

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

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles 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

TRACK OPERATED BY CHICAGO, BURLINGTON & QUINCY RAILROAD CO.

ST. CROIX TOWER TO ST. PAUL—WESTWARD

Table with columns for Time Table No. 91 August 3, 1941, Stations, Distance from St. Croix Tower, Office Hours, First Class (57, 461, 47, 1, 417, 51, 49, 15, 55, 459, 21, 5, 101, 421, 45, 23), Second Class (97, 263, 91, 81, 63), and Time Table No. 91 August 3, 1941 Stations. Includes departure and arrival times for various stations like ST. CROIX TOWER, CURRY, PULLMAN AVENUE, ST. PAUL PARK, NEWPORT, RED ROCK, HIGHWOOD, OAKLAND, DAYTONS BLUFF, HOFFMAN AVENUE, DIVISION STREET, and ST. PAUL.

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, Ill.

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ST. PAUL TO ST. CROIX TOWER—EASTWARD

Table with columns for Stations, Distance from St. Paul, Capacity in Cars (Sidings, Other tracks), First Class (22, 6, 52, 58, 420, 100, 24, 462, 416, 56, 48, 44, 432, 50, 16, 4), Second Class (80, 264, 78, 72, 82, 76), and Stations. Includes departure and arrival times for various stations like ST. CROIX TOWER, LANGDON, NEWPORT, RED ROCK, HIGHWOOD, OAKLAND, DAYTONS BLUFF, HOFFMAN AVENUE, DIVISION STREET, and ST. PAUL.

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.

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

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

Between Newport and St. Paul

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 eastward 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 Trains M. P. H.
Maximum speed.....	90	60
All crossovers, turnouts and sidings unless otherwise specified.....	10	10
St. Croix Tower, through interlocking.....	30	25
St. Croix Tower, through turnout to C. B. & Q. westward track.....	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.....	90	60
Between M. P. 124.50 C. M. St. P. & P. and 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 Union Depot Stop-board	Restrict- ed Speed	Restrict- ed Speed
Division Street, through interlocking.....	30	25
St. Paul, when backing train on Union Depot tracks.....	10	..

SPEED RESTRICTIONS—EASTWARD TRACK

Location	Passenger Trains M. P. H.	Freight Trains M. P. H.
Maximum speed.....	90	60
All crossovers, turnouts and sidings unless otherwise specified.....	10	10
St. Paul, when backing train on Union Depot tracks.....	10	..
Between St. Paul Union Depot Stop-board and Hoffman Avenue	Restrict- ed Speed	Restrict- ed Speed
Between St. Paul and Hoffman Avenue.....	35	..
Division Street, through interlocking.....	30	25
Hoffman Avenue, through interlocking.....	45	25
Between Daytons Bluff and M. P. 426.50Q..	75	..
Oakland, through interlocking.....	75	60
Between M. P. 422.50Q and M. P. 119.26 C. M. St. P. & P.....	80	..
Newport, through interlocking.....	80	60
Between M. P. 114.62 C. M. St. P. & P. and M. P. 113.60 C. M. St. P. & P.....	85	..
Between M. P. 113.60 C. M. St. P. & P. and St. Croix Tower.....	55	25
St. Croix Tower, through interlocking.....	40	25