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

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

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

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

ST. CROIX TOWER TO ST. PAUL-WESTWARD

	Distance from St. Croix Tower						FIRST CLASS														SECOND CLASS								
TIME TABLE No. 134 September 27, 1953 STATIONS		Office	57	461	53	47	17	417	45	55	21	421	t P. C. M. St. P. ger & P. Passenger	C. B. & Q. C. Passenger P	C. R. I. & P. C. Passenger 16	101	49	15	23		263	97	83	81	91 . C. M. St. P. 6 & P. Freight	63 C. M. St. P. & P. Freight	C. M. St. P. C. & P. Freight	383	
		Hours	C. M. St. P. & P. Passenger	C. R. I. & P. Passenger 562	C. B. & Q. Passenger	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	P. C. R. I. & P. Passenger 18	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C. B. & Q. Passenger	C. R. I. & P. Passenger 508				C. M. St. P. & P. Passenger	C. B. & Q. Passenger	C.M.St.P. & P. Passenger	C. B. & Q. Passenger		C. M. St. P. & P. Freight	C. B. & Q. Freight	C.M.St. P. & P. Freight	C. B. & Q. Freight				C. B. & C. Freight	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily				Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily Except Sun.	Daily		Daily	
ST. CROIX TOWER		Continuous	L 5.06 AM		L 6.40 M	L 6.59 M	L 7.05 M		L 8.22 AM	L 1.12PM	L 2.29 PM		L 5.37 PM	L 5.43 PM		L 6.52 PM	L 7.13PM	L 8.47 PM	L 9.44 PM		L12-20AM	L 1.20 AM	L 3.35M	L 2.50	L 3.20 PM	L 4.20 PM	L 9.15 PM	L10.50	
CURRY	5.0	No Office																											
PULLMAN AVENUE	9.8	No Office													1														
ST. PAUL PARK	10.7	No Office							8.37																				
NEWPORT	11.9	Continuous		L 6.49 M				L 7.55 M		1.25		L 5.42 PM	5.49	,	L 6.40 PM														
RED ROCK	13.0	No Office																											
HIGHWOOD	15.6	No Office																											
OAKLAND	16.4	Continuous				1															A 1.25 M	A 2.00 A	A 4.05	A 3 30	4-20PM	A 5.10PM	A 10.05PM	A11.30	
DAYTONS BLUFF	17.7	No Office																											
HOFFMAN AVENUE	18.6	Continuous																											
DIVISION STREET		No Office																					-						
ST. PAUL	20.0	12.01AM	A 5.40 M	A 7.10M	A 7.15M	A 7.35 A	A 7.45 M	A 8.30 M	A 9.10 AM	A 1.50PM	A 3.00 PM	A 6.00 PM	A 6.05 PM	A 6.15 PM	A 7.10P	A 7.15PM	A 7.45 PM	A 9.15 PM	A 10-15PM		1	1		A	1			1	

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, III.

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

ST. PAUL TO ST. CROIX TOWER—EASTWARD

c		Cana	city		FIRST CLASS													SECOND CLASS												
TIME TABLE No. 134		in C	Capacity in Cars	a Cars	26	26	16	44	6	22	58	420	100	24	462	416	52	56	432	54	18	48	76				266	66	82	72
September 27, 1953	ul In			C. B. & Q. Passenger	C.M.St.P. & P. Passenger	C. B. & Q. Passenger	C. M. St. & P. Passeng	P. C. B. & Passen	Q. C. M. St. P. & P. Passenger	C. R. I. & P. Passenger 507	C. M. St. P. & P. Passenger	C. B. & Q. Passenger	C. R. I. & P. Passenger 561	C. R. I. & P. Passenger 15	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C. R. I. & P. Passenger 17	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C. B. & Q. Passenger	C. M. S & F Freig	reig	Q. C. M. S. & P. Freig	P. C. B. & Freigh	Q. C. M. St. P. & P. Freight	C. M. St. P & P. Freight	C. B. & Q. Freight	C. M. St. & P. Freigh		
STATIONS	Distar St. Pa	Siding	Other	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sat.	Daily	Daily	Daily	Daily	Daily	Dail	Dail	y Dail;	Daily	Daily	Daily	Daily	Daily Except 8		
ST. CROIX TOWER	18.4			A 7.26 M	A 7.27 M	A 7.41 M	A 8.42	A 8.4	7 M A10.47A		A 1.17PM	A 4.49 PM			47.45 PM	A 9.06 PM	100	A11.50PM	A11.59PM	A12.05AM	A 1.3	5 AM A 2.0	AM A 5.3	5AN A 10.25	AM A 9.20 A	A 2.10	4 6.55 P	A 7.00		
CHEMOLITE	14.4	15																												
LANGDON	13.4								10.40																					
NEWPORT	8.1		119				8.32	8.3	10.34	A 12.20PM			A 5.40PM	A 7.22PM	1 7.27	8.54	A11.38PM													
RED ROCK	7.0																													
HIGHWOOD	4.4	4																												
OAKLAND	3.6		Yard																		L 1.0	5 AM L 1.3	OAM L 5.0	5AM L10.00	M L 9.01 A	L 1.40P	L 6.30P	L 6.3		
DAYTONS BLUFF	2.3		Yard																											
HOFFMAN AVENUE	1.4																													
DIVISION STREET	0.8						8.2	7 8.3	2_																					
ST. PAUL			Yard	L 7.00 A	L 7.104	L 7.15	L 8.25		9 M L10.25	L12.10PM	L 1.00 PM	L 4.30PM	L 5.30PM	L 7.10P	L 7.15 PM	L 8.45 PM	L11.25W	L11.30PM	11.40 PM	L11.45PM										

J. R. WERNER,

N. H. McKEGNEY, 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.

SPEED RESTRICTIONS

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 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.

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 M. P. H.	Freight Trains M. P. H.
Maximum speed	79 59	50 49
All crossovers, turnouts and sidings unless otherwise specified	10 30	10 25
St. Croix Tower, through turnout to C. B. & Q. westward track	30 55	25 40
Between M. P. 415.25Q and M. P. 418.25Q Between M. P. 406.50 C. M. St. P. & P. and Daytons Bluff	60 75	40
Oakland, through interlocking Hoffman Avenue, through interlocking Between Hoffman Avenue and St. Paul	75 45 Restrict-	25 Restrict-
Union Depot Stop-board Division Street, through interlocking St. Paul, when backing train on Union Depot	ed Speed 30	ed Speed 25
tracks	8	3.5

EASTWARD TRACK

Location	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum speed	79	60
Operating against the current of traffic All crossovers, turnouts and sidings unless	59	49
otherwise specified	10	10
tracks	8	-
Between St. Paul Union Depot Stop-board and Hoffman Avenue	Restrict- ed Speed	Restrict- ed 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 Between M. P. 422.50Q and M. P. 401.26	75	••
C. M. St. P. & P	79	
Newport, through interlocking	79	••
M. P. 395.60 C. M. St. P. & P	75	••
Between M. P. 395.60 C. M. St. P. & P. and	55	25
St. Croix Tower	40	25
St. Croix Tower, through turnout to C.B. & Q.		25
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.