			7.37			0.8	RICES POINT	8.5	Yard				L 9.00			L 6.00					
7.09	8.09	L 8.32	L 8.42	9.17	L 9.26		L 4.07	3.44	L 3.01	L 5.48	7.39	L 8.07		1.3	BRIDGE SWITCH	6.0		L 11.36			9.04			6.04					
7.12	8.13	8.37	8.45	9.20	9.30		4.11	3.47	3.06	5.52	7.42	8.12		2.2	ELEVATOR STATION	5.1		11.39			9.11			6.11					
7.15	8.16	8.39	8.47	9.22	A 9.33		4.14	3.49	A 3.13	A 5.55	7.44	8.14		2.9	OMAHA CONN.	4.4		11.41			9.16			6.16					
s 7.16	s 8.17	s 8.40	s 8.48	s 9.23		L 2.23	s 4.15	s 3.50			s 7.45	s 8.15	X	WB 67	8.2	BY SUPERIOR U. D.	D 4.1	s 11.42	L 12.05										
7.18	8.19	8.41	8.49	9.24		2.24	4.16	3.51			7.47	8.16		3.6	BELKNAP STREET	3.7		11.43	12.06		9.22			6.22					
A 7.30 ^{AM}	A 8.35 ^{AM}	A 8.50 ^{AM}	A 9.00 ^{AM}	A 9.35 ^{AM}		A 2.31 ^{PM}	A 4.23 ^{PM}	A 4.05 ^{PM}			A 8.00 ^{PM}	A 8.25 ^{PM}	W Y X	67	7.3	AJ CENTRAL AVENUE	N 0.0	Yard	A 11.55 ^{PM}	A 12.15 ^{AM}		A 9.50 ^{PM}		A 6.50 ^{AM}					
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily		Daily			Mon., We., Fri.					
.26	.31	.18	.18	.22	.07	.08	.16	.26	.12	.07	.26	.18						.19	.10		.60			.60					
16.8	14.1	20.0	20.0	19.9	13.7	30.7	22.5	16.8	8.0	13.7	16.8	20.0						18.9	24.6		7.8			7.8					
														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 and Central Avenue, 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 Belknap Street and Omaha Connection expecting to find track occupied, and will not exceed ten (10) miles per hour over switches at Belknap Street.

All trains using tracks of Lake Superior Terminal & Transfer Railway, between Omaha Connection and Belknap 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 Belknap 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.

All trains will come to a full stop not less than two hundred (200) feet from junction switch and crossover used by D. W. & P. trains at Garfield Avenue and not proceed until track 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

Table with columns for First Class (65, 309, 313, 63, 311, 307), Stations (WEST DULUTH JCT., ZENITH FURNACE, BERWIND JCT., GRASSY POINT DRAWBRIDGE, WISCONSIN JCT., GRASSY POINT SIDING, SUPERIOR U. D.), and First Class (66, 312, 310, 308, 314, 64). Includes time table No. 109, April 20, 1924.

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...

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...

WESTWARD

FOURTH SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

Table with columns for Third Class (729), First Class (53, 51), Stations (EAST END, HILL AVE., SOO LINE CROSSING, CENTRAL AVE.), and First Class (52, 54, 730). Includes time table No. 109, April 20, 1924.

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...

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 enginemmen when using east leg of wye at Central Avenue, as it is single track and on sharp curve...

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, 2004 W. Superior St., Duluth.
- Dr. C. L. HANEY, 2004 W. Superior St., Duluth.
- Dr. GEORGE C. DOYLE, 2004 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"	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. COUNCILMAN,
Trainmaster.

A. S. CRITCHFIELD,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

