Seconds	Miles	Seconds	Mile
per Mile	per Hour	per Mile	per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	. 66	54.5
49	73.5	67	53.7
50	72	. 68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

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

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

JOINT TIME TABLE No. 91

Taking effect at 12:01 A. M. Central Standard Time

Sunday, August 3, 1941

For the government and information of employes only

ST. CROIX TOWN TO ST. PON _WESTWARD

	2 2									FIRST	CLASS			5	1 .		1.		1.	SECOND CLASS									
TIME TABLE No. 91	5		57	461	47	1	417	51	49	15	55	459	21	5	101	421	45	23	TIME TABLE No. 91	97	263	91	81	63					
August 3, 1941	co from	Office Hours	C. M. St. P. & P. Passenger	C. R. I. & P. Passenger 562	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C.R.I.&P. Passenger 18	C. B. & Q. Passenger	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C. M. St. P. & P. Passenger	C. R. I. & P. Passenger 16	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C. M. St. P. & P. Passenger	C. R. I. & P. Passenger 508	C. B. & Q. Passenger	C. B. & Q. Passenger	August 3, 1941	C. B. & Q. Freight	C. M. St. P. & P. Freight	C. M. St. P. & P. Freight	C. B. & Q. Freight	C. M. St. P. & P. Freight					
STATIONS	Distan	* * * * * * * *	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily.	Daily	STATIONS	Daily	Daily	Daily Except Sun.	Daily	Daily	Γ				
ST. CROIX TOWER		Continuous	L 5.234	a sai	L 6.25 M	L 6.47 A		L 7.29 M	L 7.44 M	L 7.52 AM	L11.284		L 2.35 M	L 4.38 N	L 6.49 PM		L 8.22PM	L 9.20 PM	ST. CROIX TOWER	L 1.10A	L 2.50 N	L 3.20 PM	L 5.10PM	L 7.05 PM	и				
CURRY	5.0	No Office																	CURRY										
PULLMAN AVENUE	9.8	No Office		19									7-15-11-12-12-12-12-13-13-13-13-13-13-13-13-13-13-13-13-13-			**,*	***		PULLMAN AVENUE										
ST. PAUL PARK	10.7	No Office				100					1000		1		.jr	. 4	8.37		ST, PAUL PARK										
NEWPORT	11.9	Continuous	5.35	L 6.34 M		7.01	L 7.35 A		7 - 4	8.04	11.40	L 1.55M	-	4.51		L 7.06PM	* 8.0		NEWPORT				£						
RED ROCK	13.0	No Office								ander i	2 1								RED ROCK										
HIGHWOOD	15.6	No Office				j	191	e. 40	2 -25 H	* 2: 3	<u>-</u> :	7							HIGHWOOD		10								
OAKLAND	16.4	Continuous												***				. 9	OAKLAND.	A 1.50A	A 3.20	A 4.20PM	A 5.50PM	A 7.35 PM	4				
DAYTONS BLUFF	17.7	No Office					* t=0 1		* . * * * * * * * * * * * * * * * * * *			2 5			8				DAYTONS BLUFF										
HOFFMAN AVENUE	18.6	Continuous	5.47	6.49	6.58	7.15	7.50	8.00	8.15	8.19	11.52	2.07			E 00 0		8.49		HOFFMAN AVENUE		2								
DIVISION STREET	19.2	Continuous														111			DIVISION STREET					'					

C. W. OLSON, Chief Dispatcher, North La Crosse, Wis. J. E. CARROLL,
Assistant Superintendent,
Dayton's Bluff, Minn.

P. F. THOMAS,
Assistant Superintendent,
North La Crosse, Wis.

W. E. HAIST, SuperIntendent, Aurora, III.

TRACK OPERATED BY CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO. HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, Trustoes

ST. PAUL TO ST. CROIX TOWER-EASTWARD

		C	anacity	1		Sec. 34. 32. 32. 33. 34. 34.	1	ges El	5.00		FIRST	CLASS	-	:5									SECON	D CLASS		
		i	apacity Cars	22	6	52	58	420	100	24	462	416	56	48	44	432	50	16	4		80	264	78	72	82	76
	oe from	2		C. B. & Q. Passenger	C. M. St. P & P. Passenger	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C.R.I.&P. Passenger 507	C. M. St. P. & P. Passenger	C. B. & Q. Passenger	C.R.I.&P. Passenger 561	C. R. I. & P. Passenger 15	C. M. St. P. & P. Passenger	C. B. & Q. Passenger	C. B. & Q. Passenger	C. R. I. & P. Passenger 17	C. B. & Q. Passenger	C. M. St. P. & P. Passenger	C. M. St. P. & P. Passenger		C. B. & Q. Freight	C. M. St. P. & P. Freight	C. M. St. P. & P. Freight	C. M. St. P. & P. Freight	C. B. & Q. Freight	C. M. St. & P. Freigh
STATIONS	Distand	Siding	Other	Daily	Daily	Daily	Daily	Daily	· Daily	Daily	· Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily
ST. CROIX TOWER	18.4			A 8.46	A 8.52	A 9.25	A11.074	4	A 1.18PM	A 4.51 PM			A 9.41 PA	A10.40P	A11.21P		A11.28PM	A11.31PM	A11.57PM	ST. CROIX TOWER	A 7.30	A 7.35	A 4.40P	A 6.35 PM	A 8.00P	A10.40
LANGDON	13.4			20.		x) es	f11.00						2							LANGDON						
NEWPORT	8.1	110	24			f 9.12	110.54	A 1.00P			A 5.40PM	A 8.27 M	9.29			A11.13P		11.19	11.41	NEWPORT					15 3 2	
RED ROCK	7.0				8															RED ROCK						
HIGHWOOD	4.4			0 4 8 5	. 14									1						HIGHWOOD						
OAKLAND	3.6		Yard					g -2										8		OAKLAND ·	L 7.00 M	L 7.10	L 4.10	L 6.10M	L 7.30P	L10-10
DAYTONS BLUFF	2.3		Yard					Ħ								127				DAYTONS BLUFF			HE X			3
HOFFMAN AVENUE	1.4				İ	9.04	10.48				5.33	8.18	9.24		11.00	11.03	11.05	11.13	11.34	HOFFMAN AVENUE						i v
DIVISION STREET	0.8					4.37 (Career		1 - 0,50												DIVISION STREET		0 70 1				
ST. PAUL			Yard	L 8.25	L 8.35 A	L 9.00A	L10.454	L12.50	L 1.00PM	L 4.30P	L 5.30P	L 8.15 PM	L 9.20%	1.10.209	L10.55PM	L11.00	L11.00P	L11.10PM	L11.30PM	ST. PAUL	1 5	<u> </u>	De St. m		10	

S. F. PHILPOT, Trainmaster, T. C. T., Minneapolis, Minn.

D. T. BAGNELL, Superintendent, T. C. T., Minneapolis, Minn.

1.15



J. H. HENNESSY, Trainmaster, La Crosse, Wis.

H. C. MUNSON, Superintendent, La Crosse, Wis.

Between St. Croix Tower and Newport

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 are used as joint tracks. The C. M. St. P. & P. operate the castward track and train orders will be issued over the signature of the Superintendent at La Crosse. The C. B. & Q. operate the westward track and train orders will be issued over the signature of the Superintendent at Aurora.

These tracks are operated as double track. Unless otherwise provided by train order, trains must keep to the left. C. B. & Q. Rules D-251, D-252, D-254 and C. M. St. P. & P. Rules 251, 253 and 254 are in effect.

Automatic Block System is in effect between St. Croix Tower and Division Street.

Signalmen must not display Proceed-indications unless authorized by the train dispatcher at Newport.

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

At Newport, westward trains using the siding or Packing House track must not foul main track without first obtaining permission from train dispatcher at Newport. A telephone located near crossover from Packing House track at Red Rock may be used for this purpose.

At St. Croix Tower, westward trains will not require Clearance Form A unless train order signal displays Stop-indication.

There is no train order signal at St. Paul. C. B. & Q. eastward passenger trains must obtain Clearance Form A. 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 require Clearance Form A at St. Paul, Hoffman Avenue or Oakland unless train order signal displays Stop-indication.

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

All trains occupying main tracks must protect as prescribed by Rule 99 regardless of yard limits.

At St. Paul Park, trains crossing over from Suburban track to Business track must obtain permission from train dispatcher at Newport before making the movement.

Certain automatic block signals located on ascending grades between St. Paul and St. Croix Tower have been designated as grade signals and are distinguished as follows: On C. M. St. P. & P. by the letter "G" on a yellow sign 15 inches square located on the right hand side of the signal almost immediately above the number plate; On C. B. & Q. by a small purple light to right of mast. Trains may pass such signals when in stop position at speed not to exceed 10 miles per hour and proceed as per Rule 509-B.

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

SPEED RESTRICTIONS—WESTWARD TRACK

Location	Passenger Trains M. P. H.	Freight Train M. P
Maximum speed	90	60
otherwise specified	10	10
St. Croix Tower, through interlocking St. Croix Tower, through turnout to C. B. & Q.	30	25
westward track. Between St. Croix Tower and M. P. 415.25Q	25	10
Between St. Croix Tower and M. P. 415.25Q	55	40
Between M. P. 415.25Q and M. P. 418.25Q	60	40
Newport, through interlocking Between M. P. 124.50 C. M. St. P. & P. and	90	60
Daytons Bluff	75	
Oakland, through interlocking	75	60
Between Hoffman Avenue and St. Paul	35	
Hoffman Avenue, through interlocking	45	25
Between Hoffman Avenue and St. Paul	Restrict-	Restrict-
Union Depot Stop-board	ed Speed	ed Speed
Division Street, through interlocking St. Paul, when backing train on Union Depot	30	25
tracks	10	

SPEED RESTRICTIONS—EASTWARD TRACK

Location	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum speed	90	60
otherwise specified	10	10
tracks	10	• •
Between St. Paul Union Depot Stop-board	Restrict-	Restrict-
and Hoffman Avenue	ed Speed	ed Speed
Between St. Paul and Hoffman Avenue	35	:÷
Division Street, through interlocking	30	2.
Hoffman Avenue, through interlocking	45	2
Between Daytons Bluff and M. P. 426.50Q	75 75	60
Oakland, through interlocking	10	00
C. M. St. P. & P	80	9 90
Newport, through interlocking	80	60
Between M. P. 114.62 C. M. St. P. & P. and	, OO .	
M. P. 113.60 C. M. St. P. & P.	85	87 TS
Between M. P. 113.60 C. M. St. P. & P. and		
St. Croix Tower	55	25
St. Croix Tower, through interlocking	40	25