

CHICAGO, MILWAUKEE, ST. PAUL  
AND PACIFIC RAILROAD CO.

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**BURLINGTON NORTHERN INC.**

**JOINT  
TIME  
TABLE  
No. 15**

Taking effect at  
1:01 A.M. Central Standard Time

**Sunday, October 29, 1978**

For the government and information  
of employes only

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**TABLE OF TRAIN SPEEDS**

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
51	70.6	66	54.5
52	69.2	67	53.7
53	67.9	68	52.9
54	66.7	69	52.2
55	65.5	70	51.4
56	64.3	75	48
57	63.2	80	45
58	62.1	85	42.4
59	61	90	40
60	60	100	36
61	59	120	30
62	58.1	144	25
63	57.1	180	20
64	56.3	240	15
65	55.4	360	10

TRACK OPERATED BY BURLINGTON NORTHERN INC.

ST. CROIX TOWER TO DIVISION ST.—WESTWARD

STATIONS	Distance from St. Croix Tower	Office Hours	Station Numbers	Line Segment	BN Mile Post Location	CMStP&P Mile Post Location	FIRST CLASS							
							9	7						
							NRPC Passenger	NRPC Passenger						
ST. CROIX TOWER	0.0	Continuous	00409	3	410.5		A.M. 5:58	P.M. 7:07						
5.0 CURRY	5.0	None	00413		415.4									
5.7 ST. PAUL PARK	10.7	None	00419		421.3									
1.2 NEWPORT	11.9	Continuous	00420		422.2	402.5								
1.1 RED ROCK	13.0	None				403.12								
1.8 DUNN	14.8	None				405.05								
1.6 OAKLAND	16.4	Continuous	00424			406.55								
0.8 ST. PAUL YARD	17.2	Continuous				407.4								
0.5 DAYTONS BLUFF	17.7	Continuous	00426			407.9								
0.9 HOFFMAN AVE.	18.6	Continuous				408.8		A 6:25 A.M.	A 7:36 P.M.					
0.6 DIVISION STREET	19.2	None				409.4								

E. R. DECKER  
Chief Dispatcher

H. E. PIERCE  
Asst Vice President  
Transportation

R. H. SHOBER  
Vice President and  
General Manager

E. L. PHILLIPS  
Superintendent

TRACK OPERATED BY CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

DIVISION ST. TO ST. CROIX TOWER—EASTWARD

STATIONS	Distance from Division St.	Capacity in Cars		BN Mile Post Location	CMStP&P Mile Post Location	FIRST CLASS								
		Siding	Other tracks			8	10							
		NRPC Passenger	NRPC Passenger											
ST. CROIX TOWER	17.7				392.1		A.M. 10:43	P.M. 10:58						
4.1 CHEMOLITE	13.6	23			396.1									
6.3 NEWPORT	7.3		79	422.2	402.5									
1.1 RED ROCK	6.2			423.4										
3.4 OAKLAND	2.8		Yard	426.7										
1.3 ST. PAUL YARD	2.0		Yard	427.5										
0.5 DAYTONS BLUFF	1.5		Yard	428.3										
0.9 HOFFMAN AVE.	0.6			429.1			10:23 A.M.	10:38 P.M.						
0.6 DIVISION STREET	0.0			429.7										

Minnesota-Dakota Division Officers have jurisdiction between Newport and Division St.  
Wisconsin Division Officers have jurisdiction between St. Croix Tower and Newport

H. M. HARRIS  
Chief Dispatcher

N. H. McKEGNEY  
Division Manager  
Wisconsin Division

F. B. CEDERHOLM  
Asst Vice President  
Transportation

W. F. PLATTENBERGER  
Asst Vice President and  
General Manager

B. J. McCANNA  
Division Manager  
Minnesota-Dakota  
Division

**SPEED RESTRICTIONS**

Location	Passenger Trains MPH	Freight Trains MPH
Maximum Speed .....	70	50
Operating against current of traffic .....	59	49
Trains making back-up movement on the westward track between St. Croix tower and Division Street .....	20	20
All crossovers, turnouts and sidings unless otherwise specified .....	10	10
Turnouts R.I. to westward track at Newport, westward track to lead tracks of St. Paul Yard, and through crossovers between eastward and westward tracks at Oakland St. Croix Interlocking	25	25
Eastward track .....	25	25
Westward track .....	30	25
Through turnout from eastward track to BN eastward track .....	30	25
Through turnout from westward track to BN westward track .....	30	25
Between St. Croix Tower and MP 415.25 westward track .....	55	40
Between MP 415.25 and MP 418.25 westward track .....	60	40
Through Interlockings at		
Oakland .....	70	50
Hoffman Ave. ....	45	25
Division Street .....	30	25
Between MP 396 CMStP&P and St. Croix Tower eastward track .....	50	35

**SPECIAL INSTRUCTIONS**

The two main tracks of the CMStP&P and BN Railroads between St. Croix Tower and Hoffman Ave. are used as joint tracks.

These tracks are operated as double track. Unless otherwise provided by train order, trains must keep to the left. ABS is in use between St. Croix Tower and Division Street.

Rules 251, 252, 253 and 254 are in effect — EXCEPT CTC is in use on westward track between MP 403.43 and MP 406.34 and is controlled by the train dispatcher at Newport.

Two main tracks of the CMStP&P and BN Railroads between Hoffman Ave. and Division Street are used as joint tracks. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks. Rules 261 and 262 are in effect between Hoffman Ave. and Division Street.

CMStP&P Automatic Block and Interlocking signal aspects apply between Newport and Division Street on westward track and between Newport and St. Croix Tower on eastward track.

BN Automatic Block and Interlocking signal aspects apply between St. Croix Tower and Newport on westward track and between Division Street and Newport on eastward track.

Train orders and clearances for the territory between Division Street and St. Croix Tower will be issued over the signature of the Division Manager of the CMStP&P Wisconsin Division.

Eastward trains entering the Joint CMStP&P and BN tracks between Division Street and St. Croix Tower must obtain a clearance from the train dispatcher at Newport and CMStP&P Wisconsin Division trains operating beyond St. Croix Tower must also obtain a clearance from the train dispatcher at La Crosse.

Eastward N.R.P.C. trains will obtain these clearances at Midway Station.

Eastward BN trains will obtain this clearance as directed in the BN Special Instructions.

When train orders are delivered to westward N.R.P.C. trains at St. Croix Tower, train must receive two clearances, one from the train dispatcher at Newport and one from the train dispatcher at La Crosse.

Rule 83(B) does not apply at St. Croix Tower and Newport if the train order signal indicates proceed, and does not apply at Division Street and Hoffman Ave.

Rule 91(A) of the Consolidated Code of Operating Rules is modified by the addition of the following:

In non-ABS territory on single track following trains will not be permitted to enter the block until preceding train is clear of the block except in case of failure of means of communication or such movement is authorized by the train dispatcher by a train order in the following form:

(train) left (station) at \_\_\_\_\_ M and has not passed (station)  
 (train) may proceed prepared to stop short of train ahead.

This train order must be addressed to the operator and the train. The following train may be released when its right or schedule permits after at least ten minutes have expired after the departure of the train ahead.

When means of communication have failed, the operator may permit the train to proceed into the block when right or schedule permits and after at least ten minutes have expired after the departure of the train ahead with a clearance marked "Wire Failure" and with a notation reading "(train) left (station) at \_\_\_\_\_ M and has not passed (station) (train) may proceed prepared to stop short of train ahead." The time the following train may go must also be endorsed on the clearance as required by rule 91(A).

Train order signal must be placed to indicate Stop immediately after rear of train has passed the train order signal and must not again be placed to indicate Proceed until after the train has passed the next open office. Block stations must not be closed without authority of the train dispatcher. When a block station is open at other than regularly assigned hours, trains must be notified.

Rule D-91 of The Consolidated Code of Operating Rules is modified by the addition of the following:

Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the block until the preceding train is clear of the block.

Stop indications must be displayed immediately after rear of a train has passed the signal, and following trains will not be permitted to enter the block until it is clear of the preceding train.

Rules 91 and 91(A) do not apply for movements against the current of traffic.

Protection against following trains on the same track is not required of trains moving against the current of traffic. This provision does not apply to any unit of equipment which does not actuate block or cab signals, or to a work extra.

Extra trains may be operated on eastward and westward tracks with current of traffic without train orders.

Interlockings are located at St. Croix Tower, Newport, Oakland, Hoffman Ave. and Division Street.

R.I. trains and engines will use joint tracks between Newport and Division Street.

Train order signal at Newport does not govern R.I. trains leaving CMStP&P-BN joint tracks.

At Oakland, the westward train order signal does not govern trains terminating at Oakland or Daytons Buff.

The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employees while operating on Minnesota Transfer Railway Company and the St. Paul Union Depot Company trackage:

Rule 93 Revised applies within the limits of St. Paul Union Depot Company and Minnesota Transfer Railway Company.

The limits of the St. Paul Union Depot Company property extend from connection with BN tracks at Third Street and connection with CMStP&P-BN tracks between Third Street and Division Street on the east to connection with the C&NW and CMStP&P tracks at Robert Street on the west.

With in the limits of St. Paul Union Depot Company property, trains and engines must not exceed ten (10) miles per hour through crossovers and turnouts.

The entrance to this property is controlled on the east by signal indication at Third Street or verbal authority from BN operator at Westminster St. and on the west by signal indication or verbal authority from the CMStP&P control operator at St. Paul Yard.

Northward train and engine movements from C&NW trackage South St. Paul must contact C&NW operator at South St. Paul who will advise BN operator at Westminster St.

Southward or westward train and engine movements from BN or joint CMStP&P-BN trackage must contact BN operator at Westminster St.

Eastward train and engine movements from C&NW trackage at Western Avenue must contact CMStP&P control operator at St. Paul Yard.

Control operators at St. Paul Yard and Westminster St. will coordinate these movements.

A manually controlled interlocking governs the northward and southward movements over the CMStP&P crossing at Robert Street and is interconnected with the CTC system controlled by control operator at St. Paul Yard.

The normal position of the hand throw switch located opposite the office building at Robert St. is lined for connection track to CMStP&P No. 1 main track. Permission must be obtained from the control operator at St. Paul Yard before reversing this switch. It must be restored to normal position immediately after use.

In the application of Rule 99 Revised, effective August 1, 1977, the prescribed distance for flag protection of front and rear of train, when flag protection is required, is as follows:

Division Street — St. Croix Tower ..... Two Miles

**YARD LIMITS**

St. Paul Yard -

Newport ..... Extend from Hoffman Avenue to 2500 feet east of Newport interlocking on the westward track and from Hoffman Avenue to 1587 feet east of Oakland on the eastward track.

Movements against the current of traffic within yard limits of Newport - St. Paul Yard must be authorized by the train dispatcher at Newport.