

| 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. A 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 Oakland: | 10 | 10 |
| 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 |
| CMStP&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 CMStP&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 CMStP&P—BN tracks between Division St. and St. Croix Tower will obtain clearance as follows:

Eastward CMStP&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 CMStP&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 CMStP&P trains operating beyond St. Croix Tower must obtain clearance at St. Paul Yard and Southward N.R.P.C. trains will obtain CMStP&P clearance at Midway Station.

CMStP&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.

CMStP&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

