

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

CHICAGO, BURLINGTON & QUINCY
RAILROAD CO.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

**JOINT
TIME
TABLE
No. 134**

Taking effect at 12:01 P. M.
Central Standard Time

Sunday, September 27, 1953

For the government and information
of employes only

TRACK OPERATED BY CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

ST. CROIX TOWER TO ST. PAUL—WESTWARD

Table with columns for Time Table No. 134, September 27, 1953, Stations, Office Hours, and First/Second Class train services. Includes stations like ST. CROIX TOWER, CURRY, PULLMAN AVENUE, ST. PAUL PARK, NEWPORT, RED ROCK, HIGHWOOD, OAKLAND, DAYTONS BLUFF, HOFFMAN AVENUE, DIVISION STREET, and ST. PAUL.

D. RUPP, Chief Dispatcher, North La Crosse, Wis.

A. C. McDONALD, Superintendent of Terminals, Dayton Bluff, Minn.

M. I. SWENNES, Assistant Superintendent, North La Crosse, Wis.

A. E. STOLL, Superintendent, Aurora, Ill.

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

ST. PAUL TO ST. CROIX TOWER—EASTWARD

Table with columns for Time Table No. 134, September 27, 1953, Stations, Capacity in Cars, and First/Second Class train services. Includes stations like ST. CROIX TOWER, CHEMOLITE, LANGDON, NEWPORT, RED ROCK, HIGHWOOD, OAKLAND, DAYTONS BLUFF, HOFFMAN AVENUE, DIVISION STREET, and ST. PAUL.

J. R. WERNER, N. H. McKEGNEY, D. P. VALENTINE, Trainmasters, T. C. T., St. Paul, Minn. Between Newport and St. Paul

F. J. KUKLINSKI, Ass't. Supt., T. C. T., Mpls., Minn.

R. F. FAIRFIELD, Superintendent, T. C. T., Minneapolis, Minn.

J. C. MEYER, Chief Dispatcher, La Crosse, Wis.

W. T. HJORTH, Assistant Superintendent, La Crosse, Wis. Between St. Croix Tower and Newport

L. W. PALMQUIST, Superintendent, La Crosse, Wis.

SPECIAL INSTRUCTIONS

The two main tracks of the C. M. St. P. & P. and C. B. & Q. Railroads between St. Croix Tower and St. Paul are used as joint tracks. The C. M. St. P. & P. operate the eastward track and train orders will be issued over the signature of the Superintendent at La Crosse. The C. B. & Q. operate the westward track and train orders will be issued over the signature of the Superintendent at Aurora.

These tracks are operated as double track. Unless otherwise provided by train order, trains must keep to the left. C. B. & Q. Rules D-251, D-252, D-253, D-254 and C. M. St. P. & P. Rules 251, 253 and 254 are in effect.

Automatic Block System is in effect between St. Croix Tower and Division Street.

When trains are run against the current of traffic, Manual Block System Rules, C. B. & Q. 318-B will apply on westward track and C. M. St. P. & P. 318 will apply on eastward track.

Signalmen must not display Proceed-indications unless authorized by the train dispatcher at Newport.

C. R. I. & P. trains will use joint tracks between Newport and St. Paul.

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

At Newport, the indication of the westward train order signal will be in accordance with Rules 200 A, 200 B and 200 C of the CMSTP&P Consolidated Code of Operating Rules and General Instructions.

At Newport, the indication of the westward train order signal will be in accordance with rules 200A, 200B, and 200C of the CMSTP&P Consolidated Code of Operating Rules and General Instructions but the provisions of CB&Q Rule 27 will apply to westward trains on westward track.

At St. Croix Tower, westward trains will not require Clearance Form A if train order signal displays proceed-indication.

There is no train order signal at St. Paul. C. B. & Q. eastward passenger trains must obtain both C. M. St. P. & P. and C. B. & Q. Clearance Form A. C. M. St. P. & P. and C. R. I. & P. eastward passenger and freight trains using passenger main track from St. Paul or Hoffman Avenue will not require Clearance Form A at St. Paul, Hoffman Avenue or Oakland unless train order signal displays Stop-indication.

CB&Q Eastward Extra Trains will register by ticket at Oakland.

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

C. M. St. P. & P. Rule 83 (B) does not apply at Oakland if the train order signal indicates Proceed as per Rule 200 C.

All trains occupying main tracks must protect as prescribed by Rule 99 regardless of yard limits.

Certain automatic block signals located on ascending grades between St. Paul and St. Croix Tower have been designated as grade signals and are distinguished as follows:

On C. M. St. P. & P. by the letter G on a yellow sign 15 inches square located on the right hand side of the signal mast almost immediately above the number plate. When a train approaches an automatic block signal equipped with a permissive marker and displaying Stop-indication, it may pass the signal at restricted speed without stopping.

On C. B. & Q. by a small purple light to right of mast when signal displays a Stop-indication. Trains may pass such signals when displaying Stop-indication at speed not to exceed 15 miles per hour and proceed as prescribed by Rule 509-B.

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

Enginemen must not permit ash pans or front end of engines to be cleaned on the tracks and switches over which movements are governed by signal indication, except at points designated by the superintendent. Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts of controlled switches or between the signals which govern the movements, in either direction, over these switches.

Sand must not be used, ash pans cleaned, water allowed to run or blow-off cocks opened over movable parts or between route signals which govern the movements through an interlocking.

SPEED RESTRICTIONS

Turnouts, C. R. I. & P. 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 MPH.

WESTWARD TRACK

Location	Passenger Trains		Freight Trains	
	M.	P. H.	M.	P. H.
Maximum speed.....	79		50	
Operating against the current of traffic.....	59		49	
All crossovers, turnouts and sidings unless otherwise specified.....	10		10	
St. Croix Tower, through interlocking.....	30		25	
St. Croix Tower, through turnout to C. B. & Q. westward track.....	30		25	
Between St. Croix Tower and M. P. 415.25Q..	55		40	
Between M. P. 415.25Q and M. P. 418.25Q...	60		40	
Between M. P. 406.50 C. M. St. P. & P. and Daytons Bluff.....	75		..	
Oakland, through interlocking.....	75		..	
Hoffman Avenue, through interlocking.....	45		25	
Between Hoffman Avenue and St. Paul Union Depot Stop-board	Restricted Speed		Restricted Speed	
Division Street, through interlocking.....		30		25
St. Paul, when backing train on Union Depot tracks.....	8		..	

EASTWARD TRACK

Location	Passenger Trains		Freight Trains	
	M.	P. H.	M.	P. H.
Maximum speed.....	79		60	
Operating against the current of traffic.....	59		49	
All crossovers, turnouts and sidings unless otherwise specified.....	10		10	
St. Paul, when backing train on Union Depot tracks.....	8		..	
Between St. Paul Union Depot Stop-board and Hoffman Avenue	Restricted Speed		Restricted Speed	
Division Street, through interlocking.....		30		25
Hoffman Avenue, through interlocking.....	45		25	
Between Daytons Bluff and M. P. 426.50Q..	75		..	
Oakland, through interlocking.....	75		..	
Between M. P. 422.50Q and M. P. 401.26 C. M. St. P. & P.....	79		..	
Newport, through interlocking.....	79		..	
Between M. P. 396.62 C. M. St. P. & P. and M. P. 395.60 C. M. St. P. & P.....	75		..	
Between M. P. 395.60 C. M. St. P. & P. and St. Croix Tower.....	55		25	
St. Croix Tower, through interlocking.....	40		25	
St. Croix Tower, through turnout to C. B. & Q. eastward track.....	30		25	

W. H. AMUNDSON,
F. W. WALTON,

A. W. NICHOLSON,
J. B. DALY,

G. L. WEISS,
J. F. BURCE,
C. M. OLSON,
J. BURNS,

Train Dispatchers,
Newport.