

# NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

# TIME 152 TABLE

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

**SUNDAY, SEPTEMBER 28, 1930.**

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.

**W. C. SLOAN,**  
General Manager.

**W. H. STRACHAN,**  
Assistant General Manager

**G. H. JACOBUS,**  
Superintendent.

**P. H. MCCAULEY,**  
General Superintendent of Transportation.

WESTWARD

FIRST SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

| FIRST CLASS |                 |                  |             |             |                 |                  |             |                 | Water, Fuel, Seals,<br>Turn Tables, Wyes<br>and Yard Limits. | Station Numbers. | Distance from<br>D. & L. R. Jct. | Time Table No. 152<br>September 28, 1930<br>Succeeding No. 151. |             |                 |                 |             | Distance from<br>Fond du Lac. | Car Capacity<br>of Sidings. | FIRST CLASS  |                             |              |                |  | SECOND CLASS |  | THIRD CLASS |  |
|-------------|-----------------|------------------|-------------|-------------|-----------------|------------------|-------------|-----------------|--|------------------|----------------------------------|---|-------------|-----------------|-----------------|-------------|-------------------------------|-----------------------------|--------------|-----------------------------|--------------|----------------|--|--------------|--|-------------|--|
| 55          | 201             | 401              | 61          | 53          | 305             | 403              | 51          | 203             |  |                  |                                  | 303   | 57          | 405             | 407             | 65          |                               |                             | 623          | 625                         | 627          | 717            |  |              |  |             |  |
| N. P.<br>55 | D. M. & N.<br>1 | D. M. & N.<br>10 | N. P.<br>61 | N. P.<br>54 | D. W. & P.<br>5 | D. M. & N.<br>12 | N. P.<br>52 | D. M. & N.<br>3 |  |                  |                                  | D. W. & P.<br>19  | N. P.<br>57 | D. M. & N.<br>6 | D. M. & N.<br>8 | N. P.<br>65 |                               |                             | N. P.<br>623 | C. M. St.<br>P. & P.<br>625 | N. P.<br>627 | N. P.<br>717   |  |              |  |             |  |
| Passenger   | Passenger       | Passenger        | Passenger   | Passenger   | Passenger       | Passenger        | Passenger   | Passenger       |  |                  |                                  | Passenger   | Passenger   | Passenger       | Passenger       | Passenger   |                               |                             | Freight      | Freight                     | Freight      | Way<br>Freight |  |              |  |             |  |
| Daily       | Daily           | Daily            | Ex. Sun.    | Daily       | Daily           | Daily            | Daily       | Daily           | Daily  | Daily            | Daily                            | Daily   | Daily       | Daily           | Daily           | Daily       | Ex. Sun.                      |                             |              |                             |              |                |  |              |  |             |  |
|             |                 | L 7.50A          |             |             |                 | L 3.20P          |             |                 |  |                  |                                  | L 6.46P   | L 11.46A    |                 |                 |             |                               |                             |              |                             |              |                |  |              |  |             |  |
| L 7.00A     | L 8.30A         | A 7.55A          | L 8.35A     | L 9.00A     |                 | A 3.25P          | L 2.50P     | L 3.50P         | WCO<br>TYX   | WB 71            | 0.0                              | EAST D. M. & N. JCT.<br>0.9                                     |             |                 |                 |             |                               |                             |              |                             |              |                |  |              |  |             |  |
| A 7.03A     | 8.33            |                  | 8.38        | A 9.03A     | L 9.04A         |                  | A 2.54P     | 3.53            |  |                  | 0.9                              | DU DULUTH DN  | 14.2        | L 7.00P         | A 6.50P         | A 11.50A    | L 11.30P                      | L 5.30P                     | L 8.00P      |                             |              |                |  |              |  |             |  |
|             | 8.34            |                  | s 8.39      |             |                 |                  |             | 3.54            |  | L 2              | 1.9                              | GARFIELD AVE.<br>0.3  | 13.2        | L 6.32P         |                 |             | 11.33                         | A 5.33P                     | 8.04         |                             |              |                |  |              |  |             |  |
|             | A 8.36A         |                  | 8.41        |             |                 |                  |             | 9.07            |  | L 02             | 2.2                              | 20TH AVE.<br>0.6  | 12.9        | 6.34            |                 |             | f 11.35                       | L 8.30P                     | 8.05         |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  | L 02             | 2.8                              | WEST D. M. & N. JCT.<br>Interlocked                             | 12.3        | 6.35            |                 |             | 11.37                         |                             | 8.07         |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  |                  | 3.6                              | SOO LINE CROSSING.<br>Interlocked                               | 11.5        |                 |                 |             |                               |                             |              |                             |              |                |  |              |  |             |  |
|             |                 |                  | 8.47        |             | A 9.14A         |                  |             |                 |  |                  | 4.4                              | D. W. & P. JCT.<br>Interlocked                                  | 10.7        | A 6.40P         |                 |             | 11.40                         |                             | 8.42         |                             |              |                |  |              |  |             |  |
|             |                 |                  | s 8.49      |             |                 |                  |             |                 |  | L 04             | 5.1                              | WU WEST DULUTH DN<br>Interlocked                                | 10.0        |                 |                 |             | s 11.44                       |                             | 8.46         |                             |              |                |  |              |  |             |  |
|             |                 |                  | A 8.52A     |             |                 |                  |             |                 |  | WYX              | L 5                              | WEST DULUTH JCT. P<br>1.2                                       | 9.3         |                 |                 |             | A 11.50P                      | A 8.50P                     | A 8.20P      |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  |                  | 7.0                              | D. T. CROSSING<br>1.1   | 8.1         |                 |                 |             |                               |                             | s 9.34       |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  |                  | 8.1                              | RIVERSIDE<br>0.4  | 7.0         |                 |                 |             |                               |                             | s 9.49       |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  | LB 2             | 8.5                              | SPIRIT LAKE<br>1.2  | 6.6         |                 |                 |             |                               |                             | s 9.51       |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  | LB 3             | 9.7                              | MORGAN PARK<br>Minn. Steel Co. Crossing                         | 5.4         |                 |                 |             |                               |                             | s 9.58       |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  |                  | 10.7                             | BOAT CLUB<br>1.0  | 4.4         |                 |                 |             |                               |                             |              |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  | LB 5             | 12.4                             | NEW DULUTH P<br>1.7   | 2.7         |                 |                 |             |                               |                             | s 10.15      |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  | LB 8             | 15.1                             | FOND DU LAC<br>2.7  | 0.0         |                 |                 |             |                               |                             | A 10.34A     |                             |              |                |  |              |  |             |  |
| Daily       | Daily           | Daily            | Ex. Sun.    | Daily       | Daily           | Daily            | Daily       | Daily           |  |                  |                                  |   |             | Daily           | Daily           | Daily       | Daily                         | Ex. Sun.                    |              |                             |              |                |  |              |  |             |  |
| .03         | .06             | .05              | .17         | .03         | .10             | .05              | .04         | .06             |  |                  |                                  |   |             | .08             | .03             | .04         | .04                           | .20                         | .03          |                             |              |                |  |              |  |             |  |
| 20.0        | 19.0            | 10.8             | 17.2        | 20.0        | 16.0            | 10.8             | 15.0        | 19.0            |  |                  |                                  |   |             | 18.7            | 20.0            | 13.5        | 13.5                          | 14.7                        | 20.0         |                             |              |                |  |              |  |             |  |
|             |                 |                  |             |             |                 |                  |             |                 |  |                  |                                  | 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 DULUTH AND WEST DULUTH JUNCTION.  
AUTOMATIC BLOCK SIGNALS FROM WEST 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, 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. M. & N., 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 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.

AT DULUTH:

All westward freight trains between Fifth Avenue West and Garfield Avenue must not exceed a speed of twelve miles per hour through cross-over switches at west end of depot yard near switch shanty and over crossings and switches at Garfield Avenue.

FIRST SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

| FIRST CLASS |                  |             |                 |                 |             |             |                 |                 | Water, Fuel, Seals,<br>Turn Tables, Wyes<br>and Yard Limits. | Station Numbers.         | Distance from<br>D. & L. Jct. | Time Table No. 152<br>September 28, 1930<br>Succeeding No. 151. |                 |                 |                  |             | Distance from<br>Fond du Lac. | Car Capacity<br>of Sidings. | FIRST CLASS                 |              |                |  |  | SECOND CLASS |  | THIRD CLASS |  |
|-------------|------------------|-------------|-----------------|-----------------|-------------|-------------|-----------------|-----------------|--|--------------------------|-------------------------------|---|-----------------|-----------------|------------------|-------------|-------------------------------|-----------------------------|-----------------------------|--------------|----------------|--|--|--------------|--|-------------|--|
| 66          | 304              | 58          | 400             | 202             | 52          | 62          | 406             | 204             |  |                          |                               | 54  | 306             | 408             | 402              | 56          |                               |                             | 626                         | 628          | 718            |  |  |              |  |             |  |
| N. P.<br>66 | D. W. & P.<br>20 | N. P.<br>58 | D. M. & N.<br>5 | D. M. & N.<br>2 | N. P.<br>51 | N. P.<br>62 | D. M. & N.<br>7 | D. M. & N.<br>4 |  |                          |                               | N. P.<br>53   | D. W. & P.<br>6 | D. M. & N.<br>9 | D. M. & N.<br>11 | N. P.<br>56 |                               |                             | C. M. St.<br>P. & P.<br>626 | N. P.<br>628 | N. P.<br>718   |  |  |              |  |             |  |
| Passenger   | Passenger        | Passenger   | Passenger       | Passenger       | Passenger   | Passenger   | Passenger       | Passenger       |  |                          |                               | Passenger   | Passenger       | Passenger       | Passenger        | Passenger   |                               |                             | Freight                     | Freight      | Way<br>Freight |  |  |              |  |             |  |
| Daily       | Daily            | Daily       | Daily           | Daily           | Daily       | Ex. Sun.    | Daily           | Daily           | Daily  | Daily                    | Daily                         | Daily   | Daily           | Daily           | Daily            | Daily       | Ex. Sun.                      |                             |                             |              |                |  |  |              |  |             |  |
|             |                  |             | A 8.34A         |                 |             |             | A 4.04P         |                 | 0.0  |                          |                               |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
| A 6.30A     |                  | A 8.45A     | L 8.30A         | A 10.45A        | A 12.01P    | A 2.10P     | L 4.00P         | A 3.45P         | 0.9  | DU DULUTH DN             | 14.2                          | Yard  | A 7.25P         | L 11.55A        | L 6.55P          | A 11.30P    | A 5.30A                       |                             |                             |              |                |  |  |              |  |             |  |
| 6.25        | A 8.33A          | L 8.42A     |                 | 10.42           | L 11.58A    | 2.06        |                 | 3.42            | 1.9  | GARFIELD AVE.            | 13.2                          |   | L 7.22P         | A 8.27P         |                  | L 11.27P    | 5.20                          |                             |                             |              |                |  |  |              |  |             |  |
| s 6.22      | 8.31             |             |                 | 10.41           |             | s 2.05      |                 | 3.41            | 2.2  | 20TH AVE.                | 12.9                          |   |                 | 8:25            |                  | A 5.10A     | 5.15                          | A 12.22P                    |                             |              |                |  |  |              |  |             |  |
| 6.19        | 8.29             |             |                 | L 10.39A        |             | 2.02        |                 | L 3.39P         | 2.8  | WEST D. M. & N. JCT.     | 12.3                          |   |                 | 8:23            |                  | 5.03        | 5.08                          | 12.18                       |                             |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 3.6  | SOO LINE CROSSING        | 11.5                          |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 4.4  | Interlocked              | 10.7                          |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
| 6.14        | L 8.23A          |             |                 |                 |             | 1.55        |                 |                 | 5.1  | D. W. & P. JCT.          | 10.0                          |   | L 8.17P         |                 |                  | 4.53        | 5.02                          | 12.08                       |                             |              |                |  |  |              |  |             |  |
| s 6.12      |                  |             |                 |                 |             | s 1.52      |                 |                 | 5.8  | Interlocked              | 9.3                           |   |                 |                 |                  | 4.50        | 5.00                          | s 12.04                     |                             |              |                |  |  |              |  |             |  |
| L 6.03A     |                  |             |                 |                 |             | L 1.48P     |                 |                 | 7.0  | WU WEST DULUTH DN        | 10.0                          |   |                 |                 |                  | L 4.45A     | L 4.55A                       | s 12.01P                    |                             |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 8.1  | WEST DULUTH JCT. P       | 9.3                           |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 8.1  | D. T. CROSSING           | 8.1                           |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 8.1  | RIVERSIDE                | 7.0                           |   |                 |                 |                  |             |                               |                             | s 11.45A                    |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 8.5  | Interlocked              | 6.6                           |   |                 |                 |                  |             |                               |                             | s 11.43                     |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 9.7  | SPIRIT LAKE              | 5.4                           |   |                 |                 |                  |             |                               |                             | s 11.35                     |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 10.7   | MORGAN PARK              | 4.4                           |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 10.7   | Minn. Steel Co. Crossing | 2.7                           |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 12.4   | BOAT CLUB                | 2.7                           |   |                 |                 |                  |             |                               |                             | s 11.18                     |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 | 15.1   | NEW DULUTH P             | 0.0                           |   |                 |                 |                  |             |                               |                             | L 11.00A                    |              |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 |  | FOND DU LAC              | 0.0                           |   |                 |                 |                  |             |                               |                             |                             |              |                |  |  |              |  |             |  |
| Daily       | Daily            | Daily       | Daily           | Daily           | Daily       | Ex. Sun.    | Daily           | Daily           |  |                          |                               |   | Daily           | Daily           | Daily            | Daily       | Daily                         | Ex. Sun.                    |                             |              |                |  |  |              |  |             |  |
| .22         | .10              | .03         | .04             | .06             | .03         | .22         | .04             | .06             |  |                          |                               |   | .03             | .10             | .04              | .05         | .03                           | .25                         | 1.22                        |              |                |  |  |              |  |             |  |
| 11.1        | 15.0             | 20.0        | 13.5            | 19.0            | 20.0        | 13.3        | 13.5            | 19.0            |  |                          |                               |   | 20.0            | 15.0            | 13.5             | 10.8        | 20.0                          | 8.6                         | 8.4                         | 9.4          |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 |  | Time Over Sub-Division   |                               |   | .03             | .10             | .04              | .05         | .03                           | .25                         | .35                         | 1.22         |                |  |  |              |  |             |  |
|             |                  |             |                 |                 |             |             |                 |                 |  | Average Speed Per Hour   |                               |   | 20.0            | 15.0            | 13.5             | 10.8        | 20.0                          | 8.6                         | 8.4                         | 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 WEST D. M. & N. JCT. TO WEST DULUTH JCT.

SPECIAL INSTRUCTIONS PAGE 7.

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 leading into Union Depot for use of D. M. & N. passenger trains will be kept set for Depot 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 21st Ave. West, telephone located at cross-over for Eastward freight trains call yard for route when necessary (3 rings).

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.

WESTWARD

SECOND SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

| FIRST CLASS |             |             |             |             |              |             |              |             |              | Water, Fuel, Scales,<br>Turn Tables, Wyes<br>and Yard Limits. | Station Numbers. | Distance from<br>Garfield Ave. | Time Table No. 152<br>September 28, 1930<br>Succeeding No. 151. |                             | FIRST CLASS |               | SECOND CLASS |              |
|-------------|-------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|--------------|---|------------------|--------------------------------|---|-----------------------------|-------------|---------------|--------------|--------------|
| 55          | 53          | 23          | 33          | 51          | 95           | 19          | 93           | 57          | 89           |   |                  |                                | STATIONS  |                             | 35          | 65            | 623          | 731          |
| N. P.<br>55 | N. P.<br>54 | G. N.<br>23 | G. N.<br>33 | N. P.<br>52 | Omaha<br>304 | G. N.<br>19 | Omaha<br>512 | N. P.<br>57 | Omaha<br>510 |   |                  |                                | Distance from<br>Central Ave.                                   | Car Capacity<br>of Sidings. | G. N.<br>35 | N. P.<br>65   | N. P.<br>623 | N. P.<br>732 |
| Passenger   | Passenger   | Passenger   | Passenger   | Passenger   | Passenger    | Passenger   | Passenger    | Passenger   | Passenger    |   |                  |                                | Telegraph Offices and Calls                                     | Passenger                   | Passenger   | Freight       | Freight      |              |
| Daily       | Daily       | Daily       | Daily       | Daily       | Daily        | Daily       | Daily        | Daily       | Daily        |   |                  | Daily                          | Daily   | Daily                       | Ex. Sun.    |               |              |              |
| L 7.03A     | L 9.03A     |             |             | L 2.54P     |              |             |              | L 7.03P     |              |   |                  |                                |   |                             |             | L 5.33P       |              |              |
| 7.06        | 9.05        |             |             | 2.56        |              |             |              | 7.05        |              | WCO<br>TYX L 1  |                  |                                |   |                             |             | 5.34 L 12.35A |              |              |
| 7.08        | 9.07        | L 8.32A     | L 8.43A     | 2.58        | L 3.36P      | L 4.07P     | L 5.43P      | 7.07        | L 9.06P      |   |                  | L 9.37P                        |   |                             |             | 5.36 12.41    |              |              |
| 7.11        | 9.10        | 8.37        | 8.46        | 3.01        | 3.40         | 4.11        | 5.46         | 7.10        | 9.09         |   |                  | 9.40                           |   |                             |             | 5.39 12.47    |              |              |
| 7.13        | 9.12        | 8.39        | 8.48        | 3.03        | A 3.44P      | 4.14        | A 5.49P      | 7.12        | A 9.12P      |   |                  | 9.42                           |   |                             |             | 5.41 12.55    |              |              |
| s 7.14      | s 9.14      | s 8.40      | s 8.50      | s 3.04      |              | s 4.15      |              | s 7.15      |              | X WB67  |                  | s 9.45                         | L 12.06A  |                             |             |               |              |              |
| 7.16        | 9.15        | 8.41        | 8.51        | 3.05        |              | 4.16        |              | 7.17        |              |   |                  | 9.46                           | 12.10   | 5.52                        | 1.00        |               |              |              |
| As 7.30A    | As 9.25A    | As 8.50A    | As 9.00A    | As 3.15P    |              | A 4.24P     |              | As 7.32P    |              | WYX 67  |                  | As 9.55P                       | As 12.20A   | As 6.30P                    | A 1.25A     |               |              |              |
| Daily       | Daily       | Daily       | Daily       | Daily       | Daily        | Daily       | Daily        | Daily       | Daily        |   |                  | Daily                          | Daily   | Daily                       | Ex. Sun.    |               |              |              |
| .27         | .22         | .18         | .17         | .21         | .08          | .17         | .06          | .29         | .06          |   |                  | .02                            | .14   | .57                         | .60         |               |              |              |
| 16.2        | 19.9        | 20.0        | 21.1        | 20.8        | 12.0         | 21.1        | 16.0         | 13.7        | 16.0         |   |                  | 18.0                           | 17.1  | 7.7                         | 7.8         |               |              |              |

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.

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

REGISTER EXCEPTIONS: 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 Belknep Street and Omaha connection expecting to find track occupied, and will not exceed ten (10) miles per hour over switches at Belknep Street.

Second and inferior class trains will move with great care between Winter and Belknep 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 Belknep 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.

SECOND SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

| FIRST CLASS |             |              |             |             |              |             |             |             | Water, Fuel, Scales,<br>Turn Tables, Wyes<br>and Yard Limits. | Station Numbers. | Distance from<br>Garfield Ave. | Time Table No. 152<br>September 28, 1930<br>Succeeding No. 151. | Distance from<br>Central Ave. | Car Capacity<br>of Slings. | FIRST CLASS |              |             | THIRD CLASS    |  |  |
|-------------|-------------|--------------|-------------|-------------|--------------|-------------|-------------|-------------|---|------------------|--------------------------------|---|-------------------------------|----------------------------|-------------|--------------|-------------|----------------|--|--|
| 66          | 36          | 94           | 58          | 52          | 96           | 20          | 34          | 54          |   |                  |                                |   |                               |                            | 24          | 90           | 56          | 732            |  |  |
| N. P.<br>66 | G. N.<br>36 | Omaha<br>511 | N. P.<br>58 | N. P.<br>51 | Omaha<br>503 | G. N.<br>20 | G. N.<br>34 | N. P.<br>53 |   |                  |                                |   |                               |                            | G. N.<br>24 | Omaha<br>307 | N. P.<br>56 | N. P.<br>731   |  |  |
| Passenger   | Passenger   | Passenger    | Passenger   | Passenger   | Passenger    | Passenger   | Passenger   | Passenger   |   |                  |                                |   |                               |                            | Passenger   | Passenger    | Passenger   | Way<br>Freight |  |  |
| Daily       | Daily       | Daily        | Daily       | Daily       | Daily        | Daily       | Daily       | Daily       | Daily   | Daily            | Daily                          | Daily   | Ex. Sun.                      |                            |             |              |             |                |  |  |
|             |             |              | A 8.42A     | A 11.58A    |              |             |             | A 7.22P     |   | 0.0              | GARFIELD AVE.                  | 7.3   |                               | A 11.27P                   |             |              |             |                |  |  |
|             |             |              | 8.40        | 11.54       |              |             |             | 7.19        | WCO<br>TYX  | 0.8              | RICES POINT                    | 6.5   | Yard                          | 11.25                      | A 11.15A    |              |             |                |  |  |
|             | A 7.38A     | A 8.00A      | 8.39        | 11.52       | A 12.13P     | A 2.18P     | A 5.53P     | 7.17        |   | 1.3              | BRIDGE SWITCH                  | 6.0   | A 8.23P                       | A 8.13P                    | 11.24       | 11.12        |             |                |  |  |
|             | 7.34        | 7.55         | 8.36        | 11.49       | 12.09        | 2.14        | 5.49        | 7.14        |   | 2.2              | ELEVATOR STATION               | 5.1   | 8.19                          | 8.09                       | 11.21       | 11.08        |             |                |  |  |
|             | 7.32        | L 7.50A      | 8.34        | 11.46       | L 12.05P     | 2.12        | 5.47        | 7.12        |   | 2.9              | OMAHA CONN.                    | 4.4   | 8.16                          | L 8.05P                    | 11.19       | 11.05        |             |                |  |  |
| As 5.47A    | s 7.30      |              | s 8.33      | s 11.45     |              | s 2.10      | s 5.45      | s 7.11      | X   | 3.2              | BY SUPERIOR U. D.              | 4.1   | s 8.15                        |                            | s 11.18     |              |             |                |  |  |
| 5.40        | 7.27        |              | 8.30        | 11.44       |              | 2.06        | 5.41        | 7.09        |   | 3.6              | BELKNAP STREET                 | 3.7   | 8.11                          |                            | 11.15       | 11.02        |             |                |  |  |
| L 5.29A     | L 7.16A     |              | L 8.19A     | L 11.35A    |              | L 1.58P     | L 5.33P     | L 7.00P     | WYX   | 7.3              | AJ CENTRAL AVENUE DN           | 0.0   | L 8.03P                       |                            | L 11.05P    | L 10.45A     |             |                |  |  |
| Daily       | Daily       | Daily        | Daily       | Daily       | Daily        | Daily       | Daily       | Daily       |   |                  |                                |   | Daily                         | Daily                      | Daily       | Ex. Sun.     |             |                |  |  |
| .18         | .22         | .10          | .23         | .22         | .08          | .20         | .20         | .22         |   |                  | Time Over Sub-Division         |   | .20                           | .08                        | .22         | .30          |             |                |  |  |
| 18.6        | 16.3        | 9.8          | 19.0        | 19.9        | 12.0         | 18.0        | 18.0        | 19.9        |   |                  | Average Speed Per Hour         |   | 18.0                          | 12.0                       | 19.9        | 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 INSTUCTIONS PAGE 7.

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 with restricted speed 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, G. 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<br>(DULUTH AND SUPERIOR TERMINAL) |                       |                |                |                 |                |       |     |   |   | EASTWARD |   |                        |         |         |          |          |         |  |  |             |                |                       |                 |                |                |
|----------|--------|--|-----------------------|----------------|----------------|-----------------|----------------|-------|-----|---|---|----------|---|------------------------|---------|---------|----------|----------|---------|--|--|-------------|----------------|-----------------------|-----------------|----------------|----------------|
|          |        | FIRST CLASS  |                       |                |                |                 |                |       |     | Time Table No. 152<br>September 28, 1930<br>Succeeding No. 151. |   |          |   |                        |         |         |          |          |         |  |  | FIRST CLASS |                |                       |                 |                |                |
|          |        | 65   | 309                   | 317            | 313            | 321             | 311            |       |     | STATIONS  |   |          |   |                        |         |         |          |          |         |  |  | 66          | 318            | 310                   | 322             | 312            | 314            |
|          |        | N. P.<br>65  | D. S. S.<br>& A.<br>8 | Soo Line<br>18 | Soo Line<br>63 | Soo Line<br>163 | Soo Line<br>61 |       |     | Telegraph Offices and Calls                                     |   |          |   |                        |         |         |          |          |         |  |  | N. P.<br>66 | Soo Line<br>17 | D. S. S.<br>& A.<br>7 | Soo Line<br>162 | Soo Line<br>60 | Soo Line<br>62 |
|          |        | Passenger  | Passenger             | Passenger      | Passenger      | Passenger       | Passenger      |       |     | Passenger   |   |          |   |                        |         |         |          |          |         |  |  | Passenger   | Passenger      | Passenger             | Passenger       | Passenger      | Passenger      |
|          |        | Daily  | Daily                 | Daily          | Daily          | Ex. Sun.        | Ex. Sun.       |       |     | Daily   |   |          |   |                        |         |         |          |          |         |  |  | Daily       | Daily          | Daily                 | Ex. Sun.        | Ex. Sun.       | Daily          |
| L        | 11.50P |  |                       |                |                |                 |                | WYX   | L 5 | 0.0   | WEST DULUTH JCT. P                          | 3.6      | A | 6.03A                  |         |         |          |          |         |  |  |             |                |                       |                 |                |                |
|          | 11.53  |  |                       |                |                |                 |                |       |     | 0.6   | ZENITH FURNACE                              | 3.0      |   | 6.01                   |         |         |          |          |         |  |  |             |                |                       |                 |                |                |
| L        | 11.55P | L 8.17P  | L 5.43P               | L 1.44P        | L 10.50A       | L 7.46A         |                |       |     | 1.3   | Soo Line<br>DW&P BERWIND JCT. Conn.         | 2.3      | A | 5.58                   | A 7.46A | A 5.16A | A 4.35P  | A 5.04P  | A 5.30P |  |  |             |                |                       |                 |                |                |
|          |        |  |                       |                |                |                 |                |       |     | 1.8   | Interlocked<br>(GRASSY POINT<br>DRAWBRIDGE) | 1.8      |   |                        |         |         |          |          |         |  |  |             |                |                       |                 |                |                |
|          | 12.02A | A 8.27P  | A 5.49P               | A 1.50P        | A 10.56A       | A 7.52A         |                |       |     | 3.3   | Interlocked<br>L. S. T. & T. RY. JCT.       | 0.3      | L | 5.49                   | L 7.39A | L 5.08A | L 4.28P  | L 4.57P  | L 5.24P |  |  |             |                |                       |                 |                |                |
| As       | 12.06A |  |                       |                |                |                 |                | WB 67 |     | 3.6   | SUPERIOR U. D. D                            | 0.0      | L | 5.47A                  |         |         |          |          |         |  |  |             |                |                       |                 |                |                |
|          |        | Daily  | Daily                 | Daily          | Daily          | Ex. Sun.        | Ex. Sun.       |       |     |   |   |          |   | Daily                  | Daily   | Daily   | Ex. Sun. | Ex. Sun. | Daily   |  |  |             |                |                       |                 |                |                |
|          |        | .16  | .10                   | .06            | .06            | .06             | .06            |       |     |   |   |          |   | .16                    | .07     | .08     | .07      | .07      | .08     |  |  |             |                |                       |                 |                |                |
|          |        | 13.5   | 12.0                  | 20.0           | 20.0           | 20.0            | 20.0           |       |     |   |   |          |   | 13.5                   | 17.1    | 16.0    | 17.1     | 17.1     | 20.0    |  |  |             |                |                       |                 |                |                |
|          |        | 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 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<br>(DULUTH AND SUPERIOR TERMINAL) |  |  |                |           |           |  |  |   |  | EASTWARD |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|----------|--|---|--|--|----------------|-----------|-----------|--|--|---|--|----------|--|------|--|--|------|--|--|------|--|-------------|-----------|----------|--------------|--|--|
|          |  | THIRD CLASS   |  |  | FIRST CLASS    |           |           |  |  | Time Table No. 152<br>September 28, 1930<br>Succeeding No. 151. |  |          |  |      |  |  |      |  |  |      |  | FIRST CLASS |           |          | SECOND CLASS |  |  |
|          |  |   |  |  | 731            | 53        | 51        |  |  | STATIONS  |  |          |  |      |  |  |      |  |  |      |  | 54          | 52        | 732      |              |  |  |
|          |  |   |  |  | Way<br>Freight | Passenger | Passenger |  |  | Telegraph Offices and Calls                                     |  |          |  |      |  |  |      |  |  |      |  | Passenger   | Passenger | Freight  |              |  |  |
|          |  |   |  |  | Ex. Sun.       | Daily     | Daily     |  |  | Pass. Station<br>SP EAST END D                                  |  |          |  |      |  |  |      |  |  |      |  | Daily       | Daily     | Ex. Sun. |              |  |  |
|          |  |   |  |  |                |           |           |  |  | C. St. P. M. & O. Crossing<br>Interlocked 1.8 Track Conn.       |  |          |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|          |  |   |  |  |                |           |           |  |  | HILL AVE.   |  |          |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|          |  |   |  |  |                |           |           |  |  | SOO LINE CROSSING   |  |          |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|          |  |   |  |  |                |           |           |  |  | Interlocked 1.1 Track Conn.                                     |  |          |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|          |  |   |  |  |                |           |           |  |  | AJ CENTRAL AVE. DN  |  |          |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|          |  |   |  |  | Ex. Sun.       | Daily     | Daily     |  |  | Time Over Sub-Division  |  |          |  |      |  |  |      |  |  |      |  | Daily       | Daily     | Ex. Sun. |              |  |  |
|          |  |   |  |  | .15            | .10       | .10       |  |  |   |  |          |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|          |  |   |  |  | 16.0           | 24.0      | 24.0      |  |  |   |  |          |  |      |  |  |      |  |  |      |  |             |           |          |              |  |  |
|          |  | Average Speed Per Hour                                |  |  |                |           |           |  |  |   |  |          |  | 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.**

**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 Sun-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 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 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 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.
- 14.—The following letters when placed after the figures of schedule indicate:  
"A"—AM  
"P"—PM

**AUTHORIZED SURGEONS:—**

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 | Residence Telephone |
| Broad 1458R1     | Broad 161           |
| Broad 65         | Broad 532           |
| Broad 65         | Broad 192           |
| Melrose 1089     | Hemlock 3954W       |
| Melrose 1089     | Hemlock 1955        |
| Melrose 458      | Melrose 1157        |
| Melrose 458      | 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, 416 West Superior St.  
 E. E. ESTERLY,, Duluth, 1919 W. Superior St.  
 W. F. HURST, West Duluth, 301 N. Central Ave.  
 L. J. HOWATT, 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 Jet. 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.

**C. T. SPONSEL,**  
 Ass't Superintendent.

**H. J. COUNCILMAN,**  
 Trainmaster.

**GEORGE STEINER,**  
 Chief Dispatcher.

