

NORTHERN PACIFIC RAILWAY COMPANY

Duluth and Superior Terminals

TIME TABLE 234

In Effect at 12:01 A. M.
Central Standard Time.

Sunday, March 1, 1953

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 carry for reference a copy of OPERATING RULES.

W. C. SMITH,
Superintendent.

C. H. BURGESS,
General Manager.

R. E. MATTSON,
General Superintendent of
Transportation.

SPEED TABLE

Time Per mile		Miles Per Hour	Time Per mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80	1	12	50
0	46	78.3	1	15	48
0	47	76.6	1	20	45
0	48	75	1	25	42.8
0	49	73.5	1	30	40
0	50	72	1	40	36
0	51	70.6	1	45	34.8
0	52	69.2	1	50	32.7
0	53	67.9	2	..	30
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
0	..	60	2	50	21.2
1	1	59	3	..	20
1	2	58	3	9	19
1	3	57.1	3	20	18
1	4	56.2	3	31	17
1	5	55.3	3	45	16
1	6	54.5	4	..	15
1	7	53.7	5	..	12
1	8	52.9	6	..	10
1	9	52.1	7	30	8
1	10	51.4	10	..	6

2 WESTWARD

FIRST SUBDIVISION

FIRST CLASS

Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.									
			65	303	57	19	61	201	23	35	55
				D. W. & P. 19		G. N. 19		D.M.&I.R. 1	G. N. 23	G. N. 35	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
		Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	
CTW	Yard	WB 71	L 11.30 PM		L 5.05 PM	L 4.30 PM	L 1.30 PM	L 8.20 AM	L 8.00 AM	L 7.35 AM	L 7.00 AM
XYZ			11.33	L 7.19 PM	A 5.08 PM	A 4.32 PM	1.32	8.23	A 8.02 AM	A 7.37 AM	A 7.02 AM
X		L 2	f 11.35	7.21			f 1.33	8.24			
X		L02	11.37	7.23			1.35	A 8.26 AM			
X											
X			11.40	A 7.35 PM			1.38				
X		L04	s 11.44				s 1.40				
XY		L 5	A 11.50 PM				A 1.42 PM				
X											

Distance from East D. M. & I. R. Jct.

Time Table No. 234
March 1, 1953

STATIONS

Telegraph Offices and Calls

0.0	..... EAST D. M. & I. R. JCT.
0.9	DU..... DULUTH..... DN
1.0	..... GARFIELD AVE.
1.9	..... 20TH AVE. W. PD
2.2	..... WEST D. M. & I. R. JCT.
2.8	..... 500 LINE CROSSING.
3.6	..... D. W. & P. JCT.
4.5	WU.. WEST DULUTH.. DN
5.1	..... WEST DULUTH JCT.. P
5.9	..... 72ND AVE. W.
6.7	1.1

DOUBLE TRACK

TRAINS USING D. T. RAILWAY WEST OF 72ND AVE. WEST WILL BE GOVERNED BY D. M. & I. R. RY., TIMETABLE AND SPECIAL INSTRUCTIONS.

	LB1											
18	LB2											7.8
18	LB5											8.2
		Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily		9.8
		.20	.16	.08	.02	.12	.06	.02	.02	.02		12.5
		15.0	9.8	20.0	30.0	25.0	19.0	30.0	30.0	30.0		

7.8	..... RIVERSIDE JCT.
8.2	..... RIVERSIDE.
9.8	..... MORGAN PARK.
12.5	..... NEW DULUTH.
	Time Over Subdivision
	Average Speed Per Hour

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 8, 9, 10 AND 11.

For the Government of Employer only. The Com-
pany reserves the right to vary stations at any
time. Be positive that you have the current time
table and display all station numbers. Read
carefully the special instructions and always carry
for reference a copy of OPERATING RULES.

W. C. SMITH
General Manager
M. E. HAYDEN
General Superintendent
Transportation

FIRST SUBDIVISION

EASTWARD 3

Distance from New Duluth	Time Table No. 234 March 1, 1953	FIRST CLASS								
		56	66	36	58	304	24	62	204	20
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	STATIONS			G. N. 36		D. W. & P. 20	G. N. 24		D.M.&I.R. 2	G. N. 20
	Telegraph Offices and Calls	Daily	Daily	Ex. Mon.	Daily	Ex. Mon.	Daily	Ex. Sun.	Daily	Daily
12.5	... EAST D. M. & I. R. JCT....									
11.6	DU.....DULUTH.....DN	A 12.35 AM	A 6.10 AM	A 7.00 AM	A 7.55 AM		A 11.58 AM	A 12.30 PM	A 4.10 PM	A 7.45 PM
10.6	.....GARFIELD AVE. ...	L 12.32 AM	5.56	L 6.55 AM	L 7.50 AM	A 8.55 AM	L 11.56 AM	12.25	4.07	L 7.43 PM
10.3	.....20TH AVE. W...PD		f 5.53			8.52		f 12.24	4.06	
9.7	WEST D. M. & I. R. JCT.		5.50			8.50		12.22	L 4.03 PM	
8.9	300 LINE CROSSING.									
8.0	.....D. W. & P. JCT.....		5.45		L 8.45 AM			12.18		
7.4	WU WEST DULUTH DN		s 5.43					s 12.16		
6.6	.....WEST DULUTH JCT.P		L 5.34 AM					L 12.14 PM		
5.8	.....72ND AVE. W.....									

TRAINS USING D. T. RAILWAY WEST OF 72ND AVE. WEST WILL BE GOVERNED BY D. M. & I. R. RY.,
TIMETABLE AND SPECIAL INSTRUCTIONS.

4.7	.....RIVERSIDE JCT.....									
4.3	.....RIVERSIDE.....									
2.7	.....MORGAN PARK.....									
0.0	.....NEW DULUTH.....									
		Daily	Daily	Ex. Mon.	Daily	Ex. Mon.	Daily	Ex. Sun.	Daily	Daily
	Time Over Subdivision	.08	.36	.05	.05	.10	.02	.16	.07	.02
	Average Speed Per Hour	20.0	8.3	12.0	12.0	15.6	30.0	18.8	16.3	30.0

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
SPECIAL INSTRUCTIONS PAGES 6, 7, 8, 9, 10 AND 11.

4 WESTWARD

SECOND SUBDIVISION

FIRST CLASS										Time Table No. 234 March 1, 1953		Distance from Garfield Ave.
	89	57	19	93	23	35	55	65	STATIONS			
	Omaha 510		G. N. 19	Omaha 512	G. N. 23	G. N. 35			Telegraph Offices and Calls			
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	..... GARFIELD AVE.....		0.0
		L 5.08 PM	L 4.32 PM		L 8.02 AM	L 7.37 AM	L 7.02 AM		..... RICES POINT..... P		0.7
		5.10	4.34		8.04	7.39	7.04		..... BRIDGE SWITCH.....		1.3
	L 8.22 PM	5.11	4.36	L 4.20 PM	8.06	7.41	7.06		..... ELEVATOR STATION.....		2.2
	8.25	5.14	4.40	4.23	8.10	7.44	7.09		..... OMAHA CONN.....		2.9
	A 8.28 PM	5.16	4.42	A 4.25 PM	8.12	7.47	7.11		0.3			

BETWEEN OMAHA CONNECTION AND BELKNAP STREET TRAINS USING L. S. T. & T. RAILWAY WILL BE GOVERNED BY L. S. T. & T. RY. TIME TABLE AND SPECIAL INSTRUCTIONS.

				s 5.17	s 4.45		8.15	s 7.50	s 7.14	L 12.06 AM	BY..... SUPERIOR U. D..... PDN	3.2
				5.19	4.46		8.16	7.51	7.15	12.08	..... BELKNAP ST..... P	3.7
				A 5.30 PM	A 4.53 PM		A 8.23 AM	A 7.58 AM	A s 7.23 AM	A s 12.20 AM	..... CENTRAL AVE..... DN	7.4
				Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		
				.06	.22	.21	.05	.21	.21	.21	Time Over Subdivision	
				16.0	20.2	21.1	19.2	21.1	21.1	21.1	Average Speed Per Hour	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SINGLE TRACK OPERATION OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE, BETWEEN BRIDGE SWITCH AND ELEVATOR STATION—INTERLOCKED. FIRST CLASS TRAINS USE L. S. T. & T. RAILWAY BETWEEN OMAHA CONNECTION AND BELKNAP STREET.

SECOND SUBDIVISION

EASTWARD

				Time Table No. 234 March 1, 1953		FIRST CLASS							
				STATIONS		56	66	36	94	58	24	96	20
				Telegraph Offices and Calls		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
				7.4	..... GARFIELD AVE.....			G. N. 36	Omaha 511		G. N. 24	Omaha 513	G. N. 20
X				6.7	..... RICES POINT..... P	Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily
CTW	Yard	L 1		6.1	..... BRIDGE SWITCH.....	A 12.32 AM		A 6.55 AM		A 7.50 AM	A 11.56 AM		A 7.43 PM
X				5.2	..... ELEVATOR STATION.....	12.29		6.52		7.48	11.54		7.41
X				4.5	..... OMAHA CONN.....	12.27		6.50	A 7.43 AM	7.47	11.52	A 12.02 PM	7.39
						12.24		6.47	7.39	7.43	11.47	11.59 AM	7.34
						12.21		6.44	L 7.37 AM	7.40	11.45	L 11.56 AM	7.31

BETWEEN OMAHA CONNECTION AND BELKNAP STREET TRAINS USING L. S. T. & T. RAILWAY WILL BE GOVERNED BY L. S. T. & T. RY. TIME TABLE AND SPECIAL INSTRUCTIONS.

X		WB 67	4.2	BY..... SUPERIOR U. D..... PDN	s 12.19	A s 5.11 AM	s 6.42		s 7.39	s 11.43		s 7.30
X			3.7	..... BELKNAP ST..... P	12.16	5.09	6.37		7.35	11.40		7.24
WXY	Yard	67	0.0	..... CENTRAL AVE..... DN	L 12.08 AM	L 5.00 AM	L 6.32 AM		L 7.30 AM	L 11.33 AM		L 7.19 PM
					Daily	Daily	Ex. Mon.	Daily	Daily	Daily	Daily	Daily
					.24	.11	.23	.06	.20	.23	.06	.24
					18.5	22.9	19.3	16.0	22.2	19.3	16.0	18.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SINGLE TRACK OPERATION OVER MINNESOTA DRAW ON ST. LOUIS RIVER BRIDGE, BETWEEN BRIDGE SWITCH AND ELEVATOR STATION—INTERLOCKED. FIRST CLASS TRAINS USE L. S. T. & T. RAILWAY BETWEEN OMAHA CONNECTION AND BELKNAP STREET. SPECIAL INSTRUCTIONS PAGES 6, 7, 8, 9, 10 AND 11.

WESTWARD

THIRD SUBDIVISION

EASTWARD 5

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	FIRST CLASS					Distance from West Duluth Jct.	Grassy Point Line Time Table No. 234 March 1, 1953	Distance from L. S. T. & T. Ry. Jct.	FIRST CLASS					
			65	53	317	313	311		54		66	318	312	314		
			D. S. S. & A. 8	Soo Line 18	Soo Line 63	Soo Line 65	D. S. S. & A. 7				Soo Line 17	Soo Line 64	Soo Line 62			
			Passenger	Passenger	Passenger	Passenger	Passenger		Passenger		Passenger	Passenger	Passenger	Passenger		
			Daily	Ex. Sat.	Daily	Daily	Ex. Sun.	STATIONS			Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	
			Telegraph Offices and Calls													
XY		L5	L 11.50 PM					0.0	.....WEST DULUTH JCT....P	3.3		A 5.34 AM				
X			11.53					0.3	.....ZENITH FURNACE.....	3.0		5.32				
X			11.55 PM	L 8.28 PM	L 7.13 PM	L 1.13 PM	L 8.43 AM	1.1	.....BERWIND JCT...P	2.2	A 5.16 AM	5.29	A 8.03 AM	A 4.02 PM	A 5.39 PM	
								1.8	{ GRASSY POINT DRAWBRIDGE }	1.5						
X			A 12.05 AM	A 8.33 PM	A 7.18 PM	A 1.18 PM	A 8.48 AM	3.3	.....L. S. T. & T. RY. JCT.	0.0	L 5.11 AM	L 5.20 AM	L 7.58 AM	L 3.57 PM	L 5.34 PM	

TRAINS USING L. S. T. & T. RAILWAY WEST OF L. S. T. & T. RY. JCT. WILL BE GOVERNED BY L. S. T. & T. RY. TIME TABLE AND SPECIAL INSTRUCTIONS.

Daily	Ex. Sat.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily		
.15	.05	.05	.05	.05		Time Over Subdivision	.05	.14	.05	.05	.05
18.2	26.4	26.4	26.4	26.4		Average Speed Per Hour	26.4	14.1	26.4	26.4	26.4

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Car Capacity of Sidings.	Station Numbers.	FIRST CLASS		Distance from Allouez.	Time Table No. 234 March 1, 1953	Distance from Central Ave.	FIRST CLASS	
			53	54		54			
			D. S. S. & A. 7	D. S. S. & A. 8		D. S. S. & A. 7			
			Passenger	Passenger		Passenger			
			Ex. Sun.	Ex. Sun.	STATIONS			Ex. Sat.	
			Telegraph Offices and Calls						
X	Yard	61	L 4.45 AM		0.0	.....ALLOUEZ.....	5.6	A 9.14 PM	
WXY	Yard	63	4.51		1.5	.....EAST END....P	4.1	9.10	
X	Yard	65	A 4.52 AM		1.7	.....NEWTON AVENUE....	3.9	L 9.09 PM	
	Yard				3.1	.....HILL AVE....P	2.5		
X					4.5	.....SOO LINE CROSSING..	1.1		
WXY	Yard	67			5.6	AJ.....CENTRAL AVE...DN	0.0		
			Ex. Sun.	Ex. Sun.				Ex. Sat.	
			.07	.05		Time Over Subdivision	.05		
			14.6	20.4		Average Speed Per Hour	20.4		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION. SPECIAL INSTRUCTIONS PAGES 6, 7, 8, 9, 10 AND 11.

ALL SUBDIVISIONS.

1. Speed Restrictions—

Maximum Speeds Permitted:

Passenger trains.....	75 MPH.
Freight and mixed trains.....	50 MPH.

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 MPH must not be exceeded.

The definition of Restricted Speed, as designated on page 8 of the 1945 Edition of the Consolidated Code of Operating Rules, will continue to apply except where automatic block and interlocking rules and signals govern as specified above.

Reduce speed limits, within the zones listed, are designated by advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).

The Advance-warning signs are, except as otherwise specified, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign.

If speeds authorized by zones or by Reduce speed signs are greater than that prescribed below for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required, but not indicated by signs, are listed under the zones of maximum speeds permitted for each subdivision.

All trains and engines, except as otherwise specified:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise.....	15 MPH.
Handling steam wrecking cranes, pile drivers, locomotive cranes and similar equipment.....	30 MPH.
Handling 4-wheel scale test cars { Main Line.....	35 MPH.
and scale test car 251..... { Branch Lines.....	25 MPH.
Picking up train orders from operators.....	30 MPH.

Engines— Classes—	Handling trains	Running light.
All A and Q (except on passenger trains where higher speed is authorized).....	60 MPH.	60 MPH.
Z-6, Z-7 and Z-8.....	60 MPH.	50 MPH.
Z-5, Y, Y-1, Y-3.....	40 MPH.	35 MPH.
Z-3, Z-4.....	35 MPH.	30 MPH.
S-4, T, T-1, W to W-5 inc., Y-2.....	50 MPH.	45 MPH.
Steam switch engines, without engine trucks, under all conditions.....	15 MPH.	15 MPH.
All other steam engines, backing up.....	30 MPH.	30 MPH.

(This restriction does not apply when engines are used as helpers not on head end of train.)

Diesel-electric engines—

No. 98.....	35 MPH.	35 MPH.
400 and 600 series.....	45 MPH.	45 MPH.
No. 525.....	60 MPH.	60 MPH.
100, 700 and 800 series.....	60 MPH.	60 MPH.
Nos. 500, 501, and 552-555 incl.....	65 MPH.	65 MPH.
5400 and 6000 series.....	65 MPH.	65 MPH.
Nos. 550-551.....	75 MPH.	65 MPH.
6500 and 6600 series.....	75 MPH.	65 MPH.

Diesel-electric and gas-electric motor cars, in service or being towed—

Cars B-3, B-12 and B-13.....	55 MPH.
Cars B-6, B-11 and B-14 to B-26 incl.....	65 MPH.

Coming from shops, under steam, to prevent running hot:

All A and Q and classes Z-6, Z-7 and Z-8.....	50 MPH.
S-4, T, T-1, W to W-5 inc., Y-2, Z-5.....	35 MPH.
Y, Y-1, Y-3.....	30 MPH.
Z-3, Z-4.....	25 MPH.

Main Line—With main and side rods removed:

All A and Q and classes Z-6, Z-7 and Z-8.....	30 MPH.
Z-5, S-4, T, T-1, W to W-5 inc., Y to Y-3 inc.....	25 MPH.
Z-3, Z-4.....	20 MPH.

With main rods removed and side rods in place:

All A and Q and classes Z-6, Z-7 and Z-8.....	35 MPH.
Z-5, S-4, T, T-1, W to W-5, inc., Y to Y-3 inc.....	30 MPH.
Z-3, Z-4.....	25 MPH.

Branch Lines—With either or both main and side rods removed:

All A and Q classes.....	25 MPH.
All other classes.....	20 MPH.
On bridges—With either or both main and side rods removed;	
Steam switch engines, without engine trucks.....	15 MPH.
Other engines.....	20 MPH.

In the event the above speeds are in excess of 50% of the permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which the engines are to be moved, or the operating speed restriction for track or bridges for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified for engines coming from shops under steam.

Diesel-electric engines may be handled dead in trains at not to exceed the authorized operating speed specified for such engines.

Bridge or other restrictions must be observed for these engines the same as when in operating condition.

2. Single and Double Headers; operation—track and bridges—general.

Where there are no governing restrictions specified for double headers in the special instructions for each subdivision, they will be governed by the most restrictive instructions applicable to a single engine when of the same class and to the heavier engine when of different classes.

Where double header restrictions are specified, double headers of different classes of engines will be governed by the restrictions applicable to double headers of the heavier class.

When necessary to doublehead a diesel-electric engine with a steam engine, except in case of emergency, the steam engine must be placed behind the diesel engine.

When handling diesel-electric single unit road switcher or switch engines dead in freight trains, they shall be separated from the road engine and each other by at least one freight car. This does not apply to diesel-electric engines of two or more units.

Diesel engines—Except as otherwise provided, diesel-electric engines specified in Item 1 may be operated over bridges under the same restrictions shown for Class T engines.

To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.

Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Where diesel-electric multiple-unit engines are used to handle main line through passenger trains making few or no stops, the fireman will remain in the cab at all times while the train is in motion.

Where multiple-unit diesel-electric engines are used in freight service, both the fireman and the head brakeman shall not be absent at the same time from the leading cab while the train is under way on main track between stations.

Wrecking cranes—250 tons, 45 to 48 inc. must not be coupled directly to engine or tender of engines Classes A-2 to A-5 inc. or Z-5 to Z-8 inc., but must be separated from them by at least two cars of not over 169,000 pounds total weight, for movement over bridges.

3. Use of Mars headlight on engines so equipped—

The Mars headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight

is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

The Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required.

The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

The engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed.

The Mars red light shall be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17 (B), after which the red headlight shall be extinguished, and the standard white headlight turned on dim until opposing train is into clear on siding.

The use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

4. Rule D-97 applies to all divisions.
5. Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, when placed as prescribed by Rule 10(h) to indicate approach to a red signal in special cases when authorized by the Superintendent and protected by train order.
6. Rule 606: Emergency Signals are not used at inter-lockings or drawbridges operated by the Northern Pacific Railway.
7. Test of hand brakes of gas-electric or diesel-electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control," conductor and engineer will cooperate in making test.
8. Cars will not be handled behind light-weight observation cars except in emergency or when so authorized by the Superintendent. In such cases passengers shall not be permitted to pass between such cars while train is in motion due to the unprotected opening. Gas-electric or diesel-electric motor cars, when handled dead in freight trains, must be behind cabooses. 4-wheel scale test cars and scale test car 251 must be handled only in local freight trains. All scale test cars must be placed immediately ahead of cabooses. Cranes or similar machines geared for self-propulsion moving on commercial billing, must not be handled in time freight trains. When handling pile driver 25, it must be coupled to either the regular tender or a flat or gondola car with open end next to cab end of pile driver to provide proper clearance. Open cars loaded with material which may shift, such as poles, pipe, timbers, etc., shall not be placed immediately next to diesel-electric engines nor to cabooses in trains.
9. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines. Trains handling logs must stop when being met or passed by passenger trains.
10. Electric Switch Locks—To operate the lock, unlock and open the door:
 - (a) If indicator shows proceed, turn lock handle to the left until it rests on stop block. Then line the switch in the usual manner and movement may be made at once.
 - (b) If indicator shows stop, and no conflicting train movement is evident, unlock the time release box and push the button which starts the time release. After three minutes indicator will normally show proceed then turn the lock handle to the left and line the switch.

- (c) After final movement over the switch is made: Restore and lock switch in normal position. Turn the electric lock handle to the right until it rests on the stop block.

Close and lock the door of the electric lock.

- (d) Exception: If the electric lock is equipped with a wire seal emergency release, located at the left of the indicator, the seal must not be broken until after the time release has been operated and the electric lock fails to show proceed.

When emergency release is used, there must be a wait of three minutes before switch is lined for movement. After emergency release seal has been broken, immediately notify the train dispatcher so he may call the signal maintainer to reset the emergency release, as the signals will remain at stop until repairs are made.

11. Spring Switches— Unless otherwise specified, the normal position of spring switches is for main track. When the target of a spring switch shows red to an approaching train or engine a trailing point movement actuating the spring switch points must not be made. Signal operation at spring switches equipped for switch key operation —The normal indication of main track signal is Proceed. The normal indication of siding signal is Stop. To clear the siding signal when train is ready to enter main track, insert switch key in control box and turn to right. If route is clear the siding signal will immediately clear. If siding signal does not clear by switch key operation, open release box and push the button which will put the time release mechanism into operation. After time release has operated, the siding signal will clear if there is no conflicting train movement. The release box door must be left open until leading wheels of train on the siding have passed the siding signal, then close and lock the release box door. If the siding signal has been cleared and train on the siding is not ready to depart, if necessary to clear signals for a main track movement, open the release box door and push the button which will start the time release mechanism. After the time release mechanism has started to operate, close and lock the release box door. When a train, light engine or any piece of equipment moves through a spring switch in such a manner as to throw the points, the conductor or a member of the crew shall observe if the signal governing movements in the opposite direction moves to the approach or the proceed position. If it remains in the stop position and there are no other train movements in evidence that would cause it to remain in that position, the dispatcher shall be notified from the nearest open telegraph office that the signal remained in the stop position and also, when practicable, the first opposing train cautioned.
12. Pusher engines must not push on cabooses not equipped with steel sills.
13. First class trains will observe Rule 93 the same as is required of second and inferior class, extra trains and engines. Second and inferior class, extra trains and engines may run ahead of first class trains which are five minutes or more late without train order authority, avoiding delay to such trains to the greatest practicable extent.
14. Extra trains and engines may move in either direction on single track and with the current of traffic on double track without train order or double track clearance authority, except between 72nd Ave. West and New Duluth.
15. The D. T. Ry. main track is the northmost track between the Hanna 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 D. T. Ry.
16. All trains and engines using D. T. Ry. main track from connection of Missabe coal dock to east end of Zenith Furnace Company's lead, on Grassy Point line, will move in both directions at restricted speed, expecting to find the D. T. Ry. main track occupied.
17. D. T. Ry. connection, located at east end of Zenith Furnace Company's lead, Grassy Point line, will be considered a railroad crossing. Trains and engines using this connection will come to a full stop and make sure that track is clear before proceeding.
18. Bulletin Stations—

Duluth.	Union Depot, Rices Point Yard and Roundhouse.
	Soo Line Passenger Station.
Superior.	Soo Line Yard and Roundhouse.

19. **Standard Time Clocks**—
Duluth—Union Depot, Rices Point Yard Office and Round House.
20. **Watch Inspectors**—
Duluth—
Kanter Jewelers, 325 W. Superior
Erwin Moen, 1908 W. Superior
Nold Jewelers, 414 N. Central
H. W. Schmidt, 402 W. Superior
Harlan Wells, 208 W. 1st St.
Superior—
Peters' Jewelry, 1126 Tower Ave.
Howatt Jewelers, 1425 Tower Ave.

FIRST SUBDIVISION

1. **Speed Restrictions**—
Zone—Between:

	Freight	Mixed	Passenger
First class trains, within yard limits.....	Restricted Speed.		
East D. M. & I. R. Jct., and West Duluth Jct.	30		30
Over 21st Avenue West Crossing.....	15		15
West Duluth Jct., and New Duluth.....	15		15

 Maximum Speeds Permitted
2. **Bridge and Engine Restrictions**—Between Duluth and West Duluth Junction—Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted.
All bridges—Trains handling wrecking cranes of 250 tons, or heavier, NP cranes 45, 46, 47 and 48.....15 MPH.
Between West Duluth Junction and New Duluth—engines heavier than Class Q-4 not permitted.
At Riverside—Engines heavier than Classes L-9 and L-10 not permitted on tracks 1, 3 and 4 at Barnes-Duluth Plant.
Door over tracks entering shop building will not clear man on top of car.
3. **At Duluth**—City ordinance prohibits blocking street crossings at 1st Ave. East and 5th Ave. West for more than 5 minutes; or of any other crossing for more than 10 minutes.
Engine whistle will not be used between 3rd Ave. East and 5th Ave. West, or between 14th Ave. West and 85th Ave. West (except 85th Ave. West) except as an alarm or warning, or to signal towerman, to call for semaphore signals, as a safety precaution in backing cars or engines, or as a signal in testing air brakes. No engine or train will run within the city without having bell ringing while in motion, and approaching any street or avenue.
4. **At Garfield Avenue**—Normal position of junction switches will be for First Subdivision.
Trains will stop not less than two hundred (200) feet from Junction switches and not proceed until route is clear.
5. **At Nineteenth Avenue West**—Trains using the Dick tracks must not block crossing.
6. **At Twenty-first Avenue West**—Telephone at crossover—Eastward trains call yard (3 rings) for route when necessary.
7. **At West D. M. & I. R. Jct. Interlocking**—Trains will call for route as follows:
o o o Martins track to D. M. & I. R. yard.
o o o D. M. & I. R. yard to Martins track.
o o o— Martins track to westward main.
o o o o Martins track to D. T. main.
o o o o D. T. main to Martins track.
— o Westward main to D. M. & I. R. yard.
— o D. M. & I. R. yard to eastward main.
— o o Eastward Main to Martin's track.
— — Through main track movements.
8. **At West Duluth Jct.**—Switch at west end wye will be kept set and locked for First Subdivision.
Yard engines will use west leg of wye and Fond du Lac line but will not leave cars on these tracks.
Switch at end of double track is dual control. Normal position is for the westward track.
To secure a restricting proceed interlocking indication, as per Rule 601-F, Figure (8), at the Westward Dwarf Signal, covering reverse movements on eastward track, engines or trains moving eastward

through the dual control switch must, before reversing direction, clear the track circuit, the east end of which is located just east of the switch leading to the new Western Brass Company near 61st Avenue West.

9. **Between West Duluth Jct. and Riverside**—Between 72nd Ave. West and Riverside Jct., trains will run via D. T. Railway, and will be governed by D. M. & I. R. Railway Time Table and Special Instructions. Trains will secure D. M. & I. R. Clearance Card or Branch Train Order Card at West Duluth.
10. **Yard Limits**—Between East D. M. & I. R. Jct. at Fifth Ave. East and Lake Superior Division yard limit sign west of West Duluth Jct.
11. **Spring Switches**—West Duluth Jct., at junction of First and Third (Terminal) Subdivisions, normal position for Third (Terminal) Subdivision main track.
12. **Register Stations**—Duluth Union Depot for trains arriving at or departing from Fifth Ave. Yard or Union Depot, Rice's Point Yard office for other trains.
West Duluth.
13. **Register Exceptions**—At Duluth first class trains arriving may register by Form 608, using tube at foot of east stairway for delivery to operator in "DU" office.
At West Duluth trains register by form 608. A check of register on form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
14. **Clearance Exceptions**—Trains originating at East D. M. & I. R. Jct., Garfield Ave., 20th Ave. West, West D. M. & I. R. Jct., D. W. & P. Jct., West Duluth Jct. and New Duluth will not require clearance.

SECOND SUBDIVISION

1. **Speed Restrictions**—
Zone Between:

	Freight	Mixed	Passenger
First Class trains, within yard limits.....	Restricted Speed.		
Garfield Ave., and Central Ave.....	45		55
Superior and Central Ave., Great Northern engines Class P-2.....	40		
Trains handling loaded ore cars.....	40		
At Superior—Over switches at Belknap Street and Omaha Conn.....	15 MPH.		

 Maximum Speeds Permitted
2. **Bridge and Engine Restrictions**—Engines classes A-2 to A-5 inc and Z-5 to Z-8 inc., not permitted.
Bridge 2.1, St. Louis Bay.....20 MPH.
All bridges—Trains handling wrecking cranes of 250 tons, or heavier, NP cranes 45, 46, 47 and 48.....15 MPH
3. **At Garfield Avenue**—Normal position of junction switches will be for First Subdivision.
Trains will stop not less than two hundred (200) feet from junction switches and not proceed until route is clear.
4. **At Rices Point**—Spring switch not equipped with either spring switch target or facing point lock is located 900 feet south of coal dock on roundhouse lead. Target indication—
Yellow—Straight track.
Green—Roundhouse lead.
Normal position of switches designated below is as follows:
South End Rices Point Yard,
switch from B to C yard lead (top switch).when lined for B yard lead;
No. 26 and 31 crossovers on Hump
(A Yard).....when lined for Hump (A Yard) lead;
No. 26 and 31 crossovers on Load
(B Yard) lead.....when lined for Load (B Yard) lead.
North End Rices Point Yard,
switch off outside lead for
lead to C Yard.....when lined for Load (B Yard) lead;
Crossover switch on inside lead.....when lined for inside lead;
Crossover switch off outside lead.....when lined for outside lead.
Roundhouse, hand throw switches No. 2 and No. 4 from the outgoing roundhouse tracks.....when lined for lead
Crossover switches from yard tracks to main track must be set for yard tracks when not in use, except where otherwise provided.

THIRD SUBDIVISION

5. **At Rices Point Interlocking**—Westward dwarf signal is located between Hump (A Yard) Lead and Load (B Yard) Lead at west end of yard. Top light governs movements to westward track and crossover to eastward track; bottom light governs movements to west end of Hump (A Yard) Lead. Normal position of east switch of crossover from Hump (A Yard) Lead to westward track is for westward track, and must be kept lined and locked in this position when not in use.

Push-button on mast of eastward home signal. If home signal indicates Stop, push-button should be operated, and movement governed by signal indication.

Trains will call for route as follows:

For through main track movements.....	_____
Eastward track to westward track.....	o & oo
Eastward track to yard.....	o & ooo
Yard to westward track.....	ooo & oo
Yard to eastward track.....	ooo & o
Westward track to eastward track.....	oo & o
Westward track to yard.....	oo & ooo

6. **Between Bridge Switch and Elevator Station, St. Louis River Bridge**—Interlocking signals govern use of tracks.

Single track over Minnesota Draw.

The three-light Home signal on eastward track west of Minnesota Draw indicates position of double track switch, position of draw and route:

Top Light—C. St. P. M. & O.
Middle Light—Great Northern
Bottom Light—Northern Pacific

The two-light Home signal on westward track east of Elevator Station indicates route:

Top Light—Straight main track.
Bottom Light—Great Northern freight track.

Westward trains will stop before entering onto Wisconsin Draw.
Eastward trains will stop before entering onto Minnesota Draw.
Westward trains entering onto Minnesota Draw and Eastward trains entering onto Wisconsin Draw will be governed by signal at the approach and, if proceed signal is received, will not be required to stop.

7. **At Superior**—City ordinance prohibits blocking any street crossing for more than 10 minutes, except in case of unavoidable breakdown.
8. **Spring Switches**—Superior, at west end of Brewery Lead, normal position for main track. To clear Brewery Lead signal when main track signal is displaying proceed indication, open release box and push the button, which will put time release mechanism into operation. After time release has operated, Brewery Lead signal will clear. Release box door must be left open until leading wheels of train on Brewery Lead have passed Brewery Lead signal, then close and lock the release box door. If Brewery Lead signal has been cleared and train on Brewery Lead is not ready to depart, if necessary to clear signal for a main track movement, close the release box door.
9. **At Central Avenue**—No. 1 track will be used as siding.
10. **Yard Limits**—From Garfield Ave. to yard limit sign west of 28th Street, Superior, and from yard limit sign east of Central Ave. to the yard limit sign just east of Soo Line crossing on Terminal Fourth Subdivision, and yard limit sign west of Central Ave. on Second Subdivision of Lake Superior Division.
11. **Derail Switches**—At approach to Minnesota Draw from Duluth. At Elevator Station.
At Superior—Winter St. just opposite freight house.
12. **Register Stations:**
Rices Point for second class and inferior trains, except passenger extras.
Central Avenue.
13. **Register Exceptions**—At Central Avenue trains register by form 608. A check of register on form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
14. **Clearance Exceptions:**
Trains originating at Garfield Ave., Rices Point (Yard), Bridge Switch, Elevator Station, Omaha Conn. and Belknap St. will not require clearance.
At Central Ave. eastward trains will not require clearance if train order signal is in the proceed position. Westward Great Northern trains enroute to Great Northern tracks, at the Interlocking, not governed by train order signal.

1. **Speed Restrictions**—Maximum Speeds Permitted
Zones—Between: Freight and Mixed Passenger
First class trains, within yard limits..... Restricted Speed.
West Duluth Jct. and Zenith Furnace..... 30 30
Zenith Furnace and L. S. T. & T. Jct..... 40 40
At West Duluth Jct., around east leg of wye and passing Zenith Furnace..... Restricted Speed.
2. **Bridge and Engine Restrictions**—Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted.
All bridges—Trains handling wrecking cranes of 250 tons, or heavier, NP cranes 45, 46, 47 or 48..... 15 MPH.
Bridge 94.6, Grassy Point..... 20 MPH.
3. **At West Duluth Jct.**—Normal position of switches on east leg of wye is for Third (Terminal) Subdivision main track.
4. **At Berwind Jct. Interlocking**—
Trains will call for route as follows:
— o To and from D. W. & P.
— oo To and from Soo Line.
— Straight track (N. P.)
oooo To and from Mike's Lead to Main track.
5. **Clearance Exceptions:**
Trains originating at West Duluth Jct., Berwind Jct. and L. S. T. & T. Ry. Jct. will not require clearance.
6. **Spring Switches**—West Duluth Jct., at junction of First and Third (Terminal) Subdivisions, normal position for Third (Terminal) Subdivision main track.
7. **Derails**—Winter St. just opposite freight house.
8. **Yard Limits**—Between West Duluth Jct. and yard limit sign west of Grassy Point drawbridge, and between yard limit sign east of L. S. T. & T. Ry. Jct. and Superior.

FOURTH SUBDIVISION

1. **Speed Restrictions**—Maximum Speeds Permitted
Zone—Between: All Trains and Engines
Yard Limit sign east of Allouez and Central Ave. Restricted Speed.
Engines heavier than Classes A-2 and W-5..... 20 MPH.
Trains Handling Loaded Ore Cars..... 20 MPH.
2. **Bridge and Engine Restrictions:**
Engines Class W or heavier, over trestle approach to Ore Dock..... 15 MPH.
3. **At Allouez**—Track No. 2 must not be used by ore trains. N.W.C. interlocking station is closed 12:01 AM to 8:00 AM week days, and all day Sundays. During this period, route is lined for N. P. track.
4. **At East End**—Normal position of switch at end of double track is for westward trains.
The approach signal of interlocking at Newton Ave. is an automatic block signal located on single track and governs the single track to end of double track and the westward track to Newton Ave. interlocking.
5. **At Newton Ave.**—No crossover between eastward and westward main tracks. Between CSTPM&O connection at Newton Ave. and East End, the westward track will be used as single track by eastward trains and engines entering at Newton Ave. and by westward trains and engines. Other eastward movements will be made on eastward track.

6. **At Hill Avenue Yard**—Ore trains arriving will stop to clear east end of arriving tracks.

Trains weighing ore on automatic scale will move at about 3 MPH. Semaphore over scale house is operated by weighmaster, and engineers will be governed by its indications:

Green: Proper speed.
Yellow: Reduce speed.
Red: Stop.

7. **At Soo Line Crossing**—When using Soo Line tracks, Northern Pacific crews must have in their possession and be governed by current Soo Line Duluth and Superior Terminal Division Time Table, a supply of which is maintained at Rices Point Yard office and roundhouse.
8. **At Central Ave.**—Normal position of switch at junction of Fourth and Second (Terminal) Subdivisions, in Great Northern interlocker, is for Second (Terminal) Subdivision.
9. **Spring Switches**—Central Ave.—Normal position of spring switch at end of double track is for eastward trains. Normal position of spring switch at wye connection between Second and Fourth (Terminal) Subdivisions is for direct route to Pokegama. These switches

are governed by interlocking signals equipped for switch key signal operation. If use of switch key does not give "restricting signal", proceed according to rule.

10. **Yard Limits**—Tracks between yard limit signs west of East End and east of Allouez, and between yard limit sign east of Central Avenue on Second (Terminal) Subdivision and yard limit sign just east of Soo Line crossing on Fourth (Terminal) Subdivision.
11. **Register Stations:**
Central Ave.
Soo Line 21st St. Yard Office, Superior, for D. S. S. & A. Ry.
12. **Register Exceptions**—At Central Ave. trains register by form 608. Eastward ore trains from Lake Superior Second Subdivision will not register. A check of register on Form 602 may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
13. **Clearance Exceptions**—Trains originating at Allouez, East End or Hill Ave. will not require clearance.
Ore trains from Lake Superior Second Subdivision will not require clearance at Central 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	Max. Height	Max. Width
18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	11' 6"
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"

Governing Structure—1st Sub-division, Lake Ave. viaduct. Clearance on balance of sub-division Max. 20'-6" obtains for all widths of loads listed

2nd Sub-div., St. Louis Bay Bridge No. 2.1 restricts height of load at 11'-6" wide

1st Sub-division, Duluth to New Duluth.....

2nd Sub-division, Garfield Ave. to Central Ave.

3rd Sub-division, W. Duluth Jct. to Superior U.D..

4th Sub-division, Allouez to Central Ave.....

LIMIT OF LOAD MEASUREMENT

HEIGHT ABOVE TOP OF RAIL

8 ft. 6 in. Wide	9 ft. Wide	9 ft. 6 in. Wide	10 ft. Wide	10 ft. 6 in. Wide	11 ft. Wide	11 ft. 6 in. Wide	Max. Height	Max. Width
18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	11' 6"
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 4"	20' 6"	11' 6"
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"
20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	11' 6"

Governing Structure—1st Sub-division, Lake Ave. viaduct. Clearance on balance of sub-division Max. 20'-6" obtains for all widths of loads listed

2nd Sub-div., St. Louis Bay Bridge No. 2.1 restricts height of load at 11'-6" wide

1st Sub-division, Duluth to New Duluth.....

2nd Sub-division, Garfield Ave. to Central Ave.

3rd Sub-division, W. Duluth Jct. to Superior U.D.

4th Sub-division, Allouez to Central Ave.....

Note: Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 inches clearance.

AUTHORIZED SURGEONS

Dr. B. I. Derauf, Chief Surgeon. . . . St. Paul.
 Dr. J. W. Jesion,
 Dr. A. McEwan,
 Dr. C. H. Decker,
 Dr. J. A. Evert,
 Dr. A. E. Borgen.

Assistant Surgeons,
 N. P. B. A. Hospital,
 St. Paul.

SPECIALISTS

St. Paul—
 Dr. L. G. Edwards, 1039 Lowry Bldg.
 Dr. W. J. Hultgen, Oculist, 939 Lowry Bldg.
 Dr. L. T. Simons, Eye, Ear, Nose & Throat,
 1039 Lowry Bldg.
 Minneapolis—
 Dr. K. A. Phelps, Oculist & Aurist,
 1137 Medical Arts Bldg.
 Duluth—
 Dr. M. F. Fellows, Oculist & Aurist,
 1209 Medical Arts Bldg.
 Superior—
 Dr. T. J. Doyle, Eye, Ear, Nose & Throat,
 1507 Tower Avenue

SURGEONS

Duluth—
 Dr. C. L. Haney, 2004 West Superior St.
 Dr. Daniel F. Pennie, 706 Medical Arts Bldg.
 Dr. C. M. Smith, 1115 Medical Arts Bldg.
 Dr. A. J. Spang, 1930 W. Superior St.
 Dr. J. S. Spang, 1930 W. Superior St.
 Dr. Wm. M. Spang, 1930 W. Superior St.
 Superior—
 Dr. J. W. McGill, 1225 Tower Ave.
 Dr. Victor E. Ekblad, 1507 Tower Ave.

C. M. ST. P. & P. RY. SURGEONS

Dr. Cyril M. Smith, 1115 Medical Arts Bldg., Duluth

LOCATION OF STRETCHERS

East End Station.
Central Avenue Station.
Superior Freight Station.
 Duluth—Fifth Avenue Yard Office, Dock 6, Union Depot, Store Room, Tool Car, Dock 2, Car Shops, Roundhouse.
West Duluth Station.
Superior Ore Dock.

NOTE

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In a case of illness, or of injury unrelated to railway operation to other than N. P. B. A. members, surgeon should endeavor to collect a reasonable fee for service from person attended. If unable to collect, Chief Surgeon should be notified.

Where injuries, to other than N. P. B. A. members, are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

RAILROAD CROSSINGS AND INTERLOCKINGS.

First Sub-division

West D. M. & I. R. Jct., Interlocking.
 Soo Line Crossing, Automatic Interlocking.
 D. W. & P. Jct., Interlocking.
 West Duluth Jct., Automatic Interlocking.
 Morgan Park, Minnesota Steel Co. Crossing.

Second Sub-division

Rices Point, Interlocking.
 Bridge Switch, Interlocking.
 St. Louis River Drawbridge;
 Minnesota Draw, Interlocking.
 Wisconsin Draw, Interlocking.
 Elevator Station, Interlocking.
 Superior, Winter St., near Omaha Connection.

Third Sub-division

Zenith Furnace—D. M. & I. R. Ry. Crossing.
 Berwind Jct., Interlocking, junction with Soo Line and D. W. & P.
 Grassy Point Drawbridge, Interlocking.
 G. N. Ry. Crossing.
 L. S. T. & T. Ry. Jct.

Fourth Sub-division

Alloues—N. W. C. Crossing, Interlocking.
 Newton Avenue—C. St. P. M. & O. Crossing, Interlocking.
 Soo Line Crossing, Interlocking.

G. M. HARE,
 Asst. Superintendent.

C. B. WOLF,
 Trainmaster.

C. W. THOMPSON,
 Trainmaster.

N. M. LORENTZSEN,
 Terminal Trainmaster.

M. R. SMITH,
 Trainmaster-Roadmaster.

E. J. WIGG,
 Chief Dispatcher.