

# NORTHERN PACIFIC RAILWAY COMPANY.

**DULUTH AND SUPERIOR TERMINALS**

# TIME **126** TABLE

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

**SUNDAY, JUNE 6, 1926.**

**For the Government of Employees 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.**

**C. L. NICHOLS,**  
General Manager.

**W. H. STRACHAN,**  
General Superintendent.

**W. C. SLOAN,**  
Superintendent.

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



WESTWARD

FIRST SUB-DIVISION  
(DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS											Water, Fuel, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers	Distance from D. & I. R. Jct.	TIME TABLE No. 126 June 6, 1926 Succeeding No. 125.						Distance from Fond du Lac	Car Capacity of Sidings	FIRST CLASS						SECOND CLASS		
305	401	55	201	53	61	403	63	51	203	303				59	57	65	405	407	717			625	627							
D. W. & P. 5	D. & I. R. 50	N. P. 55	D. M. & N. 1	N. P. 54	N. P. 61	D. & I. R. 2	N. P. 63	N. P. 52	D. M. & N. 3	D. W. & P. 19				N. P. 59	N. P. 57	N. P. 65	D. & I. R. 52	D. & I. R. 62	N. P. 717			C. M. & St. P. 625	N. P. 627							
Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr				Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Mixed			Freight	Freight							
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily												
AM	AM	AM	AM	AM	AM	PM	PM	PM	PM							AM	PM	PM												
L 8-20	A 8-25	L 8-30	L 8-00	L 8-40	L 8-35	A 6-55	L 2-00	L 3-00	L 3-50	0.0	D. & I. R. JCT.	15.1	PM	PM	PM	PM	L 9-40	L 12-25												
										0.9	DULUTH	14.2	Yard	L 5-00	L 5-30	L 11-30	A 9-45	A 12-30												
L 9-08		A 8-33	8-03	A 8-43	8-38		2-02	A 3-04	3-53	1.0	GARFIELD AVE.	13.2		L 7-09	A 5-03	A 5-33	11-34													
9-09			8-04		8-39		2-03		3-54	0.3	20TH AVE.	12.9		7-10			11-35													
9-11		A 8-06			8-41		2-04		A 3-56	0.6	D. M. & N. JCT.	12.3		7-12			11-37													
										0.8	SOO LINE CROSSING	11.5																		
A 9-15					8-47		2-07			0.8	D. W. & P. JCT.	10.7		A 7-16			11-43													
					8-49		2-10			0.7	WEST DULUTH	10.0					11-46													
					A 8-52		A 2-12			0.7	WEST DULUTH JCT.	9.3					A 11-50													
										1.2	D. T. CROSSING	8.1																		
										1.1	RIVERSIDE	7.0						9-45												
										0.4	SPIRIT LAKE	6.6						9-47												
										1.2	MORGAN PARK	5.4						9-54												
										1.0	BOAT CLUB	4.4																		
										1.7	NEW DULUTH	2.7						10-11												
AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	2.7	FOND DU LAC	0.0		PM	PM	PM	PM	PM												
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily												
.07	.05	.03	.06	.03	.17	.04	.12	.04	.06		Time Over Sub-Division			.07	.03	.03	.20	.05	.05											
21.4	10.8	20.0	19.0	20.0	17.2	13.5	24.5	15.0	19.0		Average Speed Per Hour			21.4	20.0	20.0	14.7	10.8	10.8											

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN DULUTH AND WEST DULUTH JUNCTION.  
AUTOMATIC BLOCK SIGNALS FROM D. M. & N. JCT. TO WEST DULUTH JCT.

SPECIAL INSTRUCTIONS PAGE 6.

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

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

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

STANDARD TIME CLOCKS: Duluth Union Depot, Telegraph Office.  
Rice's Point yard office.

YARD LIMITS:

Duluth yard extends from connection with D. & I. R. Ry., at Fifth Ave. East, to the easterly end of the St. Louis River bridge, and from Garfield Avenue to the yard limit sign on the Third Sub-Division main track west of West Duluth Junction, and to Grassy Point bridge.

BRIDGE RESTRICTIONS:

Duluth to Fond du Lac no restrictions.  
Great Northern Power Co. track. Speed will be restricted on all bridges for S, S1, S3, S4 and S10 to eight (8) miles per hour.  
Engine classes T, Q1 and heavier will not be permitted.

DERAIL SWITCHES:

When not in use must be kept set in derailing position.  
Main track 110 feet west of Fond du Lac Depot.



FIRST SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

TIME TABLE No. 126 June 6, 1926. Succeeding No. 125. STATIONS. Table with columns for Class (First, Second), Station, Time, and various operational details.

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

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

SPECIAL INSTRUCTIONS PAGE 6.

AT DULUTH: Garfield Avenue, junction switches will be kept set for First Sub-Division. Rice's Point Yard, trains heading in and using the Dick tracks, Nos. 1 and 2, must not block the crossing at 19th Ave. West.

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.



WESTWARD

SECOND SUB-DIVISION. (DULUTH AND SUPERIOR TERMINAL)

FIRST CLASS

TIME TABLE No. 126

June 6, 1926

Succeeding No. 125.

STATIONS

Telegraph Offices and Calls.

FIRST CLASS

SECOND CLASS

THIRD CLASS

Main time table grid with columns for train numbers (55, 53, 23, 33, 63, 19, 51, 95, 93, 59, 57, 35), stations (Garfield Ave, Rice's Point, Bridge Switch, Elevator Station, Omaha Conn., Superior U. D., Belknap Street, Central Avenue), and arrival/departure times.

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 6.

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

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

REGISTER EXCEPTIONS: At Central Avenue Nos. 59, 63 and G. N. No. 19 will register by ticket, Form 608. At Central Avenue Eastward trains register by ticket, Form 608, and will not require clearance unless train order signal is displayed at stop or caution.

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

SPEED RESTRICTIONS: At Superior, all trains and engines will run under control 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 under control 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

TIME TABLE No. 126 June 6, 1926. Succeeding No. 125. STATIONS: GARFIELD AVE., RICES POINT, BRIDGE SWITCH, ELEVATOR STATION, OMAHA CONN., SUPERIOR U. D., BELKNAP STREET, CENTRAL AVENUE. Includes columns for First Class, Second Class, and Third Class with departure and arrival times.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION DOUBLE TRACK BETWEEN GARFIELD AVENUE AND OMAHA CONNECTION AND BETWEEN BELKNAP STREET AND CENTRAL AVENUE, EXCEPT OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE WHICH IS GOVERNED BY INTERLOCKING SIGNAL. AUTOMATIC BLOCK SIGNALS BETWEEN CENTRAL AVENUE AND 21ST STREET, SUPERIOR.

RULES GOVERNING MOVEMENT OF TRAINS OVER ST. LOUIS RIVER BRIDGE.

LOCATION OF SIGNALS.

SPECIAL INSTRUCTIONS PAGE 6.

Interlocking semaphore signals govern use of tracks between Bridge Switch and Elevator Station.

All semaphore signals are upper quadrant type with following indications:

Top arm, horizontal, red light, stop.

Diagonally upward or yellow light, caution.

Vertical, green light, proceed, clear.

With the exception of the three-arm semaphore located west of Minnesota draw on eastward track, and the two-arm semaphore located just east of Elevator Station on the westward track, a lower arm, half length, is provided, and following indications of this arm will govern:

Diagonally upward or yellow light, proceed under full control expecting a train immediately ahead or routes lined up for movement against current of traffic.

The three-arm semaphore on eastward track west of Minnesota draw indicates position of double track switch, position of draw and route.

Top arm, Northern Pacific.

Middle arm, Great Northern.

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

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

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

Top arm, straight main line.

Bottom arm, Great Northern freight track.

Derails are located as follows:

At approach to Elevator Station from east and west.

At approach to Minnesota draw from Duluth.

All trains in both directions will come to a full stop before entering onto Wisconsin draw.

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

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

Dwarf signals are of modern, upward quadrant type and govern movements against current of traffic.

Horizontal, red light, stop.

Vertical, green light, caution.



WESTWARD

THIRD SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

Table with columns for First Class (65-319), Stations, and First Class (66-320). Includes times, distances, and average speeds.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN BERWIND JCT. AND SUPERIOR.

SPECIAL INSTRUCTIONS, PAGE 6.

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 slow around east leg of wye and passing Zenith Furnace plant, looking out for switch engines working on main track. Junction switch will be kept set and locked for terminal First Sub-Division main track. East leg of wye is terminal Third Sub-Division main track and the switch at junction at east and west legs of wye will be kept set and locked for main track.

WESTWARD

FOURTH SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

EASTWARD

Table with columns for Third Class (729), Second Class (731), First Class (53-51), Stations, First Class (52-54), Second Class (732), and Third Class (730). Includes times, distances, and average speeds.

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN EAST END PASSENGER STATION AND EAST LEG OF WYE AT CENTRAL AVE.

INTERLOCKING PLANT: Central Avenue and East End. REGISTER STATION: Central Avenue. AT CENTRAL AVENUE: Switches at west end of double track will be kept set and locked for eastward trains. Switches at connection of Fourth and Second Terminal Sub-Divisions near depot will be kept set and locked for Second Sub-Division. Care will be taken by train and enginemen when using east leg of wye, as it is single track and on sharp curve; trains will not exceed four (4) miles per hour, and in foggy or stormy weather they will protect by flag.

AT EAST END: Switches at east end of double track, east of passenger station, will be kept set and locked for westward trains from First Sub-Division main track. The distant semaphore of interlocking signals governing movement of westward trains from First Sub-Division main track, is an automatic signal of upper quadrant type. When horizontal or red light, it indicates track or cross-overs between signal and passenger station in use. When diagonally upward or yellow light, caution. When vertical or green light, proceed.



### SPECIAL INSTRUCTIONS.

(Note Changes.)

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

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

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

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

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.

12. The following signs when placed in columns provided indicate:

- |                 |                          |
|-----------------|--------------------------|
| W—Water.        | D—Day office only.       |
| C—Fuel.         | DN—Day and night office. |
| O—Track scales. | P—Telephone.             |
| T—Turntable.    | X—Yard Limits.           |
| Y—Wye.          |                          |

**AUTHORIZED SURGEONS:—**

- Dr. C. S. KNOX, 219 Albany Block, Superior, East End,
- Dr. W. H. SCHNELL, 28 Columbia Bldg., Superior,
- Dr. F. C. SARAZIN, 28 Columbia Bldg., Superior,
- Dr. A. J. BRADEN, 400 Lyceum Bldg., Duluth.
- Dr. C. M. SMITH, 400 Lyceum Bldg., Duluth,
- Dr. O. E. HEIMARK, 2004 W. Superior St., Duluth,
- Dr. C. L. HANEY, 2004 W. Superior St., Duluth,
- Dr. GEORGE C. DOYLE, 2004 W. Superior St., Duluth,

- |                  |                     |
|------------------|---------------------|
| Office Telephone | Residence Telephone |
| East 67J         | East 67M            |
| Broad 65         | Broad 532           |
| Broad 65         | Broad 192           |
| Melrose 1089     | Hemlock 559         |
| Melrose 1089     | Hemlock 1955        |
| Melrose 458      | Calumet 184         |
| Melrose 458      | Melrose 579         |
| Melrose 458      | Calumet 515         |

**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.

**MAXIMUM CLEARANCES.**

**LIMIT OF LOAD MEASUREMENT.**

Height Above Top of Rail.

	Height Above Top of Rail.																			
	1 ft. Wide	2 ft. Wide	3 ft. Wide	4 ft. Wide	5 ft. Wide	6 ft. Wide	7 ft. Wide	7 ft. 6 in. Wide	8 ft. Wide	8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 2 in. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width	
First Sub-division, Duluth to Fond du Lac.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Second Sub-division, Garfield Ave. to Central Ave.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Third Sub-division, West Duluth Jct. to Superior U. D.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"
Fourth Sub-division, East End to Central Ave.....	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	21'-0"	11'-6"

**F. L. BIRDSALL,**  
Ass't Superintendent.

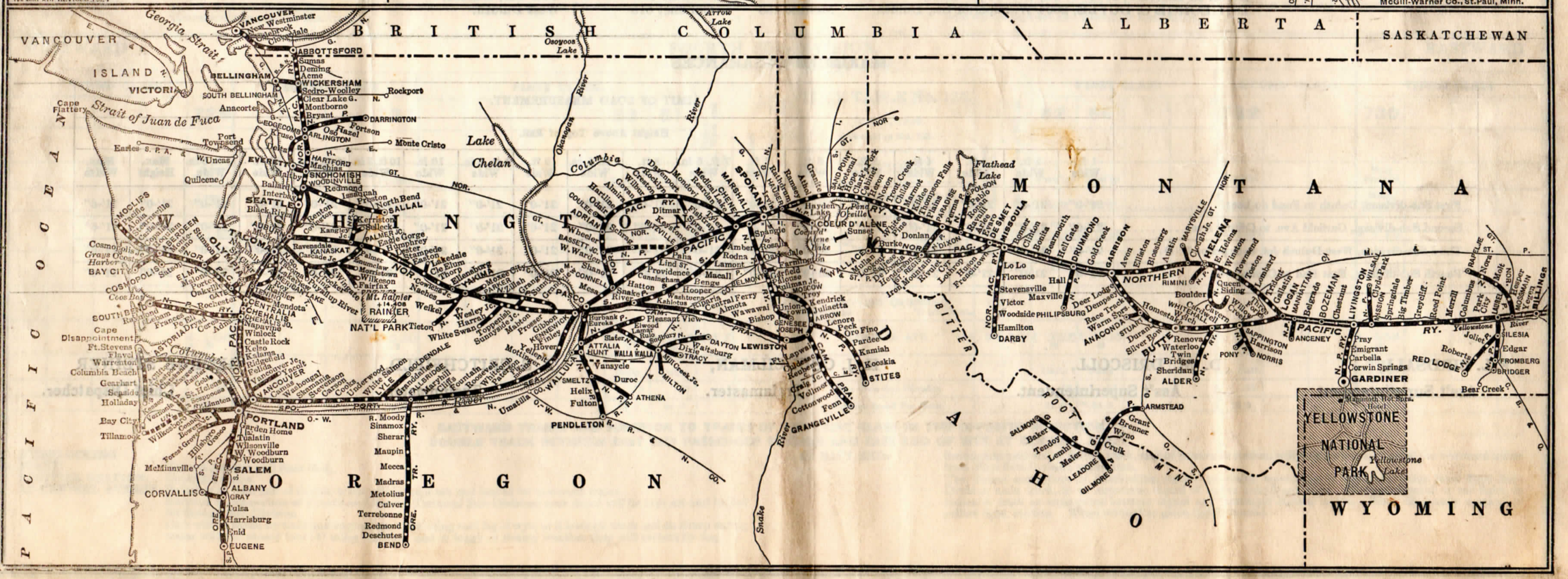
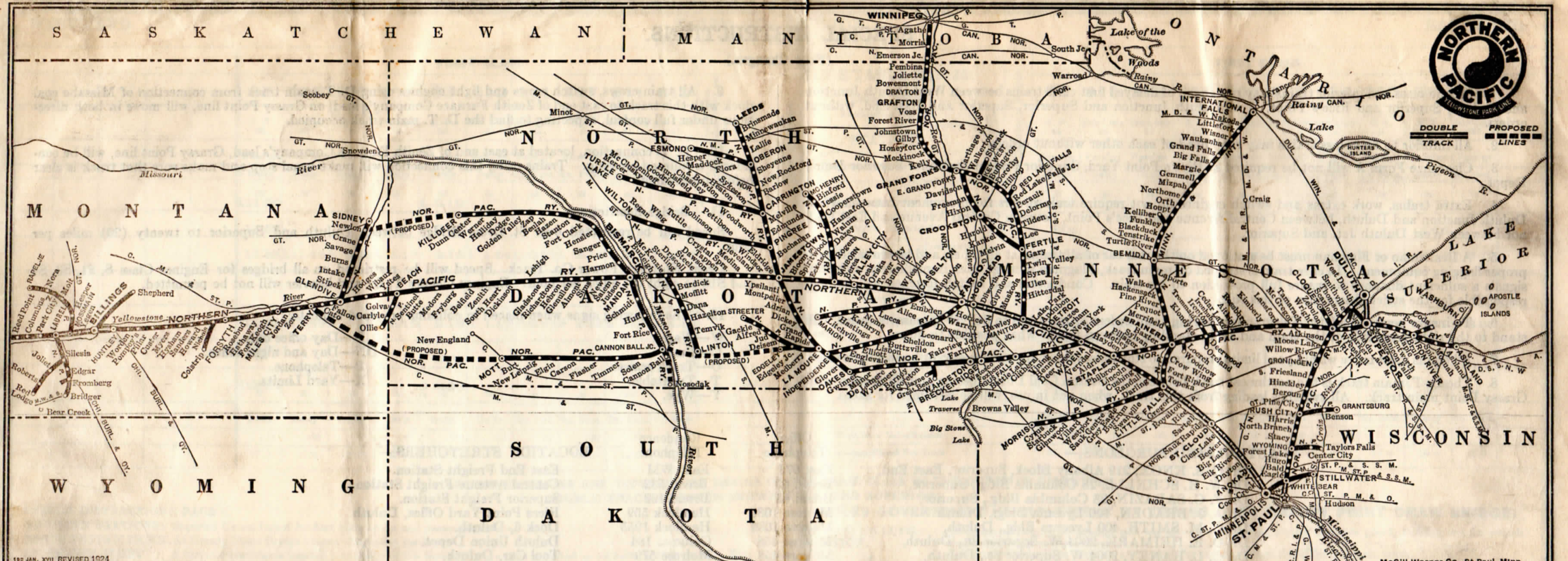
**D. M. DRISCOLL,**  
Ass't Superintendent.

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

**A. S. CRITCHFIELD,**  
Trainmaster.

**GEORGE STEINER**  
Chief Dispatcher.





192 JAN. XVII REVISED 1924

McGill-Warner Co., St. Paul, Minn.