THE LAKE SUPERIOR TERMINAL & TRANSFER RAILWAY COMPANY

TIME TABLE

No. 152

Superseding Time Table No. 151

IN EFFECT AT 12:01 A.M.

CENTRAL STANDARD TIME

SUNDAY, OCT. 29, 1978

FOR GOVERNMENT OF EMPLOYEES ONLY

W. S. BYRNE
President

K. V. MARTHE
Superintendent

WESTWARD EASTWARD

FIRST CLASS	TIME TABLE No.152 OCT. 29, 1978 Supersedes No.151	FIRST CLASS
NRPC 761		NRPC 760
Daily	STATIONS	Daily
6:10 PM	C&NW CONNECTION (BN Inc. Conn.)	A 11:16 AM
	0.3	
s 6:20 PM	SUPERIOR UNION DEPOT	s 11:15
	0.6	
A 6:22 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 1967), the Burlington Northern Safety Rules (Form 15001 3/73) and Burlington Northern Pamphlet (Form 15784 6-77) entitled "Handling 'Placarded Cars' in Railroad Transportation" 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
Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when the equipment is standing.

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.

26. AMENDED
Consolidated Code Rule 26 is cancelled. The following new Rules covering Blue Signal Protection will govern:

BLUE SIGNAL PROTECTION OF WORKMEN

Definitions-

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling equipment" means engines and railroad cars.

"Blue signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

RULE 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may be removed by the same craft or group that placed them.

RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the de-

railing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

RULE 26(B)

Engine Servicing Facilities-

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26(C)

Car Shop or Repair Track Protection-

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

RULE 26(D)

Hump Yard Tracks and Tracks with Remotely Controlled Switches-

Workmen may not work on, under or between rolling equip-

ment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification.

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

34. AMENDED

Consolidated Code Rule 34 is cancelled. The following new Rule 34 will govern:

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signal and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

83(B). AMENDED

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

93. AMENDED

Consolidated Code Rule 93 is cancelled. The following new Rule 93 will govern:

RULE 93

Yard limits will be indicated by yard limit signs.

Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

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.

99. AMENDED

Consolidated Code Rule 99 is cancelled. The following new Rule 99 will govern:

RULE 99

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and

display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

a) In ABS territory, when rear of train is protected by at least two block signals.

b) When rear of train is protected by an absolute block (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.).

c) When rear of train is within interlocking limits.

d) When a train order or special instructions provides that flag protection is not required.

Flagman's signals:

Day Signals- A red flag not less than ten torpedoes and six red fusees.

Night Signals- A white light, not less than ten torpedoes and six red fusees.

99. QUALIFIED

When flag protection is required the distance will be 0.5 miles.

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 clear-

ance 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.

650 THRU 683. AMENDED
Consolidated Code Rules 650 thru 683 are cancelled. The following new Radio Rules, as promuligated by the FRA will govern:

RADIO RULES

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.

401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.

402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.

404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.

405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.

406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgment from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgment is received.

407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:

A. BASE OR WAYSIDE STATIONS:

1. Name or initials of the railroad.

2. Name of office or other unique designation of the station, and location of station.

B. MOBILE UNITS:

1. Name or initials of the railroad.

2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgment.

408. An employee receiving a radio call must not delay acknowledgment; unless it would interfere with duties relating to safety.

409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:

A. Relates to yard switching operations.

B. Is a recorded message from an automatic alarm device.

C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.

410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".

411. To indicate to the receiving employee the exchange of transmissions is complete and that no response is expected, the transmitting employee must say the word "out".

412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.

413. Radio communication must not be used to avoid compliance with any operating rule.

414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.

415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.

416. Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.

417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.

418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.

419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.

420. When radio is being used in lieu of hand signals both the direction and distance to be travelled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.

421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:

A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.

B. Before the train order is transmitted the employee to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.

C. Train orders shall be copies in writing by the receiving employee in the format prescribed in the operating rules.

D. After the train order has been received and copied, it shall be immediately repeated in its entirety.

After verifying the accuracy of the repeated train order, train dispatcher shall then state "complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "complete" and the time.

E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.

F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "complete" has been acknowledged by the train being restricted.

G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.

423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

424. Citizens band radios must not be used for railroad operating purposes.

Note: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

729. AMENDED
Employees must familiarize themselves with Department of Transportation regulations governing the handling and transportation of explosives and flammables, and be governed thereby. When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

729. HANDLING PLACARDED CARS
Burlington Northern Pamphlet (Form 15784 6-77) entitled "Handling 'Placarded Cars' in Railroad Transportation" which contains excerpts from Hazardous Materials Regulations of the Department of Transportation will govern the handling of all placarded cars.

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

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

AUTHORIZED SURGEONS:

All located in Superior, Wisconsin

DR. MILTON FINN

Office Phone 392-8111 **Res. Phone 392-1685**

Superior Clinic, 3600 Tower Ave.

DR. T. J. DOYLE

Office Phone 394-5171 **Res. Phone 392-4942**

Board of Trade Bldg.

DR. E. G. STACK

Office Phone 394-6110 **Res. Phone 394-7166**

Badger Bldg.

OFFICERS

W. S. Byrne ..... **President**
K. V. Marthe ..... **Superintendent**
D. J. MacKay ..... **Asst. Superintendent**
J. E. Hanson ..... **Claim Agent**

YARDMASTERS

M. R. Nordrum ..... **Asst. Gen. Yardmaster**
L. E. Schumacher ..... **Yardmaster**
W. R. Renoos ..... **Yardmaster**