

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

BURLINGTON NORTHERN INC.

JOINT TIME TABLE No. 13

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

Wednesday, March 1, 1978

For the government and information
of employes only

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

SPEED RESTRICTIONS

Location	Passenger	Freight
	Trains MPH	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	40	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 415.25Q westward track	55	40
Between MP 415.25Q and MP 418.25Q westward track ...	60	40
Through Interlockings at		
Oakland	70	50
Hoffman Ave.	45	25
Division Street	30	25
Between MP 395 CMStP&P and St. Croix Tower eastward track	55	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 Bluff.

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

(a) Rule 93 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 opposite depot roundhouse, on the east, to connection with the C&NW and CMStP&P tracks at Robert Street on the west.

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

The entrance to and all movements on this property will be made only on authority of the switch tenders. No train or engine may foul any track or puzzle switch without authority of the switch tenders.

Before trains or engines enter the east end of St. Paul Union Depot, they must communicate with the switch tender located at Sibley Street by phone and be governed by his instructions.

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

Yard Limits extend from 1587 feet east of Tower at Oakland to Division Street.