

**THE
LAKE SUPERIOR
TERMINAL & TRANSFER
RAILWAY COMPANY**

**TIME TABLE
No. 157**

Superseding Time Table No. 156

IN EFFECT AT 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, OCT. 30, 1983

FOR GOVERNMENT OF EMPLOYEES ONLY

C. C. LEARY
President

K. V. MARTHE
Superintendent

WESTWARD

EASTWARD

FIRST CLASS	TIME TABLE No.157	FIRST CLASS
NRPC 761	OCT. 30, 1983 Supersedes No.156	NRPC 760
Daily	STATIONS	Daily
6:13 PM	LST & T JCT. (BN Inc. Conn.) 0.3	A 11:12 AM
s 6:15 PM	SUPERIOR UNION DEPOT 0.6	s 11:10
A 6:17 PM	BELKNAP STREET (BN Inc. Conn.)	11:02 AM

SPEED RESTRICTIONS

LOCATION	MAXIMUM SPEED ALL TRAINS & ENGINES
Between BELKNAP ST. and C&NW CONN. on main track.	RESTRICTED SPEED
Through crossovers and switches.	10 MPH
On industry trackage	5 MPH
On all other trackage.	YARD SPEED

SPECIAL INSTRUCTIONS

The Consolidated Code of Operating Rules (Edition of 1980), the Burlington Northern Safety Rules (Form 15001 3/73) and Burlington Northern Pamphlet (BN Form 15907 3/82) entitled "Instructions for Handling Hazardous Materials" are adopted by this Company. Employees whose duties are in any way affected by these rules must provide themselves with a copy and pass the required examinations.

Consolidated Code Rule Numbers correspond to the numbers used in these Special Instructions.

DEFINITIONS. NEW

YARD SPEED - Proceed prepared to stop within one-half the range of vision but not exceeding 10 MPH.

A. QUALIFIED

When making transfer movements over the main track of another railroad, crews must provide themselves with a copy of the current Time Table and Special Instructions in effect on that railroad and be governed thereby.

M. AMENDED

AT INCAN SUPERIOR LTD. DOCK:

Extreme care must be used when riding cars or working about cars at the Incan Superior Ltd. Dock account extremely close clearances between tracks on vessel and between slip apron lead tracks. Cars standing on these tracks will not clear man on side of car or engine moving on adjacent track.

1. LOCATION OF STANDARD CLOCKS

SUPERIOR UNION DEPOT in Yardmaster's Office
Burlington Northern Roundhouse

2. AMENDED

Watches approved for use by LST&T Ry. employees are as listed in NOTICE No. AC 46-77R dated October 18, 1977.

5. TIME APPLIES

BELKNAP STREET - At LST&T-BN Connection Switch
C&NW CONNECTION - At LST&T-BN Connection Switch

18. AMENDED

Yard engines must display headlight during daylight hours.

83(B). AMENDED

Trains and engines using LST&T Ry. trackage will not require clearance.

93. YARD LIMITS

Yard limits include all trackage of this company.

Second Class and inferior trains and engines may run ahead of delayed First Class trains. Authority to run ahead of delayed First Class trains must be obtained from LST&T Ry. Yardmaster who must first ascertain the safety of such permission.

Between BELKNAP STREET and C&NW CONNECTION, main track may be utilized as yard track except when First Class trains are due. Second Class and inferior trains and engines must secure permission from LST&T Ry. Yardmaster before using main track.

103(B). QUALIFIED

Superior City Ordinance prohibits blocking of any street or alley for a period of more than ten (10) minutes. City Ordinance also prohibits any interference with the normal flow of highway traffic on any state or federal highway crossing within the city while engaged in switching operations.

Crews will be fully responsible for their actions with respect to these ordinances.

103(C). AMENDED

All street crossings must be cut with a minimum clearance of one (1) car length on each side.

When storing cars on the "main line" at Tower Bay, east side of the Fraser Shipyard crossing (Clough Avenue) must be cleared by two (2) car lengths.

104. AMENDED

The following main track switches may be left lined and locked in either the normal or reversed position:

BETWEEN SUPERIOR UNION DEPOT AND C&NW CONNECTION

The three (3) high banner switches between east end of depot platform and Winter Street highway grade crossing.

104. NORMAL POSITION OF SWITCHES AT JUNCTIONS

BELKNAP STREET - LST&T-BN Connection switch will be lined for LST&T.

C&NW CONNECTION - LST&T-BN Connection switch will be lined for LST&T.

109. LOCATION OF BULLETIN BOARDS

SUPERIOR UNION DEPOT in Locker/Lunch Room
Burlington Northern Roundhouse

200. AMENDED

Trains and engines using LST&T Ry. trackage will not require train orders.

613. AUTOMATIC INTERLOCKING

CATLIN AVENUE.C&NW Ry. Crossing
Governing absolute signals will display red and green signal aspects in accordance with Rule 240A Fig. 1 and 240E Fig. 1.
Approach signals display yellow signal aspect only in accordance with Rule 240D Fig. 1.

613. AMENDED

When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, employees must be governed by instructions posted in the release box.

808. QUALIFIED

AT INCAN SUPERIOR LTD. DOCK:
Crews switching the Rail Car Transporter at the Incan Superior Ltd. Dock will be governed by instructions as contained in NOTICE No. AC 38-77R, dated July 25, 1977.

810. AMENDED

LST&T Ry. cabooses must not be handled between the engine and cars of any train being pulled or shoved or any cut of cars being switched except on authority of LST&T Ry. Yardmaster.

886. STATION STOP - SUPERIOR UNION DEPOT

Westward passenger trains when making station stop will stop to clear crossover at east end of depot platform if length of train permits.

900. AMENDED

Cabooses must be locked and windows closed at all times when they are not occupied.

F.R.A. EMERGENCY ORDER No. 5

1. DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49CFR 179.100-23, transporting flammable gas requiring Flammable Gas placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable gas, placarded Flammable Gas, that is not equipped with head shields required by 49CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.
2. The shipping papers required by 49CFR 172.203(g)(2), 174.25(a), for DOT specification tank cars 112A and 114A containing flammable gas, placarded Flammable Gas, and not equipped with head shields must carry the notations "DOT 112A" or "DOT 114A" and either "must be handled in accordance with FRA E.O. No. 5" or "shove to rest per E.O. No. 5".

3. Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

INSTRUCTIONS FOR SAFETY INSPECTION

Each car placed in a train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following numbered standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

RADIO INFORMATION

<u>Base Station</u>	<u>Channel</u>	<u>Hours in Service and Attended</u>
Yardmaster's Office	1	6:00 AM-11:59 PM
Burlington Northern Superior Disprs. Office	2	24 hrs. attended
<u>Wayside Stations</u>		
Burlington Northern Superior Ydmstrs. Office	2	24 hrs. attended

SAFETY IS . . . NO ACCIDENT

TAKE PRIDE IN RULES OBSERVANCE

Each Engineer, Foreman and Yardmaster is a teacher and has the obligation to require rules observance and safety in the performance of duty by men under his supervision.

