

## MISSOULA

M. G. Dinius	Chief Mechanical Officer
R. L. Keller	Chief Engineer
B. P. Heikkila	Director, Training, Rules and Safety
P. L. Adams	Manager, Training, Rules and Safety
R. L. Strending	Trainmaster
T. A. Jones	Trainmaster
O. P. Cantu	Roadmaster
D. J. Raber	Mechanical Foreman
J. S. Griffin	Signal & Communication Supervisor
D. W. Cook	B & B Supervisor

## LAUREL

G. W. Harper	Assistant Superintendent
G. E. Waddell	Trainmaster
K. A. Kautzman	Trainmaster/Roadforeman
T. L. Benson	Roadmaster
R. W. Wegh	General Mechanical Foreman
G. E. Brown	Signal & Communications Supervisor

## LIVINGSTON

J. C. Wiesch	General Mechanical Foreman
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## HELENA

M. R. Lemm	Trainmaster
P. M. Christensen	Roadmaster
M. L. VanOrman	Roadforeman/Assistant Trainmaster
C. J. Hazard	Assistant General Mechanical Foreman

## PLAINS

R. A. Woodruff	Roadmaster
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## SPOKANE

B. C. Bidwell	Trainmaster
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# TIMETABLE NO. 4

IN EFFECT AT 0001  
CONTINENTAL MOUNTAIN TIME

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**TUESDAY  
MAY 1, 1990**

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SUPERINTENDENT

**J. L. GREWELL**

DIRECTOR OF TRAIN  
MOVEMENT

**I. J. GJERSING**

# SPECIAL INSTRUCTIONS

## SIGNAL ASPECTS AND INDICATIONS

### DISTANT SIGNALS

Rule	Aspects of color light and Semaphore signals	Cab signal aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.

### BLOCK AND INTERLOCKING SIGNALS

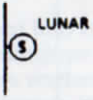
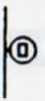

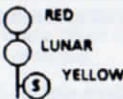

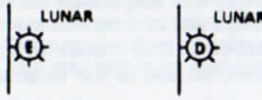
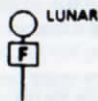

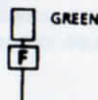
230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236			APPROACH	Proceed prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
237			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
238			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
239			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 35 MPH immediately reduce to that speed.
241			RESTRICTED PROCEED	Proceed at restricted speed.
242			STOP	Stop.

NOTE denotes a lunar indication

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### SPECIAL SIGNAL ASPECTS WHICH ARE NOT A PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS

RULE	ASPECTS	NAME	INDICATION
248(B)		TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
248(C)		BLOCK INDICATOR	Block clear.
248(D)		BLOCK INDICATOR	Block occupied.
248(E)		SPRING SWITCH INDICATOR	When lunar is not illuminated, stop and inspect spring switches per Rule 104(M).
248(G)		FAILED EQUIPMENT INDICATOR	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.
248(H)		FAILED EQUIPMENT INDICATOR	When flashing, no failed equipment has been detected.
248(I)		SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)		SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)		RESUME SPEED	End of slide fence restriction; resume speed.

### GENERAL SIGNAL INSTRUCTIONS





In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Burlington Northern Railroad.

When a track intervenes to the right between a signal and the track governed, a stub post with a blue light will be attached to the right of the signal mast.

When a track intervenes to the left between a signal and the track governed, a stub post with a blue light will be attached to the left of the signal mast.

Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

- |   |   |
|---|---|
| <p> To indicate number plate;</p> <p> To indicate flashing light;</p> | <p> To indicate color light signal head;</p> <p> To indicate position of semaphore arm.</p> |
|---|---|

## ALL SUBDIVISIONS

### 1. Speed Restrictions

All speeds are subject to modifications by speed restrictions indicated under Individual Subdivision Special Instructions.

#### Maximum speed permitted

Freight Trains of 100 tons per O/B .....	60 MPH
Freight Trains over 100 tons per O/B .....	45 MPH
Loaded Unit trains .....	45 MPH
Empty Unit Trains .....	50 MPH

Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes. For purposes of this definition, each platform of multi-platform cars is considered one car.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per brake.

#### Max. speeds permitted unless otherwise authorized

Movements on:

tracks other than main tracks including	
sidings unless otherwise specified .....	10 MPH
light locomotive consist or caboose hop .....	50 MPH

#### Weather

When the outside temperature is greater than 90 degrees the maximum speed of all trains is not to exceed 45 MPH. When the outside temperature is minus 10 degrees or colder the maximum speed of all trains is not to exceed 50 MPH.

Thermometer readings and failed equipment detector transmissions will be used to determine outside temperatures.

Equipment	Main line	Branch line
Ore cars, BN 99000-99799 .....	45 MPH	25 MPH
all other ore cars .....	40 MPH	25 MPH
Scale test cars EXCEPT WUTX 3-5 .....		
BN 979019-979024		
and BN 97902635 .....	35 MPH	25 MPH
Air dump cars (loaded) .....	45 MPH	25 MPH
Wedge plow or dozer		
(hailed in tow) .....	35 MPH	25 MPH
Rotary plow, wrecking derrick,		
loco crane, pile driver, clamshell,		
shovel, Jordan spreader .....	30 MPH	25 MPH
Log cars not equipped with		
permanent steel side stakes .....	30 MPH	25 MPH
Log cars equipped with		
permanent steel side stakes .....	45 MPH	45 MPH
Ribbon rail cars (loaded) .....	35 MPH	25 MPH
Ribbon rail cars (empty) .....	45 MPH	45 MPH
Clay cars, BAP 3801-4199 .....	45 MPH	45 MPH
Empty bulkhead flat cars except		
BN 961302-961361,		
BN 965846-965945 and cars		
with center bulkheads .....	45 MPH	45 MPH
Empty flat cars:		
CBQ 92400-92799 .....	NP 66100-66249	
GN 60680-60696 .....	NP 67550-67552	
NP 62300-62949 .....	NP 68011-68023	
listed above handled at .....	45 MPH	45 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by Director of Train Movements and Roadmaster or covered by Specific Instructions.

#### Maximum Speed of Locomotives

Refer to Rule 418 of the MRL Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

### 1 A. Control of Harmonic Rocking

Under certain conditions, operation of trains between 13 MPH and 21 MPH can cause derailments due to harmonic rocking of cars. Where specified by Individual Subdivision Special Instructions or General Order, the following restrictions will apply:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 MPH, must reduce speed to not exceed 13 MPH until movement can again exceed 21 MPH.

### 2. Restrictions on Locomotives

The maximum number of locomotives in a head-end consist must not exceed 10.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

The number of locomotives not in MU operation, regardless of placement in train, must not exceed two times the number of locomotives in MU operation. (For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist to insure brakes release. If other placement is required, release of the brakes must be ensured.

Locomotives not equipped with alignment control couplers must be handled in the following manner:

Trains of more than 15 cars-may be all or any portion of the powered locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less-no placement restrictions.

The following BN locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop: 5-585, 1000-1004, 1400-1438, 1956-1971, 6100-6237, 9900-9925.

### 3. Manned Helper Operations

When helpers are added to the head end consist the head end device (mary) must be on the controlling or lead unit.

Locomotives not equipped with alignment control couplers (See item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following MRL locomotives, are equipped with alignment control couplers and/or bolster stops:

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SD 40	GP 9	SD 35	GP 35
6335	1717 1927 1721 1930 1729 1935 1731 1744 1831	701-799	401-499
201-299	101-199		

Group	Model	Group	Model	Group	Model
A	Sw-1	E	SW-15		
B	GP9B		GP-38	H	SD-9
	GP-5		GP-38-2		E-9
	GP-18		GP-30	I	C-30-7
C	SW-7		GP-35		U-30-C
	SW-12				
	SW-9		GP-38-B		SD-35
	SW-10		GP-40		SD-40
D	NW-12		GP-40-2		SD-40-2
	MP-15		GP-50		SD-45
	GP-15-1		B-30-7A		
	GP-10		U-30-B		
	GP-9		B-30-7		
	GP-20		B-30-8		
	GP-30		F-40 PH		
	GP-39-2				

**Exception**-Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotives including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers if there are 18 or more powered axles in the combined helper and road locomotive.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less, except must be cut in ahead of empty log cars.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty equipment 80 feet and longer unless individual Subdivision Special Instructions or General Order are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or General Order, helper may be operated on head end, providing the combined head end and helper locomotives do not exceed 36 powered axles.

Not more than 24 powered axles can be used in helper services or in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Grain trains may have a maximum of 30 powered axles on the head end. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513903-513997	BN 524020-525297
BN 514108-514193	CBQ 160002-160199
BN 514301-514494	CBQ 160205-161497
BN 520016-520595	GN 70400-70499
BN 522000-522399	NP 73000-73699

Manager of Train Movement will advise train crew of tonnage rating of helper so that they can determine proper location in train, arranging that tonnage trailing the head end and helper consist is proportional to their ratings.

Helpers must be cut in ahead of empty log flats.

### 3A. Locomotive Group Chart

This chart must be used when restrictions in items 1 and 2 of Individual Subdivision Special Instructions are shown.

### 4. Restrictions On Cars

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains, except in work train or when otherwise provided by authority of manager train movement:  
Outfit car EXCEPT univans.

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026.

Scale test cars BN 979004 and BN 979012 are not equipped with air brakes and must be placed next ahead or the last car in cabooseless trains.

Pile Drivers	Empty Log Cars
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows,
Wedge plows, dozers	Locomotive cranes

When pile drivers, cranes, derricks, or similar equipment are being moved on their own wheels or on cars in a train, they must be properly loaded and secured. Booms must be properly secured and, when practicable, boom must be trailing. Such equipment must be inspected before being moved.

Spreaders and dozers being moved in trains must, when practicable, be headed in the direction train is moving and wings must be properly secured.

The train crew must check wheel reports for such equipment in their train.

DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

### 4A. Handling 80 Feet or Longer Cars

During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

Locations where other restrictions are in effect are listed under Individual Subdivision Special Instructions.

**Exception-** Trains consisting entirely of cars 80 feet and longer, except caboose, are not restricted by this provision; however, any helper locomotive at rear of train must be cut in ahead of caboose on such trains.

#### 4B. Multi-Platform and Stack Intermodal Cars

These cars are authorized for movement on tracks with weight limit of 177,000 pounds or more.

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Feet or Longer Cars does not apply to multi-platform or stack cars.

#### Description: Multi-Platform Cars

Cars consist of permanently connected individual platforms and are arranged in 5 and 10 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through BN 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through BN 637107.

When necessary to apply hand brakes on a 10-platform car, both hand brakes must be applied.

#### Description: Stack Cars

Cars consist of permanently connected individual platforms and are arranged in 5 platform articulated configurations.

Sill steps and hand holds are located on each side at the A and B ends.

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

#### Yard Operations

Cars must not be humped or cut off while in motion, and must not be coupled with more force than necessary to make the coupling.

When multi-platform or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

#### Train Operations

When multi-platform or stack cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds, 4,800 tons, the number of powered axles is restricted to 12, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

#### 5. Car Weight and Length Restrictions:

- 177,000 lbs. or less must be at least 35 feet
- 177,001 to 220,000 lbs. must be at least 38 feet.
- 220,001 to 263,000 lbs. must be at least 44 feet.
- 263,001 to 315,000 lbs. must be at least 52 feet.
- 140,000 lbs. ore car only must be at least 24 feet.

- 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivisions Special Instructions Item 2 for exceptions.

#### 6. Dimensional and Special Shipment Restrictions

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by the clearance bureau.
- Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the manager train movement. This does not relieve crew members from complying with Rule 625 of the General Code of Operating Rules.
- Before a dimensional shipment is picked up on line, crew members must obtain permission from the manager train movement. When dimensional or special shipment is set out on line, crew member must notify manager of train movement promptly as possible.
- Manager train movement must issue appropriate track bulletin or message when dimensional shipment restricts opposing train and confirm message received.
- Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the manager train movement or proper safeguards taken.
- Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, engine-men and yard forces will be governed by restriction indicated.

#### CODE ALPHA

#### RESTRICTION APPLICABLE

LOAD Width 11 ft. 1 in. to 11 ft 8 in. INCLUSIVE  
Handle cautiously through yards. Load must not pass or be passed by loads over 12 ft 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft.6 in. track centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 11 ft. 6 in. wide loads.

#### BRAVO

LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE  
Handle cautiously through yards.

Load must not pass or be passed by load over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 12 ft. wide loads.

#### CHARLIE

LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE  
Handle cautiously through yards.

Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.

Observe track center restrictions for 12 ft. 4 in. wide loads.

#### DELTA

LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE  
Handle cautiously through yard.

Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track

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	<p>centers.</p> <p>When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	<p>must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
<b>ECHO</b>	<p>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in., track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<p><b>MIKE</b></p> <p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
<b>FOXTROT</b>	<p>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Handle cautiously through yards.</p> <p>Loads must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	<p><b>NOVEMBER</b></p> <p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
<b>GOLF</b>	<p>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	<p><b>OSCAR</b></p> <p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
<b>HOTEL</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	<p><b>PAPA</b></p> <p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
<b>INDIA</b>	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	<p><b>QUEBEC</b></p> <p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>
<b>JULIET</b>	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>	<p><b>ROMEO</b></p> <p>Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.</p>
<b>KILOGRAM</b>	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>	<p><b>SANDWICH</b></p> <p>The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.</p>
<b>LIMA</b>	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks</p>	<p><b>TANGO</b></p> <p>Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.</p>
		<p><b>UNIFORM</b></p> <p>Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.</p>
		<p><b>VICTOR</b></p> <p>This shipment must not be detoured or rerouted without further clearances.</p>
		<p><b>WHISKEY</b></p> <p>No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at location where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.</p>

**7. Track Side Warning Detector-Train Inspection**

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

Only 175 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: if overheating or defect detected involves a locomotive such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the engineer will make report to the manager of train movement as soon as practicable and make written report to superintendent and director train movement indicating date, train and location of track side warning report to chief engineer. Manager of train movement will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, including when **Detector Status Message** is "...Integrity failure", crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

**Track Side Warning Detector-Radio Reporter**

Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.

A four second warning tone is issued immediately upon each defect detected.

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

**Detector Status Message**

"...No defects"  
"...Integrity failure"

**Train Crew Response**

Proceed.  
Train need not stop; however, crew must report defect to manager of train movement.

"...First hot box right side

Stop train; inspect XXX" near indicated axle.

"... First dragging equipment near axle XXX"

Stop train; inspect near indicated axle.

"...First hot wheel near axle XXX"

Stop train; inspect near indicated axle.

"...(No message or incomplete message)"

Stop and inspect entire train.

"...Excessive Alarms"

Stop and inspect entire train.

Detector status messages may describe more than one defect such as:  
"...First hot box left and right side XXX"  
"...First hot wheel near axle XXX"  
"...Second hot box right side XXX"  
"...Third hot box left side XXX"  
XXX is the axle count from the **head end** of train, including locomotive to the defect indicated.

All detector status messages will be repeated in order of detection.

End of message will be indicated by the words "out", or "end of transmission".

When failed equipment is indicated, train crew must advise manager of train movement reason for delay by first available means of communication.

Train crew must report to the manager of train movement when **Detector Status Message** is "Integrity failure".

If more than one detector status message is received, comply with the most restrictive message.

**8. Storage Of Cars Within Yard Limits Non-ABS Territory**

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by track warrant or track bulletin. This does not modify requirements of Rule 93.

**9. Commodities Insulating Track in CTC and ABS**

Employees should be alert for insulating commodities such as clay, chips, oil, etc. on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

**10. Rule Books in Effect on Montana Rail Link**

General Code of Operating Rules, SECOND EDITION, effective October 29, 1989.

MRL Air Brake and Train Handling Rules, Revised 5/01/90.

Train Dispatcher's Manual, Form 51545, Revised 10/29/89.

Operator's Manual, Form 15472, Revised 10/29/89.

Maintenance Of Way Rules, Form 15125, Revised 10/29/89.

MRL Safety Rules and General Rules

**11. General Code of Operating Rules Changes and Additions**

The following rules apply only on Montana Rail Link.

Track Permits, Track and Time Limits, Track Warrants and Track Bulletins

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority Manager Train Movement or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

**Definition-Restricted Speed-** is changed to read:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

**Definition-Train Register-**is added:

A book or form used at designated stations for registering time of arrival and departure of trains, and such other information as may be prescribed.

**Rule G -** is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited. Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response, or safety.



**Rule 2**

CONTINENTAL TIME will be used for operating purposes.

**Rule 3**

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

**Rule 6 - explanation of characters**

- A** - Automatic Interlocking ( actuated automatically by the approach of a train).
- B** - General orders, notice, and circulars.
- I** - Manual Interlocking (operated by a control operator)
- J** - Junction.
- K** - Standard Clock.
- M** - Railroad crossing protected by signals or gates.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple Crossovers.
- Y** - Yard limits.

**Rule 10(E) - following paragraphs are added:**

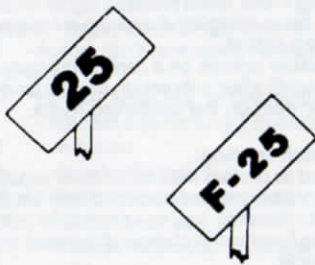
Reduce speed limits are designated by Advance Warning Sign ( diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

The "Advance Warning Sign" will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. Lower speed will be in effect until a "Resume Speed Sign" or another "Speed Sign" is displayed.

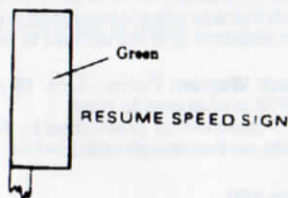
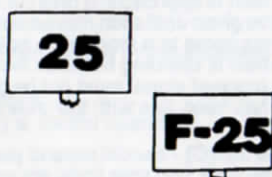
At the end of a reduced speed zone, a train or engine will be governed by a " Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCE WARNING SIGN



SPEED SIGN



NOTE:  
Advance Warning Sign and Speed Sign have yellow background and black letters and/or numbers

These signs , as illustrated apply to train and engine movements as follows:

Figures preceded by the letter F apply to freight trains  
Figures not preceded by a letter apply to all trains.

**Rule 25(a) - The following new rule is added to the General Code of Operating Rules:Protection of occupied outfit cars:** This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

**Outfit Car:** Any on track vehicle, including outfit, camp or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

**Effective locking device:** When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

**Rolling equipment:** Engines, railroad cars, and one or more engines coupled to one or more cars.

**Switch providing direct access:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

**Warning signal:** A white sign with the words "Occupied Camp Car" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

**(1) On a main track -** One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operators shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information.

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

**(2) On other than main track-** One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided.

Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is not longer required.

representative that protection is not longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

- Name and craft of employee requesting protection;
- Identification of track(s) protected;
- Date and time employee in charge of outfit cars notified that protection has been provided; and
- Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when;

- Positioned at least 150 feet from the end of the occupied outfit cars; or,
- Positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

**(3) Warning Signals-** When a warning signal is displayed for the protection of occupied outfit cars:

- Such occupied outfit cars must not be coupled to or moved;
- Rolling equipment must not pass the warning signal; and
- Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

**Rule 82.** The following last paragraph is added:  
In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

**Rule 102 - paragraph (2) - is changed to read:**  
**(2)** The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

**Rule 102 - the following new last paragraph is added:**  
In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the crew. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

**Rule 103(P) - Third paragraph is cancelled.**

**Rule 104(M)(4) - second paragraph is changed to read:**  
All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

**Rule 153 - following paragraph is added:**  
When using main tracks, except double track, in westward or south ward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

**Rule S-227 - is in effect on MONTANA RAIL LINK ABSOLUTE BLOCK REGISTER TERRITORY:**  
On subdivisions or portions thereof, designated by timetable as Absolute Block Register (S-227) Territory, extra trains may be operated without track warrant authority, subject to the following:

A train register labeled "Absolute Block Register (name or number) Subdivision" will apply only to a train operating on the designated

subdivision.

Before leaving the initial station of the designated territory, engineer must register train in usual manner in the register, adding "Rule S-227" and the date.

Upon returning to the initial station, engineer must register train in usual manner on the same line on opposite page of the register from where departure was registered, adding "Rule S227" and the date.

Until a train registered out of the initial station of a territory designated as Absolute Block Register Territory has registered the return of the train to the initial station in the train register, no other train may enter the designated territory except as authorized by track warrant.  
If it becomes necessary to authorize a second train into Absolute Block Register Territory, train dispatcher may authorize a second train into the designated territory by issuing track warrant to both trains in the following words:

EXTRA (Number) (Direction)  
BETWEEN MP \_\_\_\_\_ AND MP \_\_\_\_\_  
MUST REMAIN AT (Location)  
ENG \_\_\_\_\_ MAY REGISTER AND ENTER ABR  
TERRITORY TO REACH EXTRA (Direction)

The second named train may enter designated territory and approach location of the first named train prepared to stop.

Upon the arrival of the second named train at the location of the first named train, the track warrant is void and further movement must be made as one train.

The crew of the second named train must register both trains out of the designated territory.

Except as affected by Rule S-227, all other operating rules remain in effect.

**Rule 312(3) - cancel second paragraph and add the following three paragraphs:**  
In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes. If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.  
If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been has with the crew of the train on the conflicting route.

**Rule 351(C) - cancel second paragraph reading:**  
When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:**  
15. Protection as prescribed by Rule 99 not required against following trains on the same track.


**Rule 450**  
Example of track bulletin form D is shown below:

Montana  
**RAIL LINK**

TRACK BULLETIN FORM D

No. \_\_\_\_\_ Date \_\_\_\_\_ 19 \_\_\_\_

to:	at:
	at:
	at:
	at:



ok:	copied by:	MTM:
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**Rule 450(A)** - The following new rule is added to the General Code of Operating Rules:

450(A). Change of Engine: When necessary to change the address of an initial track warrant the identifying engine number may be corrected on verbal authority of the Manager of Train Movement. Track warrant number, date, or direction may be changed when necessary as authorized by the Manager of Train Movement. Instructions received must be repeated to the Manager of Train Movement by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

**Rule 456** - will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

**Rule 620** - is changed to read:

**620. RIDING ENGINE:** When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment.

**Rule 627(5)** - is changed to read:

(5) Freight Car with bad order tags indicating that car is safe to move may be handled to nearest repair point.

**12. Maintenance of Way Rules Changes and Additions - Track Permits, Track and Time Limits, Track Warrants and Track Bulletins**

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority, Manager Train Movements or control operator must be advised the exact point where main track will be entered. Main track must be entered at any other point unless otherwise authorized.

**Rule 3** Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV TIME is 8-998-8463 (8-WWV-TIME).

**Rule 6** - explanation of characters

**A** - Automatic Interlocking ( actuated automatically by the approach of a train).

**B** - General orders, notice, and circulars.

**I** - Manual Interlocking ( operated by a control operator)

**J** - Junction.

**K** - Standard Clock.

**M** - Railroad crossing protected by signals or gates.

**T** - Turntable or wye.

**U** - Railroad crossing not protected by signals or gates.

**X** - Crossover.

**X(2)** - Multiple Crossovers.

**Y** - Yard limits.

**Rule 25(A)** - The following new rule is added to the Maintenance of Way Rules.

**Protection of occupied outfit cars:** This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

**Outfit Car:** Any on track vehicle, including outfit, camp or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

**Effective locking device:** When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

**Rolling equipment:** Engines, railroad cars, and one or more engines coupled to one or more cars.

**Switch providing direct access:** A switch which if traversed by rolling

equipment could permit that rolling equipment to couple to the equipment being protected.

**Warning signal:** A white sign with the words "Occupied Camp Car" in black lettering during daylight hours and in addition an illuminated white sign at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) **On a main track** - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operators shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information.

-Name and craft of employee requesting protection;

-Identification of track(s) protected;

-Date and time employee in charge of outfit cars notified that protection has been provided; and

-Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) **On other than main track**- One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided.

Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

-Name and craft of employee requesting protection;

-Identification of track(s) protected;

-Date and time employee in charge of outfit cars notified that protection has been provided; and

-Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when;

-Positioned at least 150 feet from the end of the occupied outfit cars; or,

-Positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **Warning Signals-** When a warning signal is displayed for the protection of occupied outfit cars:

-Such occupied outfit cars must not be coupled to or moved;

-Rolling equipment must not pass the warning signal; and

-Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

**Track Warrant Form** - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:  
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

**Rule 450:** For an example of a Montana Rail Link form D track bulletin see the figure under Rule 450, General Code of Operating Rules changes and additions..

### 13. Safety Rules and General Rules Changes and Additions

**Rule 181** - is modified as follows:

**181.** This rule prescribes the requirements that must be followed for the protection of railroad workmen engaged in the inspection, testing, repair, and servicing of rolling equipment whose activities require them to work on, under, or between such equipment and subjects them to the danger of personal injury posed by movement of this equipment.

As used in Blue Signal Protection Rules, the following definitions apply:

**WORKMEN:** (No Change)

**NOTE:** "Servicing" does not include supplying cabooses, engines or passenger cars with items such as ice, drinking water, tools, sanitary supplies, stationery, or flagging equipment.

"Testing" does not include visual observations made by an employee positioned on or alongside a caboose, engine, or passenger car; or marker inspection made by repositioning the activation switch or covering the photoelectric cell when the rear of the train is on a main track. The employee making this inspection must personally contact the employee at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

(Rest of the rule remains unchanged, except)

Add the following new last paragraph:

g. Blue signal protection must be provided for workmen when:

(1) Replacing, repositioning or repairing a marker when rear of train is on any track.

(2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

**Rule 299** - following paragraph is added:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

**Rule 336 m** - added:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

**Rule 345** - following paragraph is added:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

**Rule 565** - is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited. Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response, or safety.

**Rule 566** - is cancelled.

**Rule 572** - is changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their possession while on duty or on Company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

**Rule 575(A)** - Added:

**575(A).** The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

**Rule 592** - is changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

**Rule 597** - is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

**Rule 650** - The following new rule is added to the Safety Rules and General Rules:

**Protection of occupied outfit cars:** This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

**Outfit Car:** Any on track vehicle, including outfit, camp or bunk car or modular home mounted on a flat car used to house railroad employees. Such equipment is not included when placed in a wreck train.

**Effective locking device:** When used in relation to a manually operated switch or a derail, a lock used that can be locked or unlocked only by the craft or group of workmen applying the lock.

**Rolling equipment:** Engines, railroad cars, and one or more engines coupled to one or more cars.

**Switch providing direct access:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

**Warning signal:** A white sign with the words "Occupied Camp Car" in black lettering during daylight hours and in addition an illuminated white signal at night.

When occupied outfit cars are placed on a track, protection must be provided in accordance with one of the following methods.

(1) **On a main track** - One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must be lined

against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to that portion of the main track on which occupied outfit cars are placed, control operators shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information.

-Name and craft of employee requesting protection;

-Identification of track(s) protected;

-Date and time employee in charge of outfit cars notified that protection has been provided; and

-Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

In addition, a derail capable of restricting access to that portion of the main track on which occupied outfit cars are located must be positioned at least 150 feet from the end of occupied outfit cars and locked in derailing position with an effective locking device. Warning signals must be displayed at each derail.

(2) **On other than main track-** One of the following methods of protection, or a combination thereof, must be provided.

(a) Each manually operated switch providing direct access to the track on which occupied outfit cars are placed must be lined against movement to that track and secured with an effective locking device. Warning signals must be displayed at or near each switch.

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided.

Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

Control operator must maintain for 15 days a written record of each notification which must contain the following information:

-Name and craft of employee requested protection;

-Identification of track(s) protected;

-Date and time employee in charge of outfit cars notified that protected has been provided; and

-Date, time, name and craft of employee authorizing removal of protection.

Warning signals must be displayed at or near each remotely controlled switch.

(c) A derail capable of restricting access to that portion of the track on which occupied outfit cars are located will fulfill the requirements for protection when;

-Positioned at least 150 feet from the end of the occupied outfit cars; or,

-Positioned at least 50 feet from the end of the occupied outfit cars where maximum authorized speed for movements on that track is limited to 5 MPH.

Warning signals must be displayed at each derail.

(3) **Warning Signals-** When a warning signal is displayed for the protection of occupied outfit cars:

-Such occupied outfit cars must not be coupled to or moved;

-Rolling equipment must not pass the warning signal; and

-Rolling equipment must not be placed on the same track so as to reduce or block the view of the warning signal.

#### 14. Helper Behind Caboose

When necessary to use helper consist to assist a train, employees must not ride caboose ahead of helper consist.

#### 15. Trackman's Train Location Line-Up

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

#### 16. Certification of Rules Examination

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

#### 17. Dumping Toilets

Dumping of toilets is prohibited when:

a. Passing through limits of Track Bulletin Form B.

b. Passing by any location where any person is known to be present on railroad right of way.

c. In tunnels and snowsheds.

d. Passing over bridges.

e. At stations.

f. At any location prohibited by law.

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped restrooms must be cleared and restrooms doors secured within the above limits.

#### 18. Federal Railroad Administration Presumption of Impairment Notice

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to 60 days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal Regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken."

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." (See last paragraph for MRL's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior 60 days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior 60 days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements. (49-CFR part 219, subpart C).

"A complete copy of the Federal Regulations is available for your review at the Superintendents office."

Montana Rail Link rules are more restrictive than Federal Regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not MRL's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of

Operating Rules or the Maintenance of Way Rules, Rule 565 of the Safety Rules and General Rules, or other appropriate rules that govern the conduct of employees.

#### 19. Procedures for State Drug and Alcohol Testing

##### MONTANA RAIL LINK'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA.

In the event that an employee is required to submit to urine testing under MRL's guidelines for the enforcement of Rule G, or Safety Rule 565 the following procedures will govern MRL's testing program:

1. The employee will provide a urine sample at MRL's designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
2. At this medical facility, the employee will sign an "Informed Consent and Release of Liability" (if required by the facility), will provide a sufficient quantity of specimen and will provide this specimen in the manner directed by the medical personnel at the facility. A determination that the specimen is authentic will be made by medical personnel.
3. Authorized medical personnel will seal the specimen container with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and requisition form in the mailing container envelope and Express Mail to:

Occupational Health Service  
St. Patrick Hospital Laboratory  
500 West Broadway  
Missoula, MT 59802

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by St. Patrick Hospital.

NOTE: For mandatory post accident toxicological tests administered pursuant to Federal Railroad Administration (FRA) regulations, the procedure followed will be in accordance with 49-CFR part 219, subpart C, and the specimens will be sent in the styrofoam shipping container kit via express mail to:

COMPUCHEM Western Division  
600 W.N. Market Blvd.  
Sacramento, CA 95834

Phone (916) 923-0840  
Fax (916) 923-1938

4. St Patrick Hospital will arrange to test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the President or his designee.
5. The employee has the right to withhold the release of the test result from all persons except the President or his authorized representative.
6. A more complete description of the procedure and policy of MRL's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

##### MONTANA RAIL LINK'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING IN PREEMPLOYMENT AND OTHER PHYSICAL EXAMINATIONS WITHIN THE STATE OF MONTANA

All applicants for employment and employees will have a drug and alcohol screen performed on the urine specimen collected at their physical examination. The following procedures will govern the MRL Medical Department screening:

1. The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
2. Authorized medical personnel seal the specimen container with evidence tape, wrap the container in the original copy of the completed test requisition form, place the container and the requisition form in the mailing container envelope and mail to:

Occupational Health Service  
St. Patrick Hospital  
500 West Broadway  
Missoula, MT 59802

3. The test results from St. Patrick Hospital are released only to the President or his Designee.
4. The employee has the right to withhold the release of the test result from all persons except the President or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to your supervisor.

#### 20. Reference to Terms

Terms of references as to conductor, brakeman, switchman, fireman, train dispatcher, yardmaster, etc. exist in some publications used by Montana Rail Link and have become standards in the railroad industry. Those positions do not exist on Montana Rail Link. Responsibilities traditionally associated with those positions are incorporated in positions with other titles.

#### 21. Train Handling

Dynamic braking is not to be used through and one mile in advance of temporary slow order unless safety of the train dictates.

#### 22.

##### Track and Time Permits

In CTC territory, train service employees working on Track and Time will be responsible for obtaining their own permits.

If Maintenance of Way forces are working in conjunction with a train and do not have equipment of their own fouling the track, they may work on the train crew's Track and Time clearing with the train.

If MOW forces have equipment on, or fouling the track, whether they are in the limits of a train crew's Track and Time or not, they will obtain their own Track and Time.

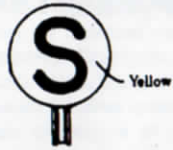
MOW forces working in conjunction with each other and under direction of one supervisor or foreman may work under the same Track and Time. More than one crew working in the same proximity, visible to each other and in communication with each other may work under the same Track and Time.

Under conditions other than specified above, supervisors or foremen must obtain their own Track and Time to protect their crews and equipment even though they may be working the same or overlapping limits.

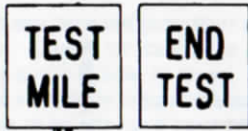
#### 23. Roadway Signs

Except as shown roadway signs have white background and black letters and/or numbers.

ROADWAY SIGNS



Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile

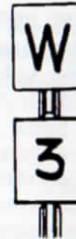


One Mile Switch

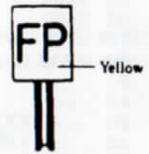


Crossing Whistle  
Rule 15(I)

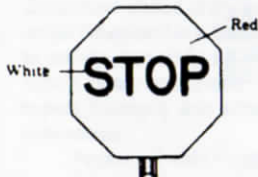
Numeral, when attached,  
denotes the number of  
crossings less than 1,320  
feet apart.



Derail  
Rule 104(L)



Fouling Point



Stop  
Rules 98 and 98(B)



Stop

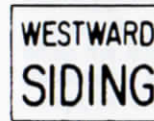
White letters on reflective red  
background, or black letters  
on white background.



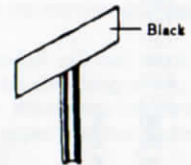
Begin and End ABS



No Engine Beyond This Point



Westward Siding or  
Eastward Siding  
Rule 105(A)



Flanger



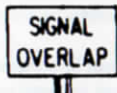
Begin and End CTC



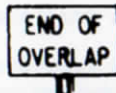
No Clearance



One Mile Draw Span  
Rule 98



Signal Overlap  
Rule 303

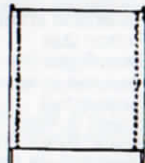


End of Overlap  
Rule 303

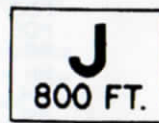


Track Flag

Yellow-Rules 10 & 10(D),  
Red-Rule 10(A) or  
Green-Rules 10 & 10(D)



Track Flag



Junction  
Rule 98(B)



Railroad Crossing  
Rules 98 & 98(B)



Yard Limit  
Rule 93



End Double Track

25. Tonnage Chart Profile

A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the conductor's wheel report. This profile will give you the following information in a "snapshot" type view of train.

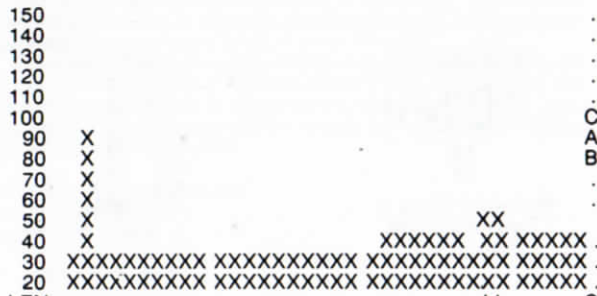
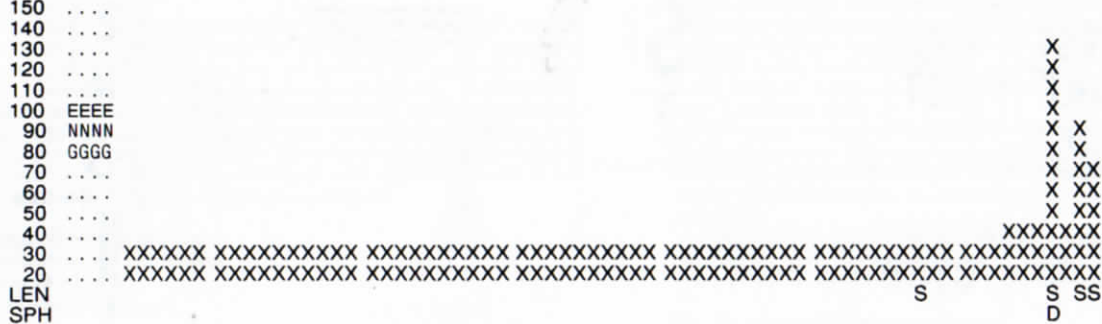
TONNAGE CHART PROFILE OF TRAIN 01 198 27 27-FEB-87 08:02

a. \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\*

b. STATION LDS MTYS TONS FEET  
 TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON



e. LEN  
 f. SPH

C=CAU D=DAN E=EXP H=HWI P=POG R=RM # = ALL OTHER SPHDLG CODES

NOTES:

- a. \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\* will print if a car on the wheel report has "SPD" in Special Handling Field.
- b. Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- c. Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- d. Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 30 tons and the 63rd car weighs 130 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- e. "LEN" represents car length - "S" = Short car 50 feet or shorter.  
 "L" = Long car 80 feet or longer.
- f. "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

This chart should assist in train handling decisions and provide for a safer train operation.

Special Handling Codes shown on wheel report.

CAU	Caution	MIC	Messenger in Charge
COM	Combustible	MRE	Mechanical Refrigeration
DAN	Dangerous	NPR	No Placards Required
DEV	Loading Devices Required	ORM	Other Regulated Material
DNH	Do Not Hump	PBC	Persishable in Box Car
DNS	Do Not Separate	POG	Poison Gas
EW	Excessive Weight	RE	Rear Ender
EXP	Explosive	RII	Rejected in Interchange
HFR	Home For Repairs	RM	Radioactive
HIV	High Value	Sxx	Speed in Miles Per Hour (xx is MPH.)
HTR	Heater(s) in Car	SPD	Speed Restriction
HWI	High Wide	UOS	Unload From One Side Only
IRM	Incentive Rate Movement	WI	Waive Inspection
L01-L09	BN Local Yard Use Only	ZIP	Expeditor Trains Only



## IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED:

1. Train and switch crew members must determine what hazardous materials may be involved and what precautions to take for personal safety.
2. After making a preliminary report to the train dispatcher or yardmaster and if safe do so, inspect the train for damaged or leaking cars of hazardous materials, and inform dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do no smoke or use fusees.
3. If the accident involves casualties, fire and/or the release of hazardous materials, the conductor or other crew member must promptly notify or request the train dispatcher or yardmaster to notify the nearest fire, police and emergency medical agencies. Notification should include where the train crew will be and how they can be identified.
4. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for casualties and remove injured if conditions require and it is safe to do so. Keep public and other railroad personnel away from area of release.
5. If flammable gases or liquids have been released, and if it can be safely accomplished, eliminate ignition sources such as lanterns, flares, fusees, open flames, switch lights, switch heaters and smoking materials from the immediate area.
6. Determine status of the train and promptly notify the train dispatcher or yardmaster if in a terminal. If fire or vapor cloud is present, move to safety, generally up wind and to higher ground, and determine train's status from there. Take the waybills (shipping papers), wheel report (consist) and emergency response data and use them to determine:
  - Portion of train involved;
  - Initial and number of cars involved;
  - Name, hazard class, UN/NA number of commodities involved in accident;
  - Identity of other hazardous materials in immediate vicinity of accident;
  - Necessary actions to protect people in the area around accident.

## TRAIN CREW ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND PROVIDE THAT INFORMATION TO ALL WHO NEED IT

7. **BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION.** Give train dispatcher or yardmaster as much information as possible regarding:
  - Casualties, to include nature and extent of injuries and identification and address of injured;
  - Location of incident (miles-post location, proximity to public access, name or number of street or highway, etc.);
  - Location and position of derailed cars (upright on side - dome at 3 o'clock, parallel to track, etc.);
  - Identification of contents of derailed cars, both hazardous and non-hazardous;
  - Nature of damage to derailed cars (hole in B end, sideswipe, etc.);
  - Evidence of leaking hazardous materials (40 drops per minute from fitting in dome, 1/2 inch steady stream from hole in side of tank, etc.);
  - Potential public exposures, both residential and business.
  - Environmental exposures such as waterways, culverts, drainage ditches, etc.;
  - Weather conditions (temperature, precipitation, cloudy or clear, wind speed and direction, etc.).
8. Select a safe location, accessible to arriving emergency response personnel. Inform train dispatcher or yardmaster and all crew members of this location. Information on waybills, consists and emergency response data shall be shared with emergency response personnel; however, physical custody of documents shall be retained by crew members and not surrendered to anyone other than a company officer.

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Hazardous Materials Regulations of the Department of Transportation applying to railroad operations, refer to Bureau of Explosives Tariff No. BOE-6000-1 or subsequent issues.

## DEFINITIONS

**Hazardous Material:** A substance or material, including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

**Placarded Car:** A rail car which is placarded in accordance with the requirements of the Hazardous Materials Regulations except those cars displaying only the FUMIGATION placards.

**Rail Freight Car:** A car designed to carry freight or non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

**Residue:** The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors.

**Shipping Paper:** A shipping order, bill of lading, manifest or other shipping document (*waybill*) serving a similar purpose and containing the information required by the Hazardous Materials Regulations.

**Train:** One or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

**Transport Vehicle:** A cargo-carrying vehicle such as an automobile, van, tractor, truck, semitrailer, tank car or rail car used for the transportation of cargo by any mode.

## DOCUMENTATION

### Shipping Papers (174.25):

- (a) No person may accept for transportation any hazardous material subject to the Hazardous Materials Regulations unless he has received a shipping paper prepared in the manner specified in those regulations.
- (b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket or other document prepared by the shipper, or by the carrier under the shipper's written authority must contain the following:
  - (1) The proper shipping name specified for the material in the Hazardous Materials Table (172.101, or 172.102 when authorized);
  - (2) The hazard class specified for the material in the same table;
  - (3) The four-digit identification number (preceded by "UN" or "NA") as prescribed for the material in the same table;
  - (4) The entry RQ (Reportable Quantity) if the commodity is an environmentally hazardous substance as identified in the Appendix to the Hazardous Materials Table (172.101 Appendix);
  - (5) The placard notation specified for the applicable hazard class (174.25 Table); and
  - (6) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.
- (c) Each waybill, switching ticket, switching order or other billing prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded must, in addition to the information specified in (a)(1) through (a)(6) above, be plainly marked with:
  - (1) An indication of which trailers or containers contain hazardous materials in the case of flatcars carrying trailers or containers: and
  - (2) The placard endorsement for the applicable hazardous material or class as specified in the Hazardous Materials Regulations (174.25 Table). This endorsement, when required, must be placed on the face of the shipping paper near the space provided for the car number and be in letters at least 3/8 inch high or in bold, upper case letters at least 1/10th high inside a rectangle.
- (d) The shipping paper for a tank that contains only the residue of a hazardous material must contain the words "RESIDUE: Last Contained", followed by the basic description of the hazardous material last contained in the tank car, a placard endorsement when required, and the applicable placard notation followed by the word "RESIDUE". For example, "RESIDUE: Last contained Sulfuric Acid, Corrosive Material, UN 1830, Placarded: CORROSIVE RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

# TRAIN PLACEMENT - SWITCHING R

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	 — LOADED PLACARDED CARS —	TOFC/COFC	Box, Hopp
<b>POSITION IN TRAIN RESTRICTIONS</b>						
•	•	•	•	Must not be nearer than the sixth car from the engine, occupied caboose, or passenger car.		
•	•	•	•	When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose, or passenger car.		
•	•	•	•	Engine, occupied caboose, or passenger car		
• (1)	• (1)	• (1)	• (1)	Car occupied by guard or escort		
•	•	•	•	Loaded plain flat car		
• (2)	• (2)	• (2)	• (2)	Bulkhead flat car or open top car with shiftable load.		
• (3)	•	• (4)	• (4)	Loaded TOFC/COFC flat car		
•	•	• (5)	• (5)	Car loaded with vehicles		
•	•	•	•	Car with internal combustion engine in operation.		
•	•	•	•	Car with any heating apparatus or any lighted stove, heater or lantern.		
•	•	•	•	Car placarded EXPLOSIVES A	•	
•	•	•	•	Car placarded POISON GAS	•	
•	•	•	•	Car placarded RADIOACTIVE	•	
•	•	•	•	Any loaded placarded car (other than COMBUSTIBLE or same placard)		
<b>SWITCHING RESTRICTIONS</b>						
•	•	•	• (7)	Must not be cut off in motion, be impacted by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling.	•	
•	•	•	•	Must be separated from engine by at least one non-placarded car		
•	•	•	•	Where use of hand brakes is necessary, must not be cut off in motion until preceding car is clear of lead; also, restricted car must be clear of lead before another car is allowed to follow		

MUST NOT BE NEXT TO:

MIS  
LOC  
SHA  
PUB  
BE  
BLA  
SHA  
OR

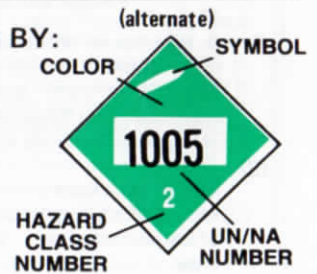
# RESTRICTIONS FOR PLACARDED CARS

Flat, Open Top Cars	Cars placarded:	Residue placarded tank cars:	ORM-A ORM-B ORM-C ORM-E Cars placarded:



PLACARDS ARE IDENTIFIED BY:  
COLOR, SYMBOL AND  
HAZARD CLASS NUMBER

- EXPLOSIVES
- GASES
- FLAMMABLE LIQUIDS
- FLAMMABLE SOLIDS
- OXIDIZING MATERIALS
- POISONOUS, INFECTIOUS
- RADIOACTIVE MATERIALS
- CORROSIVE MATERIALS
- ORM (-A, -B, -C, -D, -E) (other regulated material)



UN/NA numbers (example 1005) are used for emergency response operations, to assist in commodity identification. They may be displayed either on an orange panel adjacent to a "standard" placard or in the center rectangle of an "alternate" placard. UN/NA numbers shown on this page are for illustration purposes, only.



POISON GAS 2.3

## CANADIAN PLACARDS

Some compressed gases are classified differently in Canada.

Waybills accompanying these shipments to or from Canada will show the Canadian hazard classification "Poison Gas 2.3" or "Corrosive Gas 2.4" and the car will be placarded with the corresponding Canadian placard.

Tank Cars placarded Canadian POISON GAS 2.3 or CORROSIVE GAS 2.4 shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS and CHLORINE.



CORROSIVE GAS 2.4

NO RESTRICTIONS

## NOTES

Cars with same placards may be placed next to each other.

- A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
- Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
- Does not apply when flat car also placarded EXPLOSIVE A.
- Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
- Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
- Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
- Applies to 2 grey shaded areas. Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS, CHLORINE, Canadian POISON GAS 2.3 and Canadian CORROSIVE GAS 2.4. In humping operation, these cars may be allowed to roll free provided:
  - the intended track contains one or more standing cars
  - the preceding car is clear of all switches before the placarded car is cut off
  - the placarded car is cut off singly
  - the placarded car is clear of all switches before the following car is cut off
  - the next car into the track containing the placarded car is cut off singly.

**MISSING PLACARDS MUST BE REPLACED.**  
LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY OF PLACARDS FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM THE SHIPPING PAPERS OR EXISTING PLACARDS ON CAR.

- (e) The shipping paper for each class DOT-113 tank car containing a flammable gas must contain an appropriate notation, such as "DOT-113A" and the statement "Do Not Hump or Cut Off Car While in Motion".
- (f) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (waybills or other documents) for the shipments of hazardous materials being transported, showing the information required by the Hazardous Materials Regulations.
- (g) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the placarded car is placed in the train or the location of the placarded car in the train is changed by a member of the train crew. A train consist may be used to meet this requirement.
- (h) At each location where trains are made up or switched by crews other than train crews accompanying the outboard movement of cars, consecutively numbered notices shall be prepared indicating the location in each train of each rail car placarded EXPLOSIVE A or POISON GAS. A copy of each notice must be delivered to the train and engine crew concerned, and a copy showing delivery to the train and engine crew must be kept on file at the location where the notice was delivered. At points where train or engine crews are changed, the notice must be transferred to the relieving crew.
- (i) No person may offer, transport, transfer, or deliver a hazardous waste unless an EPA hazardous waste manifest is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required by the Hazardous Materials Regulations. The requirement for a hazardous waste manifest, bearing the required dates and signatures, to accompany a hazardous waste shipment in transportation does not apply to a rail carrier when the shipment is delivered to a designated facility by railroad if:
  - (1) All of the information required to be entered on the manifest, except generator and carrier identification numbers and the generator's certification, is entered on the shipping paper accompanying the shipment; and
  - (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated facility.

#### PLACARDING

##### Marking and Placarding of Rail Cars (174.59):

- (a) No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by the Hazardous Materials Regulations. Placards and car certificates lost in transit must be replaced at the next inspection point, and those not required must be removed at the next terminal where the train is classified. For Canadian shipments, required placards lost in transit must be replaced with either by the United States placard required by the Hazardous Materials Regulations or by the Canadian placard authorized by those regulations.
- (b) Placards shall be displayed on each side and each end of:
  - (1) A rail car, trailer or container containing any quantity of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material that requires the RADIOACTIVE YELLOW III label;
  - (2) A rail car, trailer or container containing 1000 lbs. or more of hazardous materials other than those in (b)(1) above, or
  - (3) A tank car or tank container containing any quantity of hazardous material.

#### INSPECTIONS

##### Inspection of Placarded Rail Cars (174.8):

- (a) At any point where a train is required to be inspected, each loaded placarded rail car and each immediately adjacent rail car must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation. The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by the Hazardous Materials Regulations.

##### Inspection of Cars at Interchange (174.10 and 174.50):

- (b) (1) A shipment of hazardous materials offered in interchange by a connecting carrier must comply with the Hazardous Materials

Regulations, and the shipping documents accompanying the shipment must bear the prescribed placard notation and endorsement.

- (2) Each rail car containing explosives requiring EXPLOSIVES A placards which is offered in interchange by a connecting line must be visually inspected externally and, if practicable, the lading should also be inspected. The car may not be forwarded until all discovered violations have been corrected. If the car shows evidence of or if there is any reason to suspect that it has received rough handling, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (3) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (4) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected. In the case of a tank car which has developed small leaks in the course of movement to an interchange point and requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely by attaching a receptacle under the leak to prevent the spread of the leaking material and protecting the movement against possible sources of ignition. A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

##### Inspection of Tank Cars (174.9):

- (c) (1) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that it is not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (2) An empty (residue) tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

#### SWITCHING AND TRAIN PLACEMENT

Placarded shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations and Rule 103(O) of the General Code of Operating Rules. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined in the enclosed chart. If a placarded shipment of hazardous material is found to be improperly placed in a train, the placement error must be brought to the attention of the proper authority and corrective action shall be taken.

#### NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train consist or switch list indicate loaded, placarded cars containing hazardous materials and correspond to the Placard Endorsements found near the upper left hand corner of the waybills:

EXP-	Explosives A	POG -	Poison Gas
RM -	Radioactive Material	DAN -	Dangerous

##### Additional codes:

- COM - Indicates COMBUSTIBLE placards are required, but no Placard Endorsement is required.
- NPR - Indicates a hazardous material which does not require placards or a Placard Endorsement.
- ORM - Indicates an "Other Regulated Material" which does not require placards or a Placard Endorsement.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE		Distance from MP 209.9
				Stations	Rule 6(A)	
		10	209.9	JONES JCT. (Begin MRL)		0.0
10,697	30828		213.1	HUNTLEY	J CTC	3.2
	30837		223.4	EAST BILLINGS	Y	13.5
	30841		225.8 0.0	BILLINGS	BKTX DT	15.9 15.9
	30852		12.1	MOSSMAIN	I JXY	28.0
	30855		13.8	LAUREL YARD	B.KTX	29.7
			14.9	LAUREL		30.8
	30859		17.7	SPURLING		33.6

Radio Channel No. 1, No. 2 and No. 3 in service on this Subdivision. Huntley Radio-Dispatcher Call-In Code \*32.

**1. Speed Restrictions- Maximum Speeds Permitted**

Zone-Between	Up to 100 Tons/OB	Over 100 Tons/OB
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MP 213.2 and MP 217.8	50 MPH.	45 MPH.
MP 223.4 and MP 224.0	40 MPH.	40 MPH.
East Billings - Begin CTC	35 MPH.	35 MPH.
Billings - Over 27th, 28th and 29th Streets, all trains head end restrictions only and do not exceed 30 MPH until entire train has cleared all three crossings	10 MPH.	10 MPH.
Between Billings and Spurling		
Trains against the current of traffic on double track	40 MPH.	40 MPH.
Westward MT		
MP 0.0 and MP 12.2	50 MPH.	45 MPH.
Main 1		
MP 15.2 and MP 15.5	40 MPH.	40 MPH.
MP 15.5 and MP 17.7	50 MPH.	45 MPH.
Main 2		
MP 17.6 and MP 15.6	40 MPH.	40 MPH.
Trains or engines through No. 20 turnouts at following locations:		
MP 17.7		
Huntley-East and west siding switches and crossover to		
BNRR	35 MPH.	35 MPH.
Siding Huntley	35 MPH.	35 MPH.
All elevator and industry tracks	5 MPH.	5 MPH.

At Billings all trackage beginning at a point 30 feet north of the center line of the Westward Main Track accessed by the turnout at MP 225.35, commonly referred to as the GN Yard and CB&Q Yard, has been identified as excepted track under FRA Track Safety Standards.

**2. Bridge, Engine and Heavy Car Restrictions- East Billings - Exxon Refinery track, one locomotive only permitted.**

**3. TWC Instructions-** MRL track warrant applies on MRL 1st Subdivision between Huntley and Laurel Yard. MRL track warrant received at Forsyth will apply at Jones Jct. MRL track warrant received at Sheridan will apply at Huntley. TWC- In effect between MP 5.5 and MP 10.9. Track warrant authority is not required for trains moving with the current of traffic. This does not modify Rule 450 of the General Code of Operating Rules requiring a track warrant at an initial station listing track bulletins in effect.

**4. Rule 99-** When flagging is required, flagging distance is 2.0 miles.

**5. Rule 350(B) -** Following switches are not equipped with electric locks:

- Stockyard H.B. - MP 221.7
- Dyce Chemical H.B. - MP 222.69
- Brick Spur H.B. - MP 222.73

**6 Billings-** Movement of westward trains against the current of traffic between end of double track East Billings and switch leading to east switch of westward auxiliary freight track will be made by authority of the manager train movement.

Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner prescribed by the rules.

**7. Billings-** Eastward advance warning sign located at MP 225.8 is 1.7 miles in advance of reduce speed sign.

**8. Mossmain-** Trains entering the BNRR Montana Division, Fifth Subdivision, from the east leg of the wye may operate electric switch locks if the indicator on the lock indicates "PROCEED" or displays the word "UNLOCKED." Otherwise Rule 99 applies.

**9. Laurel Yard-** During initial terminal air brake test, carmen will release handbrakes.

Trains or engines using either leg of wye track must obtain permission from the dispatcher before entering Main 2.

East end Laurel Yard, normal position for crossover switches between Eastward and Westward switching leads, must be left lined for the lead.

Arriving trains will be left with slack bunched.

**10.** Train location lineups will be issued by manager train movement in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority between MP 5.5 and MP 10.9. Departure times on westward trains apply at MP 5.5, departure times on eastward trains apply at MP 10.9.

**11. The following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures-** None.

**Other Track Side Warning Detector Locations-**

- East Billings
- MP 219.5

**12. Rule 93- Yard Limits in Effect at:**  
 Billings- between MP 223.4 and MP 5.5  
 Laurel Yard- between MP 10.9 and MP 14.6 and between MP 1.25 on the BN Montana Division 5th Subdivision and MP 514.1 on the BN Denver Division 7th Subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE		Distance from Spur-ling	
				Stations	Rule 6(A)		
	30859	11	17.7	SPURLING		0.0	
9,143	30872		32.3	13.1 RAPIDS		13.1	
9,231	30880		40.3	8.1 COLUMBUS		21.2	
8,481	30889		47.4	8.4 CRAVER	CTC	29.6	
9,436	30897		56.8	8.3 REED POINT		37.9	
9,093	30902		62.0	5.0 QUEBEC		42.9	
9,322	30910		71.2	8.3 GREYCLIFF		51.2	
9,306	30921		80.9	10.6 BIG TIMBER		61.8	
9,274	30931		90.7	10.0 CARNEY		71.8	
10,180	30942		102.3	11.4 ELTON		83.2	
10,466	30956		115.3	13.1 LIVINGSTON	BKTY ABS	96.3	
8,685	30968	12	127.1	11.9 MUIR		108.2	
9,352	30970		128.5	1.2 WEST END		109.4	
10,045	30981		140.4	11.7 BOZEMAN	T	121.1	
7,053	30991		149.8	9.5 BELGRADE		130.6	
3,574	31000		159.3	9.4 MANHATTAN		140.0	
7,764	31005		164.8	5.3 LOGAN	J CTC	145.3	
4,943	31011		13	170.5	5.9 TRIDENT		151.2
6,839	31020			178.9	8.3 CLARKSTON		159.5
8,574	31026	185.1		6.2 LOMBARD		165.7	
5,471	31035	194.2		9.1 TOSTON		174.8	
6,829	31046	205.2		11.1 TOWNSEND	T	185.9	
6,981	31059	218.1		13.0 WINSTON		198.9	
7,913	31068	227.4		9.2 LOUISVILLE		208.1	
	31075	234.0		6.5 EAST HELENA		214.6	
		238.4		4.4			
	31079	0.0		HELENA	BJKTY ABS	219.0	

1. Speed Restrictions- Zone- Between	Maximum Speeds Permitted Up to 100 Tons/OB	Over 100 Tons/OB
Signal 29.5 WWD, HER	55 MPH.	45 MPH.
Signal 34.4 EWD, HER	50 MPH.	40 MPH.
Signal 36.9 WWD, HER	55 MPH.	45 MPH.
MP 40.1 and MP 42.0	45 MPH.	45 MPH.
Signal 41.8 EWD, HER	55 MPH.	45 MPH.
MP 42.0 and MP 42.8	40 MPH.	40 MPH.
Signal 43.4 EWD, HER	55 MPH.	45 MPH.
Signal 43.5, WWD, HER	55 MPH.	45 MPH.
Signal 45.1 WWD, HER	55 MPH.	45 MPH.
Signal 50.0 EWD, HER	55 MPH.	45 MPH.
MP 50.7 AND MP 51.9	50 MPH.	45 MPH.
Signal 53.3 WWD, HER	55 MPH.	45 MPH.
Signal 53.4 EWD, HER	55 MPH.	45 MPH.
Signal 58.4 EWD, HER	50 MPH.	40 MPH.
Signal 60.1 WWD, HER	55 MPH.	45 MPH.
Signal 64.8 EWD, HER	50 MPH.	40 MPH.
Signal 73.0 EWD, HER	55 MPH.	45 MPH.
MP 80.8 and MP 81.3	45 MPH.	45 MPH.
Signal 84.4 EWD, HER	55 MPH.	45 MPH.
Signal 88.7 WWD, HWE	55 MPH.	45 MPH.
Signal Carney West (MP 92)		
EWD, HER	55 MPH.	45 MPH.
MP 98 and MP 100.2	55 MPH.	45 MPH.
Signal 108.7 WWD, HER	55 MPH.	45 MPH.
MP 114 and MP 115.6	30 MPH.	30 MPH.
MP 115.6 and MP 127.3		
Ascending	35 MPH.	35 MPH.
Descending	35 MPH.	20 MPH.
Signal End CTC (MP 116.1)		
EWD, HER	30 MPH.	20 MPH.
MP 127.3 and MP 128.2	30 MPH.	30 MPH.
Signal Muir West (MP 127.4)		
WWD, HER	30 MPH.	25 MPH.
MP 128.2 and MP 135.2		
Descending	30 MPH.	20 MPH.
Ascending	30 MPH.	30 MPH.
Signal West End East (MP 128.6)		
WWD, HER	25 MPH.	25 MPH.
MP 135.2 and MP 140.4	40 MPH.	40 MPH.
Signal 137.1 WWD, HER	40 MPH.	35 MPH.
MP 140.4 and MP 140.9	35 MPH.	35 MPH.
MP 158.7 and MP 160.0	45 MPH.	45 MPH.
Signal 161.7 WWD, HER	45 MPH.	40 MPH.
MP 162.5 and MP 164.7	45 MPH.	45 MPH.
MP 164.7 and MP 165.5	25 MPH.	25 MPH.
Logan Switch to Fifth Subdivision	12 MPH.	12 MPH.
MP 169.2 and MP 169.8	25 MPH.	25 MPH.
MP 173.0 and MP 174.5	30 MPH.	30 MPH.
MP 174.5 and MP 176.6	45 MPH.	45 MPH.
Signal 176.9 WWD, HER	55 MPH.	45 MPH.
Signal Clarkston East (MP 178.5)		
WWD, HER	50 MPH.	40 MPH.
MP 179.8 and MP 181.2	40 MPH.	40 MPH.
MP 181.2 and MP 190.4	25 MPH.	25 MPH.
Signal 192.7 WWD, HER	55 MPH.	45 MPH.
Signal Toston East (MP 194.2)		
WWD, HER	45 MPH.	40 MPH.
Signal Toston West (MP 195.3)		
EWD, HER	40 MPH.	35 MPH.
Signal 196.8 EWD, HER	55 MPH.	45 MPH.
Signal 202.5 WWD, HER	55 MPH.	45 MPH.
Signal Townsend East (MP 204)		
WWD, HER	55 MPH.	45 MPH.
Signal Townsend West (MP 205.5)		
EWD, HER	50 MPH.	40 MPH.
MP 214.1 and MP 215.6	45 MPH.	45 MPH.
Signal Winston East (MP 216.9)		
WWD, HER	55 MPH.	45 MPH.
Signal Winston West (MP 218.4)		
EWD, HER	50 MPH.	45 MPH.
Signal 224.7 WWD, HER	50 MPH.	40 MPH.
Signal Louisville East (MP 226.5)		
WWD, HER	50 MPH.	40 MPH.
Signal 229.4 EWD, HER	55 MPH.	45 MPH.
Signal 231.5 WWD, HER	50 MPH.	40 MPH.
MP 236.7 and MP 238.4	45 MPH.	45 MPH.
Signal 237.0 EWD, HER	45 MPH.	40 MPH.
East Helena to Montana City Spur	25 MPH.	25 MPH.
Siding Rapids	25 MPH.	25 MPH.
Siding Columbus	25 MPH.	25 MPH.

Radio Channel No. 2 and No. 3 in service on this Subdivision.  
 Dispatcher Radio Call-In Code 31 or 32 in service on this Subdivision

Siding Craver .....	25 MPH.	25 MPH.
Siding Reedpoint .....	10 MPH.	ZERO
Siding Quebec .....	25 MPH.	25 MPH.
Siding Greycliff .....	25 MPH.	25 MPH.
Siding Big Timber .....	25 MPH.	25 MPH.
Siding Carney .....	25 MPH.	25 MPH.
Siding Elton .....	25 MPH.	25 MPH.
Long leads Livingston .....	25 MPH.	25 MPH.
No. 2 and NO. 6 track Livingston	10 MPH.	10 MPH.
Siding Muir .....	30 MPH.	20 MPH.
Siding West End .....	25 MPH.	20 MPH.
Siding Bozeman .....	25 MPH.	25 MPH.
Siding Belgrade .....	10 MPH.	10 MPH.
Siding Manhattan .....	10 MPH.	ZERO
Note-Siding Manhattan may be used to build Talc Trains over 100 Tons/OB		
Siding Logan .....	10 MPH.	10 MPH.
Siding Trident .....	10 MPH.	10 MPH.
Siding Clarkston .....	10 MPH.	10 MPH.
Siding Lombard .....	25 MPH.	25 MPH.
Siding Toston .....	10 MPH.	10 MPH.
Siding Townsend .....	25 MPH.	25 MPH.
Siding Winston .....	10 MPH.	10 MPH.
Siding Louisville .....	10 MPH.	10 MPH.
East Long Lead Helena .....	35 MPH.	35 MPH.

2. **BRIDGE, ENGINE AND HEAVY CAR RESTRICTIONS- None**

3. **Rule 99-** When flagging is required, distance is 1.5 miles except when flagging is required against westward trains, distance is:  
 MP 128.0 to MP 138.0                      2.2 miles  
 MP 138.0 to MP 238.0                      2.0 miles

Flagging distance against eastward trains is:  
 MP 239.0 to MP 133.5 (Helena East)      2.0 miles  
 MP 128.0 to MP 115.3 (Livingston)      2.0 miles

4. **Rule 104(S):**  
 Rule 104(S), concerning the normal position of switches in sidings, does not apply at Trident.

5. **Restricted Clearances- East Helena-** Overhead bridge at cinder track just east of American Smelting and Refining Company ore bins will not clear Locomotives or cars of greater height than 9 feet, 6 inches from top of rail.

6. **Rule 350(B)-**  
 Following switches are not equipped with electric locks:

Stanley - MP 183.2

7. **Helena-** Eastward freight trains use lead extension when moving from yard.

8. **Mountain Grade Operation-** Air Brake and Train Handling Rules for mountain grade operations apply on:

Mountain grade between Livingston and 1400 feet west of MP 135.0. Ruling grade descending east 1.8, west 1.9.

When shoving cars on descending grade a crew member must ride the leading car and sufficient hand brakes must be set on low end of cut to control slack.

**Manned Helper Operation**

**Mixed Freight Operation**

Not more than 24 powered axles can be used in helper service, or, in head consist when helpers are being used. When more than 12 powered axles are being used in helper service, helpers must be cut in train ahead of trailing tonnage.

**Unit Coal Train Operation**

Unit coal trains equipped entirely with type E or F couplers cast in Grade E steel, may have head end consist of 36 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

**Unit Grain Train Operation**

Unit grain trains may have head end consist of 30 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

When requested, Manager of Train Movement will advise engineer of tonnage rating of helper, so that Engineer can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

Train tonnage restrictions are as follows:

**Between Livingston and Bozeman-** When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 6200, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 9500 trailing tons.

9. **West End-** Holding signals are located approximately 2000 feet east of west switch of siding.

**Muir-** Holding signals are located approximately 2000 feet west of east switch of siding.

**Livingston-** Run away track at east end of Livingston yard will normally have switch lined for this track. The Run-away track switch will automatically restore to normal 45 seconds after the track between the control signals is unoccupied, unless signals are flashing red or unless a route has been established and a clear signal indication is displayed.

When necessary to switch over dual control switches at east end of Livingston yard, authority must be obtained from the manager train movement. He will position and lock dual control switches and display as aspect per Rule 241 on signals involved. Switching operations can be carried on continuously while signals are displayed as aspect per Rule 241. A member of the crew must promptly inform the manager train movement when switching operations have been completed. When an aspect per Rule 242 is displayed the track between the interlocking signals must be cleared immediately and the manager train movement contacted for further instructions.

10. **Handling 80 Feet or Longer Cars-**  
 (See All Subdivisions, Items 3 and 4A.)

**Between Bozeman and West End Eastward-**

Trains of greater than 4250 trailing tons must handle empty cars, 80 feet and longer, in the rear 4250 tons. Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 900 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, all Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

11. **Between Livingston and West End-Westward-**  
 Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose without any restrictions. Item 3, All Subdivisions does not apply.

12. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures-**

West End                      131.1

**Other Track Side Warning Detector Locations-**

Rapids-	MP 36.1	Belgrade-	MP 154.7
Quebec-	MP 66.6	Trident-	MP 174.5
Carney-	MP 86.8	Toston-	MP 199.8
Livingston East-	MP 111.1		

13. **Rule 93-Yard Limits In Effect at:**  
 Livingston between MP 114.05 and MP 116.1  
 Helena between MP 235.3 and MP 1.1

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE		Distance from Helena
				Stations	Rule 6(A)	
			238.4			
6,660	31079	14	0.0	HELENA BJKTY	ABS	0.0
	31084		5.2	TOBIN		5.2
6,825	31092		13.0	AUSTIN		13.0
	31098		18.4	SKYLINE		18.7
7,951	31100		20.5	BLOSSBURG T		20.7
9,486	31108		28.9	ELLISTON	CTC	29.1
6,213	31117		37.7	AVON		37.8
7,749	31130		50.5	GARRISON K		51.0
14,719	31134		54.7	PHOSPHATE		54.8
10,355	31142		62.6	JENS		61.7
10,366	31150		70.7	DRUMMOND JT		69.8
12,996	31160		81.1	BEARMOUTH		80.2
8,995	31168		88.7	NIMROD		87.9
10,996	31182		102.5	CLINTON		101.8
7,839	31186	106.2	MC QUARRIE		105.5	
14,455	31192	113.2	BONNER		112.4	
	31198	119.3	MISSOULA BJKTY	ABS	118.5	

MP 79.3 and MP 80.2	45 MPH.	45 MPH.
MP 80.2 and MP 84.8	55 MPH.	45 MPH.
MP 87.2 and MP 87.9	50 MPH.	45 MPH.
MP 87.9 and MP 89.6	55 MPH.	45 MPH.
MP 106.2 and MP 106.5	55 MPH.	45 MPH.
MP 113.9 and 114.2	55 MPH.	45 MPH.
MP 118.5 and 119.3	20 MPH.	20 MPH.
East Missoula thru turnout	30 MPH.	30 MPH.
Missoula Over public crossings		
HER	30 MPH.	30 MPH.
Siding Phosphate	10 MPH.	10 MPH.
Siding Jens	30 MPH.	25 MPH.
Siding Drummond	30 MPH.	25 MPH.
Siding Bearmouth	30 MPH.	25 MPH.
Siding Nimrod	30 MPH.	25 MPH.
Siding Clinton	30 MPH.	25 MPH.
Siding Bonner	30 MPH.	25 MPH.

2. **Bridge, Engine and Heavy Car Restrictions-Fort Harrison-** Locomotives in Groups G, H and I not permitted.

3. **Rule 99-** When flagging is required, distance is 2.0 miles.

4. **Rule 104(S):** Rule 104(S) concerning the normal position of switches in sidings, does not apply at Phosphate and McQuarrie.

5. **Restricted Clearances-McQuarrie Gravel Pit-** Hopper will not clear man on side of car. Locomotives in groups A through I are permitted to operate on the Loading Track from the siding switch to but not under the loading tipple.

Locomotives in Groups A through E may operate entire length of Loading Track.

**Phosphate Lower Yard-** No clearance at loading dock.

6. **Rule 350(B)-** Following switches are not equipped with electric locks:

Gold Creek Spur- MP 58.2 Bonita Spur- MP 95.4

7. **Helena**

On switch between Main 2 and old GN Main at Benton Avenue engine must stop before occupying crossing, and movement must be protected by man on crossing.

8. **Manned Helper Operation**

**Unit Coal Train Operation**

Unit coal trains equipped entirely with type E or F couplers cast in Grade E, steel may have head end consist of 36 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

**Unit Grain Train Operation**

Unit grain trains may have head end consist of 30 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

Manager of train movement will advise engineer of tonnage rating of helper so that engineer can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

Trailing tonnage restrictions are as follows:

**Between Helena and Tobin Westward-** When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 5000, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8150 tons.

**Between Tobin and Helena Eastward-** When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 7500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 12,000 trailing tons.

Radio Channel No. 1, No. 2 and No. 3 in service on this Subdivision. Manager Train Movement Call-In Code 51 or 52 on this Subdivision.

**NOTE:** The territory between Helena Jct. on Main 1, Tobin on Main 2, and the East Switch Phosphate, is owned and operated by Burlington Northern Railroad. The station names and related data are shown for informational purposes only. Current BN Timetable, BN Superintendents General Orders and notices, and The General Code of Operating Rules, govern. BN dispatchers call-in code 53.

1. Speed Restrictions-Zone Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
MP 0.0 MP 0.5		
Main 1, HER	10 MPH.	10 MPH.
MP 0.0 and MP 0.7		
Main 2, HER	25 MPH.	25 MPH.
West Helena thru West Crossover	12 MPH.	12 MPH.
West Helena thru East Crossover	25 MPH.	25 MPH.
MP 0.7 and MP 5.0	45 MPH.	45 MPH.
MP 52.4 and MP 54.6	55 MPH.	45 MPH.
Signal 67.3 WWD, HER	55 MPH.	45 MPH.
MP 74.0 and MP 75.0	55 MPH.	45 MPH.
MP 77.3 and MP 79.3	55 MPH.	45 MPH.



**9. Handling 80 Feet or Longer Cars-**  
(See All Subdivisions, Items 3 and 4A)

**Between Helena and Tobin Westward**-Trains of greater than 2800 trailing tons must handle empty cars , 80 feet and longer, in the rear 2800 tons.

Trains of greater than 4300 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4300 tons except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at the rear of train, a buffer of at least 1100 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, all Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

- 10. **Track Bulletins-** Authorized on the subdivision.
- 11. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other structures-** None.

Other Track Side Warning Detector Locations-  
Nimrod- MP 94.3  
Jens- MP 64.6

**12. Rule 93- Yard Limits in Effect at:**

Helena between MP 235.3 and MP 1.1  
Helena Jct. on the East leg of the Wye  
Missoula between MP 117.2 and MP 122.8

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE Stations Rule 6(A)			Distance from Missoula
				MISSOULA	BJKRTXY	ABS	
	31198	15	119.3	2MT			0.0
	31205		125.9				6.6
5,005	87606	16	132.2				11.8
11,661	87610		136.6				16.3
8,883	87624		150.8			CTC	30.5
4,834	87634		161.2				40.9
8360	87641		167.6				47.3
9547	87649		176.2				55.8
8,280	87657		183.6				63.3
4,109	87662		188.8				68.5
4,084	87670		197.2				76.9
5,422	87675		201.9			TWC	81.6
6,188	87687	214.2			ABS	93.9	
12,307	31269	17	219.2				98.9
			0.0				
11,360	31275		6.0				104.9
11,227	31290		20.5				119.4
11,430	31301		31.5				130.4
7,820	31316		46.4				145.3
4,560	31323		54.0				152.8
8,990	31331		61.6				160.4
10,820	31342		72.5				171.3
11,232	31349		80.1				178.9
12,256	31360	91.1			CTC	189.8	
8,845	31372	103.5				202.0	
16,670	31388	117.0				215.5	
	01798	118.7			J	217.2	

Radio Channel No. 2 and No. 3 in service on this Subdivision. Manager of Train Movement call in code 51 or 52.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	BN 1st Subdiv MAIN LINE		Distance from Sandpoint Jct.
				Stations	Rule 6(A)	
				0.1		
	01803		3.0	SANDPOINT BR		0.1
				7.2		
	01810		10.1	2MT ALGOMA		7.3
				6.7		
10,828	01817		17.6	COCOLALLA		14.0
				12.6		
13,247	01830		31.5	ATHOL		26.6
				7.3		
10,600	01837		37.7	RAMSEY	CTC	33.9
				5.7		
9,156	01843	45	45.5	RATHDRUM		39.6
				1.4		
	01845		47.0	HAUSER		41.0
				5.8		
	01850		51.5	HAUSER JCT. J		46.6
10,095	01855		57.9	OTIS ORCHARDS		52.4
	01861		63.3	IRVIN		58.3
				5.9		
	01865		66.6	PARKWATER XY		61.6
				3.3		
	01866		68.1	YARDLEY CKTX		63.1
				1.5		
			69.7	DT NAPA ST. LJXY		64.7
				1.6		
	01870		71.5	1.9 SPOKANE BKXY		66.6
			0.0	1.0		

MP 152.8 and MP 153.8	35 MPH.	35 MPH.
MP 153.8 and MP 158.8	40 MPH.	40 MPH.
MP 158.8 and MP 159.2	35 MPH.	35 MPH.
MP 159.2 and MP 164.2	45 MPH.	45 MPH.
MP 164.2 and MP 165.6	35 MPH.	35 MPH.
MP 165.6 and MP 168.2	30 MPH.	30 MPH.
MP 168.2 and MP 170.9	25 MPH.	25 MPH.
MP 170.9 and MP 178.2	35 MPH.	35 MPH.
MP 178.2 and MP 185.5	40 MPH.	40 MPH.
MP 185.5 and MP 185.8	25 MPH.	25 MPH.
MP 185.8 and MP 190.3	35 MPH.	35 MPH.
Signal 190.0 EWD, HER	35 MPH.	30 MPH.
MP 190.3 and MP 194.9	40 MPH.	40 MPH.
MP 194.9 and MP 195.5	30 MPH.	30 MPH.
MP 195.5 and MP 197.2	40 MPH.	40 MPH.
MP 197.2 and MP 198.1	50 MPH.	45 MPH.
MP 210.7 and MP 215	40 MPH.	40 MPH.
MP 215 and MP 215.7	25 MPH.	25 MPH.
MP 215.7 and MP 219.2	40 MPH.	40 MPH.
MP 219.2 and MP 5.7	50 MPH.	45 MPH.
MP 5.7 and MP 6.4	35 MPH.	35 MPH.
MP 6.4 and MP 9.6	50 MPH.	45 MPH.
MP 9.6 and MP 10.9	35 MPH.	35 MPH.
MP 10.9 and MP 17.0	55 MPH.	45 MPH.
MP 17.0 and MP 18.7	35 MPH.	35 MPH.
MP 18.7 and MP 23.4	50 MPH.	45 MPH.
MP 23.4 and MP 26.4	35 MPH.	35 MPH.
MP 26.4 and MP 31.0	50 MPH.	45 MPH.
MP 31.0 and MP 31.9	30 MPH.	30 MPH.
MP 31.9 and MP 56.4	50 MPH.	45 MPH.
MP 56.4 and MP 76.7	50 MPH.	45 MPH.
MP 76.7 and MP 78.7	50 MPH.	45 MPH.
MP 78.7 and MP 79.3	30 MPH.	30 MPH.
MP 79.3 and MP 84.9	45 MPH.	45 MPH.
MP 84.9 and MP 87.5	40 MPH.	40 MPH.
MP 87.5 and MP 88.8	50 MPH.	45 MPH.
MP 88.8 and MP 89.8	50 MPH.	45 MPH.
MP 89.8 and MP 96.9	50 MPH.	45 MPH.
MP 96.9 and MP 97.8	45 MPH.	45 MPH.
MP 97.8 and MP 98.1	45 MPH.	45 MPH.
MP 98.1 and MP 106.1	50 MPH.	45 MPH.
MP 106.1 and MP 110.1	50 MPH.	45 MPH.
Signal 110.1 WWD, HER	50 MPH.	40 MPH.
Siding Schilling	10 MPH.	10 MPH.
Siding Frenchtown	25 MPH.	25 MPH.
Siding Lothrop	10 MPH.	10 MPH.
Siding Cyr	10 MPH.	10 MPH.
Siding Rivulet	10 MPH.	10 MPH.
Siding Westfall	25 MPH.	25 MPH.
Siding Superior	10 MPH.	10 MPH.
Siding Spring Gulch	10 MPH.	10 MPH.
Siding St. Regis	10 MPH.	10 MPH.
Siding Toole	10 MPH.	10 MPH.
Siding Quinns	10 MPH.	10 MPH.
Siding Paradise	25 MPH.	25 MPH.
Turnouts East Paradise	12 MPH.	12 MPH.
Siding Plains	25 MPH.	25 MPH.
Siding Eddy	25 MPH.	25 MPH.
Siding Thompson Falls	25 MPH.	25 MPH.
Siding Childs	25 MPH.	25 MPH.
Siding Trout Creek	10 MPH.	10 MPH.
Siding Tuscor	25 MPH.	25 MPH.
Siding Noxon	25 MPH.	25 MPH.
Siding Heron	25 MPH.	25 MPH.
Siding Colby	25 MPH.	25 MPH.
Siding Hope	25 MPH.	25 MPH.
Siding Sandpoint	25 MPH.	25 MPH.

BN Radio Channel No. 1 in service on this Subdivision. Train Dispatcher Call-in code 49.

NOTE: Sandpoint Jct. to Spokane is owned and operated by Burlington Northern Railroad. The station names and related data are shown for informational purposes only. Current BN Timetable, BN Superintendents General Orders and Notices, and The General Code of Operating Rules, govern.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
Missoula Public Crossings	30 MPH.	30 MPH.
Tracks No. 5 and No. 6 West of Van Evans Crossing	20 MPH.	20 MPH.
Thru Turnouts At West Missoula	20 MPH.	20 MPH.
Thru Crossover Desmet	25 MPH.	25 MPH.
MP 120.3 Main 1 at Missoula	10 MPH.	10 MPH.
MP 121.5 and MP 126.4	50 MPH.	45 MPH.
MP 126.4 and MP 126.9	40 MPH.	40 MPH.
MP 126.9 and MP 129.4	45 MPH.	45 MPH.
MP 135.3 and MP 141.8	50 MPH.	45 MPH.
MP 141.8 and MP 143.1	40 MPH.	40 MPH.
MP 143.1 and MP 143.4	30 MPH.	30 MPH.
MP 143.4 and MP 147.5	40 MPH.	40 MPH.
MP 147.5 and MP 149.2	35 MPH.	35 MPH.
MP 149.2 and MP 152.6	45 MPH.	45 MPH.
MP 152.6 and MP 152.8	25 MPH.	25 MPH.

2. Bridge, Engine and Heavy Car Restrictions-  
Missoula- Locomotives in Groups G, H and I not permitted on coach tracks 1 and 2 east of Depot.
3. TWC Instructions: MRL track warrant applies on MRL 4th Subdivision between Sandpoint Jct. and Missoula  
MRL track warrant received at Yardley applies at Sandpoint Jct.
4. Rule 99- When flagging is required, distance will be 2.0 miles.
5. Rule 104(S):  
Rule 104(S), concerning the normal position of switches in sidings, does not apply at Trout Creek.
6. Missoula-  
ABS in effect on Main 2 (South Main) between MP 120.8 and MP 122.6.  
Main 2 (South Main) is designated as single main track between MP 121.4 and MP 122.8.

Two main tracks with CTC in effect between MP 122.8 and DeSmet.

CTC in effect on single main track, Main 2 (South Main) between MP 122.6 and MP 122.8.

**7. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures- None.**

**Other Track Side Warning Detector Locations-**

Lothrop-	MP 150.2	Woodlin-	MP 28.5
Rivulet-	MP 172.0	Trout Creek-	MP 54.0
St. Regis-	MP 193.2	Heron	MP 75.5
Paradise-	MP 3.0	Kootenai	MP 111.8

**8. RULE 350(B)-**

Following switches are not equipped with electric locks:

Paradise House Track	MP 0.4
Plains Spur Track	MP 6.4

**9. TWC-** In effect between CTC Superior and CTC Paradise.

**10.** Train location lineup will be issued by the manager of train movement in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

**11.** A manual Interlockings is in service on the Fourth Subdivision at West Toole.

**12. Rule 93- Yard Limits in Effect at:**  
Missoula- between MP 117.2 and MP 122.8.

**Note:** The territory between Twin Bridges and Adler has been identified as excepted track under FRA Track Safety Standards which restricts maximum speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations.

**2. Bridge, Engine and Heavy Car Restrictions- Between Sappington and Harrison**

Cars listed in special instructions, Item 5d, not permitted. Locomotive and trains not permitted beyond MP 10.0. Locomotives in Groups G, H and I not permitted.

**Between MP 26.7 (Twin Bridges) and Adler**

Cars listed in special instructions, Item 5c and 5d not permitted. Locomotives in Groups G, H and I not permitted.

**3. Rule 99-** When flagging is required between Logan and Whitehall, distance is 2.0 miles.

When flagging is required between Whitehall and Adler, distance is 1.0 miles.

**4. Whitehall-** The west switch of the crossover at the depot is the west end of the siding.

**5. Mountain Grade Operations-** Air brake and Train Handling Rules for mountain grade operation apply on mountain grade between Sappington and Harrison MP 2.0-MP 8.0, ruling grade descending east 2.2%.

**6. Rule S-227-** Absolute Block Register Territory in effect between Logan and Alder. Register located in CTC bungalow West Logan.

**7. Rule 93 -** Yard limits in effect at Sappington between MP 18.7 and MP 19.9.

**Note: 6th and 7th Subdivision left blank intentionally. They do not exist.**

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE		Distance from LOGAN
				Stations	Rule 6(A)	
7,757	31005	52	0.0	LOGAN JY		0.0
3,531	86906		6.8	THREE FORKS		6.6
3,533	86913		12.6	WILLOW CREEK		12.5
3,562	86919		19.4	SAPPINGTON J		19.2
6,001	86938		39.0	WHITEHALL JTY	S-227	38.3
6,001	86938	54	0.0	WHITEHALL JT		0.0
1,131	87226		26.1	TWIN BRIDGES		26.1
1,442	87235		35.3	SHERIDAN		35.3
861	87245		45.6	ALDER T		45.6

Radio Channel No. 2 and No. 3 in service on this Subdivision.

1. Speed Restrictions Zone-Between	Maximum Speeds Permitted
	Up to 100 Tons/OB      Over 100 Tons/OB
Logan and Whitehall .....	40 MPH.      40 MPH.
MP 21.0 and MP 25.2 .....	35 MPH.
MP 25.2 and MP 25.4 .....	25 MPH.
MP 25.4 and MP 31.4 .....	30 MPH.
Whitehall and Adler .....	25 MPH.
MP 0.0 and MP 2.1 .....	10 MPH.
MP 25.0 and Adler .....	10 MPH.
Sappington and Harrison .....	10 MPH.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE		Distance from Drummond
				Stations	Rule 6(A)	
10,638	31150	55	0.0	DRUMMOND JT		0.0
835	87406		6.1	HALL		6.1
	87410		10.3	ELEPHANT	TWC	10.4
450	87415		15.2	MAXVILLE		15.2
	87426		26.0	PHILIPSBURG T		26.0

Radio Channel No. 2 and No. 3 in service on this Subdivision.

**1. Speed Restrictions Zone-Between      Maximum Speeds Permitted**

Drummond and Philipsburg ..... 10 MPH.

This subdivision has been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172). Track cannot be used without inspection prior to use.

**2. Bridge, Engine and Heavy Car Restrictions-** Cars listed in Special Instructions, Items 5c and 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. **Rule 99-** When flagging is required, distance will be 0.5 mile for westward trains and 2.0 miles for eastward trains.
4. **Mountain Grade Operation-**  
Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Drummond and Philipsburg MP 10.0 and 26.0, ruling grade descending east 2.2%.
5. **Derail Switches-**  
**Philipsburg-** Derail located 650 feet east of station on main track.  
**Drummond-** Derail located 50 feet west of MP 1.0.
6. **TWC-** In effect on this subdivision.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv MAIN LINE		Distance from Missoula
				Stations	Rule 6(A)	
	31198		0.0	MISSOULA	BJKTX	0.0
592	87511		11.0	LOLO		11.5
	87530		29.2	STEVENSVILLE		29.6
	87536	56	35.6	VICTOR	S-227	36.0
388	87549		47.4	HAMILTON		48.5
2,530	87565		64.7	DARBY	T	65.9

Radio Channel No. 2 and No. 3 in service on this Subdivision.

1. **Speed Restrictions- Maximum Speeds Permitted**  
 Missoula and Darby ..... 35 MPH.  
 MP 0.0 and MP 4.5 ..... 10 MPH.  
 MP 4.5 and MP 7.7 ..... 25 MPH.  
 Stevensville- over highway crossing 1817 feet east of depot ..... 10 MPH.  
 MP 42.5 and MP 64.7 ..... 25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions-**  
 Cars listed in Special Instructions Item 5d not permitted  
  
 Locomotives in Groups G, H and I not permitted. 250-ton wrecking derrick not permitted. Over bridges 0, 4 and 16 cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs. and over Bridges 0.1 and 16, cars weighing between 220,000 lbs. and 263,000 lbs. must be preceded and followed by a car weighing under 177,000 lbs.
3. **Rule 99-** When flagging is required, distance will be 1.5 miles.
4. **Rule S-227-** Absolute block register territory in effect between Missoula and Darby. Register located in register box at MP 4.4.
5. **Rule 93- Yard Limits in Effect at:**  
 Missoula between MP 0.0 and MP 4.5

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE			Distance from DeSmet
				Stations	Rule 6(A)		
	31205		0.0	DE SMET	JY		0.0
2,161	31216		10.6	VARO			10.6
	31226		21.1	ARLEE			21.1
	31236	57	30.8	RAVALLI		TWC	30.8
4,489	31243		37.9	DIXON	JT		37.9
	31257	58	51.6	PERMA			51.6
	31269		64.2	PARADISE	BJKTY	CTC	64.2

Radio Channel No. 2 in service on this Subdivision. Dispatcher Radio Call-In Code 51 or 52

1. **Speed Restrictions- Zone- Between Maximum Speeds Permitted**  
 MP 0.0 and MP 1.4 ..... 20 MPH.  
 MP 1.4 and MP 19.0 ..... 25 MPH.  
 MP 19.0 and MP 22.3 ..... 35 MPH.  
 MP 22.3 and MP 22.8 ..... 25 MPH.  
 MP 22.8 and MP 28.1 ..... 49 MPH.  
 MP 28.1 and MP 30.1 ..... 40 MPH.  
 MP 30.1 and MP 49.1 ..... 49 MPH.  
 MP 49.1 and MP 51.1 ..... 35 MPH.  
 MP 51.1 and MP 53.5 ..... 40 MPH.  
 MP 53.5 and MP 55.1 ..... 35 MPH.  
 MP 55.1 and MP 60.9 ..... 40 MPH.  
 MP 60.9 and MP 64.2 ..... 35 MPH.

	Up to 100 Tons/OB	Over 100 Tons/OB
250-ton wrecking cranes over Bridge 55 Flathead River (3.6 miles west of Perma) .....	20 MPH.	20 MPH.
Through turnouts at Desmet .....	25 MPH.	25 MPH.

2. **Bridge, Engine and Heavy Car Restrictions-** None
3. **Rule 99-** When flagging is required, flagging distance is 2.0 miles.
4. **Mountain Grade Operation** Air Brake and Train Handling Rules for mountain grade operations apply between one mile west of DeSmet and two miles east of Arlee. Ruling grade descending: East 2.2, West 2.2.  
  
 Between DeSmet and Arlee when all locomotive power is operated at Head end of train on ascending grade, trailing tonnage must not exceed 5300 tons for eastward trains and 4500 tons for westward trains.
5. **Handling 80 Feet or Longer Cars-** (See All Subdivisions, Items 3 and 4A).  
  
**Between DeSmet and Arlee-Westward only.**  
 Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

Trains of greater than 5,000 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5,000 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 1100 tons must be provided to separate helper from the rearmost empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts. A buffer of at least 2300 tons must be provided to separate the lead locomotive from the first empty car 80 feet and longer.

- 6. **TWC-** In effect between MP 0.3 and MP 63.0.
- 7. Train location lineup will be issued by the manager train movement in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.
- 8. **Rule 93- Yard Limits in Effect at:**  
Desmet between MP 0.3 and CTC Desmet  
Paradise between MP 63.0 and CTC Paradise

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv MAIN LINE		Distance from Dixon	
				Stations	Rule 6(A)		
4,489	31243	59	0.0	DIXON	JT	0.0	
			13.0	CHARLO		13.0	
2,382	87813		13.0	6.9	RONAN	N S-227	19.9
1,875	87820		19.9	5.1	PABLO		25.0
1,495	87825		25.0	0.6	DUNHAM		25.6
	87826		25.6	7.8	POLSON	T	33.4
	87833		33.4				

Radio Channel No. 2 in service on this Subdivision.

1. **Speed Restrictions- Zone-Between Maximum Speeds Permitted**  
 Dixon and Polson ..... 25 MPH.  
 Trains over 100 tons/OB descending mountain grades ..... 25 MPH.  
 MP 29.0 and MP 33.4 ..... 10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions-**  
 Cars listed in Special Instructions Item 5d not permitted.  
  
 Locomotives in Groups G, H and I not permitted.
3. **Rule 99- When flagging is required, distance will be:**  
 Against westward trains:  
 MP 33.0 and MP 30.0 .5 miles  
 MP 30.0 and Mp 0.0 1.0 miles  
  
 Against eastward trains:  
 MP 0.0 and Mp 30.0 1.0 miles  
 MP 30.0 and MP 33.5 2.0 miles
4. **Mountain Grade Operation-**  
 Air brake and Train Handling Rules for mountain grade operations apply on mountain grade between Dixon and Polson MP 30.0-MP 33.0, ruling grade descending west 2.0%.
5. **Rule S-227-** Absolute block register territory in effect between Dixon and Polson. Register located in depot at Dixon.

## YARD LINE SEGMENTS

Line Segment	Limits	Mileposts
91	Laurel	
92	Helena	
93	Missoula	
94	Livingston	

## OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
13	East Helena-Montana City	218.1 to 222.3
53	Sappington-Harrison	0.0 to 10.1

### INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>			
30838 Brick Yard .....	0.4 west of E. Billings	16	East
30845 Siding No. 1 .....	5.0 west of Billings	37	West
30846 Long Spur .....	5.2 west of Billings	35	West
30847 Rockwood Spur .....	5.2 west of Billings	35	East
<b>2nd Subdivision</b>			
30863 Park City .....	3.5 miles west of Spurling	25	East
30880 Columbus-Non Controlled Siding, South Side .....		118	Both
30921 Big Timber-Non Controlled Siding, North Side .....		99	Both
30953 Downer .....	9.5 west Elton	16	East
30953 Burkland Lbr. Co. Spur .....	10.1 west of Elton	3	East
31024 Stanley .....	4.3 west of Clarkston	6	East
11225 Montana City .....	4.2 east of East Helena	75	Both
<b>3rd Subdivision</b>			
31083 Fort Harrison .....	4.3 west of Helena	4	East
31138 Gold Creek .....	3.9 west of Phosphate	20	East
87300 Phosphate Lower Dock .....	0.3 from Phosphate	48	Both
31174 Bonita .....	6.7 west of Nimrod	20	East
<b>4th Subdivision</b>			
87605 Stone Container .....	1.0 from Schilling	Lead	West
87619 Nine Mile .....	9.1 west of Frenchtown	10	East
87653 Cedars .....	4.5 west of Westfall	35	West
87672 Royal Logging .....	1.5 west of St. Regis	36	East
31282 Weeksville .....	7.1 west of Plains	20	West
31296 Woodlin Pit .....	7.2 west of Eddy	58	West
31297 Woodlin .....	7.5 west of Eddy	66	Both
31300 Brownman .....	2.3 west of Woodlin	30	West
31362 Clark Fork .....	2.6 west of Coby	47	Both
<b>5th Subdivision</b>			
87110 Harrison .....	9.5 west of Sappington		
<b>10th Subdivision</b>			
31205 DeSmet .....	at Desmet	15	Both
<b>11th Subdivision</b>			
87831 Dupuis .....	2.1 east of Polson	16	East



GST 012385  
REVISED 05-09-87  
GST CODE TO CAR KIND DESCRIPTION  
FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION		
A4	AUTO BOX LESS THAN 49'8"	GE	GONDOLA 50' SOLID BOTTOM DROP END
A5	AUTO BOX 49'8" AND LESS THAN 59'8"	GF	GONDOLA 60' AND OVER SOLID BOTTOM DROP END
A6	AUTO BOX 59'8" AND LESS THAN 79'8"	GS	GONDOLA SPECIAL EQUIPPED CONTAINER, PERM STAKES ETC.
A7	AUTO BOX 79'8" AND OVER	GSD	HOPPER OPEN 4000 CU CAP W/2 ROTARY COUPLERS
B1	BOX 50' 6' AND 7' SINGLE DOOR	GSH	HOPPER OPEN FOR UNLOADING ON DUMPING MACHINE
B2	BOX 40' 6' AND 7' SINGLE DOOR	GSR	HOPPER OPEN 4000 CU CAP W/1 ROTARY COUPLER
B3	BOX 50' 8' TO 12' SINGLE DOOR (PLUG OR SLIDING)	H1	HOPPER OPEN, ORE CAR
B5	BOX 50' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	H2	HOPPER OPEN 50 TON
B6	BOX 40' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	H4	HOPPER OPEN 70 TON
B7	BOX 50' DOUBLE SLIDING 12' OR MORE DOOR	H4D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS
B8	BOX 40' DOUBLE SLIDING 12' OR MORE DOOR	H4R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER
B9	BOX 60' 6' TO 12' AND OVER DOORS (SINGLE, DOUBLE, PLUG, COMB OR SLIDING)	H5	HOPPER OPEN LESS THAN 3900 CU CAP OVER 175,000 LB CAPACITY
BD	BOX 40' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	H5D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS
BDC	BOX 40' NONINSULATED WITH MOVEABLE BULKHEADS	H5R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER
E	BOX 50' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	H6	HOPPER OPEN OVER 3900 CU CAP OVER 175,000 LB CAPACITY
BEC	BOX 50' NONINSULATED WITH MOVEABLE BULKHEADS	H6D	HOPPER OPEN 4000 CU CAP WITH W/2 ROTARY COUPLERS
BF	BOX 60' AND OVER NONINSULATED BELT RAIL EQPD FOR CROSS BARS	H6R	HOPPER OPEN OVER 3900 CU CAP W/1 ROTARY COUPLER
BFC	BOX 60' AND OVER NONINSULATED WITH MOVEABLE BULKHEADS	H9	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE
BG	BOX 40' SINGLE PLUG DOOR W/GRAIN ACCESS/GENERAL PURPOSE	H9D	HOPPER OPEN UNIQUE DESIGN/SPECIAL W/2 ROTARY COUPLERS
BS	BOX SPECIAL (SPECIFIC SERVICE OR SPECIAL DESIGN)	HS	HOPPER OPEN HART SELECTIVE REVENUE OR COMPANY SERVICE
C2	HOPPER, COVERED LESS THAN 2200 CU CAP-50 TO 70 TON	IC5	FLAT CONTAINER LESS THAN 80
C4	HOPPER, COVERED 2200 TO 3899 CU CAP 70 TON	IC8	FLAT CONTAINER 80' AND OVER
C5	HOPPER, COVERED TO 3900 CU CAP OVER 175,000 LB CAP	IT5	FLAT TOFC LESS THAN 80 FT
C6	HOPPER, COVERED OVER 3900 CU CAP OVER 175,000 LB CAP	IT8	FLAT TOFC 80' AND OVER
C6E	HOPPER, COVERED JUMBO WITH 'E' GRADE COUPLER	IX8	FLAT CONTAINER 80' AND OVER 3-28' PUPS
C6L	HOPPER, COVERED JUMBO LEASED	IT9	FLAT TOFC 89 AND OVER TWIN 45'S
C9	HOPPER, COVERED UNIQUE DESIGN/SPEC-SERV OVER 5000 CU CAP TO 190,000 LB CAP	IX9	FLAT TOFC 89 AND OVER TWIN 45'S OR 3-28' PUPS
C9M	HOPPER, COVERED EQUIPPED MECHANICAL REFRIGERATOR	IF5	FLAT TOFC LESS THAN 80' FIXED HITCH
CA	HOPPER, AIRSLIDE LESS THAN 3000 CU CAP	IF8	FLAT TOFC 80 AND OVER FIXED HITCH
CB	HOPPER, AIRSLIDE OVER 3000 CU CAP	IF9	FLAT TOFC 89 AND OVER TWIN 45'S FIXED HITCH
CR	COKE RACK	IP9	FLAT TOFC 89 AND OVER TWIN 45'S OR 3-28' PUPS FIXED HITCH
F2	FLAT BI-LEVEL STANDARD	IU5	FLAT TOFC/COFC DUAL PURPOSE LESS THAN 80 FT
F3	FLAT TRI-LEVEL	IU8	FLAT TOFC/COFC DUAL PURPOSE 80 FT AND OVER
F3V	FLAT STAC-PAC, VERT-A-PAC, MULTI-LEVEL	IU9	FLAT TOFC/COFC DUAL PURPOSE TWIN 45'S
F4	FLAT LESS THAN 50	IUX	FLAT TOFC/COFC 89' AND OVER TWIN 45'S OR 3-38' PUPS
F5	FLAT 50' AND LESS THAN 59'	IOD	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS DOUBLE STACK
F6	FLAT 58' AND LESS THAN 80'	I1D	FLAT COFC 1 PLATFORM DOUBLE STACK
F8	FLAT 80' AND OVER	I2D	FLAT COFC ARTICULATED 2 PLATFORMS DOUBLE STACK
F9	FLAT ARTICULATED	I3D	FLAT COFC ARTICULATED 3 PLATFORMS DOUBLE STACK
FA2	FLAT BI-LEVEL FULLY ENCLOSED	I4D	FLAT COFC ARTICULATED 4 PLATFORMS DOUBLE STACK
FA3	FLAT TRI-LEVEL FULLY ENCLOSED	I5D	FLAT COFC ARTICULATED 5 PLATFORMS DOUBLE STACK
FB4	FLAT BULKHEAD LESS THAN 50'	I6D	FLAT COFC ARTICULATED 6 PLATFORMS DOUBLE STACK
FB5	FLAT BULKHEAD 50' AND LESS THAN 59'	I7D	FLAT COFC ARTICULATED 7 PLATFORMS DOUBLE STACK
FB6	FLAT BULKHEAD 59' AND LESS THAN 80'	I8D	FLAT COFC ARTICULATED 8 PLATFORMS DOUBLE STACK
FB8	FLAT BULKHEAD 80' AND OVER	I9D	FLAT COFC ARTICULATED 9 PLATFORMS DOUBLE STACK
FC6	FLAT CENTER BEAM BULKHEAD LESS THAN 70'	I0C	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS SINGLE STACK
FC7	FLAT CENTER BEAM BULKHEAD 70' TO 80'	I2T	FLAT TOFC ARTICULATED 2 PLATFORMS
FC8	FLAT CENTER BEAM BULKHEAD GREATER THAN 80'	I3T	FLAT TOFC ARTICULATED 3 PLATFORMS
FE	FLAT CHAIN TIE DOWN, PERMANENT STAKES ETC.	I4T	FLAT TOFC ARTICULATED 4 PLATFORMS
FL	FLAT LOG LOADING	I5T	FLAT TOFC ARTICULATED 5 PLATFORMS
FS	FLAT SPECIAL NOT CONTROLLED BY AAR ON CSD 439 (PERM STAKES OR RACKS) HEAVY DUTY	I6T	FLAT TOFC ARTICULATED 6 PLATFORMS
FSA	FLAT SPECIAL CONTROLLED BY AAR ON CSD 439 WELL DEPRESSED (PERM STAKES OR RACKS) HEAVY DUTY AND GEN PURPOSE FLATS OVER 200,000 LB CAP	I7T	FLAT TOFC ARTICULATED 7 PLATFORMS
G1	GONDOLA 50' SOLID BOTTOM FIXED ENDS	I8T	FLAT TOFC ARTICULATED 8 PLATFORMS
G2	GONDOLA 40' SOLID BOTTOM FIXED ENDS	I9T	FLAT TOFC ARTICULATED 9 PLATFORMS
G3	GONDOLA 50' DROP BOTTOM	I0U	FLAT TOFC/COFC DUAL PURPOSE 10 OR MORE PLATFORMS
G4	GONDOLA 40' DROP BOTTOM	I2U	FLAT TOFC/COFC DUAL PURPOSE 2 PLATFORMS
G6	GONDOLA 60' AND OVER SOLID BOTTOM FIXED ENDS	I3U	FLAT TOFC/COFC DUAL PURPOSE 3 PLATFORMS
GBD	HOPPER OPEN 48' AND OVER INSIDE W/2 ROTARY COUPLERS	I4U	FLAT TOFC/COFC DUAL PURPOSE 4 PLATFORMS
GBR	HOPPER OPEN 4150 CU CAP NO DOORS W/1 ROTARY COUPLER	I5U	FLAT TOFC/COFC DUAL PURPOSE 5 PLATFORMS
GC	GONDOLA COVERED	I6U	FLAT TOFC/COFC DUAL PURPOSE 6 PLATFORMS
		I7U	FLAT TOFC/COFC DUAL PURPOSE 7 PLATFORMS
		I8U	FLAT TOFC/COFC DUAL PURPOSE 8 PLATFORMS
		I9U	FLAT TOFC/COFC DUAL PURPOSE 9 PLATFORMS
		PH	BOX, PASSENGER
		PR	REFRIGERATOR, PASSENGER
		R1	REFRIGERATOR REGULAR LESS THAN 49'
		R2	REFRIGERATOR REGULAR LESS THAN 49'
		R3	REFRIGERATOR MECHANICAL LESS THAN 49'
		R4	REFRIGERATOR MECHANICAL LESS THAN 49'
		R5	REFRIGERATOR INSUL 49' TO 59' BELT RAIL EQPD FOR CROSS BARS



RSC	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD 49' TO 59'	MD4	DERRICK, 250 TON
R6	REFRIGERATOR INSUL LESS THAN 49 BELT RAIL EQPD FOR CROSS BAR	MFA	FLAT, AUTO LOADER
R6C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD LESS THAN 49	MFB	FLAT, BOOM CAR
R7	REFRIGERATOR INSULATED 59' TO 79'	MFC	FLAT, CATERPILLAR TRACTORS
R8	REFRIGERATOR BULK POTATO	MFD	FLAT, DITCHER EQUIPMENT
R8M	REFRIGERATOR BULK POTATO	MFE	FLAT, EXCAVATOR EQUIPMENT
R9	REFRIGERATOR INSUL 59' TO 79' BELT RAIL EQPT FOR CROSS BARS	MFF	FLAT, DEPRESSED WELL
R9C	REFRIGERATOR INSUL W/MOVEABLE BULKHEAD 59' TO 79'	MFG	FLAT, GENERATOR TRANSPORT, DIESEL ENGINE
RB5	REFRIGERATOR BUNKERLESS UNEQUIPPED 49' TO 59'	MFH	FLAT, LOCOMOTIVE TRUCKS
RB6	REFRIGERATOR BUNKERLESS UNEQUIPPED LESS THAN 49'	MFI	FLAT, IDLER
RB9	REFRIGERATOR BUNKERLESS UNEQUIPPED 59' TO 79'	MFK	FLAT, KITCHEN, UNIVAN
RCO	REFRIGERATOR CO2 FROZEN FOOD LOADING RR REFRIGERATOR W/RACK OR RAILS	MFL	FLAT, DINER, UNIVAN
RR1	ROAD RAILER - DRY VAN W/ADAPTERS	MFM	FLAT, BOLTED RAIL SERVICE
RR2	ROAD RAILER - CHASSIS	MFO	FLAT, OUTFIT, TOOL
RR3	ROAD RAILER - AUTO RACK	MFP	FLAT, PANEL, RAIL
RR4	ROAD RAILER - DRY VAN (MARK IV)	MFR	FLAT, RAIL, WELDED
RR5	ROAD RAILER - DRY VAN (MARK V)	MFS	FLAT, LONG RAIL ONLY, ENGINEERING
SB	BOX SYSTEM STOCK CARS CONVERTED TO GRAIN USE	MFT	FLAT, TIE, BULKHEAD
T1	TANK 7000 GAL CAPACITY	MFU	FLAT, WHEELS, DIESEL ENGINE
T2	TANK 8,000 TO 9,000 GAL CAPACITY	MFV	FLAT, WHEELS, FREIGHT CARS
T3	TANK 10,000 TO 11,000 GAL CAPACITY	MFV	FLAT, WHEELS, PASSENGER CARS
T4	TANK 12,000 TO 18,000 GAL CAPACITY	MFX	FLAT, UNIVAN, 2 MAN
T5	TANK 19,000 TO 21,000 GAL CAPACITY	MFY	FLAT, UNIVAN, 4 MAN
T6	TANK 22,000 TO 24,000 GAL CAPACITY	MFZ	FLAT, UNIVAN, 6 MAN
T7	TANK 25,000 TO 27,000 GAL CAPACITY	MF1	FLAT, UNIVAN, 7 MAN
T8	TANK 28,000 TO 31,000 GAL CAPACITY	MF2	FLAT, UNIVAN, 8 MAN
T9	TANK 32,000 GAL CAPACITY AND OVER	MF3	FLAT, UNIVAN, 10 MAN
TR1	TANK 7,000 GAL CAPACITY	MF4	FLAT, 40' GENERAL SERVICE
TR2	TANK 8,000 TO 9,000 GAL CAPACITY	MF5	FLAT, 50' GENERAL SERVICE
TR3	TANK 10,000 TO 11,000 GAL CAPACITY	MF6	FLAT, 60' GENERAL SERVICE
TR4	TANK 12,000 TO 18,000 GAL CAPACITY	MF7	FLAT, 70' GENERAL SERVICE
TR5	TANK 19,000 TO 21,000 GAL CAPACITY	MF8	FLAT, 80' GENERAL SERVICE
TR6	TANK 22,000 TO 24,000 GAL CAPACITY	MF9	FLAT, 90' GENERAL SERVICE
TR7	TANK 25,000 TO 27,000 GAL CAPACITY	MGP	GONDOLA, PANEL, RAIL OR TRACK
TR8	TANK 28,000 TO 31,000 GAL CAPACITY	MGS	GONDOLA, SCALE TEST CARS
TR9	TANK 32,000 GAL CAPACITY AND OVER	MGT	GONDOLA, TIE SERVICE
TS	TANK GLASS LINED	MGW	GONDOLA, WEDGE PLOW
WC	WOOD CHIP	MG1	GONDOLA, WHEELS, SECOND HAND, ALL EQUIPMENT
XF4	BOX 40' EQPD W/INTERIOR TO PREVENT CONTAMINATION	MG4	GONDOLA, 40' GENERAL SERVICE
XF5	BOX 50' EQPD W/INTERIOR TO PREVENT CONTAMINATION	MG5	GONDOLA, 50' GENERAL SERVICE
MA3	AIR DUMP, 30'	MG6	GONDOLA, 60' GENERAL SERVICE
MA4	AIR DUMP, 40'	MG7	GONDOLA, 70' GENERAL SERVICE
MA5	AIR DUMP, 50'	MCA	HOPPER, COVERED, SAND, BOTTOM DROP, AIR PRESSURE
MBA	BOX, AIR REPEATER (BNH CAR SERIES)	MCC	HOPPER, COVERED, SAND, CENTER BOTTOM DROP, GRAVITY UNLOAD
MBB	BOX, BUNK, 8 MAN, CONVERTED	MHS	HOPPER, OPEN, BALLAST HART SELECTIVES
MBC	BOX, COAL	MJS	JORDAN SPREADER, WITHOUT DITCHER
MBD	BOX, DINER, CONVERTED	MJ1	JORDAN SPREADER, WITH DITCHER
MBF	BOX, FOREMAN, CONVERTED	MLL	LOCOMOTIVE, MOW
MBG	BOX, GROCER, COMMISSARY	MLP	PLOW, ROTARY
MBI	BOX, ICE CARS, INSULATED	MPA	PASSENGER, BUSINESS CARS (BNA CAR SERIES)
MBK	BOX, KITCHEN CONVERTED	MPB	PASSENGER, BUNK, 10 MAN, CONVERTED
MBL	BOX, LUBRICATOR, RAIL	MPC	PASSENGER, COMBINATION KITCHEN, DINER AND BUNK
MBM	BOX, MAIL, COMPANY	MPD	PASSENGER, DINER, CONVERTED
MBO	BOX, OUTFIT, TOOL	MPG	PASSENGER, GROCERY, COMMISSARY
MBR	BOX, MINI-TRAIN TRANSPORT	MPK	PASSENGER, KITCHEN, CONVERTED
MBS	BOX, SHOWER, CONVERTED	MPL	PASSENGER, BUFFET, CONVERTED
MBT	BOX, TRUCK CAR, DIESEL ENGINE	MPO	PASSENGER, OUTFIT
MBV	BOX, VEGETATION CONTROL, CHEMICALS, SUPPLIES	MPS	PASSENGER, STORAGE CARS
MB1	BOX, 40' UNEQUIPPED, GENERAL SERVICE	MPT	PASSENGER, TOOL CARS
MB2	BOX, 50' UNEQUIPPED, GENERAL SERVICE	MP1	PASSENGER, DETECTOR CARS, MAGNETIC
MB3	BOX, 40' EQUIPPED, GENERAL SERVICE	MP2	PASSENGER, DETECTOR CARS, ULTRA-SONIC
MB4	BOX, 50' EQUIPPED, GENERAL SERVICE	MP3	PASSENGER, TRACK GEOMETRY CARS
MB5	BOX, SAND SERVICE	MP4	PASSENGER, AIR BRAKE INSTRUCTION CARS
MB6	BOX, CRANES, DERRICKS AND WRECKER SERVICE	MP9	PILE DRIVERS
MC1	CRANE, 25 TON	MRP	PLOW, RUSSELL
MC2	CRANE, 30 TON	MSB	SHOULDER BALLAST CLEANER
MC3	CRANE, 40 TON	MSS	SCALE CARS
MC4	CRANE, 50 TON	MTA	TANK, FIRE CARS
MC5	CRANE, 55 TON	MTC	TANK, CREOSOTE
MC6	CRANE, 100 TON	MTD	TANK, DIESEL FUEL AND LUBE OIL
MCT	FLAT, CONCRETE TIE	MTG	TANK, GASOLINE ONLY
MDD	DOZER, PLOW	MTJ	TANK, JOURNAL OIL
MD1	DERRICK, 150 TON	MTV	TANK, VEGETATION CONTROL CHEMICALS
MD2	DERRICK, 160 TON	MTW	TANK, WATER SERVICE
MD3	DERRICK, 200 TON	MT1	TANK, CLEANER CHEMICALS
		MT2	TANK, DIRTY OR DRAIN OIL, WASTE DIESEL FUEL AND FURNACE OIL
		MT3	TANK, USED MINERAL SPIRITS
		MT4	TANK, WATER TREATMENT CHEMICALS
		MT5	TANK, MISCELLANEOUS SERVICE
		MUC	CABOOSE CONVERSION, 4 MAN LIVING CAR

## PHONE NUMBERS

**Company      Bell****Laurel**

Superintendent	8-535-2256	(406) 628-7107
Ast. Supt.	8-535-2354	(406) 628-4810
Asst. Trainmaster	8-535-2255	(406) 628-4801
Asst. Trainmaster	8-535-2272	(406) 628-8012

**Helena**

Trainmaster	8-543-2255	(406) 442-1610
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**Livingston**

Asst. Trainmaster	8-544-2261	(406) 222-1931
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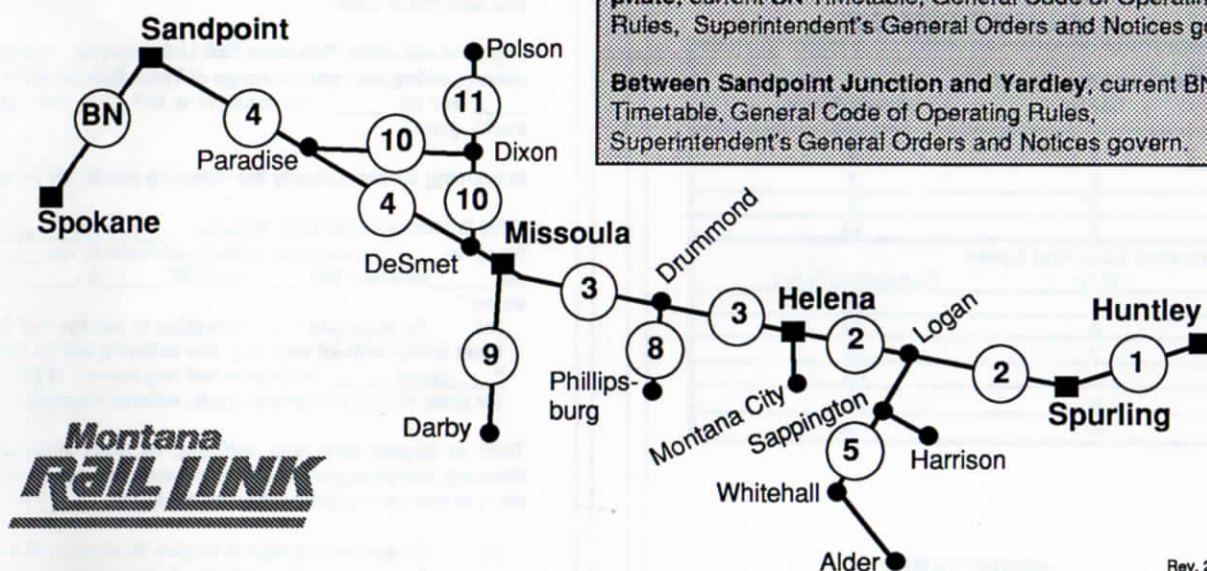
**Missoula**

Trainmaster	8-523-1531	(406) 523-1531
Director, Train Movement	8-523-1463	(406) 523-1463
Manager, Train Movement (East) MRAS "STAR 1-61"	8-523-1461	(406) 523-1461
Manager, Train Movement (West) MRAS "STAR 1-62"	8-523-1462	(406) 523-1462
Crew Caller		(800) 346-4977

**Spokane**

B. C. Bidwell	8-536-7291	(509) 536-7291
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**Index to Subdivisions & Milepost Locations**



Subdivn	Stations & Mileposts	Miles
1	Huntley (MP209.91) to Billings (MP 225.8) Billings (MP 0.0) to Spurling (MP 17.7)	33.6
2	Spurling (MP 17.7) to Helena (MP 238.4)	220.7
3	Helena (MP 0.0) to Missoula (MP 119.3) <i>see above</i>	119.3
4	Missoula (MP 0.0) to Paradise (MP 219.0) Paradise (MP 0.0) to Sandpoint Junction (MP 118.7)	218.5
5	Logan (MP 0.0) to Whitehall (MP 39.0) Whitehall (MP 0.0) to Adler (MP 45.6)	84.6
6	Intentionally not used	
7	Intentionally not used	
8	Drummond (MP 0.0) to Phillipsburg (MP 26.0)	26.0
9	Missoula (MP 0.0) to Darby (MP 64.7)	64.7
10	DeSmet (MP 0.0) to Paradise (MP 64.2)	64.2
11	Dixon (MP 0.0) to Polson (MP 33.4)	33.4
BN	Trackage Rights/BN Sandpoint Junction (MP 2.9) to Spokane/Yardley (MP 68.1)	63.1

**PERFORM SWITCHING IN A MANNER WHICH  
WILL AVOID DAMAGE TO CONTENTS OF  
CARS AND EQUIPMENT**

Self Coupling Speed MPH	Impact Force
1	1
2	4
3	9
4	16
Damaged Coupling Speed MPH	Damaging Force
5	25
6	38
7	48
8	64
9	81
10	100

**SPEED TABLE**

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**TRACK BULLETIN FORM B**

The engineer must attempt to contact employee in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Montana Rail Link engineer, (train designation), calling foreman in charge of Track Bulletin Form B no. \_\_\_\_\_, line no. \_\_\_\_\_. My location is MP \_\_\_\_\_ on (specific track), over."

In granting verbal authority the following words will be used:

"This is Montana Rail Link foreman \_\_\_\_\_ (name) \_\_\_\_\_ (or Gang no. \_\_\_\_\_) using train order (track bulletin) no. \_\_\_\_\_ line no. \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

(a) To authorize train or engine to pass a red flag, or enter limits, without stopping, the following will be added:  
"\_\_\_\_\_ (train) \_\_\_\_\_ may pass red flag located at MP \_\_\_\_\_ (or enter limits) on (specify track) without stopping, over."

Train or engine may pass red flag, or enter limits without stopping, continuing to move at restricted speed and must stop short of men or equipment fouling track.

(b) To authorize a train or engine to proceed at a speed greater than restricted speed, the following will be added:  
"\_\_\_\_\_ (train) \_\_\_\_\_ may proceed through the limits at \_\_\_\_\_ MPH (or 'at maximum authorized speed'), over."

Train may proceed through the limits at the prescribed speed unless otherwise restricted.

(c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:  
"\_\_\_\_\_ (train) \_\_\_\_\_ proceed at restricted speed, but not exceeding \_\_\_\_\_ MPH (adding, if necessary, 'until reaching \_\_\_\_\_ MPH'), over."

Train must not exceed the prescribed speed and must be prepared to stop short of men or equipment fouling the track or a red flag to the right of the track.

These instructions must be repeated by the engineer and "OK" received from employee giving them before they are acted upon.

When the word STOP is written in the "stop" column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by example (a) above.