

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME **142** TABLE

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

SUNDAY, JUNE 17, 1928.

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.

O. F. OHLSON,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS											Water, Fuel, Scales, Turn Tables, Weigh and Yard Limits.	Station Numbers	Distance from D. & I. R. Jct.	TIME TABLE No. 142					Distance from Fond du Lac	Car Capacity of Sidings	FIRST CLASS					SECOND CLASS		THIRD CLASS
305	401	55	201	53	61	403	63	51	203	June 17, 1928 Succeeding No. 141.					303	57	65	405			407	625	627	717				
D. W. & P. 5	D. & I. R. 50	N. P. 55	D. M. & N. 1	N. P. 54	N. P. 61	D. & I. R. 2	N. P. 63	N. P. 52	D. M. & N. 3	STATIONS					D. W. & P. 19	N. P. 57	N. P. 65	D. & I. R. 52			D. & I. R. 62	C. M. & St. P. 625	N. P. 627	N. P. 717				
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	Freight	Freight	Way Freight				
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.						
AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	0.0	D. & I. R. JCT.	15.1	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM					
	L 8-05					L 2-41				0.9	DULUTH	14.2	Yard	L 7-00	L 11-30	A 8-25	A 10-50						L 8-00					
	L 9-04	A 8-33	8-03	A 8-43	8-38		2-02	A 3-04	3-53	1.9	GARFIELD AVE.	13.2		L 7-09	A 7-03	11-33							8-04					
	9-05		8-04		8-39		2-03		3-54	2.2	20TH AVE.	12.9		7-10	11-35								L 8-30 8-05 9-15					
	9-07		A 8-06		8-41		2-04	A 3-56		2.8	D. M. & N. JCT.	12.3	Interlocked.	7-12	11-37								8-33 8-07 9-19					
										3.6	500 LINE CROSSING	11.5	Interlocked.															
	A 9-14				8-47		2-07			4.4	D. W. & P. JCT.	10.7	Interlocked.	A 7-16	11-42								8-42 8-13 9-26					
					8-49		2-11			5.1	WEST DULUTH	10.0	DN		11-46								8-46 8-16 9-30					
					A 8-52		A 2-13			5.8	WEST DULUTH JCT.	9.3	P		A 11-52								A 8-50 A 8-20 9-34					
										7.0	D. T. CROSSING	8.1																
										8.1	RIVERSIDE	7.0											9-49					
										8.5	SPIRIT LAKE	6.6											9-51					
										9.7	MORGAN PARK	5.4	D										9-58					
										10.7	BOAT CLUB	4.4																
										12.4	NEW DULUTH	2.7	D										10-15					
										15.1	FOND DU LAC	0.0		PM	PM	PM	PM	PM					A 10-34 AM					
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily				Daily Daily Ex. Sun.						
.10	.05	.03	.06	.03	.17	.04	.13	.04	.06		Time Over Sub-Division			.07	.03	.22	.05	.05				.20 .20 1.19						
15.0	10.8	20.0	19.0	20.0	17.2	13.5	22.6	15.0	19.0		Average Speed Per Hour			21.4	20.0	13.4	10.8	10.8				10.8 14.7 9.8						

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 7.

REGISTER STATIONS: Duluth Union Depot and West Duluth for first class trains and passenger extras.
Rice's Point yard office and West Duluth for second and third class trains and extras.

REGISTER EXCEPTIONS: At West Duluth Nos. 61, 63, 65, 627 and 625 register by ticket Form 608.
At West Duluth, Eastward trains register by ticket Form 608 and not require clearance unless train order signal is displayed at caution or stop.

BULLETIN STATIONS: Duluth Union Depot.
Rice's Point yard office and Round House.

STANDARD TIME CLOCKS: Duluth Union Depot.
Rice's 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 track 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.

WHISTLE CALLS:

D. M. & N. Jct. Interlocking Plant. Trains will call for routes as follows:
Martin's track to D. M. & N. yard—Three short.
Martin's track to westward main track—Three short and one long.
Martin's track to D. T. main track—Four short
D. T. main track to Martin's track—Four short.
D. M. & N. Jct. to Martin's track—Three short.
Westward main track to D. M. & N. Jct.—One long and one short.
D. M. & N. Jct. to eastward main track—One long and one short.
Through Westward main track movements—One long.
Through eastward main track movements—One long.

WESTWARD

THIRD SUB-DIVISION
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS										TIME TABLE No. 142		FIRST CLASS											
65	309	317	63	313	321	307	311	319		June 17, 1928. Succeeding No. 141.		STATIONS		66	318	310	322	312	314	308	64	320	
N. P. 65	D. S. S. & A. 8	Soo Line 18	N. P. 63	Soo Line 63	Soo Line 163	D. S. S. & A. 6	Soo Line 61	Soo Line 161		Telegraph Offices and Calls		N. P. 66	Soo Line 17	D. S. S. & A. 7	Soo Line 162	Soo Line 60	Soo Line 62	D. S. S. & A. 5	N. P. 64	Soo Line 160			
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	Pass'gr	Pass'gr			
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.			
L 11.52			L 2.13						W Y X	L 5	0.0	WEST DULUTH JCT.	3.6	A 6.05						A 6.44			
11.55			2.15								0.6	ZENITH FURNACE	3.0	6.03						6.42			
L 11.57	L 6.20	L 5.43	2.17	L 1.44	L 10.50	L 8.19	L 8.06	L 6.28			1.8	DW&P BERWIND JCT. Interlocked	2.3	6.00	A 7.46	A 10.12	A 4.38	A 5.04	A 5.30	A 5.35	6.40	A 6.41	
											1.8	GRASSY POINT DRAWBRIDGE Interlocked	1.8										
12.02	6.24	5.47	2.22	1.48	10.55	8.23	8.10	6.32			3.0	GRASSY POINT SIDING	0.6	6	5.53	7.41	10.07	4.32	4.59	5.26	5.31	6.34	6.36
12.06	A 6.26	A 5.49	2.23	A 1.50	A 10.56	A 8.25	A 8.11	A 6.34			3.3	L. S. T. & T. RY. JCT.	0.3	5.50	L 7.39	L 10.05	L 4.30	L 4.57	L 5.24	L 5.29	6.32	L 6.34	
A 12.08			A 2.25							WB 67	3.6	SUPERIOR U. D.	0.0	L 5.47								L 6.31	
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.						Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	
.13	.08	.06	.12	.06	.08	.06	.05	.06						.18	.07	.07	.08	.07	.06	.06	.13	.07	
16.6	20.0	20.0	18.0	20.0	20.0	20.0	14.0	20.0						12.0	17.1	17.1	15.0	17.1	20.0	20.0	16.6	17.1	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN BERWIND JCT. AND L. S. T. & T. RY. JCT., SUPERIOR.

SPECIAL INSTRUCTIONS, PAGE 7.

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 with restricted speed 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

THIRD CLASS			FIRST CLASS			TIME TABLE No. 142		FIRST CLASS			SECOND CLASS				
		731			53	51	June 17, 1928. Succeeding No. 141.				52	54		732	
		Way Freight			Pass'gr	Pass'gr	STATIONS				Pass'gr	Pass'gr		Freight	
		Ex. Sun.			Daily	Daily	Telegraph Offices and Calls				Daily	Daily		Ex. Sun.	
		L 10.20			L 7.00	L 11.15	W O Y	63	0.0	Pass. Station EAST END C. St. P. M. & O. Crossing Interlocked	4.0	Yard	A 3.35	A 9.15	A 1.40
		10.29			7.04	11.19			1.8	HILL AVE.	2.2	Yard	3.31	9.11	1.33
									2.9	SOO LINE CROSSING Interlocked	1.1				
		A 10.35			A 7.10	A 11.25	W Y X	67	4.0	CENTRAL AVE. DN	0.0	Yard	L 3.25	L 9.05	L 1.25
		Ex. Sun.			Daily	Daily							Daily	Daily	Ex. Sun.
		.15			.10	.10							.10	.10	.15
		16.0			24.0	24.0							24.0	24.0	16.0

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 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.

12. 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.

13. When necessary to use a side track for main track, in addition to setting and locking switches for the siding and covering the same by train order, a flagman with proper flagging material will be stationed to fully protect approaching trains in the manner called for in Transportation Rules until movement over main track is resumed. When conductors find it necessary to leave switches set for siding they must fully protect approaching trains until relieved by trackmen or other employees fully competent and equipped to do so.

AUTHORIZED SURGEONS:—

Dr. C. S. KNOX, 219 Albany Block, Superior, East End,
 Dr. A. L. KYLLO, 5719 Tower Ave., Superior,
 Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior,
 Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior,
 Dr. G. C. MacRAE, 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,

Office Telephone

East 67R1
 Broad 1458R1
 Broad 65
 Broad 65
 Melrose 1089
 Melrose 1089
 Melrose 458
 Melrose 458

Residence Telephone

East 67R2
 Broad 161
 Broad 532
 Broad 192
 Hemlock 3954W
 Hemlock 1955
 Melrose 1157
 Melrose 579

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 Passenger Station.

WATCH INSPECTORS:—

H. HENDRICKSON, Duluth, 400 West 1st St.
 J. ARNOLD JOHNSON, Duluth, 2129 W. Superior St.
 W. F. HURST, West Duluth, 301 N. Central Ave.
 C. A. SWANSON, Superior, 1313 Tower Ave.

MAXIMUM CLEARANCES.

LIMIT OF LOAD MEASUREMENT.

Height Above Top of Rail.

	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.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
Second Sub-division, Garfield Ave. to Central Ave.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
Third Sub-division, West Duluth Jct. to Superior U. D.....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	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.

A. S. CRITCHFIELD,
 Trainmaster.

GEORGE STEINER,
 Chief Dispatcher.

