

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME 132 TABLE

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

SUNDAY, JANUARY 2, 1927.

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.

T. H. LANTRY,
General Manager.

W. H. STRACHAN,
General Superintendent.

W. C. SLOAN,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

FIRST SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS											Station Numbers		TIME TABLE No. 132 January 2, 1927. Succeeding No. 131.		FIRST CLASS						SECOND CLASS		THIRD CLASS	
400	66	58	202	52	304	62	204	60	56	West, Third, Seales, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from D. & I. R. Jct.	TIME TABLE No. 132 January 2, 1927. Succeeding No. 131.	Distance from Fond du Lac	Car Capacity of Sidings	64	54	402	406	408	410	626	628	718
D. & I. R. 1	N. P. 66	N. P. 58	D. M. & N. 2	N. P. 51	D. W. & P. 20	N. P. 62	D. M. & N. 4	N. P. 60	N. P. 56			STATIONS			N. P. 64	N. P. 53	D. & I. R. 51	D. & I. R. 53	D. & I. R. 61	D. & I. R. 151	C. M. & St. P. 626	N. P. 628	N. P. 718	
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	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Freight	Freight	Way Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily						Daily	Daily	Ex. Sun.	Daily	Daily	Sun. Only	Daily	Daily	Ex. Sun.	
AM 8:34	AM	AM	AM	AM	PM	PM	PM	PM	PM			D & I. R. JCT.	15.1		PM	PM	PM	PM	PM	PM	AM	AM	PM	
L 8:30	A 6:30	A 9:30	A 10:57	A 11:50	A 2:10	A 3:45	A 9:40	A 9:50	WCO TYX	WB 71	0.9	DU DULUTH DN	14.2	Yard	A 6:30	A 7:35	L 12:27	L 6:35	L 10:10	L 8:45		A 5:30		
	6:26	L 9:27	10:54	L 11:47	A 1:11	2:06	3:42	L 9:37	L 9:47			1.0	GARFIELD AVE.	13.2	6:27	L 7:32						5:23		
	6:24		10:53		1:09	2:05	3:41			L 2	2.2	20TH AVE.	12.9		6:26						A 5:16	5:21	A 12:22	
	6:21		L 10:51		1:07	2:02	L 3:39			L 02	2.8	D. M. & N. JCT.	12.3		6:24						5:11	5:17	12:18	
												0.8	300 LINE CROSSING.	11.5										
	6:14				L 1:00	1:55						0.3	D. W. & P. JCT.	10.7	6:19						5:01	5:08	12:08	
	6:11					1:52				L 04	5.1	WU WEST DULUTH DN	10.0	6:17						4:57	5:04	12:04		
	L 6:08				L 1:48					WYX L 5	5.8	WEST DULUTH JCT. P	9.3	L 6:15						L 4:52	L 5:00	12:00		
												7.0	D. T. CROSSING.	8.1										
												8.1	RIVERSIDE.	7.0									AM 11:45	
										LB 2	3.5	SPIRIT LAKE.	6.6									11:43		
										LB 3	9.7	MORGAN PARK. D Mian. Steel Co. Crossing	5.4									11:35		
												10.7	BOAT CLUB.	4.4										
										LB 5	12.4	WD NEW DULUTH. D	2.7									11:18		
										LB 8	15.1	FOND DU LAC.	0.0									AM 11:00		
															Daily	Daily	Ex. Sun.	Daily	Daily	Sun. Only	Daily	Daily	Ex. Sun.	
												Times Over Sub-Division			.15	.03	.05	.05	.05	.05	.23	.30	1.22	
												Average Speed Per Hour			19.6	20.0	10.8	10.8	10.8	10.8	9.3	9.8	9.4	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION EXCEPT NO. 717 IS SUPERIOR TO NO. 718 WEST DULUTH JCT. TO FOND DU LAC.

DOUBLE TRACK BETWEEN DULUTH AND WEST DULUTH JUNCTION.
AUTOMATIC BLOCK SIGNALS FROM D. M. & N. JCT. TO WEST DULUTH JCT.

SPECIAL INSTRUCTIONS PAGE 6.

AT DULUTH: Garfield Avenue, junction switches will be kept set for First Sub-Division. Rice's Point Yard, trains heading in and using the Dick tracks, Nos. 1 and 2, must not block the crossing at 19th Ave. West. Fifth Ave. West, main track switch near Fifth Ave. West leading into Union Depot for use of D. & I. R. Ry. passenger trains, will be kept set and locked for main track. Garfield Avenue, all trains come to full stop not less than two hundred (200) feet from junction switch and cross-over used by D. W. & P. Ry. trains and not proceed until track is known to be clear.

AT FOND DU LAC: Track between Fond du Lac and Power Plant will not be used except by authority of train orders.

AT WEST DULUTH JUNCTION: Switch engines will use west leg of wye at West Duluth Junction and the Fond du Lac main track between West Duluth Junction and yard limit board for switch purposes, but will not leave cars on these tracks. All trains will look out for switch engines working in these limits. Switches at end of double track West Duluth Junction will be kept set and locked for Eastward trains from Third Sub-Division main track.

SECOND SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS														TIME TABLE No. 132		FIRST CLASS				THIRD CLASS			
66	18	94	36	58	52	96	20	34	60	56	64	54	January 2, 1927 Succeeding No. 131		24	90			732				
N. P. 66	G. N. 18	Omaha 511	G. N. 36	N. P. 58	N. P. 51	Omaha 303	G. N. 20	G. N. 34	N. P. 60	N. P. 56	N. P. 64	N. P. 53	STATIONS		G. N. 24	Omaha 307			N. P. 731				
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	Pass'gr Daily	Telegraph Offices and Calls	Pass'gr Daily	Pass'gr Daily			Way Freight Ex. Sun.				
AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM		PH	PH			AM				
				A 9.27	A 11.47					A 9.37	A 9.47		A 7.32	0.0	GARFIELD AVE.	7.3							
				9.25	11.44					9.35	9.45		7.29	0.8	RICES POINT	6.5	Yard			A 11.05			
	A 6.18	A 7.55	A 7.53	9.24	11.42	A 12.30	A 2.18	A 5.53	9.34	9.44			7.27	1.3	BRIDGE SWITCH	6.0		A 8.23	A 9.55			11.02	
	6.14	7.50	7.49	9.21	11.39	12.26	2.14	5.50	9.31	9.41			7.24	2.2	ELEVATOR STATION	5.1		8.19	9.51			10.58	
	6.11	L 7.47	7.47	9.19	11.36	L 12.23	2.12	5.47	9.29	9.39			7.21	2.9	OMAHA CONN.	4.4		8.16	L 9.48			10.55	
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	0.3	SUPERIOR U. D.	4.1	D	8.15					
5.49	6.09		7.43	9.15	11.34		2.09	5.44	9.26	9.36	6.03	7.19		3.6	BELKNAP STREET	3.7		8.13				10.52	
L 5.40	L 6.00		L 7.33	L 9.05	L 11.25		L 1.58	L 5.35	L 9.17	L 9.25	L 5.55	L 7.10	W Y X	67	3.7	CENTRAL AVENUE	DN	0.0	Yard	L 8.03	PH		L 10.35
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily			Ex. Sun.	
.10	.18	.08	.20	.22	.22	.07	.20	.18	.20	.22	.09	.22			Time Over Sub-division			.20	.07			.30	
24.6	20.0	12.0	18.0	19.9	19.9	13.7	18.0	20.0	22.0	19.9	27.3	19.9			Average Speed Per Hour			18.0	13.7			13.0	

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.

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.

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 Jct. 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 St. Louis Bridge between 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.

<p>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,</p>	<p>Office Telephone East 67J Broad 65 Broad 65 Melrose 1089 Melrose 1089 Melrose 458 Melrose 458 Melrose 458</p>	<p>Residence Telephone East 67M Broad 532 Broad 192 Hemlock 559 Hemlock 1955 Calumet 184 Melrose 579 Calumet 515</p>	<p>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.</p>
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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"

F. L. BIRDSALL,
Ass't Superintendent.

W. D. PEARCE,
Ass't Superintendent.

H. J. COUNCILMAN,
Trainmaster.

GEORGE STEINER
Chief Dispatcher.

