

**CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY—Western Division.
CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILWAY—Iowa & Minnesota Division.**

JOINT TIME TABLE No. 324.

WESTBOUND.

To Take Effect Sunday, November 27, 1938, at 12:01 O'Clock P. M.

EASTBOUND.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.						STATIONS		FIRST CLASS.						SECOND CLASS.		THIRD CLASS.	
C.M.St.P.&P. Way Freight No. 96	C.St.P.M.&O. Way Freight	C.M.St.P.&P. Time No. 64	C.St.P.M.&O. Time Freight	C.St.P.M.&O. Passenger	C.St.P.M.&O. Passenger No. 122	C.M.St.P.&P. Passenger	C.St.P.M.&O. Passenger No. 118	Distances from Saint Paul	Distances from St. Paul Junction	C.St.P.M.&O. Passenger	C.St.P.M.&O. Passenger	C.M.St.P.&P. Passenger No. 108	C.M.St.P.&P. Passenger No. 121	C.St.P.M.&O. Passenger	C.M.St.P.&P. Time No. 63	C.St.P.M.&O. Time Freight	C.St.P.M.&O. Way Freight No. 9	C.M.St.P.&P. Way Freight No. 95			
No. 95	No. 21	No. 97	No. 23	No. 209	No. 201	No. 93	No. 203	No. 91	No. 210	No. 202	No. 90	No. 92	No. 204	No. 96	No. 24	No. 2	No. 94				
Mon. Wed. Fri.	Ex. Sun.	Daily	Daily	Daily	11.00 P. M.	Daily	Daily	St. Paul	5.2	A 7.25 A. M.	A 7.35 A. M.	A 10.25 A. M.	A 6.55 P. M.	Daily	Daily	Ex. Sun.	Tue. Thu. Sat.				
10.25 A. M.		9.25 P. M.						0.8										3:35 P. M.			
10.30		9.30			11.05	8.50	6.45	Chestnut Street	0.5	7.18	7.26	10.20	6.45	7.27	5.45			3:38			
10.32	7.35 A. M.	9.31	7.45 P. M.		11.07	8.52	6.46	0.5	3.9	7.11	7.25	10.18	6.44	7.25	5.40	A 8.30 A. M.	A 12.55 P. M.	3:32			
10.33	7.36	9.32	7.47		11.08	8.53	6.47	Western Ave.	1.8	7.09	7.28	10.17	6.42	7.24	5.38	8.25	12.50	3:30			
10.38	7.41	9.37	7.51		11.10	8.55	6.49	0.4	3.0	7.06	7.20	10.15	6.40	7.20	5.34	8.15	12.45	3:25			
10.40	7.45 A. M.	9.39	7.55 P. M.		11.12 P. M.	8.57 P. M.	6.51	Rox	2.1	7.04 A. M.	7.18 A. M.	10.13	6.38	7.18 P. M.	5.30	8.10 A. M.	12.40 P. M.	3:20			
A 10.45 A. M.		A 9.40 P. M.				A 6.55 P. M.		0.7	2.3									3:15 P. M.			

SPECIAL RULES.

This time table void between Chestnut Street and St. Paul—Rules in current C. M. St. P. & P. time table to govern in that territory.

Rule 1. The only person authorized to move trains by telegraph train orders between St. Paul Junction and Double Track Switch is the Chief Train Dispatcher of the Western Division, of the C. St. P. M. & O. Ry.

Rule 2. Double Track extends from Double Track Switch just east of Smith Avenue Bridge to Union Depot Yard near Sibley Street, St. Paul.

All trains running on double track must keep to the right.

No. 90 has right over No. 203.

No. 92 has right over No. 93.

No. 204 has right over No. 93.

West bound trains are superior to trains of same class in opposite direction.

Rule 3. The small figures above the schedule of all C. M. St. P. & P.

Trains designate their number on their I. & S. M. Division only.

Rule 4. All trains must come to a full stop before crossing over the short

line crossover at Chestnut Street in order to avoid the possibility of accident.

Eastward Milwaukee and Omaha trains and westward Omaha Railway trains,

which are required to stop for the Omaha-Milwaukee crossing near Chestnut

Street, St. Paul, will, before proceeding, receive proceed signal from the operator at Chestnut Street; signal to be given with flags of prescribed color by day, lights by night; white flag and white lantern to be used to signal trains on Milwaukee tracks, and yellow flag and yellow lantern for trains on the Omaha Railway tracks.

Westbound passenger trains not scheduled to stop at Western Avenue will proceed on clear signal without clearance.

East bound Trains having orders to meet westbound Trains at Western Avenue will take siding at first switch east of Rox and may leave Western Avenue through the yard tracks to Double Track by properly protecting.

Rule 5. All trains must register their arrival and departure at St. Paul Union Depot, Western Avenue, Cliff and St. Paul Junction.

Trains scheduled to pass registering stations or trains receiving a train order

reading "All trains due.....up to.....A. M. (or P. M.) have passed," will

register at that point by register card Form 645.

Bulletin Board and Book have been placed at Western Avenue for freight

trains.

Bulletin Book at Mendota for all trains, and at St. Paul Union Depot for

passenger trains.

Conductors must examine them for orders, immediately preceding their de-

parting time.

Trains will not exceed 15 miles per hour over bridges 15, 15½ and 15¾.

No excuse will be taken for the leaving of an order upon the Bulletin Board or Books unobserved.

Rule 10. The normal position of switch at Cliff is for C. M. St. P. & P. When set for C. St. P. M. & O. Ry., switch will show target or red light. Trains must approach this switch under perfect control, prepared to stop should switch be turned against them.

Rule 11. All trains must run through St. Paul yard at such speed as will make it impossible for them to collide with a train ahead in case the view is from any cause obscured. It is not intended by this rule to relieve the train crew from promptly flagging, but as an additional safeguard.

Rule 12. All trains and engines will be brought to a full stop at stop boards east and west of the draw of the St. Paul draw bridge, and will not proceed until the proper signal is given by the bridge tender.

Trains will not exceed 15 miles per hour over bridges 15, 15½ and 15¾.

J. J. PRENTICE,

Superintendent C. St. P. M. & O. Ry.,
St. James.

G. M. WELCH,

Asst. Superintendent C. St. P. M. & O. Ry.,
St. James.

J. J. MEALEY,

Superintendent Terminal Division.
Minneapolis.

J. J. O'TOOLE,

Trainmaster C. M. St. P. & P. Ry.,
Minneapolis.

D. T. BAGNELL,

Superintendent Terminals C. M. St. P. & P. Ry.,
Minneapolis.

P. J. DEMPSEY,

Chief Train Dispatcher,
St. James.

J. J. CRAWFORD,

Trainmaster,
Mankato.