

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

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustees

JOINT TIME TABLE No. 81

Taking Effect at 12:01 O'clock A.M., Central Standard Time, SUNDAY, SEPT. 24, 1939, Superseding Time Table No. 80. For the Government and Information of Employees Only.

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

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustees

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	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight
		No. 6	No. 322	No. 352	No. 58	No. 420	No. 100	No. 324	No. 416	No. 56	No. 344	No. 350	No. 16	No. 432	No. 4	No. 348		No. 380	No. 264	No. 78	No. 72	No. 382	No. 76
ST. CROIX TOWER	18.4	A 8.44AM	A 8.52AM	A 9.20AM	A 11.22AM		A 1.19PM	A 4.52PM		A 9.02PM	A 11.21PM	A 11.28PM	A 11.31PM		A 11.57PM	A 12.19AM		A 7.30AM	A 7.35AM	A 4.40PM	A 6.40PM	A 8.00PM	A 10.40PM
LANGDON	5.0				f 11.15																		
NEWPORT	8.1			f 9.07	f 11.09	A 1.00PM			A 5.53PM	8.50			11.19	A 11.33PM	11.41								
RED ROCK	7.0																						
HIGHWOOD	4.4																						
OAKLAND	3.6																	L 7.00AM	L 7.10AM	L 4.10PM	L 6.10PM	L 7.30PM	L 10.10PM
DAYTON BLUFF	2.3																						
HOFFMAN AVENUE	1.4			8.59	11.04				5.44	8.44	11.00	11.05	11.13	11.25	11.34								
DIVISION STREET	0.8	L 8.25AM	L 8.30AM	L 8.55AM	L 11.00AM	L 12.50PM	L 1.00PM	L 4.30PM	L 5.40PM	L 8.40PM	L 10.55PM	L 11.00PM	L 11.10PM	L 11.20PM	L 11.30PM	L 11.59PM							
ST. PAUL		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		S. F. PHILPOT, Trainmaster, T. C. T., Minneapolis, Minn.				D. T. BAGNELL, Superintendent, T. C. T., Minneapolis, Minn.				C. D. GALLIVEN, Chief Dispatcher, La Crosse, Wis.				Newport to St. Croix Tower		F. R. DOUD, Assistant Superintendent, La Crosse, Wis.		L. F. DONALD, 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	Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Freight
		No. 57	No. 417	No. 347	No. 1	No. 351	No. 349	No. 15	No. 55	No. 459	No. 321	No. 5	No. 421	No. 101	No. 345	No. 323		No. 67	No. 397	No. 263	No. 91	No. 63	No. 381
ST. CROIX TOWER	18.4	L 5.23AM	Daily	L 6.29AM	L 6.47AM	L 7.38AM	L 7.48AM	L 7.52AM	L 1.25PM		L 2.35PM	L 4.38PM		L 7.01PM	L 8.32PM	L 10.03PM		L 2.25AM	L 3.00AM	L 3.20AM	L 3.20PM	L 7.05PM	L 7.10PM
CURRY	5.0																						
PULLMAN AVENUE	9.8																						
ST. PAUL PARK	10.7														8.45								
NEWPORT	11.9	5.35	L 6.37AM		7.01			8.04	1.37	L 1.40PM		4.51	L 5.27PM	7.15									
RED ROCK	13.0																						
HIGHWOOD	15.6																						
OAKLAND	16.4																	A 3.20AM	A 3.50AM	A 4.20AM	A 4.20PM	A 7.35PM	A 7.50PM
DAYTON BLUFF	17.7																						
HOFFMAN AVENUE	18.6	5.47	6.53	6.58	7.15	8.00	8.15	8.19	1.48	1.50					9.03								
DIVISION STREET	19.2																						
ST. PAUL	20.0	A 5.55AM	A 6.59AM	A 7.10AM	A 7.25AM	A 8.15AM	A 8.30AM	A 8.30AM	1.55PM	1.55PM	A 3.00PM	A 5.05PM	A 5.45PM	7.30PM	9.10PM	A 10.29PM							
C. W. OLSON, Chief Dispatcher, North La Crosse, Wis.		J. E. CARROLL, Asst. Superintendent, Dayton's Bluff, Minn.				P. F. THOMAS, Asst. Superintendent, North La Crosse, Wis.				W. E. HAIST, Superintendent, Aurora, Ill.													

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SIXTY (60) MILES PER HOUR ON EASTWARD TRACK BETWEEN ST. PAUL AND NEWPORT, SEVENTY (70) MILES PER HOUR ON EASTWARD TRACK BETWEEN NEWPORT AND ST. CROIX TOWER AND SIXTY (60) MILES PER HOUR ON WESTWARD TRACK BETWEEN ST. CROIX TOWER AND ST. PAUL.
FREIGHT TRAINS MUST NOT EXCEED MAXIMUM SPEED OF FORTY (40) MILES PER HOUR ON EASTWARD AND WESTWARD TRACKS BETWEEN ST. PAUL AND ST. CROIX TOWER.

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. will operate the eastward track and train orders will be issued over the signature of the Superintendent located at La Crosse. The C. B. & Q. will operate the westward track and train orders will be issued over the signature of the Superintendent located at Aurora. Unless otherwise provided by train order, trains must keep to the left. 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 two main tracks. C. B. & Q. Rules D 251, D 254 and C. M. St. P. & P. Rules 251, 253, 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.

Interlockings located at St. Croix Tower, Newport, Oakland, Hoffman Avenue and Division Street.
Westward train order signal at Oakland does not govern trains terminating at Oakland or Dayton Bluff.

SPEED RESTRICTIONS THROUGH INTERLOCKINGS.

	PASSENGER TRAINS		FREIGHT TRAINS	
	Eastward Track	Westward Track	Both Tracks	
Division Street	30	30	25	
Hoffman Avenue	45	45	25	
Oakland	60	60	25	
Newport	70	55	40	
St. Croix Tower	40	30	25	

The speed of all trains passing through crossovers, entering upon or leaving ends of two main tracks or sidings 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 as follows; C. M. St. P. & P. Ry. passenger trains moving in normal direction from eastward main track to single track forty (40) miles an hour; C. M. St. P. & P. Ry. passenger trains moving in normal direction from single track to C. B. & Q. R. R. westward main track twenty-five (25) 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.

THE FOLLOWING INSTRUCTIONS DO NOT APPLY TO TRAINS WHICH BY TIME TABLE OR OTHERWISE ARE RESTRICTED TO SLOWER SPEED, NOR SUPERSEDE TIME TABLE OR OTHER SPECIAL INSTRUCTIONS REQUIRING SLOWER SPEED:

That enginemen may have knowledge of maximum permissible speed around curves and at points where normal authorized speed must be restricted, signs indicating permissible speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R. S."—"Resume Speed" at which point normal authorized speed may be resumed.

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

Passenger trains must not exceed 55 miles an hour and freight trains 25 miles an hour from Mile Board east of Langdon to St. Croix Tower.

C. B. & Q. eastward passenger trains will obtain clearance card before leaving St. Paul. 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 obtain clearance card at St. Paul, Hoffman Avenue or St. Paul Yard.

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.

Trains crossing over from Suburban track to Business track at St. Paul Park must call Train Dispatcher at Newport for permission to make the crossover movement.

C. M. St. P. & P. Eastward trains or transfers entering joint track at Oakland to terminate at Newport need not obtain Clearance Form A at St. Paul Yard.