

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

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

**BURLINGTON NORTHERN
RAILROAD CO.**

**JOINT
TIME
TABLE
No. 24**

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

Sunday, October 28, 1984

For the information and government
of employees only

ST. CROIX TOWER TO DIVISION STREET—WESTWARD

STATIONS	Distance from St. Croix Tower	Station Numbers	Line Segment	BN Mile Post Location	CMSIP&P Mile Post Location	FIRST CLASS														
						7														
						NRPC Passenger														
						Daily														
ST. CROIX TOWER 5.0	0.0	00409	3	410.5		P.M. 9:40														
CURRY 5.7	5.0	00413		415.4																
ST. PAUL PARK 1.2	10.7	00419		421.3																
NEWPORT 1.1	11.9	00420		422.2	402.5															
RED ROCK 1.8	13.0				403.12															
DUNN 1.6	14.8				405.05															
OAKLAND 0.8	16.4	00424			406.55															
ST. PAUL YARD 0.5	17.2				407.4															
DAYTONS BLUFF 0.9	17.7	00426			407.9															
HOFFMAN AVE. 0.6	18.6				408.8		A 10:02 P.M.													
DIVISION ST.	19.2				409.4															

W. L. WATLAND
Chief Dispatcher

E. H. HARRISON
Vice President
Transportation

D. W. SCOTT
Vice President
and
General Manager

R. H. NELSON
Superintendent

M. L. HOLSTEEN
Terminal
Superintendent

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

DIVISION STREET TO ST. CROIX TOWER—EASTWARD

STATIONS	Distance from Division Street	Capacity in Cars		BN Mile Post Location	CMSIP&P Mile Post Location	FIRST CLASS														
		Siding	Other Tracks			8														
						NRPC Passenger														
ST. CROIX TOWER 4.1	17.7				392.1	A.M. 7:47														
CHEMOLITE 6.3	13.6	23			396.1															
NEWPORT 1.1	7.3		79	422.2	402.5															
RED ROCK 3.4	6.2			423.4																
OAKLAND 1.3	2.8		Yard	426.7																
ST. PAUL YARD 0.5	2.0		Yard	427.5																
DAYTONS BLUFF 0.9	1.5		Yard	428.3																
HOFFMAN AVE. 0.6	0.6			429.1		7:31 A.M.														
DIVISION ST.	0.0			429.7																

N. H. McKEGNEY
Superintendent
Northern Division

W. F. PLATTENBERGER
Asst. Vice President
and
General Manager

H. G. TESKE
Chief Dispatcher

SPEED RESTRICTIONS

Location	Passenger Trains MPH	Freight Trains MPH
MAXIMUM	70	50
except MAXIMUM on south main track between St. Croix Tower and MP 418.2	50	40
MAXIMUM on north main track between MP 396 and St. Croix Tower	50	35
Hoffman Ave. Interlocking	45	25
Division St.	30	25
Loaded Unit coal trains		35
All Crossovers, turnouts and sidings unless otherwise specified	10	10
Oakland:		
South main track to lead tracks of St. Paul Yard and through crossovers between the two main tracks	25	25
Newport:		
Through west crossover	35	35
Through east crossover	25	25
St. Croix Tower:		
Through crossover west of St. Croix Tower	25	25
Through turnout from south main track to BN south main track	35	35
Through crossover east of St. Croix Tower	12	12
CMSStP&P main track between connection switch from south main track to St. Croix Tower	25	25
Minimum flagging distance (Rule 99)		one mile

SPECIAL INSTRUCTIONS

The two main tracks of the CMSStP&P and BN Railroads between St. Croix Tower and Division St. are used as joint tracks and beginning at the north are designated as the north and south main tracks.

CTC is in use between Division St. and St. Croix Tower and is controlled by the BN east hump dispatcher at Northtown. All train orders, clearances and CTC instructions are issued by the authority and over the initials of the BN east hump dispatcher.

Interlocking at Hoffman Ave. is controlled by the BN east hump dispatcher at Northtown in accordance with Rule 606(B).

Trains entering the joint CMSStP&P—BN tracks between Division St. and St. Croix Tower will obtain clearance as follows:

- Eastward CMSStP&P trains will obtain BN clearance at St. Paul Yard.
- Eastward N.R.P.C. trains will obtain BN clearance at Midway Station.
- Eastward BN trains will obtain clearance at Northtown.
- Westward CMSStP&P and N.R.P.C. trains will obtain BN clearance at La Crosse.
- Westward BN trains will obtain two clearances at LaCrosse, one from the train dispatcher at Galesburg and one from the train dispatcher at Northtown.

Rule 83(B) does not apply at Hoffman Ave., Oakland and St. Croix Tower. Southward CMSStP&P trains operating beyond St. Croix Tower must obtain clearance at St. Paul Yard and Southward N.R.P.C. trains will obtain CMSStP&P clearance at Midway Station.

CMSStP&P Block and Interlocking signal aspects and indications apply between Newport and Division St. on the south main track and between Newport and St. Croix Tower on the north main track, except BN automatic block and interlocking signal aspect 501K applies on both main tracks between St. Croix Tower and Division St. and the name and indication are changed to read as follows:

Name: Restricted proceed.
 Indication: Proceed at restricted speed without stopping through entire block.

BN signal aspects apply between St. Croix Tower and Newport on the south main track and between Division St. and Newport on the north main track.

The former C.R.I.P. trackage between Newport and the Mississippi River Drawbridge will be operated by the Milwaukee Road in accordance with Rule 105 not to exceed 10 mph.

CMSStP&P Intermodal trains will not be identified as such in train orders, clearances and track car line ups between Division Street and St. Croix Tower and must not exceed freight train speed between those stations.

DERAILED CAR INDICATORS

When a derailed car indicator displays a steady white light, train must be stopped immediately and inspected. Protection as required by Rule 102 must be provided against movements on adjacent tracks until it is determined that it is safe for such movements to proceed. A flashing white light indicates train is OK. When light is not displayed on approach of train or engine, indicator is out of service and train inspection is not required. Second paragraph of Rule 27 then applies.

Bi-directional car defect detector located as follows:

- MP 394.4 north main track between Chemolite and St. Croix Tower Wayside