

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

BURLINGTON NORTHERN INC.

**JOINT
TIME
TABLE
No. 7**

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

Sunday, April 27, 1975

**For the government and information
of employes only**

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

FIRST CLASS

STATIONS	Distance from St. Croix Tower	Office Hours	FIRST CLASS												
			9	7											
			NRPC Passenger Daily	NRPC Passenger Daily											
ST. CROIX TOWER		Continuous	5.25 PM	8.15 PM											
CURRY	5.0	No Office													
ST. PAUL PARK	10.7	No Office													
NEWPORT	11.9	Continuous													
RED ROCK	13.0	No Office													
DUNN	14.8	No Office													
OAKLAND	16.4	Continuous													
ST. PAUL YARD	17.2	Continuous													
DAYTONS BLUFF	17.7	Continuous													
HOFFMAN AVENUE	18.6	Continuous													
DIVISION STREET	19.2	No Office	A 5.55 PM	A 8.45 PM											

S. O. ERICKSON, Chief Dispatcher, Minneapolis, Minn.
H. E. OTTERNESS, J. B. DALEY, P. A. MADSEN, Train Dispatchers, Newport.
D. G. Knudtson, B. G. McDowell, Asst. Vice President Transportation.
R. G. JOHNSON, Asst. Vice President Operations.
R. H. SHOBER, Asst. Vice President Operations.
E. L. PHILLIPS, Superintendent

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

DIVISION ST. TO ST. CROIX TOWER—EASTWARD

FIRST CLASS

STATIONS	Distance from Division St.	Capacity in Cars		FIRST CLASS											
		Siding	Other tracks	8	10										
				NRPC Passenger Daily	NRPC Passenger Daily										
ST. CROIX TOWER	17.6			A 7.40 AM	A 1.10 PM										
CHEMOLITE	13.8	23													
NEWPORT	7.3		79												
RED ROCK	6.2														
OAKLAND	2.8		Yard												
ST. PAUL YARD	2.0		Yard												
DAYTONS BLUFF	1.5		Yard												
HOFFMAN AVENUE	0.8														
DIVISION STREET	0.0			7.20 AM	12.50 PM										

J. J. TAYLOR, Asst. Trainmaster
J. L. HUMMEL, **W. D. TYVAN**, **J. F. KILEY**, **B. J. McCANNA**, Superintendent
R. F. SHIVE, **R. A. OHLSEN**, **D. K. KRIDER**, Traveling Engineer-Trainmasters
G. C. WILLIAMS, **B. W. MINER**, **J. P. McMULLIN**, Asst. Supt.

H. M. HARRIS, Chief Dispatcher, La Crosse, Wis.
C. Y. DEMPSEY, Traveling Engineer-Trainmaster
G. A. JONASSON, Asst. Supt., La Crosse, Wis.
F. H. RYAN, Superintendent, La Crosse, Wis.

SPEED RESTRICTIONS

Location	Passenger Trains	Freight Trains
	M. P. H.	M. P. H.
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 St.....	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..	25	25
St. Croix Interlocking		
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 Avenue.....	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 C.M.St.P.&P. and BN Railroads between St. Croix Tower and Division St. 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 M.P. 403.43 and M.P. 406.34 and is controlled by the train dispatcher at Newport.

C.M.St.P.&P. Automatic Block and Interlocking signal aspects apply between Newport and Division St. 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 St. and Newport on eastward track.

C.M.St.P.&P. Train Orders will be used between St. Croix Tower and Division Street and will be issued over the signature of the Superintendent at La Crosse.

Rule 33(B) does not apply at St. Croix Tower and Newport if train order signal indicates proceed.

Westward N.R.P.C. Passenger Trains will obtain BN Clearance at St. Croix Tower covering movement between Division Street and Minneapolis Passenger Station on the BN.

Eastward La Crosse Division trains originating at South Minneapolis must obtain two clearances, one from the Train Dispatcher at Newport for the territory Division Street to St. Croix Tower and one from the Train Dispatcher at La Crosse for the territory South Minneapolis to Division Street and St. Croix Tower to La Crosse.

Eastward La Crosse Division trains originating at St. Paul Yard must obtain two clearances, one from the Train Dispatcher at Newport for the territory St. Paul Yard to St. Croix Tower and one from the Train Dispatcher at La Crosse for the territory St. Croix Tower to La Crosse.

Eastward trains originating at Minneapolis on the BN Railway will secure two C.M.St.P.&P. clearances at St. Anthony, one from the Train Dispatcher at Newport for the territory Division Street to St. Croix Tower and one from the Train Dispatcher at La Crosse for the territory St. Croix Tower to La Crosse. Both clearances will be issued over the signature of the Superintendent of the La Crosse Division.

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 Avenue and Division Street.

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

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

At Oakland, the westward train order signal does not govern trains terminating at Oakland or Dayton's Bluff.

The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employes 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 C.M.St.P.&P.-BN tracks opposite depot round-house, on the east, to connection with the C&NWR and C.M.St.P.&P.R.R. 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.

Rule 83(B) does not apply at Division Street.

YARD LIMITS

Yard Limits extend from 1537 feet East of Tower at Oakland to Division Street.