

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME **124** TABLE

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

SUNDAY, JANUARY 3, 1926.

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.

W. H. STRAGHAN,
General Superintendent.

W. C. SLOAN,
Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

SECOND SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS														Water, Fuel, Scale, Turn, Tables, Weigh and Yard Limits.	Station Numbers	Distance from Garfield Ave.	TIME TABLE No. 124		Distance from Central Ave.	Car Capacity of Sidings	FIRST CLASS		SECOND CLASS	THIRD CLASS	
66	18	94	36	58	52	96	20	34	60	56	64	54	January 3, 1926. Succeeding No. 123				24	166			732	730			
N. P. 66	G. N. 18	Omaha 94	G. N. 36	N. P. 58	N. P. 51	Omaha 96	G. N. 20	G. N. 34	N. P. 60	N. P. 56	N. P. 64	N. P. 53	STATIONS				G. N. 24	Omaha 66			N. P. 731	N. P. 729			
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	Pass'gr Daily	Pass'gr Daily	Pass'gr Daily	Telegraph Offices and Calls				Pass'gr Daily	Pass'gr Daily			Freight Ex. Mon.	Way Freight Tues., Thurs. and Sat.			
AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	AM	PM	PM	PM	0.0	GARFIELD AVE.	7.3	PM	PM	AM	PM					
				9:27	11:47					9:37	9:47		7:32	WCO T Y X	L 1	0.8	RICES POINT	6.5	Yard	A 6:20	A 1:45				
				9:25	11:44					9:35	9:45		7:29			1.3	BRIDGE SWITCH	6.0		A 8:23	A 9:55				
	A 6:18	A 8:20	A 7:53	9:24	11:42	A 2:05	A 2:18	A 5:53	9:34	9:44		7:27			2.2	ELEVATOR STATION	5.1		8:19	9:51	6:17	1:42			
	6:14	8:15	7:49	9:21	11:39	2:01	2:14	5:50	9:31	9:41		7:24			2.9	OMAHA CONN.	4.4		8:16	L 9:48	6:13	1:38			
	6:11	L 8:12	7:47	9:19	11:36	L 1:58	2:12	5:47	9:29	9:39		7:21			3.2	BY SUPERIOR U. D.	D 4.1		8:15		6:10	1:35			
A 5:50	6:10		7:45	9:18	11:35		2:10	5:45	9:28	9:38	A 6:04	7:20	X	WB 67	3.6	BELKNAP STREET	3.7		8:13		6:07	1:32			
5:49	6:09		7:43	9:15	11:34		2:09	5:44	9:26	9:36	6:03	7:19			7.3	AJ CENTRAL AVENUE	DN 0.0	Yard	L 8:03	PM	L 5:50	L 1:15			
L 5:40	L 6:00	AM	L 7:33	L 9:05	L 11:25	PM	L 1:58	L 5:35	L 9:17	L 9:25	L 5:55	L 7:10	W Y X	67					8:03	PM	AM	PM			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Ex. Mon.	Tues., Thurs. and Sat.			
.10	.0	.08	.20	.22	.22	.07	.20	.18	.20	.22	.09	.22							.20	.07	.30	.20			
24.6	18.0	12.0	18.0	19.9	19.9	13.7	18.0	20.0	22.0	19.9	27.3	19.9							18.0	13.7	13.0	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: At Minnesota and Wisconsin drawbridges 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.

Deraills 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

Table with columns for First Class, Stations, and First Class. Includes train numbers 65, 309, 313, 63, 311, 307 and 66, 312, 310, 308, 314, 64. Includes times and distances for various stations like West Duluth Jct., Zenith Furnace, Berwind Jct., etc.

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.

SPEED RESTRICTIONS: At Grassy Point Bridge twenty (20) miles per hour.

AT GRASSY POINT DRAW BRIDGE: A torpedo machine is located just inside of the Home Signal 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.

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

AT WEST DULUTH JUNCTION:

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

WESTWARD

FOURTH SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

Table with columns for Third Class, Second Class, First Class, and Third Class. Includes train numbers 729, 731, 53, 51 and 52, 54, 732, 730. Includes times and distances for stations like East End, Hill Ave., Central Ave., etc.

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.

AT CENTRAL AVENUE: Switches at west end of double track will be kept set and locked for eastward trains. Switches at connection of Fourth and Second Terminal Sub-Divisions near 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, 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 by flag.

AT EAST END:

Switches at east end of double track, east of passenger station, will be kept set and locked for westward trains from First Sub-Division main track. The distant semaphore of interlocking signals governing movement of westward trains from First Sub-Division main track, 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.

SPECIAL INSTRUCTIONS.

(Note Changes.)

1. 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.
2. All inferior to first class trains may run ahead of each other without orders.
3. Clearance Form A will not be required at Rice's Point Yard, Superior Freight Station or Superior Union Depot.
4. Extra trains, work extras and switch engines do not require train orders for movement between West Duluth Junction and Duluth, between Central Avenue and Rice's Point, between Central Avenue and East End, nor between West Duluth Jet. and Superior.
5. A Brakeman or Flagman must be stationed on the rear car of all trains, at all times, and be provided with proper flagging equipment. In case train is stopped 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.
6. To insure personal safety, Telegraphers 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.
7. All trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.
8. The D. T. main track is the northmost track between the Boston Coal Dock crossing and connection with Grassy Point main track. All switches leading from this track, when not in use, will be left lined for same.

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

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

11. Bridge Restrictions.
Speed will be restricted over Minnesota and Wisconsin Draw Spans between West Duluth and Superior to twenty (20) miles per hour.

Great Northern Power Co. Track. Speed will be restricted on all bridges for Engines Class S, S1, S3, S4 and S10 to eight (8) miles per hour. Engines Classes T, Q1 and heavier will not be permitted.

12. The following signs when placed in columns provided indicate:

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

AUTHORIZED SURGEONS:—

Dr. C. S. KNOX, 219 Albany Block, Superior, 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,

Office Telephone	Residence Telephone
East 67J	East 67M
Broad 65	Broad 532
Broad 65	Broad 192
Melrose 1089	Hemlock 559
Melrose 1089	Hemlock 1955
Melrose 458	Calumet 184
Melrose 458	Melrose 579
Melrose 458	Calumet 515

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 Jet. 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"

F. L. BIRDSALL,
Ass't Superintendent.

D. M. DRISCOLL,
Ass't Superintendent.

H. J. COUNCILMAN,
Trainmaster.

F. E. POTTER,
Chief Dispatcher.

