

NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

TIME **144** TABLE

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

SUNDAY, JANUARY 20, 1929.

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.

G. H. JACOBUS,
Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

WESTWARD

SECOND SUB-DIVISION.
(DULUTH AND SUPERIOR TERMINAL)

| FIRST CLASS | | | | | | | | | | | | | | Water, Fuel, Scales, and Yard Limits. | Station Numbers | Distance from Garfield Ave. | TIME TABLE No. 144 | | Distance from Central Ave. | Car Capacity of Sidings | FIRST CLASS | | SECOND CLASS | |
|-------------|----------|----------|----------|----------|----------|----------|-----------|-----------|----------|----------|------------------------------|-----|---------------------|---------------------------------------|-----------------|-----------------------------|--------------------|-----------|----------------------------|-------------------------|-------------|--|--------------|--|
| 55 | 53 | 23 | 33 | 63 | 19 | 51 | 95 | 93 | 57 | 35 | January 20, 1929 | | 65 | | | | 89 | 623 | | | 731 | | | |
| N. P. 55 | N. P. 54 | G. N. 33 | G. N. 33 | N. P. 63 | G. N. 19 | N. P. 52 | Omaha 304 | Omaha 512 | N. P. 57 | G. N. 35 | Succeeding No. 143. | | N. P. 65 | | | | Omaha 310 | N. P. 623 | | | N. P. 732 | | | |
| Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | STATIONS | | Pass'gr | | | | Pass'gr | Freight | | | Freight | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Telegraph Offices and Calls. | | Daily | Daily | Daily | Ex. Sun. | | | | | | | | |
| L 8:33 | L 8:43 | | | | | L 2:39 | | | L 7:03 | | | 0.0 | GARFIELD AVE. | 7.3 | | | | L 5:34 | AM | | | | | |
| 8:36 | 8:46 | | | | | 2:41 | | | 7:05 | | | 0.8 | RICES POINT | 6.5 | Yard | | | 5:35 | L 12:35 | | | | | |
| 8:36 | 8:47 | L 8:32 | L 8:43 | | L 4:07 | 2:43 | L 3:51 | L 6:08 | 7:07 | L 8:07 | | 1.3 | BRIDGE SWITCH | 6.0 | | L 9:06 | | 5:39 | 12:41 | | | | | |
| 8:39 | 8:50 | 8:37 | 8:46 | | 4:11 | 2:46 | 3:54 | 6:12 | 7:10 | 8:12 | | 2.2 | ELEVATOR STATION | 5.1 | | 9:09 | | 5:45 | 12:47 | | | | | |
| 8:41 | 8:52 | 8:39 | 8:48 | | 4:14 | 2:48 | 3:57 | 6:15 | 7:12 | 8:14 | | 2.9 | OMAHA CONN. | 4.4 | | A 9:12 | | 5:47 | 12:55 | | | | | |
| 8:42 | 8:54 | 8:40 | 8:50 | L 2:31 | 4:16 | 2:49 | | | 7:15 | 8:15 | X | 3.2 | BY SUPERIOR U. D. D | 4.1 | L 12:08 | | | | | | | | | |
| 8:44 | 8:55 | 8:41 | 8:51 | 2:33 | 4:16 | 2:50 | | | 7:17 | 8:16 | | 3.6 | BELKNAP STREET | 3.7 | 12:12 | | | 5:52 | 1:00 | | | | | |
| A 8:55 | A 9:05 | A 8:50 | A 9:00 | A 2:43 | A 4:24 | A 3:00 | | | A 7:32 | A 8:28 | W Y X | 67 | 7.3 | AJ CENTRAL AVENUE DN | 0.0 | Yard | A 12:25 | A 6:30 | A 1:25 | | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | Daily | Daily | | Daily | Ex. Sun. | | | | | |
| .22 | .22 | .18 | .17 | .12 | .17 | .21 | .06 | .07 | .29 | .21 | | | | | .17 | .06 | | .56 | .50 | | | | | |
| 19.9 | 19.9 | 20.0 | 21.1 | 20.5 | 21.1 | 20.8 | 16.0 | 13.7 | 13.7 | 17.1 | | | | | 14.4 | 16.0 | | 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 7.

REGISTER STATIONS: Superior Union Depot and Central Avenue for first class trains and passenger extras.
 Rice's Point and Central Avenue for second class and inferior trains and extras when running via Third Sub-Division

BULLETIN STATIONS: Rice's Point yard office.
 Rice's Point round house.

REGISTER EXCEPTIONS: At Central Avenue G. N. No. 19 will register by ticket, Form 608.
 At Central Avenue Eastward trains register by ticket, Form 608, and will not require clearance unless train order signal is displayed at stop or caution.

DERAIL SWITCHES: When not in use must be kept set in derailing position.
 East end N. P. Freight House track, Superior.
 Main track just east of N. P. Freight House, Superior.

SPEED RESTRICTIONS: At Superior, all trains and engines will run with restricted speed between west yard limit board, Superior and Omaha connection, including Lake Superior Terminal & Transfer 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.
 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.

AT SUPERIOR: All trains using tracks of Lake Superior Terminal & Transfer Railway, between Omaha connection and Belknap Street, will be governed by L. S. T. & T. Ry. time table rules and regulations.

AT CENTRAL AVENUE: Westward trains and engines have the right to use Eastward main track between west lead from yard and the junction switch leading to terminal Fourth Sub-Division main track without protection, and all eastward trains will approach and pass through this territory with restricted speed expecting to find track occupied.

AT DULUTH: Garfield Ave., all trains will come to a full stop not less than two hundred (200) feet from junction switch and cross-over used by D. W. & P. trains and not proceed until track is known to be clear.

| WESTWARD | | | | | | | | | | THIRD SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL) | | | | | | | | | | EASTWARD | | | | | | | | | | | | | | | | | | |
|----------|--|--|--|--|--|--|--|--|--|--|-----------------|-------------|----------|-------------|--------------|-----------------|-------------|--------------|--|-------------|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|
| | | | | | | | | | | FIRST CLASS | | | | | | | | | | FIRST CLASS | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 65 | 309 | 317 | 63 | 313 | 321 | 307 | 311 | 319 | TIME TABLE No. 144 January 20, 1929. Succeeding No. 143. | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 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 | STATIONS | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Pass'gr | Telegraph Offices and Calls | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | L 11.52 | PM | PM | L 2-18 | PM | AM | AM | AM | AM | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 11.55 | | | 2-20 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 11.57 | L 6-20 | L 5-43 | 2-22 | L 1-44 | L 10-50 | L 8-19 | L 8-06 | L 6-28 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 12.06 | A 6-26 | A 5-49 | 2-28 | A 1-50 | A 10-56 | A 8-25 | A 8-11 | A 6-34 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | A 12.08 | PM | PM | A 2-31 | PM | AM | AM | AM | AM | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | Daily | Daily | Daily | Daily | Daily | Ex. Sun. | Ex. Sun. | Ex. Sun. | Ex. Sun. | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | .13 | .06 | .06 | .13 | .06 | .06 | .06 | .05 | .06 | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | 16.6 | 20.0 | 20.0 | 16.6 | 20.0 | 20.0 | 20.0 | 14.0 | 20.0 | | | | | | | | | | | | | | | | | | | | |

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: 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. 144 January 20, 1929. Succeeding No. 143. | | | | | | | | | | FIRST CLASS | | | | | SECOND CLASS | | | | |
| | | | | | | | | | | 731 | | | | | 53 51 | | | | | STATIONS | | | | | | | | | | 52 54 | | | | | 732 | | | | |
| | | | | | | | | | | Way Freight | | | | | Pass'gr Pass'gr | | | | | Telegraph Offices and Calls | | | | | | | | | | Pass'gr Pass'gr | | | | | Freight | | | | |
| | | | | | | | | | | Ex. Sun. | | | | | Daily Daily | | | | | | | | | | | | | | | Daily Daily | | | | | Ex. Sun. | | | | |
| | | | | | | | | | | L 10-20 | | | | | L 7-15 L 11-45 | | | | | | | | | | | | | | | A 3-10 A 9-15 | | | | | A 1-40 | | | | |
| | | | | | | | | | | 10-29 | | | | | 7-19 11-49 | | | | | | | | | | | | | | | 3-06 9-11 | | | | | 1-33 | | | | |
| | | | | | | | | | | A 10-35 | | | | | A 7-25 A 11-55 | | | | | | | | | | | | | | | L 3-00 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 twelve (12) 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. | | | | | | | | | | | | | | | | | | |
| | 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" | 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" | 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" | 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.

W. D. PEARCE,
 Ass't Superintendent.

H. J. COUNCILMAN,
 Trainmaster.

A. S. CRITCHFIELD,
 Trainmaster.

GEORGE STEINER,
 Chief Dispatcher.

