

Chicago, Milwaukee, St. Paul & Pacific Railroad Co. and Chicago, Burlington & Quincy R. R.

JOINT TIME TABLE No. 66

Taking Effect at 12:01 O'clock A. M., Central Standard Time, SUNDAY, MAY 20, 1934, Superseding Time Table No. 65. For the Government and Information of Employees Only.

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

ST. PAUL TO ST. CROIX TOWER—EASTWARD																							
STATIONS	Distance from St. Paul	FIRST CLASS														SECOND CLASS							
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
		No. 6	No. 352	No. 464	No. 58	No. 416	No. 462	No. 358	No. 56	No. 4	No. 348	No. 344	No. 350	No. 16	No. 432	No. 264	No. 380	No. 70	No. 76	No. 72	No. 382	No. 66	
		C.M.St.P.&P. 6	C. B. & Q. 52	C. R. I. & P. 64	C.M.St.P.&P. 58	C.R.I.&P. 16	C. R. I. & P. 62	C. B. & Q. 58	C.M.St.P.&P. 56	C.M.St.P.&P. 4	C. B. & Q. 48	C. B. & Q. 44	C. B. & Q. 50	C.M.St.P.&P. 16	C. R. I. & P. 32	C.M.St.P.&P. 264	C. B. & Q. 80	C.M.St.P.&P. 70	C.M.St.P.&P. 76	C.M.St.P.&P. 72	C. B. & Q. 82	C.M.St.P.&P. 66	
..ST. CROIX TOWER...N	18.4	A 9.24AM	A 9.27AM		A 12.02PM		A 8.04PM	A 9.04PM	A 10.00PM	A 10.05PM	A 11.16PM	A 11.28PM	A 11.32PM		5.50AM	A 7.00AM	A 1.25PM	A 4.40PM	A 6.40PM	A 7.00PM	A 10.50PM		
LANGDON.....	13.4				f 11.54	A 7.23PM																	
NEWPORT.....N	8.1	9.10		A f 9.25AM	f 11.45	A 5.53PM		s 7.49	8.50	9.45				11.20	A 11.35PM								
RED ROCK.....	7.0																						
HIGHWOOD.....	4.4																						
OAKLAND.....N	3.6																						
DAYTONS BLUFF.....	2.3							s 7.40															
HOFFMAN AVENUE...N	1.4	9.04	9.05	9.16	11.35	5.44	7.15	7.39	8.44	9.39	9.44	10.55	11.05	11.14	11.25								
ST. PAUL.....		L 9.00AM	L 9.00AM	L 9.10AM	L 11.30AM	L 5.40PM	L 7.10PM	L 7.35PM	L 8.40PM	L 9.35PM	L 9.40PM	L 10.50PM	L 11.00PM	L 11.10PM	L 11.20PM								
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	
St. Paul to Newport	G. F. HANCER, T. C. T., Trainmaster, Minneapolis, Minn.				D. T. BAGNELL, T. C. T., Superintendent, Minneapolis, Minn.				C. D. GALLIVEN, Chief Dispatcher, La Crosse, Wis.				Newport to St. Croix Tower		W. M. THURBER, Assistant Superintendent, La Crosse, Wis.				H. F. GIBSON, Superintendent, La Crosse, Wis.				

TRACK OPERATED BY CHICAGO, BURLINGTON & QUINCY R. R.

ST. CROIX TOWER TO ST. PAUL—WESTWARD																						
STATIONS	Distance from St. Croix Tower	FIRST CLASS														SECOND CLASS						
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight	
		No. 57	No. 1	No. 347	No. 417	No. 461	No. 351	No. 349	No. 15	No. 357	No. 55	No. 459	No. 463	No. 5	No. 345	No. 67	No. 263	No. 61	No. 397	No. 91	No. 63	No. 381
		C.M.St.P.&P. 57	C.M.St.P.&P. 1	C. B. & Q. 47	C.R.I. & P. 17	C.R.I. & P. 61	C. B. & Q. 51	C. B. & Q. 49	C.M.St.P.&P. 15	C. B. & Q. 57	C.M.St.P.&P. 55	C. R. I. & P. 59	C. R. I. & P. 63	C.M.St.P.&P. 5	C. B. & Q. 45	C.M.St.P.&P. 67	C.M.St.P.&P. 263	C.M.St.P.&P. 61	C. B. & Q. 97	C.M.St.P.&P. 91	C.M.St.P.&P. 63	C. B. & Q. 81
ST. CROIX TOWER	N	L 5.48AM	L 6.13AM	L 6.15AM	Daily	Daily	L 7.35AM	L 7.48AM	L 7.58AM	L 10.54AM	L 1.07PM			L 8.27PM	L 8.31PM	L 2.25AM	L 4.00AM	L 4.50AM	L 5.00AM	L 3.20PM	L 6.20PM	L 6.50PM
CURRY	5.0																					
PULLMAN AVENUE	9.8																					
ST. PAUL PARK	10.7																					
NEWPORT	N 11.9	6.00	6.30		L 7.00AM	L 7.30AM			8.10	s 11.18	1.24	L 1.45PM	L 4.31PM	8.42								
RED ROCK	13.0																					
HIGHWOOD	15.6																					
OAKLAND	N 16.8															A 3.20AM	A 5.15AM	A 5.50AM	A 6.00AM	A 4.20PM	A 7.35PM	A 8.00PM
DAYTONS BLUFF	17.7																					
HOFFMAN AVENUE	N 18.6	6.12	6.50	6.52	7.10	7.40	8.05	8.20	8.25	11.33	1.36	1.55	4.40	8.52	9.00							
ST. PAUL	20.0	A 6.20AM	A 7.00AM	A 7.05AM	A 7.15AM	A 7.45AM	A 8.20AM	A 8.35AM	A 8.35AM	A 11.40AM	A 1.45PM	A 2.00PM	A 4.45PM	A 9.00PM	A 9.15PM							
C. W. OLSON, Chief Dispatcher, North La Crosse, Wis.		J. E. CARROLL, Asst. Superintendent, Dayton's Bluff, Minn.										W. H. HILLIS, Asst. Superintendent, North La Crosse, Wis.					S. L. FEE, Superintendent, Aurora, Ill.					

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, will be used as joint tracks. The C. M. St. P. & P. Ry. will operate the Eastward. The C. B. & Q. R. R. will operate the Westward. Unless otherwise provided by train orders, all trains must use the left hand track.

Signalmen must not give clear signal indications without instructions from the train dispatcher at Newport.

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

Tracks between St. Croix Tower and St. Paul will be operated as double tracks. Rules D 251, D 252, D 254 in effect.

Automatic Block System is in use between Hoffman Ave. and St. Croix Tower.

Westward trains using siding or packing house track at Newport must not foul main track without first obtaining permission from Train Dispatcher at Newport. A telephone placed near the crossover from packing house track at Red Rock, may be used for this purpose.

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

The speed of all trains approaching railroad crossings at grade and interlocking plants must be controlled. Passenger trains must not exceed twenty-five (25) miles an hour and other trains twenty (20) miles an hour passing over railroad crossings and through interlocking switches.

The speed of all trains passing through crossovers, entering upon or leaving ends of double tracks, passing tracks or other side tracks, must be controlled and not exceed ten (10) miles an hour, except at St. Croix Tower where speed may be increased to, but not exceeding, fifteen (15) miles an hour.

All trains must move at restricted speed between Hoffman Avenue and St. Paul Union Depot stop board. This rule does not relieve the crew of preceding train from properly flagging.

Passenger trains must not exceed 60 miles an hour; freight trains 40 miles an hour.

Passenger trains must not exceed 50 miles an hour on westward track between mile posts 412 and 419.

Passenger trains must not exceed 40 miles an hour and freight trains 25 miles an hour from Mile Board east of Langdon to St. Croix Tower.

All trains must move at restricted speed approaching bluffs and rock cuts where slides and rock are liable to obstruct track.

C. B. and Q. eastward passenger trains will obtain clearance before leaving St. Paul, other eastward passenger trains will not.

Between St. Croix Tower and Union Depot track St. Paul all trains occupying main tracks must protect as per Rule 99 regardless of yard limits.

Certain automatic block signals located on ascending grades between Newport and St. Croix Tower have been designated as grade signals and are distinguished by the letter "G" on a yellow sign 15" square located on the right hand side of the signal almost immediately above the number plate. Trains may pass such signals when in stop position at a speed not to exceed ten (10) miles per hour, and proceed as per Rule No. 509-B at slow speed and expecting to find a train in block, broken rail, obstruction, or switch not properly set.