

# NORTHERN PACIFIC RAILWAY COMPANY.

**DULUTH AND SUPERIOR TERMINALS**

# TIME **169** TABLE

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

**SUNDAY, SEPTEMBER 25, 1932.**

**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.

**F. R. BARTLES,**  
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, Routes, Turn Tables, Ways and Yard Limits.	Station Numbers.	Distance from East D. M. & N. Jct.	Time Table No. 169 September 25, 1932 Succeeding No. 168.		Distance from Fond du Lac.	FIRST CLASS			SECOND CLASS		THIRD CLASS	
55	401	201	407	61	51	405				303	57		65	623	627	723			
N. P. 55	D. M. & N. 12	D. M. & N. 1	D. M. & N. 10	N. P. 61	N. P. 52	D. M. & N. 6				D. W. & P. 19	N. P. 57		N. P. 65	N. P. 623	N. P. 627	N. P. 723			
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger		Passenger	Froight	Froight	Way Freight			
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mo., Wed. and Fri.						
	L 7.55AM		L 7.50AM			L 5.31PM			0.0	EAST D. M. & N. JCT.	15.1								
	L 7.15AM	A 8.00AM	L 8.30AM	A 7.55AM	L 1.50PM	L 2.35PM	A 5.35PM	WCO	0.9	DU DULUTH DN	14.2	Yard	L 7.30PM	L 11.30PM	L 5.30PM	L 8.00PM			
	A 7.18AM		8.33		1.53	A 2.39PM		TYX	1.0	DU DULUTH DN	14.2		A 7.33PM	11.33	A 5.33PM	8.04			
			8.34		1.55			L 2	0.3	DU GARFIELD AVE.	13.2		7.06	f 11.35		8.05			
			A 8.36AM		1.56			L 02	0.6	DU 20TH AVE.	12.9		7.07	11.37		8.07			
									0.8	DU WEST D. M. & N. JCT. Interlocked	12.3					5.33			
									0.8	DU SOO LINE CROSSING Interlocked	11.5								
					2.00				0.8	DU D. W. & P. JCT. Interlocked	10.7		A 7.14PM	11.40		8.13			
					2.05			L 04	0.7	DU WEST DULUTH DN	10.0			s 11.44		8.16			
					A 2.08PM			WYX	0.7	DU WEST DULUTH JCT. P	9.3			A 11.50PM	A 8.20PM	A 5.45AM			
									1.2	DU D. T. CROSSING	8.1								
									1.1	DU RIVERSIDE	7.0								
								LB 2	0.4	DU SPIRIT LAKE	6.6								
								LB 3	1.2	DU MORGAN PARK	5.4								
									1.0	DU Minn. Steel Co. Crossing									
									1.0	DU BOAT CLUB	4.4								
								LB 5	1.7	DU NEW DULUTH P	2.7								
								LB 8	2.7	DU FOND DU LAC	0.0								
Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily							Daily	Daily	Daily	Mo., Wed. and Fri.			
.03	.05	.06	.05	.18	.04	.04				Time Over Sub-Division			.10	.03	.20	.03			
20.0	10.8	19.0	10.8	16.3	15.0	13.5				Average Speed Per Hour			15.0	20.0	14.7	20.0			

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 727 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 heavier than class L-7 engines not permitted. Speed restricted to six (6) miles per hour over bridge 4.  
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									Waters, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distances from East D. M. & N. Jct.	Time Table No. 169 September 25, 1932 Succeeding No. 168.			Distances from Fond du Lac.	Car Capacity of Sidings.	FIRST CLASS		SECOND CLASS		THIRD CLASS	
66	304	400	58	52	62	204	404	402				STATIONS					56	626	628	724		
N. P. 66	D. W. & P. 20	D. M. & N. 5	N. P. 58	N. P. 51	N. P. 62	D. M. & N. 2	D. M. & N. 9	D. M. & N. 11				Telegraph Offices and Calls					N. P. 56	C. M. St. P. & P. 626	N. P. 628	N. P. 724		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger									Passenger	Freight	Freight	Way Freight		
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily				Daily	Daily	Daily	Tue. Thu. and Sat.							
		A 8.39AM					A 5.05PM	A 5.45PM	0.0	EAST D. M. & N. JCT.	15.1											
A 6.30AM		L 8.35AM	A 9.35AM	A 12.01PM	A 1.20PM	A 4.50PM	L 5.00PM	L 5.40PM	0.9	DU DULUTH DN	14.2	Yard	A 11.30PM		A 5.30AM							
6.25	A 8.13AM		L 9.32AM	L 11.58AM	1.18	4.47			1.9	GARFIELD AVE.	13.2		L 11.27PM		5.20							
S 6.22	8.10				S 1.17	4.46			2.2	20TH AVE.	12.9			A 5.10AM	5.15	A 12.30PM						
6.19	8.09				1.16	L 4.44PM			2.8	WEST D. M. & N. JCT.	12.3			5.03	5.08	12.26						
									3.6	Interlocked	11.5											
6.14	L 8.03AM				1.12				4.4	Interlocked	10.7			4.53	5.02	12.21						
S 6.12					S 1.10				5.1	Interlocked	10.0			4.50	5.00	12.18						
L 6.03AM					L 1.07PM				5.8	WU WEST DULUTH DN	9.3			L 4.45AM	L 4.55AM	L 12.15PM						
									7.0	WEST DULUTH JCT. P	8.1											
									8.1	D. T. CROSSING	7.0											
									8.5	RIVERSIDE	6.6											
									9.7	LB 2 SPIRIT LAKE	5.4											
									10.7	LB 3 MORGAN PARK	4.4											
									12.4	Minn. Steel Co. Crossing	2.7											
									15.1	BOAT CLUB	0.0											
										LB 5 NEW DULUTH P												
										LB 8 FOND DU LAC												
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Time Over Sub-Division			Daily	Daily	Daily	Tue. Thu. and Sat.							
.27	.10	.04	.03	.03	.13	.06	.05	.05	Average Speed Per Hour			.03	.25	.35	.15							
10.9	15.0	13.5	20.0	20.0	22.6	19.0	10.8	10.8				20.0	8.6	8.4	14.4							

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.

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:

Between Fond du Lac and Power Plant, trains before using this track will call up Upper Power Plant (Douglas 50), from New Duluth, and secure permission.

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. Switch at west end wye will be kept set and locked for First Sub-Division.

WESTWARD

SECOND SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS							Water, Fuel, Stales, Tires, Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Garfield Ave.	Time Table No. 169 September 25, 1932 Succeeding No. 168.		FIRST CLASS		SECOND CLASS		
55	23	51	19	93	57	89				STATIONS	Distance from Central Ave.	Car Capacity of Sidings.	35	65	623	625
N. P. 55	G. N. 23	N. P. 52	G. N. 19	Omaha 512	N. P. 57	Omaha 610							G. N. 35	N. P. 65	N. P. 623	C. M. St. P. & P. 625
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		
L 7.18AM		L 2.39PM			L 7.33PM			0.0					L 5.33PM			
7.21		2.41			7.35		WCO TYX	L 1	0.8				5.34	L 8.00PM		
7.23	L 8.32AM	2.43	L 4.07PM	L 5.43PM	7.36	L 7.35PM			1.3		L 9.07PM		5.36	8.05		
7.26	8.37	2.46	4.11	5.46	7.39	7.38			2.2		9.10		5.39	8.09		
7.28	8.39	2.48	4.14	A 5.49PM	7.41	A 7.40PM			2.9		9.12		5.41	8.11		
S 7.29	S 8.40	S 2.49	S 4.15		S 7.42		X	WB 67	3.2		S 9.15	L 12.06AM				
7.31	8.41	2.50	4.16		7.44				3.6		9.16	12.10	5.52	8.20		
A S 7.40AM	A S 8.50AM	A S 3.00PM	A 4.24PM		A S 7.55PM		WYX	67	7.3		A S 9.25PM	A S 12.20AM	A S 6.30PM	A 8.50PM		
Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily		
.22	.18	.21	.17	.06	.22	.05					.18	.14	.57	.50		
19.9	20.0	20.8	21.1	16.0	19.9	19.2					20.0	17.1	7.7	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.

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

REGISTER EXCEPTIONS: At Central Avenue Eastward trains register by card, Form 608, and will not require clearance unless train order signal is displayed at stop or caution. Westward Trains register by card, Form 608.

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.

SECOND SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

EASTWARD

FIRST CLASS							Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Garfield Ave.	Time Table No. 169 September 25, 1932 Succeeding No. 168			Distance from Central Ave.	Car Capacity of Siding.	FIRST CLASS	
66	94	36	58	52	96	24				STATIONS					20	56
N. P. 66	Omaha 511	G. N. 36	N. P. 58	N. P. 51	Omaha 503	G. N. 24				Telegraph Offices and Calls					G. N. 20	N. P. 56
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger									Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily					
			A 9.32AM	A 11.58AM				0.0	GARFIELD AVE.	7.3		A 11.27PM				
			9.30	11.54			WCO TYX	0.8	RICES POINT	6.5	Yard		11.25			
	A 7.47AM	A 8.13AM	9.28	11.52	A 1.13PM	A 2.18PM		1.3	BRIDGE SWITCH	6.0		A 8.23PM	11.24			
	7.43	8.09	9.25	11.49	1.09	2.14		2.2	ELEVATOR STATION	5.1		8.19	11.21			
	L 7.41AM	8.07	9.23	11.46	L 1.06PM	2.12		2.9	OMAHA CONN.	4.4		8.16	11.19			
A s 5.40AM		s 8.05	s 9.21	s 11.45		s 2.10	X	3.2	BY SUPERIOR U. D.	4.1		s 8.15	s 11.18			
5.38		8.01	9.20	11.44		2.06	WB67	3.6	BELKNAP STREET	3.7		8.11	11.15			
L 5.29AM		L 7.48AM	L 9.10AM	L 11.35AM		L 1.58PM	WYX	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	L 8.03PM	L 11.05PM			
Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily			
.11	.06	.25	.22	.23	.07	.20			Time Over Sub-Division			.20	.22			
22.3	13.7	14.4	19.9	19.0	13.7	18.0			Average Speed Per Hour			18.0	19.9			

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, C. St. P. M. & O.

SPEED RESTRICTION: At Minnesota and Wisconsin drawbridges twenty (20) miles per hour.

The two-arm semaphore on westward track east of Elevator Station is route indication.

- Top arm, straight main line.
- Bottom arm, Great Northern freight track.

Derrails are located as follows:

- At approach to Elevator Station from east and west.
- At approach to Minnesota draw from Duluth.
- All trains in both directions will come to a full stop before entering onto Wisconsin draw.

All eastward trains will come to a full stop before entering onto Minnesota draw.

If proceed signal is received at the approach to Minnesota draw from the east, it will not be necessary to stop for such draw, it being protected by derail.

- Dwarf signals are of modern, upward quadrant type and govern movements against current of traffic
- Horizontal, red light, stop.
- Vertical, green light, caution.



**SPECIAL INSTRUCTIONS.**

(Note Changes.)

1. Second class and inferior trains may run ahead of delayed first class trains between West Duluth Junction and Duluth, Superior and Rice's Point, West Duluth Junction and Superior, Superior and East End, without orders.
2. All inferior to first class trains may run ahead of each other without orders.
3. Clearance Form A will not be required at Rice's Point Yard, Superior Freight Station or Superior Union Depot.
4. Extra trains, work extras and switch engines do not require train orders for movement between West Duluth Junction and Duluth, between Central Avenue and Rice's Point, between Central Avenue and East End, nor between West Duluth Jct. and Superior.
5. A Brakeman or Flagman must be stationed on the rear car of all trains, at all times, and be provided with proper flagging equipment. In case train is stopped on main track, Flagman must go back immediately with stop signals a sufficient distance to insure full protection to his train. Conductors and switch foremen will be held responsible for the strict observance of this rule.
6. To insure personal safety, Telegraphers having train orders or messages to deliver to passing trains, will stand to the right hand side of the train and avoid standing between tracks when possible to do so.
7. All trains must move within yard limits prepared to stop unless the main track is seen or known to be clear.
8. The D. T. main track is the northmost track between the Boston Coal Dock crossing and connection with Grassy Point main track. All switches leading from this track, when not in use, will be left lined for same.

9. All train crews, switch crews and light engines using D. T. main track from connection of Missabe coal dock with this track to east end of Zenith Furnace Company's lead, on Grassy Point line, will move in both directions under full control, expecting to find the D. T. main track occupied.

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

**11. Bridge Restrictions.**

Speed will be restricted over St. Louis Bridge between Duluth and Superior to twenty (20) miles per hour.

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"	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.

N. P. 571

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO. 42

LAKE SUPERIOR DIVISION Duluth - March 20th 1933

ALL CONCERNED,

DULUTH & SUPERIOR TERMINALS.

Effective 12:01 AM, Sunday, March 26th, and during the continuance of DULUTH & SUPERIOR TERMINALS' TIME TABLE No. 169, Trains #311, 312, 314 and 318, shown on Page (6), will operate between Berwind Junction and L. S. T. & T. Railway Jct., as follows:

WESTWARD		EASTWARD		
311 (Soo 163) MIXED EX. SUN.		318 (Soo 17) PASS DAILY	314 (Soo 62) PASS DAILY	312 (Soo 162) MIXED EX. SUN.
Lv. 7:39 AM	BERWIND JCT.	Ar. 8:16 AM	6:06 PM	5:35 PM
Ar. 7:47 AM	LST&T RY. JCT.	Lv. 8:09 AM	5:59 PM	5:28 PM

BULLETIN NO. 34, January 1st, accordingly cancelled.

G. H. JACOBUS

Superintendent

BULLETINS NOS. - 1-2-4-6 to 26, 28 to 33, and 35 to 41 inclusive, STILL IN EFFECT.

POSTED M  
March 1933

BB's - 1-2-3-4-5-6-7-8-9-10-11-  
12-13-14-15-16-17-18-19-

Cy- GNS-CTS-HJC-GS-NPW-HEM-WHS-DF-WSK-AR-  
PHM-EEN-EJJ-TJJ-GHL-CEU-EDJ-FDK-CDE-  
JHMCK-CJB-GE-EHB-GFH-AJS-Berwind Jct.

I hereby acknowledge receipt of LAKE SUPERIOR Division Bulletin No. 42 Which was posted at (Location)

(Place) (Time) (Date)

SIGNED

N. P. 571

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO. 51

LAKE SUPERIOR DIVISION Duluth - May 24th 1933

ALL CONCERNED,

DULUTH & SUPERIOR TERMINALS.

Effective Monday, May 29th, and during the continuance of current DULUTH & SUPERIOR TERMINALS' TIME TABLE NO. 169, TRAINS #405 (DM&N #6) and #402 (DM&N #11) will operate as follows:

WESTWARD		EASTWARD	
NO. 405 (DM&N #6) (PASSENGER) (DAILY)		NO. 402 (DM&N #11) (PASSENGER) (DAILY)	
Lv. 5:16 PM	EAST DM&N JCT.	Ar. 5:30 PM	
Ar. 5:20 PM	DULUTH	Lv. 5:25 PM	

G. H. JACOBUS

Superintendent

BULLETINS NOS. - 1-2-4-6 to 26, 28 to 33, 35 to 39, and 41 to 50 inclusive - STILL IN EFFECT.

POSTED M

May 1933

BB's - 1-2-3-4-5-6-7-8-9-10-11-  
12-13-14-15-16-17-18-19-

Cy- GNS-CTS-HJC-GS-WHS-NPW-HEM-DF-  
WSK-PHM-EEN-EJJ-TJJ-GHL-CEU-FDK-  
EDJ-CDS-JHMCK-CJB-GE-EHB-GFH-AJS-

I hereby acknowledge receipt of LAKE SUPERIOR Division Bulletin No. 51 Which was posted at (Location)

(Place) (Time) (Date)

SIGNED



N. P. 571

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO. 35

LAKE SUPERIOR DIVISION Duluth - January 10th 1933

A L L C O N C E R N E D,

DULUTH & SUPERIOR TERMINALS.

Effective Sunday, January 15th, and during the continuance of DULUTH & SUPERIOR TERMINALS' TIME TABLE NO. 169, Train No. 96 (OMAHA #503) will operate as follows:

Lv. OMAHA CONNECTION	12:04 PM
ELEVATOR STATION	12:07 PM
Ar. BRIDGE SWITCH	12:11 PM

G. H. JACOBUS  
Superintendent

BULLETINS NOS. 1 to 34 INCLUSIVE  
STILL IN EFFECT.

POSTED \_\_\_\_\_ M

January \_\_\_\_\_ 1933

BB's - 1-2-3-4-5-6-7-8-9-10-11-  
12-13-14-15-16-17-18-19-  
Cy- GNS-CTS-HJC-GS-NPW-HEM-WHS-DF-  
WSK-PHM-EEN-EJJ-TJJ-GHL-CEU-  
EDJ-FDK-CDS-JHMCK-CJB-GE-EHB-  
GFH-AJS-AR-

I hereby acknowledge receipt of LAKE SUPERIOR Division  
Bulletin No. 35 which was posted at \_\_\_\_\_  
(Location)

\_\_\_\_\_  
(Place) (Time) (Date)

SIGNED \_\_\_\_\_

N. P. 571

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO. 34

LAKE SUPERIOR DIVISION Duluth - January 1st 1933

A L L C O N C E R N E D,

DULUTH & SUPERIOR TERMINALS.

Effective January 1, 1933, and during the continuance of DULUTH & SUPERIOR TERMINALS' TIME TABLE NO. 169, TRAINS 311 AND 318 will operate as follows:

<u>WESTWARD</u>		<u>EASTWARD</u>	
<u>NO. 311 (SOO #51)</u>		<u>NO. 318 (SOO #17)</u>	
Lv. 7:39 AM	BERWIND JCT.	Ar. 8:16 AM	
Ar. 7:47 AM	LST&T RY. JCT.	Lv. 8:09 AM	

G. H. JACOBUS  
Superintendent

POSTED \_\_\_\_\_ M

\_\_\_\_\_ 19 \_\_\_\_\_

BB's - 1-2-3-4-5-6-7-8-9-10-11-  
12-13-14-15-16-17-18-19-  
Cy- GNS-CTS-HJC-GS-NPW-HEM-WHS-DF-  
WSK-PHM-EEN-EJJ-TJJ-GHL-CEU-  
EDJ-FDK-CDS-JHMCK-CJB-GE-EHB-  
GFH-AJS-Berwind Jct.

I hereby acknowledge receipt of LAKE SUPERIOR Division  
Bulletin No. 34 which was posted at \_\_\_\_\_  
(Location)

\_\_\_\_\_  
(Place) (Time) (Date)

SIGNED \_\_\_\_\_

N. P. 571

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN NO. 33

LAKE SUPERIOR DIVISION Duluth - January 1st 1933

A L L C O N C E R N E D,

DULUTH & SUPERIOR TERMINALS.

Effective Sunday, January 8, 1933, and during  
the continuance of DULUTH & SUPERIOR TERMINALS' TIME TABLE  
NO. 189 -

TRAIN NO. 303 (DW&P #19) SUNDAYS

AND

TRAIN NO. 304 (DW&P #20) MONDAYS

DISCONTINUED

G. H. JACOBUS

Superintendent

POSTED \_\_\_\_\_ M

January \_\_\_\_\_ 1933

BB's - 1-2-3-4-5-6-7-8-9-10-11-  
12-13-14-15-16-17-18-19-  
Cy- GNS-CTS-HJC-GS-NFW-HEM-WHS-  
WSK-JEU-FDK-CDS-EDJ-JHMcK-CJB-  
PHM-EJJ-EHE-GFH-AJS-TJJ-GHL-EEN

I hereby acknowledge receipt of LAKE SUPERIOR Division  
Bulletin No. 33 which was posted at \_\_\_\_\_  
(Location)

\_\_\_\_\_  
(Place) (Time) (Date)

SIGNED \_\_\_\_\_

