

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

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**BURLINGTON NORTHERN  
RAILROAD CO.**

# JOINT TIME TABLE No. 21

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

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**Sunday, October 25, 1981**

For the information and government  
of employees only

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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

## TRACK OPERATED BY BURLINGTON NORTHERN RAILROAD CO.

## ST. CROIX TOWER TO DIVISION ST.—WESTWARD

STATIONS	Distance from St. Croix Tower	Office Hours	Station Numbers	Line Segment	BN Mile Post Location	CMS&P Mile Post Location	FIRST CLASS														
							7														
							NRPC Passenger														
ST. CROIX TOWER	0.0	Continuous	00409	3	410.5		P.M. 9:34														
— 5.0 — CURRY	5.0	None	00413		415.4																
— 5.7 — ST. PAUL PARK	10.7	None	00419		421.3																
— 1.2 — NEWPORT	11.9	Continuous	00420		422.2	402.5															
— 1.1 — RED ROCK	13.0	None				403.12															
— 1.8 — DUNN	14.8	None				405.05															
— 1.6 — OAKLAND	16.4	Continuous	00424			406.55															
— 0.8 — ST. PAUL YARD	17.2	Continuous				407.4															
— 0.5 — DAYTONS BLUFF	17.7	Continuous	00426			407.9															
— 0.9 — HOFFMAN AVE.	18.6	Continuous				408.8		A 9:56 P.M.													
— 0.6 — DIVISION STREET	19.2	None				409.4															

E. R. DECKER  
Chief DispatcherT. C. WHITACRE  
Vice  
President  
TransportationC. J. BRYAN  
Vice President  
and  
General ManagerS. F. KUZMA  
Superintendent

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

## DIVISION ST. TO ST. CROIX TOWER—EASTWARD

STATIONS	Distance from Division St.	Capacity in Cars		BN Mile Post Location	CMS&P Mile Post Location	FIRST CLASS															
		Siding	Other tracks			8															
						NRPC Passenger															
ST. CROIX TOWER	17.7				392.1																
— 4.1 — CHEMOLITE	13.6	23			396.1																
— 6.3 — NEWPORT	7.3		79	422.2	402.5																
— 1.1 — RED ROCK	6.2			423.4																	
— 3.4 — OAKLAND	2.8		Yard	426.7																	
— 1.3 — ST. PAUL YARD	2.0		Yard	427.5																	
— 0.5 — DAYTONS BLUFF	1.5		Yard	428.3																	
— 0.9 — HOFFMAN AVE.	0.6			429.1																	
— 0.6 — DIVISION STREET	0.0			429.7																	

N. H. McKEGNEY  
Superintendent  
Northern DivisionW. F. PLATTENBERGER  
Asst Vice President  
and  
General ManagerG. E. MEIER  
Chief Dispatcher

## SPEED RESTRICTIONS

Location	Passenger	Freight
	Trains	Trains
	MPH	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 C&NW 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 .....	25	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 418.25 westward track	50	40
Through Interlockings at		
Oakland .....	70	50
Hoffman Ave. ....	45	25
Division Street ..	30	25
Between MP 396 CMStP&P and St. Croix Tower eastward track .....	50	35
Loaded Unit Coal trains:		
with current of traffic .....		35
Against current of traffic .....		30

## 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 and indications 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 Chief Dispatcher of the CMStP&P Northern Division.

CMStP&P Northern Divn. officers have jurisdiction between Division Street and St. Croix Tower. 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 Northern Division trains operating beyond St. Croix Tower must also obtain a clearance from the train dispatcher at Milwaukee.

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.

Rule 83(B) does not apply at St. Croix Tower and Newport if the train order signal displays a clear indication, and does not apply at Division Street and Hoffman Ave.

Rule D-91 of the Consolidated Code of Operating Rules is modified as follows:

Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the main track until it is clear of preceding trains or preceding train has cleared the next open train order office.

Stop indication must be displayed immediately after rear of a train has passed the signal, and following trains will not be permitted to enter the main track until it is clear of the preceding train.

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 between St. Croix Tower and Division Street with the current of traffic without train orders except eastward extra trains originating at Chemolite must obtain train order authority before entering main track.

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

C&NW trains and engines will use joint tracks between Newport and Division Street.

Train order signal at Newport does not apply to C&NW trains leaving CMStP&P-BN joint tracks.

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

In the application of Rule 99 the prescribed distance for flag protection of front and rear of train, when required, is as follows:

Division Street — St. Croix Tower ..... One Mile

CMStP&P Intermodal trains will not be identified as such between Division Street and St. Croix Tower and must not exceed freight train speed between those stations.

## YARD LIMITS

St. Paul Yard -

Newport ..... Extend from Division Street to 2500 feet east of Newport interlocking on the westward track and from Division Street to 1587 feet east of Oakland on the eastward track.

Movements against the current of traffic within yard limits of Newport - St. Paul Yard must be authorized by the train dispatcher at Newport.