# NORTHERN PACIFIC RAILWAY COMPANY.

DULUTH AND SUPERIOR TERMINALS

# TIME AND STABLE

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

SUNDAY, JUNE 6, 1926.

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.

C. L. NICHOLS, General Manager. W. H. STRACHAN, General Superintendent.

P. H. MCCAULEY,
General Superintendent of Transportation.

W. C. SLOAN,
Superintendent.

Duluth and Superior Terminals.

WESTWARD

### FIRST SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

						Acres 1	FIRST	CLAS	5					0				TIME TABLE No. 120	5 3				THE	FIRS	T CLAS	S	1 11 19	SE	COND CL	ASS
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				Permi	D. W. & P. 5	D.& I. R.	N. P.	D. M. & N.	N. P.	N. P. 61	D.& I. R.	N. P.	N. P. 52	D. M & N.	bles, Wy	Numbers	I. R. Jet.	Succeeding No. 125.	from Fe	D. V	. N.	P	N. P. 57	N. P. 65	D.& I. R.	D.& 1. R.		N. P. 717	C. M. & St. P. 625	N. F
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					AM	L 8.20		All		AM	L 6.51	PM	PE	PM			0.0	D. & I. R. JCT.	15.1		■ PI		PM	PI	9.40	L12.25			PM	PM
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		1000	Transco V									13 9				LB 5	12.4	WD NEW DULUTH D	2.7									s10·11		
					AM	44	4	AM		All	PM	PB	PE	PB		LB 8	15.1	FN FOND DU LAC D	0.0	PE	P		PM	PM	PM	PM		A10.30	PM	PM
11		MITTER DE			Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	101	2				Dai	y Da	ily I	Daily	Daily	Daily	Daily		Ex. Sun	Daily	Dai
					.07	.05	.03	.06	.03	.17	.04	.12	.04	.06		- 60	1000	Time Over Sub-Division			07	.03	.03	. 20	.05	.05		1.30	.20	
	7775	TY I		-	21.4	10.8	20.0	19.0	20.0	17.2	13.5	24.5	15.0	19.0			1/1	Average Speed Per Hour		21.			20.0	14.7	10.8	10.8		10.0	10.8	14.

### 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.

M. H. SERREHEL

P. H. Av Thurst War. of Treatment from

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 RESTRIC-

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.

have the Current Time Table and

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

/SW	CAS) 428	HEFE	2020/8	LEG CO.	ottes	FIRST (	CLASS	a viner	97	00	last.	517 20	W 52 A 12	With Mile			T	IME TABLE No. 1	26 3		1		And the	FIR	T CLA	SS		SE	COND CLA	ISS
10	410	OBS.	7 19	1 51	400	66	58	304	202	52	62	204	60	56	708		&.I. B	June 6, 1926.	Fond du	Siding	64	54	306	402	406	408	88	718	626	628
		-3.2		10.15	D. & I.R.	N. P.	N. P.	D. W.	D. M.	N. P.	N. P.	D. M.	N. P.	N. P.	les, Wyles, Wyles, Wilter	umbers	rom D.	Succeeding No. 125.	rom Fo	olty of	N. P.	N. P.	D. W. & P.	D. & I.R.	D. & I.R.	D.&I.R.	19.70 T	N. P. 718	C. M. & St. P. 626	N. P. 628
	-	530,327			And the same of	Pass'gr					17.		Pass'gr		Tab	N uc	noe -	STATIONS	noe f	Spe		Pass'gr							Freight	
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		10		207	A 9.04	AM	AM .	AM	AM	M	PM	PM	PM	PM			0.0	Da I. R. JCT.	15	.1	PM	PM	PM	A12.40	A 7.05	A10.15		PM	AM	AM
	7,200	1000		2000		A 6.30	A 9.30		A10.57	A11.50	A 2.10	A 3.45	9.40	A 9.50	WCO	WB 7	0.9 D	U DULUTH.	DN 14	.2 Yard	A 6.30	A 7.35				L10.10		A12.30		A 5.3
		1000		200	To D	6.26	L 9.27		10.54		a la manage	-			1/42	1	1.9	GARFIELD AVE.	13	.2	6.27	L 7.32	A 8.33	3				12.24		5.2
						6.24	-	9.23	10.53		s 2.05	3.41	6.0	- AV		L 3	2.2	20TH AVE .	12	,9	6.26		8.31		lane or			•12.22	A 5.15	5.2
-0.16		Sale Sa		Value of	- W	6.21		9.21	L10.51		2.02	L 3.39	10		1	L 02	2.8 Ir	D. M. & N. JCT.		.3	6.24		8.29					12.18	5.11	5.1
		-					Iz as vere	Heave			101						3.6 Ir	500 LINE CROSSING.	11	.5					0		-			1
		200		an is	F100.10	6.14	lours do si	L 9.15			1.55	128.VS	F. S.	tole 1	Te. II	1	4.4	D. W. & P. JCT.	THE PERSON	.7	6.19		L 8.23		120	Charles Inc.	trino.	12.08	5.01	5.0
		12.32.4	ì	ALE AL	1 can 15 d	. 6.11	KI KI	I BALL		Special Ed	1.52	araviacionis				L 04	5.1 W	0.7	DN 10	.0	• 6.17	ALCOHOL A	75.00	100	0.00	Done 19	aka I	12.04	4.57	5.0
-	n: -4 41					L 6.08	180	27	3/2		L 1.48				WYX	L S	5.8	WEST DULUTH JCT.	P 9	.3	L 6.15			1		75.00		•12.00	L 4.52	L 5.0
		101 -67			NIES-L		KAJINCI	\$100A3	20(8C)							14	7.0	D. T. CROSSING.	8	.1	Alliand	SWAC	Marie Street	LFOR	COLUMN TO SERVICE STATE OF THE					120
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			1		day-	Emprey.	4	A			An Francisco			-		LB 2	8.5	SPIRIT LAKE.	6	.6				-				•11.43		
				- Contra				70.00	.30.68	150,000	x AFID	ONLYSON 31	Mar Wi	\$26.00	BANKE	LB 3	9.7 M	MORGAN PARK.	D 8	4	SERVICE CO.	Table 1	and the	lake.	March	10.20.20	0440	•11.35		
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				41/4						2000	darden.	1.3000.31	THAT.	CONTRA DE	MESV.	LB 5	12.4 W	D NEW DULUTH.	D 2	.7	100 TUA			4.15	1			•11.18		
a dina	O Liax t	Supprison lead took	Seasof pla 18 quest	yand hin	meter mine drani anima	orsa tom	n sul o	er ner 11	enabet Saput	las enia	nt tix /sol	soond th	PI	PE T	DIETS	LB s	15.1 P	N FOND DU LAC.	D 0	.0	PM	PM	PM	78	PM	PM	a XOLT	L11.00	AM	AM
-		ulad, wa r			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily				are inici' six agiones ande	343.75	W 127	Daily	Daily	Daily	Daily	Dally	Daily	amed e'en	Ex. Sun.		Dail
- 7 - 1	100 100	med aug	Sept. 2002		.04	.23	.03	.10	.06	.03	.22	.06	.03	.03				Time Over Sub-Division			.15	.03	.10	.05	.05	.05		1.30	.23	.8
DEEK	ros ver	108 600	iO mem	ded ter	13.5	13.3	20.0	15.0	19.0	20.0	13.3	19.0	20.0	20.0	THE PARTY			Average Speed Per Hour			19.6	20.0	15.0	10.8	10.8	10.8	John S. o. Solid	10.0	9.3	9.8

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.

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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.
Fifth Ave. West, main track switch near Fifth Ave. West leading into Union Depot for use of D. & I. R. Ry. passenger trains, will be kept set and locked for main 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.

CAMPIE AL AVENTE NOTE NOTE IN SECURE AND SECURE LANGE COMPANIES OF THE PARTY OF THE

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

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)

-	in a chi	NO. BELLEVILLE			83	SAJO Y	FIRST	CLASS				r less	.075 2	mer	BMI	E E		T	IMP TABLE No. 106			74.0	FIRST	CLASS	of the same	SECO	ND CL	ASS	THIR	RD CLASS
92.0	080	813	5	5	53	23	33	63	19	51	95	93	59	67	35	Scales, Wyse nite.		1	June 6, 1926	1		89	17	65	1919	623	731		729	
N. 26	100	2.30	N.	P.	N. P.	Q. N.	Q. N.	N. P.	Q. N.	N. P.	Omaha 95	Omaha 93	N. P.	N. P.	G. N.	uel, Bor	and and	TOH.	Succeeding No. 125.	Hon .		omaha 89	a. N.	N. P.	The same	N. P.	N. P.		N. P. 730	
ed-state of	Adjaine!	herin	Pas	gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	rer, Fu	N aop	Beld A	STATIONS	tral Ave.	1	ass'gr	Pass'gr	Pass'gr	1000	Preight			Way Freight	
Madi	- witness	Land e	Da	lly	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tur	1	Oserfia Oserfia	Telegraph Offices and Calls.	DO C	3 -	Daily	Daily	Daily	11 10 10	Daily	Ex. Sun.		Mon., We., Fri.	
			L &	33 1	. 8.43	(M.	-	PM	PM	N 3.04	PM	PE	L 5.03	L 5.33	PM	10.0		0.0	GARFIELD AVE.	7.3		PM	PE	A		PE	PM		All	
DE S.		OE-E-	8	.35	8.45	30.7	ALC:		BET !	3.06	ASSET A	3 200	5.05	5.35		WCO	Lı	0.8	RICES POINT	6.5 Y	ard	ra-dia		OF H	OK o	L 9.00	L 8.30		L 6.00	
EDA		Pedi	8	.36	8.47	L 8.32	L 8.43	LITE.	L 4.07	3.08	L 2.36	L 5.48	5.06	5.36	L 8.07	19.5		1.3	BRIDGE SWITCH	6.0	L	9.06	L11.36	VEC	6.36	9.08	8.36		6.04	
LEAL	ara i	68.61	8	39	8.50	8.37	8.46	18.8	4.11	3.11	2.39	5.52	5.09	5.39	8.12	18.8	OB II	2.2	ELEVATOR STATION	8.1		9.09	11.40		6.3%	9.14	8.42		6.11	
ELS.	TLA	10.70	8	41	8.53	8.39	8.48	65.0	4.14	3.13	A 2.42	A 5-55	5.11	5.41	8.14			2.9	OMAHA CONN.	4.4	A	9.12	11.42		6.22	9.17	8.50		6.16	
			s 8	42	8.55	8.40	<b>8.50</b>	L 2.23	. 4.15	• 3.14	1		s 5.12	5.42	8.15	x	WB 67	7 8.2 BY	SUPERIOR U. D. D	4.1			11.45	L12.08	5					
800.	100	10.01	8	44	8.56	8.41	8.51	2.24	4.16	3.15		a Figure	5.13	5.44	8.16	4.4		3.6	BELKNAP STREET	8.7			11.46	12.06	FIE	9.22	9.05		6.22	
100	4.57	10.51	A 8	55	9.05	8.50	A 9.00	A 2:31	A 4.24	3.25	PR 20.	M	A 5.18	5.55	A 8.28	WYX	87	7.3 AJ	CENTRAL AVENUE DN	0.0 Y	ard	PM	A11.55	A12,15	112	A 9.50	9.30 PN		A 6.50	
Share of			Da	lly	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						~	Daily	Daily	Daily	NO.C.	Daily	Ex. Sun.	- No.	Mon., We., Fri.	
		94		.22	.22	.18	.17	.08	.17	.21	.06	.07	.15	.22	.21				Time Over Sub-Division		-	.06	.19	.10		. 50	1.00		.50	
		A. T.	19	.9	19.9	20.0	21.1	30.7	21.1	20.8	16.0	13.7	29.0	19.9	17.1		1		Average Speed Per Hour			16.0	18.9	24.6		7.8	6.5		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 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-

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.

EASTWARD

# SECOND SUB-DIVISION (DULUTH AND SUPERIOR TERMINAL)

die.	0.00	Lag.	E COR	30 1000	SID	FI	RST CL	ASS	976	88		1-02				7		TIME TABLE No. 126			818	FIRST CLA	SS	SECOND	THIRE	CLASS
	abilian de	66	18	94	36	58	52	96	20	34	60	56	64	54	ales,			June 6, 1926.	17 Sa	Sidin	24	90	100	732	730	
	1970-00	N. P.	Q. N.	Omaha 94	G. N.	N. P.	N. P.	Omaha 96	G. N.	Q. N.	N. P.	N. P.	N. P.	N. P.	les Wy Limita	umber	from Ave.	Succeeding No. 125	from	eity of	G. N.	Omaha 90	A S	N. P. 731	N. P. 729	
-	, mark , 31	Pass'gr	Pass'er	Pass'er	Pass'er	Pass'er	Pass'er	Pass'er	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	Pass'gr	rar Frank	N aoi	feld /	STATIONS	tral A	Caps	Pass'gr	Pass'gr	Mary Line	Freight	Way Freight	
		Dally	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tur	8	Gar	Telegraph Offices and Calls	CO	Gar	Daily	Daily		Ex. Mon.	Tues., Thurs. and Sat.	
		AM	AM	AM	AM	A 9.27	A11.47	PM	PM	PM	A 9.37	PN 9.47	PM	A 7.32	N.	100	0.0	GARFIELD AVE.	7.3		PN	PN		AM	PM	
	GLE.	11.0	85-8-8	5554	M. O. O.	9.25	11.44	10.0	1500	50.h		9.45	LYGLA	7.29	WCO	LI	0.8	RICES POINT	6.5	Yard	201	ate cro	The low	A 6.20	A 1.45	
			A 6.18	A 8.20	A 7.53	9.24	11.42	A 1.05	A 2.18	A 5.53	9.34	9.44	and the same	7.27	Villa I	Mi	1.3	BRIDGE SWITCH	6.0		A 8.23	9.55		6.17	1.42	
			6.14	8.15	7.49	9.21	11.39	1.01	2.14	5.50	9.31	9.41		7.24	Tarri.		2.2	ELEVATOR STATION	8.1		8.19	9.51		6.13	1.38	B. S. Basel
	*****		6.11	L 8.12	7.47	132 116			2.12					7.21	No.		2.9	OMAHA CONN.	4.4		8.16	9.48		6.10	1.35	
		A • 5.50	• 6.10		s 7.45	9.18	11.35		<b>2</b> ·10	• 5.45	s 9.28	s 9.38	A=6.04	• 7.20	x	WB 67	8.2	BY SUPERIOR U. D. D	4.1		8.15	000				
	194	5.49	6.09	0.11		100	11.34			5.44			6.03			10.0	3.6	BELKNAP STREET	3.7	lan III	8.13			6.07	1.32	AN OWNER OF THE PARTY OF THE PA
	lour Faces	L 5-40	L 6.00	AM	L 7.33	L 9.05	L11.25	PM	L 1.58	L 5.35	L 9.17	L 9:25	L 5.55	L 7:10	WYX	67	7.3	AJ CENTRAL AVENUE DN	0.0	Yard	L 8.03	San .	disc vis	L 5.50	L 1.15	
	11.	Dally	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				-11-12 VS.20 - 0/25	The second	137	Daily	Daily	401 0.5	Ex. Mon.	Tues., Thurs. and Sat.	
-		.10	.18	.08	.20	.22	.22	.07	.20	.18	.20	.22	.09	.22		1888	n 21	Time Over Sub-division	Linia		.20	.07		.30	.30	
		24.6	20.0	12.0	18.0	19.9	19.9	18.7	18.0	20.0	22.0	19.9	27.3	19.9	MA J	Bill	<b>Burn</b>	Average Speed Per Hour	dola		18.0	13.7	100	13.0	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 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															IVISION OR TERMINAL)							AP!		7.7		EAS	STWAI	RD
				130	*	FIR	ST CLAS	SS		J. H.	ALCOHOL:			-	TIME TABLE No. 126.							FIRST C	CLASS					
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				41 (000)	100 vm.	Characterist	28.00	All Marie				7.2.3	N d	Duly	STATIONS.	nce fr	apao	M .0.	37 6	e financia	10.79	1 0 10	30.00	men desired	1 10 10	300.700	100	
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		11.52			1	2.14	90			4000				0.6	ZENITH FURNACE	2.9	100	6.06		100	L. W.	Lau	17	E DA	202	6.13		
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						ang.	CE 9			0.520	The second	10 20	4.1	1.6	ORASSY POINT DRAWBRIDGE Interlooked	1.9	-0	880 F	sun	SD EW	23-21	100	TIME !	ben !	85.5			
		11.57	A11.49	A 6.23	A 6.16	2.18	A 1.47	7 A10.53	3 A 8.18	A 8.07	A 6.40		N N	1.9	Boo Line 0.3 Connection WISCONSIN JCT.	1.6	-G	6.00	L 6.28	L 7.31	L10.09	L 4.37	7 L 5.02	L 5.28	L 5.35	6.09	L 8.07	
		12.02				2.22	4						-	3.2	1.3	0.3	6	5.54	OLD .			1			K. II	6.05		
		A12.04	PM	PM	PM	A 2.23	3 PM	AM	AM	AM	AM		WB 67	3.5	SUPERIOR U. D. D	0.0	0	L 5.52	AM	AM	AM	PM	PM	PM	PM	L 6.04	PM	
Track leaves to a second	10+1-01	Daily	Daily	Daily	Daily	Daily	Dally	Ex. Sun.	Ex. Sun	Ex. Sun	Ex. Sun		Arthur I	1/3/	Conder Mana dung	dix.		Daily	Daily	Daily	Daily	Ex. Sun	. Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	AHAY
		.14	.03	.03	.03	.11	.03	.03	.03	.03	.03			1-1-1	Time Over Sub-Division			.16	.03	.03	.03	.03	.02	.05	.03	.11	.03	All of
		15.0	12.0	12.0	12.0	19.0	12.0	12.0	12.0	12.0	12.0	The state of			Average Speed Per Hour		Date:	13.1	12.0	12.0	12.0	12.0	18.0	7.2	12.0	19.0	12.0	ALCE

### 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

THIRD CLASS	SECOND CLASS	FIRST CLASS.			TIME TABLE No. 126.		1 10 10	FIRST CLASS	SECOND CLASS	1	THIRD C	LASS
729	731	- 31. TIN ERUUS	88 81 Page Name And	bers n East End	June 6, 1926. Succeeding No. 125.	n of Sidings	52	54	732	730		
Way	Freight	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Pass'gr Pass'gr gr	on Num	STATIONS	ral Ave.	Pass'gr	Pass'gr	Freight	Way Preight	WATE OF	A TRANSPORT
Tues., Th., Sat.	Ex. Mon.	200 27 38 0 00 0 00	Daily Daily	Stati Biati	Telegraph Offices and Calls	Cent Cent	Daily	Daily	Ex. Sun.	Mon., We., Pri.	AL AL YOUR	
L12.45	L 5.35	5	7.00 L11.15 WO	Y 63 0.	Pass. Station EAST END C. St. P. M. & O. Crossing Interlocked Track Conn.	4.0 Yard	A 3.35	9.15	A 9.45	A 7.10	Antopolic	id and in the
12.54	5.44	draw from Dulitic	7.04 11.19	1.	HILL AVE.	2.2 Yard	3.31	9.11	9.38	7.03	MARIE AN	on the one
	man of previous craw	mainstat pushed more that a or on	no lite quint lenous	2.	SOO LINE CROSSING Interlocked Track Conn.	1.1	dignet.	list area seroi - , , , , ,	a suppose the fill areas	ili volumbil	Landard A	and business
A 1.05	A 5.50		7.10 A11.25 WY	X 67 4.	CENTRAL AVE. DN	0.0 Yard	L 3:25	L 9.05	L 9.30	L 6.55	o Insurance Suprance of	tenders.
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.20	,15		.10 .10		Time Over Sub-Division		.10	.10	.15	.15	Town Street	DA LOUIS MAN
12.0	16.0		24.0 24.0		Average Speed Per Hour	1	24.0	24.0	16.0	16.0		

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

INTERLOCKING

PLANT:

Central Avenue and East End. Central Avenue.

REGISTER STATION:

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 quandrant 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.)

- . 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.
- Clearance Form A will not be required at Rice's Point Yard, Superior Freight Stationor 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 Furance 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

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.

C-Fuel.

O-Track scales.

T-Turntable.

D-Day office only. DN—Day and night office. P—Telephone.

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. C. L. HANEY, 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 East 67J Broad 65 Broad 65 Melrose 1089 Melrose 1089 Melrose 458 Melrose 458 Melrose 458

Residence Telephone East 67M Broad 532 Broad 192 Hemlock 559 Hemlock 1955 Calumet 184 Melrose 579 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.

							4	LIM	IT OF L	OAD MEA	SUREM	ENT.							
					The same			. 7	Height	Above Top	of Rail.	Notes.	war of the	40		-13			+ 1
. In the said	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"	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"	11'-6'
Third Sub-division, West Duluth Jet. 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"	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.

D. M. DRISCOLL,

Ass't Superintendent.

H. J. COUNCILMAN,

Trainmaster.

A. S. CRITCHFIELD,

Trainmaster.

GEORGE STEINER

Chief Dispatcher.

