

## MONTANA DIVISION

**P. C. Keim, Superintendent Operations, Havre**

**D. A. Crawford, Superintendent Mechanical, Havre**

**S. A. Millsap, Supt. Maintenance. & Engineering, Havre**

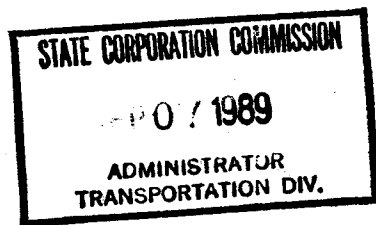
|                         |                                     |             |
|-------------------------|-------------------------------------|-------------|
| A. E. DUNAWAY .....     | Division Maintenance Engineer ..... | Havre       |
| D. J. BOEN .....        | Manager Operating Practices .....   | Havre       |
| D. G. BOESPFLUG .....   | Trainmaster .....                   | Havre       |
| E. L. HENCZ .....       | Trainmaster .....                   | Shelby      |
| L. J. SCHEFELBINE ..... | Trainmaster .....                   | Glasgow     |
| C. E. KEELER .....      | Trainmaster .....                   | Great Falls |
| D. L. SCHUCH .....      | Trainmaster .....                   | Whitefish   |
| R. P. OLSON .....       | Trainmaster .....                   | Whitefish   |
| A. V. WETSCH .....      | Trainmaster .....                   | Whitefish   |
| G. D. ALLEN .....       | Terminal Manager .....              | Havre       |
| W. R. WALTERS .....     | Trainmaster .....                   | Havre       |
| M. A. VOELKER .....     | Asst. Trainmaster .....             | Havre       |

## TRANSPORTATION

**M. H. Steele, Director Transportation, St. Paul**

**E. B. Savage, Superintendent Transportation, Seattle**

|                        |                                     |             |
|------------------------|-------------------------------------|-------------|
| J. W. MILLER .....     | Regional Chief Dispatcher .....     | Seattle     |
| B. G. PORTSMOUTH ..... | Chief Dispatcher .....              | Seattle     |
| C. C. STENGEM .....    | Chief Dispatcher .....              | Billings    |
| G. L. PORTCHE .....    | Manager Train Operations .....      | Seattle     |
| G. L. SKILLMAN .....   | Manager Train Operations .....      | Seattle     |
| H. W. GILBERT .....    | Manager Train Operations .....      | Seattle     |
| B. R. EDMONDS .....    | Manager Train Operations .....      | Seattle     |
| R. L. AASE .....       | Superintendent Transportation ..... | St. Paul    |
| D. R. CASEY .....      | Regional Chief Dispatcher .....     | Minneapolis |
| M. G. LIEN .....       | Chief Dispatcher .....              | Minneapolis |
| D. D. LOONAN .....     | Chief Dispatcher .....              | Minneapolis |
| M. L. ROHR .....       | Chief Dispatcher .....              | Minneapolis |
| J. D. CROWLEY .....    | Manager Train Operations .....      | St. Paul    |



Printed in U.S.A.



## NORTHERN REGION

# MONTANA DIVISION

## TIMETABLE NO. 1

IN EFFECT AT 0001  
Continental Central Time  
Continental Mountain Time  
Continental Pacific Time

**Sunday  
October 30, 1988**

Including National Railroad Passenger Corporation (NRP) Trains

Region Vice President  
**W. W. FRANCIS**

Division General Manager  
**W. V. EISENMAN**

Vice President Transportation  
**W. A. HATTON**

## ALL SUBDIVISIONS

## 1. Speed Restrictions

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

Trains consisting entirely of passenger equipment are authorized to operate at passenger train speed.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

## Maximum Speeds Permitted

|  |        |
|--|--------|
| Freight trains up to 100 Tons/OB ..... | 60 MPH |
| Freight trains over 100 Tons/OB .....  | 45 MPH |
| Loaded coal trains .....               | 45 MPH |
| Empty coal 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 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

## Maximum Speeds Permitted:

|  |         |
|--|---------|
| On sidings .....                                   | 20 MPH. |
| On tracks other than main tracks and sidings ..... | 10 MPH. |
| Locomotives equipped with friction bearings .....  | 35 MPH. |
| Light locomotive consist or caboose hop .....      | 50 MPH. |

Trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions ..... 12 MPH.

| Equipment   | Main Line | Branch Line |
|---|-----------|-------------|
| Ore cars, BN 99000-99949 .....  | 45 MPH    | 20 MPH      |
| All other ore cars .....  | 40 MPH    | 20 MPH      |
| Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026 .....                                   | 35 MPH    | 20 MPH      |
| Air dump cars (loaded) .....  | 45 MPH    | 45 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    | 15 MPH      |
| Ribbon rail cars (loaded) .....   | 35 MPH    | 25 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: NP 62300-62949 NP 66100-66249 .....  | 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 chief dispatcher and roadmaster or covered by specific instructions.

## Maximum Speed of Locomotives

Refer to Rule 455 of the Air Brake, Mechanical and Train Handling Rules for maximum authorized speed of locomotives.

## 1A. 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 ensure 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 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

Locomotives not equipped with alignment control couplers (See Item 2) must be equipped with bolster stops when operated in manned helper consists; **except**, single non-equipped locomotives may be operated when placed between locomotives equipped with alignment control couplers or bolster stops.

The following locomotives, are not equipped with alignment control couplers, but are equipped with bolster stops:

1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1910, 1913-1914, 1916-1917, 1920, 1922, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

The locomotive which is coupled to cars must be equipped with an alignment control coupler if locomotive consist has 18 or more powered axles. In figuring powered axles, include locomotives in manned helper operation when placed at head end of train.

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

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 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.

# SPECIAL INSTRUCTIONS

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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. 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 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    |

Train dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

## 3A. Locomotive Group Chart

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

| Group | Model     | Locomotive Numbers  |
|-------|-----------|---|
| A     | SW-1      | 70.   |
| B     | GP9B*     | 600-602, 604.   |
|       | GP-5      | 1355-1356, 1358-1360, 1364-1365.  |
|       | GP-9      | 1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.                          |
| C     | SW-12     | 162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 205-207, 209-214, 222-226, 228, 230-231, 233-255, AMTK 565.  |
|       | SW-9      | 169.  |
|       | SW-10     | 375-394, 427-449, 574-577, 579-585.   |
| D     | NW-12     | 5, 14.  |
|       | MP-15     | 1000-1004.  |
|       | GP-15-1   | 1375-1399.  |
|       | GP-10     | 1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438.   |
|       | GP-9      | 1702-1703, 1706-1707, 1709, 1711-1713, 1717, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.  |
|       | GP-20     | 2012, 2030-2031, 2034-2035, 2037, 2042, 2044, 2048-2049, 2054, 2058, 2063.  |
|       | GP-30     | 2217-2219, 2221-2222, 2225, 2232.   |
|       | GP-39-2   | 2700-2739, HL 403.  |
| E     | SW-15     | 20-65, 300-324.   |
|       | GP-38E    | EMD 741, EMD 743, EMD 745, EMD 747-748, EMD 752-753, EMD 756, EMD 758-763, EMD 767, EMD 770-771, EMD 775-776, EMD 778-783, EMD 785, EMD 787, EMD 790-793, EMD 797-800, EMD 802, EMD 804-806, EMD 808-810, EMD 813, EMD 816, EMD 822, EMD 824, EMD 826-827, EMD 834, EMD 838, 2072-2077, 2110-2135, 2137-2138. |
|       | GP-38     | 2155-2189.  |
|       | GP-38-X   | 2078-2109, 2150-2154, 2255-2314, 2316-2369.   |
|       | GP-38-2   | HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.   |
|       | GP-30     | 2200, 2203-2206, 2210, 2212-2216, 2251, 2253.   |
|       | GP-35     | 2504, 2507, 2511, 2514, 2516-2518, 2522-2526, 2528-2534, 2537, 2540-2543, 2551, 2554-2557, 2559-2560, 2570-2572, 2576, 2579-2580.   |
|       | GP-38-B*  | 2600.   |
|       | GP-38-2B* | 2601.   |
|       | GP-40     | 3000-3002, 3004-3005, 3008-3012, 3015-3016, 3019, 3022-3023, 3025, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.  |
|       | GP-40-2   | 3040-3064.  |
|       | GP-50     | 3100-3162.  |

| Group | Model     | Locomotive Numbers  |
|-------|-----------|---|
| E     | B-30-7A*  | 4000-4050, 4052-4119.   |
|       | U-30-B    | 5782-5799.  |
|       | B-30-7    | 5485-5492.  |
|       | B-32-8    | 5497-5499.  |
|       | F-40-PH   | AMTK 200-409.   |
|       | B-39-8    | GEEX 8000-8001, LMX 8500-8599.  |
|       | SD-9      | HL 504-505.   |
| F     |           | None.   |
| G     | SD-9      | 6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.   |
| H     | SD-9      | 6100-6103, 6107-6110, 6113-6123, 6125-6126.   |
|       | E-9       | 9900-9908, 9910-9925.   |
| I     | C-30-7    | 5000-5135, 5137-5141, 5500-5599.  |
|       | U-30-C    | 5300-5306, 5318, 5320-5322, 5325-5326, 5330, 5335, 5338-5362, 5364-5394, 5800-5801, 5803-5804, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.  |
|       | SD-38-2   | 6260-6263, GATX 1237-1245.  |
|       | SD-40     | 6300, 6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.   |
|       | SD-40-2   | 6325-6334, 6348-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181. |
|       | SD-40-2B* | 7500-7502.  |
|       | SD-60     | OWY 9000-9099.  |
|       |           | *Cables.  |

## 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 chief dispatcher:

Outfit cars 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 of the last car in cabooseless trains.

Pile drivers

Locomotive cranes

Empty ribbon rail cars

Rear end only cars

Jordan spreaders

Rotary snowplows, wedge plows, dozers.

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 conductor and engineer must be notified when such equipment is 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 8,000 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 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 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 Operation

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 Operation

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

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of general manager.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

#### 6. Federal Railroad Administration (FRA) Excepted Track

Where Individual Subdivision Special Instructions specify "FRA EXCEPTED TRACK - See All Subdivision's Item 6", the following restrictions apply:

- a. Maximum speed is 10 MPH;
- b. Revenue passenger trains are not permitted; and,
- c. No more than five cars, required to be placarded by Hazardous Materials Regulations, may be handled in a freight train.

#### 7. Air Repeater Operation

Air repeater cars BNH 3-14, 20-29, 30-35 must be operated approximately in the middle of the train.

There is a flashing light on both end of the roof and two lights on either side at ground level. Flashing roof light and illuminated side light indicate which end of the car is cut in for repeater operation and must be the light nearest the controlling locomotive.

If charging in the wrong direction, bring the brake pipe to zero with an emergency application of the train brakes and recharge in the normal manner.

Air repeater cars increase the brake pipe pressure by a fixed percentage. Higher brake pipe pressure at the rear of a train will be noticed with this arrangement. It is possible for the brake pipe pressure on the rear car to be greater than the brake pipe pressure setting of the controlling locomotive. This does not constitute an overcharge with the air repeater car operating.

If an air repeater car fails en route, an automatic valve will operate to bypass the repeater equipment making it like any other car in the train. It is not necessary to do anything at the air repeater car. The air repeater car diesel engine contains antifreeze and draining of the engine is not required with engine shutdown.

If brakes do apply on the train when the air repeater rack is cut out by the bypass valve, it will be necessary to reduce the overcharged condition.

#### 8. Dimensional and Special Shipment Restrictions

a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.

c. 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 train dispatcher. This does not relieve conductor from complying with Rule 625 of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.

e. Train dispatcher must issue appropriate track warrant, track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

f. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

| CODE           | RESTRICTION APPLICABLE  | CODE            | RESTRICTION APPLICABLE  |
|----------------|---|-----------------|---|
| <b>ALPHA</b>   | <p><b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>   | <b>GOLF</b>     | <p><b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b></p> <p>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 crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>   |
| <b>BRAVO</b>   | <p><b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</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>  |
| <b>CHARLIE</b> | <p><b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</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>   |
| <b>DELTA</b>   | <p><b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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 centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</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>  |
| <b>ECHO</b>    | <p><b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b></p> <p>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 crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</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>  |
| <b>FOXTROT</b> | <p><b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>Load 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 crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p> | <b>LIMA</b>     | <p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent 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 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 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>MIKE</b>     | <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>NOVEMBER</b> | <p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>   |
|                |   | <b>OSCAR</b>    | <p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>  |
|                |   | <b>PAPA</b>     | <p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>   |
|                |   | <b>QUEBEC</b>   | <p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>   |

| CODE            | RESTRICTION APPLICABLE   |
|-----------------|--|
| <b>ROMEO</b>    | 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.   |
| <b>SANDWICH</b> | 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.  |
| <b>TANGO</b>    | 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.  |
| <b>UNIFORM</b>  | Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.   |
| <b>VICTOR</b>   | This shipment must not be detoured or rerouted without further clearances.   |
| <b>WHISKEY</b>  | No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations 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. |

## 9. 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 200 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 conductor will make report to the train dispatcher as soon as practicable and make written report to general manager and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher 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                      | Train Crew Response                      |
|--|--|
| "... No defects"                             | Proceed.                                 |
| "... Integrity failure"                      | Detector out of service.                 |
| "... First hot box right side XXX"           | Stop train; inspect 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. |

| Detector Status Message                  | Train Crew Response            |
|--|--------------------------------|
| "... (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 locomotives, 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 train dispatcher reason for delay by first available means of communication.

Conductor must report to the train dispatcher when **Detector Status Message** is "Integrity failure".

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

## Track Side Warning Detector-Radio Tone-

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from the point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

## 10. 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.

## 11. 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.

## 12. Rule Books in Effect on Burlington Northern Railroad

General Code of Operating Rules  
 Air Brake and Train Handling Rules, Form 15338  
 Train Dispatcher's Manual, Form 51545  
 Instructions for Agents, Control Operators, Train Order Operators, and Bridgetenders, Form 15472  
 Rules of the Maintenance of Way, Form 15125  
 Safety Rules and General Rules, Form 15001  
 Intermodal/Automobile Facility Safety Rules and General Rules, Form 16406

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

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "general manager" replaces "superintendent".

**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.

**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.

**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 Q-add the following:**

MT - Main Track(s)

**Rules 2 and 3**

Employees governed by the General Code of Operating Rules are "designated employees" under Rules 2 and 3.

**Rule 2**

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

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(A)-explanation of characters:**

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

**Rule 10(C)-second paragraph is changed to read:**

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

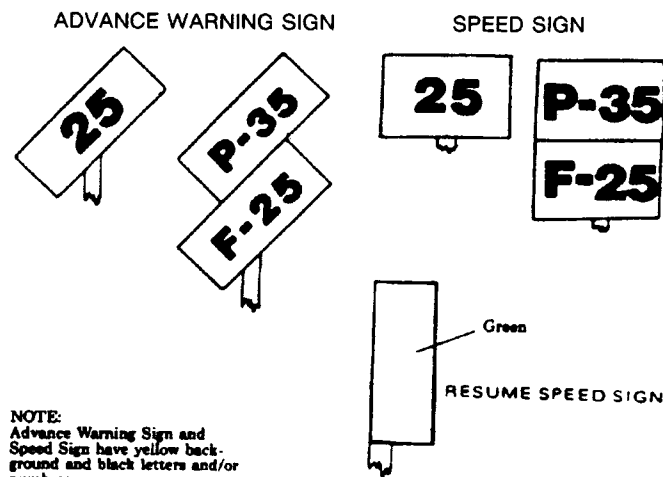
**Rule 10(E)-following paragraphs are added:**

Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) 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. The 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.



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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

**Rule 11-following second paragraph is added:**

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 19-is changed to read:**

**19. MARKERS:** A marker of the prescribed type will be displayed on the trailing end of the rear car to indicate the rear of the train.

**19(A). HIGHLY VISIBLE MARKER:** A highly visible marker will be displayed at the rear of every train as follows:

- (1) From one hour before sunset to one hour after sunrise and when weather conditions restrict visibility to less than one-half mile.

**NOTE:** A marker equipped with a functioning photoelectric cell will automatically illuminate at the appropriate time.

- (2) When an engine is operating without cars or is at the rear of the train, the trailing headlight, illuminated on dim, may be used as a marker.

When a highly visible marker is required, it must be inspected by a qualified employee at the initial terminal and each crew change point to determine that it is functioning properly. Inspection will be made by observation or by telemetry display in the cab of the engine. The engineer must be informed of the results of the inspection.



**19(B). ALTERNATIVE MARKERS:** A reflector, a red flag or a light fixture will be displayed at the rear of the train as the marker when:

- (1) A highly visible marker is not required;
- (2) A defective car must be placed at the rear for movement to a repair point;
- (3) The rear portion of the train is disabled and cannot be moved and a highly visible marker cannot be displayed on the rear of portion to be moved; or,
- (4) The highly visible marker becomes inoperative en route. The train may be moved to the next forward location where the highly visible marker can be repaired or replaced.

**Rule 26**-is modified as follows:

**26. BLUE SIGNAL PROTECTION OF WORKMEN:** 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 rule remains unchanged, except:)

Add the following new last paragraph:

- (7) Blue signal protection must be provided for workmen when:
  - (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
  - (b) 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 81**

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

**Rule 93**-following three paragraphs are added:

Where yard limits are in effect in CTC territory, trains and engines must not enter the main track at a hand operated or spring switch or make a reverse movement without authority from the control operator.

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

General order or special instructions will read, as example:

Conditional yard limits in effect between MP\_\_\_\_\_ and MP\_\_\_\_\_ between (station) and (station) (time) until (time) daily Monday through Friday. If in effect 24 hours per day, time need not be specified.

**Rule 98(A)**- Second paragraph is cancelled.

**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 either by visual inspection of the train or knowledge that the train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab. 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 conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

**Rule 103(E)**-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

**Rule 104(M)**-second paragraph is changed to read:

When signal governing movement over a spring switch displays Stop, Stop and Proceed or Restricted Proceed indication, when indicator displays Stop and Inspect Switch indication, or when switch is not protected by signal or indicator, train or engine making facing point movement must stop and crew member must test the switch, unless the switch has been lined for diverging route or crew has been advised by train order, track bulletin or track warrant that spring switch has been spiked.

**Rule 104(M)**-fifth 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 southward 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 223, Rule 225 and Form N Train Order**-will not be used.

**Form M Train Order**

The following is added to Form M train order:

(3) LINE NO \_\_\_\_\_ OF ORDER NO \_\_\_\_\_ IS ANNULLED

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

**Form O Train Order**-will not be used.

**Form D-S Train Order Example (1)**-is changed to read:

(1) 801 AM UNTIL 501 PM MAY 15 ALL TRAINS MUST USE  
TRACK BETWEEN WEST CROSSOVER AT  
FAYE AND EAST CROSSOVER AT GLEN  
ALL TRAINS MUST STOP BEFORE FOULING  
TRACK BETWEEN THESE POINTS UNLESS  
AUTHORIZED TO PROCEED BY EMPLOYE IN CHARGE OF  
SWITCHES OR TRAIN DISPATCHER

This order is to be used when one or more main tracks are to be removed from service and all trains in both directions are to use the remaining track with an employee in charge of switches at each end of territory designated.

Movements between the designated points will be directed by the train dispatcher who will issue copy of train order and necessary instructions to the employees in charge of the switches.

Employee in charge of switches may authorize movement on main track between the designated points by controlled signal indication, verbally or by hand signal.

**Form Y Train Order, Example (2)**-will not be used.



**GENERAL DESCRIPTION OF SIGNALS, Page 124**-the following two paragraphs are added:

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.

#### Rule 234

**INDICATION** is changed to: Proceed prepared to pass next signal not exceeding 35 MPH.

#### Rule 241

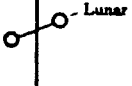
**NAME** is changed to: RESTRICTED PROCEED.

**INDICATION** is changed to: Proceed at restricted speed.


#### Rule 248-new:

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


#### Rule 248(A)-Take Siding Indicator

| Aspects   | Indication  |
|---|---|
|  | When illuminated, hand operate switch and enter siding. |


#### Rule 248(B)-Operate Switch Indicator

| Aspects   | Indication  |
|---|---|
|  | When illuminated, hand operate switch to enter next siding or to leave siding and enter main track. |

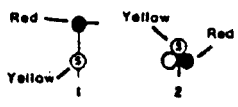
#### Rule 248(C)-Block Indicator

| Aspects   | Indication   |
|---|--------------|
|  | Block clear. |

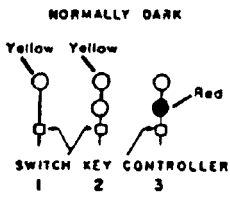
#### Rule 248(D)-Block Indicator

| Aspects   | Indication      |
|---|-----------------|
|  | Block occupied. |

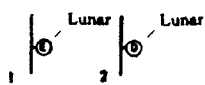
#### Rule 248(E)-Spring Switch Indicator

| Aspects   | Indication  |
|---|---|
|  | Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 238. |

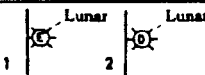
#### Rule 248(F)-Switch Indicator

| Aspects  | Indication   |
|--|--|
|  | Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.<br><br>If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.<br><br>If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.<br><br>To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track. |


#### Rule 248(G)-Failed Equipment Indicator

| Aspects  | Indication   |
|--|--|
|  | 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. |


#### Rule 248(H)-Failed Equipment Indicator

| Aspects  | Indication  |
|--|---|
|  | When flashing, no failed equipment has been detected. |


#### Rule 248(I)-Slide Fence Indicator

| Aspects   | Indication  |
|---|---|
|  | When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed. |

**Rule 248(J)-Slide Fence Indicator**

| Aspects   | Indication   |
|---|--|
|  | When flashing, slide fence has not been activated. |

**Rule 248(K)-Resume Speed**

| Aspects   | Indication                                    |
|---|---|
|  | End of slide fence restriction; resume speed. |

**Rule 305(A)- new rule added as follows:**

**305(A). APPROACH TO AUTOMATIC INTERLOCKING:** A train passed a signal governing the approach to an automatic interlocking displaying a proceed indication and speed is below 30 MPH, must proceed prepared to stop at interlocking signal until it can be seen the interlocking signal indicates proceed.

**Rule 312(2)(b)-** The waiting time is 10 minutes.

**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 had with the crew of the train on the conflicting route.

**Rule 315(A)-**is changed to read:

**315(A). DUAL CONTROL SWITCHES AND DERAILS:** Before proceeding from a Stop indication over a dual control switch or derail, crew member must precede the movement and examine the first dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position, and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail. Remaining switches or derails, if any, must then be examined by crew member on the ground before movement is made over the switch or derail.

If control operator is unable to line dual control switch or derail to desired position, or indication of control machine does not show that switch or derail is lined and locked, before authorizing train to proceed, he must instruct crew member to operate it by hand for the movement. After at least one unit or car has passed over the switch points or derail, it must be returned to power unless otherwise instructed by control operator.

**Rule 316-**second paragraph is changed to read:

On any track where CTC, TWC or APB is in effect, a reverse movement must not be made without flag protection or authority from the control operator or train dispatcher.

**Rule 319-**add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

**Rule 351-**is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. Be governed by the third paragraph of Rule 351.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**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 between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Rule 408, paragraph (2)-**is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-**is changed to read:

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-**modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-**following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

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

**Rule 463-**is changed to read:

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

**(b) TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

**(2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:****(a) LINE (number) OF TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

**(b) THAT PART OF TRACK BULLETIN NO \_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


**(c) TRACK BULLETIN NO \_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

**TRACK BULLETIN FORM D** 

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

|    |    |
|----|----|
| TO | AT |
|    | AT |
|    | AT |
|    | AT |



|    |           |            |
|----|-----------|------------|
| OK | COPIES OF | DISPATCHER |
|----|-----------|------------|

Form D-10-10-10

**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. When riding the head end, the conductor will, when practicable, 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.

**YARD SERVICE RULES**

**Rule Y-1.** The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

**Rule Y-2.** The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

New Item 3-E is added to INSTRUCTIONS for AGENTS, CONTROL OPERATORS, TRAIN ORDER OPERATORS, BRIDGETENDERS, Form 15472, as follows:

**3-E.** When transmitting and repeating line-up, 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 and directions must be pronounced then spelled.

When line-up is relayed, underscore each word and figure each time repeated.

**14. Rules of the Maintenance of Way Changes and Additions**

Where referenced in rules and instructions, "general manager" replaces "superintendent".

**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.

**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.

**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 Q-add the following:**

MT - Main Track(s)

**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(A)-explanation of characters:**

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

**Rule 9(A)-first paragraph is changed to read:**

**PLACEMENT OF FLAGS:** Flags must be placed to the right of the track as viewed from an approaching train. When flags must be placed to the left of the track, this fact must be stated in train order, track bulletin, track warrant or general order.

**Rule 10(C)-second paragraph is changed to read:**

These flags, except as prescribed by Rule 10(B), must be displayed to the right of track as viewed from an approaching train unless otherwise specified by train order, track bulletin, track warrant or general order.

**Rule 11-**following second paragraph is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

**Rule 26-**is modified as follows:

**26. BLUE SIGNAL PROTECTION OF WORKMEN:** 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 rule remains unchanged, except:)

Add the following new last paragraph:

(7) Blue signal protection must be provided for workmen when:

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) 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 37-** is changed to read:

**37. TRANSMITTING AND REPEATING:** When transmitting and repeating line-up, 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 and directions must be pronounced then spelled.

Where authorized by division superintendent, train location line-ups may be transmitted by train dispatcher using recording device.

Except when copied from recording device, line-up must be repeated by one or more of those copying it. Each person copying must observe whether line-up is repeated correctly and if not, will immediately call attention to any error. Positive identification of employees receiving line-up must be established except when copied from a recording device.

**Rule 38-** is changed to read:

**38. COPYING:** Except when copied from recording device, persons copying line-ups will make as many copies as necessary and must identify themselves to the train dispatcher. When operator copies line-ups a file copy shall be retained bearing the signature or name of each person to whom copies are delivered. When line-ups are re-copied, they must be repeated to the train dispatcher. Line-ups may be duplicated mechanically.

After line-up has been copied from a recording device, it must be replayed and each word and figure underscored as it is played back.

**Rule 351-**cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

**Rule 351-**is changed as follows:

The two paragraphs previously added to Rule 351 reading:

"When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

"In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks."

are cancelled. The third paragraph of Rule 351 is in effect.

The fifth and sixth paragraphs of Rule 351 reading:

"Trains must be clear of the limits, or track and time released, before expiration of time granted.

"If additional time is required, authority must be obtained from control operator before authorized time limit has expired."

are cancelled and the following new paragraph replaces them:

Track and time limits must be cleared and released before expiration of time granted. If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication as prescribed by the last paragraph of this rule.

**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 between such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

**Rule 408,** paragraph (2)-is changed to read:

- (2) When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points without flag protection.

**Rule 409-**is changed to read:

**409. OCCUPYING SAME LIMITS:** Not more than one train may be permitted to occupy the same or overlapping limits of a track warrant at the same time except when:

- (1) All trains within the limits have been authorized to move only in the same direction and required to provide flag protection as prescribed by Rule 99 except the last train may be relieved of providing flag protection when instructed to not foul limits ahead of any preceding train within the limits; or,
- (2) Two or more trains authorized to work between two points have been instructed by track warrant to move at restricted speed within the overlapping limits; or,
- (3) Trains moving through the limits of a train authorized to work between two points and all trains have been instructed by track warrant to move at restricted speed within the overlapping limits.

**Rules 410 and 411-**modification:

When an expiration time is specified in Item 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked **VOID**, until the limits have been reported clear. Rules 410 and 411 are modified accordingly.

**Rule 413-**following paragraph is added:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

**Rule 463-**is changed to read:

**463. VOIDING TRACK BULLETINS:** To void a numbered line on a track bulletin, or an entire track bulletin, the train dispatcher:

- (1) May do so verbally using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO. \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written in the margin to the left of the line made void.

(b) **TRACK BULLETIN NO. \_\_\_\_\_ OF (date) IS VOID.**

This information must be repeated to the dispatcher and if correct the word **VOID** will be written across each copy of the track bulletin being voided.

- (2) May issue a track bulletin or use the line designated "OTHER SPECIFIC INSTRUCTIONS" on a track warrant using one of the following examples:

(a) **LINE (number) OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written in the margin to the left of the line indicated and a copy of the track bulletin which made the line void retained.

(b) **THAT PART OF TRACK BULLETIN NO \_\_\_\_\_ OF (date) READING (quote line to be made void) IS VOID.**

A line will be drawn through the portion made void and a copy of the track bulletin which made it void retained.


(c) **TRACK BULLETIN NO \_\_\_\_\_ OF (date) IS VOID.**

The word **VOID** will be written across each copy of the track bulletin made void and a copy of the track bulletin which made it void retained.

The track bulletin or part of track bulletin indicated will no longer be in effect.


Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

Example of track bulletin Form D is shown below:

**TRACK BULLETIN FORM D** 

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

|          |          |
|----------|----------|
| TO _____ | AT _____ |
| _____    | AT _____ |
| _____    | AT _____ |
| _____    | AT _____ |



|          |                 |                  |
|----------|-----------------|------------------|
| OK _____ | CHAS. ST. _____ | DISPATCHER _____ |
|----------|-----------------|------------------|

Form 100-10-100

# 15. 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 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-last paragraph is changed to read:**

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.

Rules 382 through 414 are cancelled. The rules contained in BN Form 16404 11-86, titled Intermodal/Automobile Facility Safety Rules and General Rules, govern all personnel whose duties are within the confines of a Burlington Northern Intermodal or Automobile facility including but not limited to employees of Burlington Northern Railroad Company, contractual personnel to Burlington Northern Railroad Company and/or their agents, and all other personnel entering onto properties of the Burlington Northern Railroad in the course of providing services, repair, etc.

**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.

**16. Intermodal/Automobile Facility Safety Rules and General Rules**

BN Form 16406 11-86, INTERMODAL / AUTOMOBILE FACILITY SAFETY RULES and GENERAL RULES replaces Rules 382 through 414 in BN SAFETY RULES AND GENERAL RULES book.

**Rule I-9 - changed to read:**

I-9. 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 I-16 - changed to read:**

I-16. Air line must be connected to the trailer/chassis and the brakes set before attempting to connect tractor to trailer. Trailer/chassis must be at proper height and brakes set, as necessary, to prevent movement, damage or injury.

**Rule I-19(a) - new rule added:**

I-19(a). When piggybacker is standing idle, the boom or arms must be locked in the up position and emergency brakes set.

**Rule I-19(b) - new rule added:**

I-19(b). Personnel are prohibited from walking or standing under the piggybacker boom for any reason other than maintenance.

**Rule I-22 - changed to read:**

I-22. Within an Intermodal or Automobile Facility, tracks must not be entered or rail cars coupled to or moved without authority of supervisor in charge of the Facility.

**Rule I-34 - new rule added:**

I-34. When a red stop sign or red light is displayed on a trailer, such equipment must not be coupled to until red signal has been removed.

Personnel working on or in a trailer not coupled to a tractor must establish protection by displaying red stop sign(s) by day and red light(s) by night. Such protection must also be placed on adjacent units parked within eight (8) feet of unit to be protected. Red signs or lights shall be removed only by same personnel who displayed them. Service vehicle may be used as a barrier in lieu of the stop sign or light if it prevents tractor coupling to the trailer.

**17. Automatic Cab Signals**

Cab signal equipment must be cut out on all portions of Burlington Northern Railroad except on suburban equipment on Lakes Division, 1st Subdivision.

**18. Helper Behind Caboose**

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

**19. 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.

**20. Certificate of Rules Examination**

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

**21. Dumping Toilets**

Dumping of toilets is prohibited when:

- a. Passing through limits of Track Bulletin Form B
- b. Passing by any location where workmen are known to be present
- 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 restroom doors secured within the above limits.

**22. 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 sixty 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 BN's policy.)

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty 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 sixty 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 each Division Superintendent's office."

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

**23. Procedures For State Drug and Alcohol Testing****BURLINGTON NORTHERN'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 BN's Guidelines for the Enforcement of Rule G or Safety Rule 565, the following procedures will govern BN's testing program:

1. The employee will provide a urine sample at a BN-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 keep a sufficient amount of specimen to perform a drug screen, seal the specimen container with the remaining quantity 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:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

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 AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

NOTE: For a test administered pursuant to Federal Railroad Administration ("FRA") regulations, the same procedure will be followed, but the specimen will be divided into a third for the medical facility, a third for American Institute for Drug Detection, Inc. ("AIDD, Inc.") and a third for the University of Utah, Center for Human Toxicology. The procedures for shipping the specimen to the University of Utah will be done in accordance with FRA regulations.

4. The medical facility will test the urine specimen submitted for at least alcohol and other substances of abuse, and the test results will be released only to the requesting BN official or the Chief Medical Officer of BN, or his designee.
5. The test results from AIDD, Inc. will be released only to the Chief Medical Officer of BN, or his designee, who will advise the requesting BN official.
6. The employee has the right to withhold the release of the test result from all persons except BN's requesting official and the Chief Medical Officer, or their authorized representatives.
7. A more complete description of the procedure and policy of BN's Enforcement of Rule G and Safety Rule 565 can be provided by your supervisor.

#### BURLINGTON NORTHERN'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 BN 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 will keep a sufficient amount of specimen to perform the routine urinalysis, seal the specimen container with the remaining quantity 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:

American Institute for Drug Detection, Inc.  
5515 Milton Parkway  
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Chief Medical Officer of BN, or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Chief Medical Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

#### 24. Physical Examinations

Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations will be at company expense.

#### 25. Roadway Signs

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



Yellow—Rules 10 & 10(D).  
Red—Rule 10(A) or  
Green—Rules 10 & 10(D)

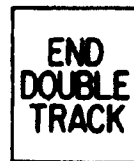
Track Flag



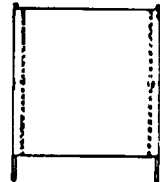
Junction  
Rule 98(B)



Yard Limit  
Rule 93



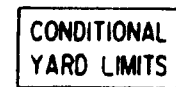
End Double Track



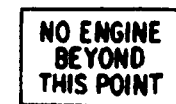
Track Flag



Railroad Crossing  
Rules 98 & 98(B)

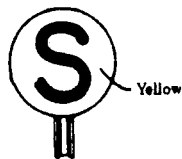


Conditional Yard Limits  
Rule 93

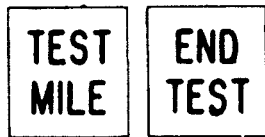


No Engine Beyond This Point





Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle  
Rule 15(I)

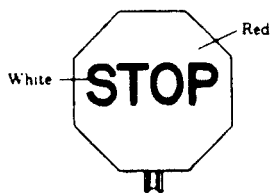
Numeral, when attached,  
denotes the number of  
crossings less than 1,320  
feet.



Derail  
Rule 104(L)



Fouling Point

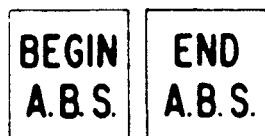


Stop  
Rules 98 and 98(B)

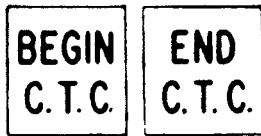


White letters on reflective red  
background, or black letters  
on white background.

Stop



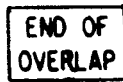
Begin and End ABS



Begin and End CTC



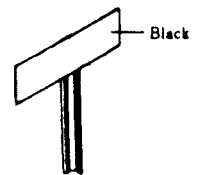
Signal Overlap  
Rule 303



End of Overlap  
Rule 303



Westward Siding or  
Eastward Siding  
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span  
Rule 98

**26. 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

```

150 ....
140 ....
130 ....
120 ....
110 ....
100 EEEE
90 NNNN
80 GGGG
70 ....
60 ....
50 ....
40 ....
30 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
20 ..... XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
LEN
SPH

```

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150
140
130
120
110
100
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX

```

e. LEN  
f. SPH

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

**NOTES:**

- \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\* will print if a car on the wheel report has "SPD" in Special Handling Field.
- 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.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- 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".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.  
"L" = Long car 80 feet or longer.
- "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 Gas          | MRE | Mechanical Refrigeration             |
| DAN     | Dangerous                | NPR | No Placards Required                 |
| DEV     | Loading Devices Required | PBC | Perishable in Box Car                |
| DNH     | Do Not Hump              | POG | Poison Gas                           |
| DNS     | Do Not Separate          | RE  | Rear Ender                           |
| EW      | Excessive Weight         | RIL | Rejected in Interchange              |
| EXP     | Explosive                | RM  | Radioactive                          |
| HFR     | Home For Repairs         | Sxx | Speed in Miles Per Hour (xx is MPH.) |
| HIV     | High Value               | SPD | Speed Restriction                    |
| HTR     | Heater(s) in Car         | UOS | Unload From One Side Only            |
| HWI     | High Wide                | WI  | Waive Inspection                     |
| IRM     | Incentive Rate Movement  | ZIP | Expeditor Trains Only                |
| L01-L09 | BN Local Yard Use Only   |     |                                      |

# INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000H (or subsequent issues) or B. E. Pamphlet 20.

### DEFINITIONS

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side of this page.

"TRAIN" means 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.

### DOCUMENTATION

§ 174.24 Shipping Papers. (a) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as outlined in 174.25 (b) and (c).

(b) Paragraph (a) does not apply to a material classed as an ORM-A, B, C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 Additional Information on waybills, switching orders and other billing.

(a) Each waybill, switching ticket, switching order or other billing used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

(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, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

- (1) The shipping description consisting of—
  - (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
  - (ii) The hazard class specified for the material in the same table;
  - (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
  - (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) The shipping paper for a tank car 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 and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-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.

§ 174.26 Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing 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 thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

### NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing hazardous materials:

|                  |                  |
|------------------|------------------|
| EXP — Explosive  | POG — Poison Gas |
| RM — Radioactive | DAN — Dangerous  |

These codes correspond to the Placard Endorsement found near the upper left-hand corner of the waybill.

NPR — indicates a hazardous material which does not require placards or endorsement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

§ 172.205 Hazardous waste manifest.

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be:

- (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
- (3) Given to a person representing the designated facility receiving the waste,

(f) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:

- (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

§ 174.59 Marking and placarding of rail cars. No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. 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 by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

Placards shall be displayed on each side and each end of:

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled **RADIOACTIVE YELLOW III**.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of hazardous material.

### SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

### INSPECTION

(b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). 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 § 174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

# TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

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**§ 174.9 Inspection of tank cars.**

- (a) 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.
- (b) An empty 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.

**§ 174.10 Inspection of cars at interchange.**

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, 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.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.

**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:**

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety — generally upwind and to higher ground — and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
  - portion of train involved;
  - initial and number of cars involved;
  - name, hazard class, UN/NA number of commodities involved in accident;
  - any hazardous materials in proximity of accident;
  - precautions to take, to protect yourself and others.

**YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT**

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise 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 not smoke or use fuses. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

**BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION**

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until-relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

## MONTANA DIVISION

| WEST<br>WARD<br>↓ | Length<br>of<br>Siding<br>In Feet | Station<br>Nos. | Line<br>Segment | Mile<br>Post<br>Location | 1st Subdiv<br>MAIN LINE<br>STATIONS |           | Distance<br>from<br>Williston | EAST<br>WARD<br>↑ |
|-------------------|-----------------------------------|-----------------|-----------------|--------------------------|-------------------------------------|-----------|-------------------------------|-------------------|
|                   |                                   |                 |                 |                          | Office Calls                        | Rule 6(A) |                               |                   |
|                   |                                   | 01036           |                 | 121.1                    | 2MT WT WILLISTON<br>CST 3.7 BKRT    |           | 0.0                           |                   |
|                   |                                   |                 |                 | 124.8                    | WT WILLISTON WEST<br>8.3            |           | 3.7                           |                   |
| 15,021            | 01049                             |                 |                 | 133.2                    | TRENTON<br>13.9                     |           | 12.0                          |                   |
| 12,267            | 01063                             |                 |                 | 147.2                    | SNOWDEN JT<br>12.0                  |           | 25.9                          |                   |
| 8,552             | 01075                             |                 |                 | 159.2                    | BAINVILLE J<br>14.3                 |           | 37.9                          |                   |
| 8,437             | 01089                             |                 |                 | 173.5                    | CU CULBERTSON<br>5.5                |           | 52.2                          |                   |
| 8,430             | 01095                             |                 |                 | 179.1                    | BLAIR<br>13.7                       |           | 57.7                          |                   |
| 12,990            | 01108                             |                 |                 | 192.8                    | BROCKTON<br>14.0                    |           | 71.4                          |                   |
| 8,422             | 01122                             |                 |                 | 206.8                    | POPLAR<br>15.4                      |           | 85.4                          |                   |
| 8,424             | 01138                             |                 |                 | 222.1                    | MACON<br>5.8                        |           | 100.8                         |                   |
| 14,025            | 01144                             |                 |                 | 227.3                    | WO WOLF POINT<br>11.3               |           | 106.6                         |                   |
| 8,422             | 01155                             |                 |                 | 239.2                    | OSWEGO<br>12.4                      |           | 117.9                         |                   |
| 8,495             | 01167                             |                 |                 | 251.8                    | KINTYRE<br>11.4                     |           | 130.3                         |                   |
| 8,431             | 01179                             |                 |                 | 263.2                    | NASHUA<br>14.5                      |           | 141.7                         |                   |
| 11,700            | 01192                             |                 |                 | 277.5                    | GS GLASGOW BKRT CTC<br>11.8         |           | 156.2                         |                   |
| 8,431             | 01205                             |                 |                 | 289.4                    | TAMPICO<br>14.1                     |           | 168.0                         |                   |
| 13,183            | 01219                             |                 |                 | 303.5                    | HINSDALE<br>12.7                    |           | 182.1                         |                   |
| 10,169            | 01232                             |                 |                 | 316.2                    | SACO<br>13.7                        |           | 194.8                         |                   |
| 8,000             | 01245                             |                 |                 | 330.7                    | BOWDOIN<br>13.3                     |           | 208.5                         |                   |
| 8,418             | 01259                             |                 |                 | 343.3                    | MF MALTA<br>9.6                     |           | 221.8                         |                   |
| 10,389            | 01268                             |                 |                 | 352.8                    | WAGNER<br>7.9                       |           | 231.4                         |                   |
| 7,264             | 01276                             |                 |                 | 360.7                    | DODSON<br>15.3                      |           | 239.3                         |                   |
| 8,456             | 01291                             |                 |                 | 376.0                    | SAVOY<br>11.8                       |           | 254.6                         |                   |
| 7,463             | 01303                             |                 |                 | 387.8                    | HM HARLEM<br>11.8                   |           | 266.4                         |                   |
| 10,302            | 01315                             |                 |                 | 399.6                    | ZURICH<br>9.3                       |           | 278.2                         |                   |
| 7,525             | 01324                             |                 |                 | 408.8                    | CK CHINOOK<br>8.1                   |           | 287.5                         |                   |
| 10,109            | 01332                             |                 |                 | 416.7                    | LOHMAN<br>13.6                      |           | 295.6                         |                   |
|                   | 01345                             |                 |                 | 430.4                    | HA HAVRE BKRTX(2)                   |           | 309.2                         |                   |

BN Radio Channel No. 1 in service on this Subdivision.  
Dispatcher Radio call-in code 81 or 82 in service on this Sub-  
division.

See inside back cover for routes, times and station stops for NRPC trains.

| 1. Speed Restrictions-<br>Zone-Between | Maximum Speeds Permitted |         |
|--|--------------------------|---------|
|  | Passenger                | Freight |
| Williston and Havre .....              | 79 MPH.                  |         |
| MP 118.3 and MP 120.8 .....            | 55 MPH.                  | 55 MPH. |
| MP 120.8 and MP 121.1 .....            | 50 MPH.                  | 50 MPH. |
| MP 121.1 and MP 128.8 .....            | 55 MPH.                  | 55 MPH. |
| MP 133.2 and MP 133.6 .....            | 65 MPH.                  | 60 MPH. |
| MP 160.8 and MP 161.5 .....            | 75 MPH.                  | 60 MPH. |
| MP 176.1 and MP 178.5 .....            | 65 MPH.                  | 60 MPH. |
| MP 184.5 and MP 184.6 .....            | 65 MPH.                  | 60 MPH. |
| MP 186.2 and MP 187.5 .....            | 65 MPH.                  | 60 MPH. |
| MP 213.1 and MP 213.5 .....            | 65 MPH.                  | 60 MPH. |
| MP 272.9 and MP 275.8 .....            | 65 MPH.                  | 55 MPH. |

|                               |         |         |
|-------------------------------|---------|---------|
| MP 275.8 and MP 278.2 .....   | 50 MPH. | 50 MPH. |
| MP 279.35 and MP 279.55 ..... | 65 MPH. | 60 MPH. |
| MP 296.3 and MP 300.7 .....   | 60 MPH. | 50 MPH. |
| MP 311.75 and MP 312.5 .....  | 60 MPH. | 60 MPH. |
| MP 428.0 and MP 429.1 .....   | 50 MPH. | 50 MPH. |
| MP 429.1 and MP 429.8 .....   | 40 MPH. | 40 MPH. |
| MP 429.8 and MP 431.0 .....   | 25 MPH. | 25 MPH. |

The following head end restrictions are in effect:

Head end of westward trains:

|                     |         |
|---------------------|---------|
| Signal 430.1 .....  | 30 MPH. |
| Signal 431.0 .....  | 30 MPH. |
| Signal 431.82 ..... | 30 MPH. |
| Signal 433.1 .....  | 40 MPH. |

Head end of Eastward Trains

|                    |         |
|--------------------|---------|
| Signal 433.4 ..... | 40 MPH. |
|--------------------|---------|

Trains or engines through No. 20 turnouts at following locations: ..... 35 MPH.

West siding switch at Williston.

|            |            |          |            |
|------------|------------|----------|------------|
| Trenton    | Poplar     | Glasgow  | Wagner     |
| Snowden    | Macon      | Tampico  | Dodson     |
| Bainville  | Wolf Point | Hinsdale | Savoy      |
| Culbertson | Oswego     | Saco     | Harlem     |
| Blair      | Kintyre    | Bowdoin  | Zurich     |
| Brockton   | Nashua     | Malta    | Lohman     |
|            |            |          | Havre East |

Trains leaving sidings on a proceed signal indication may increase speed to 35 MPH. after engine has passed signal at the following locations:

|   |         |          |         |
|---|---------|----------|---------|
| Harlem  | Bowdoin | Hinsdale | Kintyre |
| Dodson  | Saco    | Nashua   | Oswego  |
| Wolf Point (Westward trains or engines at west signal only) |         |          |         |
| Brockton  |         |          |         |
| Blair   |         |          |         |

Chinook- South Milk River factory tracks..... 5 MPH.

## 2. Bridge, Engine and Heavy Car Restrictions-

Locomotives in groups E, G, H, and I and 250 ton wrecking derricks not permitted on South Milk River factory tracks Chinook.

## 3. Train Register Exceptions-

Havre-NRPC trains will register by ticket.

Glasgow-NRPC trains need not register.

Williston-Through freight trains need not register.

## 4. Clearance Provisions and Exceptions, Rule 82(A)-

Dakota Division track warrant applies between Williston and Bainville.

Dakota Division track warrant received at Havre will apply at Bainville.

Montana Division freight trains which do not change crews at Williston and passenger trains will obtain their Montana Division track warrant at Minot which will apply at Bainville.

Dakota Division track warrant received at Minot will apply at Williston.

Montana Division freight trains originating at Williston will obtain their Montana Division track warrant at Williston which will apply at Bainville.

Glasgow-Unless otherwise provided all train crews relieved at Glasgow must deliver all track warrants, clearances, train orders and messages to relieving conductor, engineer or both. If the relieving crew cannot personally confer with the crew being relieved, all track warrants, track bulletins and other pertinent information must be compared by the relieving conductor and engineer; and with the train dispatcher, before proceeding.

## 5. Rule 99-When flagging is required, flagging distance is 2.0 miles.

## 6. Test Mile Locations-

|          |                    |
|----------|--------------------|
| Trenton- | MP 139.4 and 140.4 |
| Nashua-  | MP 259.0 and 260.0 |
| Glasgow- | MP 269.6 and 270.6 |
| Glasgow- | MP 283.1 and 284.1 |
| Chinook- | MP 411.6 and 412.6 |

**7. Rule 350(B)-**

Following switches are not equipped with electric locks:

Culbertson-Safflower Spur  
Bowdoin

8. Account electronic scales, do not exceed 5 MPH over scales on industry track at Macon and Oswego.

9. Havre-Westward trains must not pass signals at Havre East MP 427.4 and eastward trains must not pass signals at Havre West MP 432.0 without permission of Havre Yardmaster.

10. Track Bulletins-Authorized on this subdivision.

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

|             |          |           |          |
|-------------|----------|-----------|----------|
| Culbertson- | MP 175.5 | Hinsdale- | MP 307.5 |
| Blair-      | MP 182.1 | Saco-     | MP 313.2 |
| Poplar-     | MP 203.7 | Malta-    | MP 340.9 |
| Glasgow-    | MP 282.2 | Malta-    | MP 347.0 |

**Other Track Side Warning Detector Locations-**

|             |          |           |          |
|-------------|----------|-----------|----------|
| Trenton-    | MP 142.8 | Vandalia- | MP 293.9 |
| Culbertson- | MP 167.1 | Saco-     | MP 322.8 |
| Sprole-     | MP 202.5 | Malta-    | MP 347.0 |
| Wolf Point- | MP 234.2 | Dodson-   | MP 364.0 |
| Frazer-     | MP 248.0 | Harlem-   | MP 383.5 |
| Nashua-     | MP 269.0 | Chinook-  | MP 404.0 |

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 2nd Subdiv<br>MAIN LINE<br>STATIONS |           | Distance from Havre |
|--------------------------|--------------|--------------|--------------------|-------------------------------------|-----------|---------------------|
|                          |              |              |                    | Office Calls                        | Rule 6(A) |                     |
|                          | 01345        | 35           | 430.4              | HA HAVRE                            | 8KRTX(2)  | 0.0                 |
|                          |              |              | 434.0              | 4.0                                 |           |                     |
|                          | 01350        |              | 964.0              | PACIFIC JCT.                        | J         | 4.0                 |
| 8,431                    | 01356        |              | 970.9              | BURNHAM                             |           | 9.7                 |
| 8,574                    | 01365        |              | 980.1              | KREMLIN                             |           | 19.3                |
| 8,577                    | 01375        |              | 990.7              | GILDFORD                            |           | 29.4                |
|                          | 01381        |              | 996.8              | HINGHAM                             |           | 35.3                |
| 8,579                    | 01387        |              | 1002.7             | RU RUDYARD                          |           | 41.3                |
|                          | 01394        |              | 1009.0             | INVERNESS                           |           | 47.5                |
|                          | 01397        |              | 1012.8             | JOPLIN                              |           | 51.3                |
| 7,221                    | 01400        |              | 1015.8             | BUELOW                              |           | 54.3                |
| 8,552                    | 01407        |              | 1022.9             | CH CHESTER                          |           | 61.4                |
| 8,585                    | 01420        |              | 1035.6             | LOTHAIR                             |           | 74.5                |
| 8,556                    | 01432        |              | 1047.6             | DEVON                               |           | 86.5                |
| 9,062                    | 01441        |              | 1056.3             | DUNKIRK                             |           | 95.1                |
|                          | 01451        |              | 1065.4             | SL SHELBY                           | BJKRTX    | 104.6               |
|                          |              |              | 1068.4             | TETON                               | X(2)      | 107.3               |
|                          | 01464        |              | 1078.7             | ETHRIDGE                            |           | 117.6               |
|                          | 01475        |              | 1090.1             | CT CUT BANK                         | 8KRX      | 128.8               |
|                          | 01491        | 36           | 1106.5             | PIEGAN                              | X(2) CTC  | 145.2               |
|                          | 01501        |              | 1116.2             | BLACKFOOT                           | T         | 154.9               |
| 12,183                   | 01508        |              | 1123.9             | BG BROWNING                         |           | 162.2               |
|                          | 01517        |              | 1131.8             | SPOTTED ROBE                        |           | 170.1               |
|                          |              |              | 1136.1             | GRIZZLEY                            |           | 174.4               |
| 4,631                    | 01522        |              | 1138.1             | MD GLACIER PARK                     |           | 176.4               |
| 9,536                    | 01525        |              | 1144.0             | BISON                               |           | 181.7               |
|                          | 01534        |              | 1149.8             | SUMMIT                              |           | 188.0               |
|                          |              |              | 1152.2             | MARIAS                              | TX(2)     | 190.4               |
|                          | 01540        |              | 1157.6             | BLACKTAIL                           | X         | 195.0               |
|                          | 01548        |              | 1165.2             | JAVA EAST                           |           | 202.3               |
|                          |              |              | 1166.1             | JAVA WEST                           |           | 203.2               |
|                          | 01552        |              | 1170.2             | ESSEX                               | TX(2)     | 207.3               |
|                          | 01558        |              | 1173.2             | PINNACLE                            |           | 210.3               |
|                          |              |              | 1177.6             | PAOLA                               |           | 214.6               |
|                          | 01568        |              | 1185.2             | RED EAGLE                           | TX        | 222.1               |
|                          |              |              | 1188.0             | NYACK                               |           | 225.0               |
| 10,232                   | 01578        |              | 1196.1             | BE BELTON                           |           | 232.7               |
| 11,157                   | 01586        |              | 1204.9             | CORAM                               |           | 240.6               |
|                          | 01590        |              | 1208.3             | CONKELLEY                           |           | 245.0               |

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher Calls: Havre-27, Rudyard-28, Lothair-29, Shelby-30,  
Cut Bank-31, Browning-32, Glacier Park-34, Summit-35, Blacktail-36,  
Essex-37, Red Eagle-38, Belton-39, Coram-40.



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

|                                      |         |         |
|--------------------------------------|---------|---------|
| Havre and Conkelley                  | 79 MPH. | 40 MPH. |
| MP 431.0 and MP 431.8 (Sgl trk)      | 40 MPH. | 40 MPH. |
| MP 431.8 and MP 434.0 (#1&2 trks)    | 50 MPH. | 50 MPH. |
| MP 964.0 and MP 967.3 (Sgl trk)      | 50 MPH. | 50 MPH. |
| MP 992.8 and MP 993.3 (Sgl trk)      | 70 MPH. | 60 MPH. |
| MP 1022.4 and MP 1024.0 (Sgl trk)    | 55 MPH. | 55 MPH. |
| MP 1040.3 and MP 1046.2 (Sgl trk)    | 65 MPH. | 60 MPH. |
| MP 1062.6 and MP 1064.2 (Sgl trk)    | 60 MPH. | 60 MPH. |
| MP 1065.4 and MP 1069.9 (#1&2 trks)  | 65 MPH. | 45 MPH. |
| MP 1069.9 and MP 1075.1 (#1&2 trks)  | 55 MPH. | 45 MPH. |
| MP 1075.1 and MP 1080.4 (#1&2 trks)  | 79 MPH. | 50 MPH. |
| MP 1080.4 and MP 1082.4 (#1&2 trks)  | 65 MPH. | 50 MPH. |
| MP 1082.4 and MP 1083.1 (#1&2 trks)  | 55 MPH. | 45 MPH. |
| MP 1083.1 and MP 1086.5 (#1&2 trks)  | 65 MPH. | 50 MPH. |
| MP 1086.5 and MP 1088.0 (#1&2 trks)  | 65 MPH. | 50 MPH. |
| MP 1088.0 and MP 1091.0 (#1&2 trks)  | 30 MPH. | 30 MPH. |
| MP 1091.0 and MP 1093.6 (#1&2 trks)  | 50 MPH. | 40 MPH. |
| MP 1093.6 and MP 1095.3 (#1&2 trks)  | 65 MPH. | 60 MPH. |
| MP 1111.4 and MP 1112.7 (#1&2 trks)  | 55 MPH. | 55 MPH. |
| MP 1116.45 and MP 1121.90 (Sgl trk)  | 65 MPH. | 50 MPH. |
| MP 1121.90 and MP 1124.15 (Sgl trk)  | 55 MPH. | 50 MPH. |
| MP 1124.15 and MP 1125.30 (Sgl trk)  | 45 MPH. | 35 MPH. |
| MP 1125.30 and MP 1126.70 (Sgl trk)  | 60 MPH. | 50 MPH. |
| MP 1126.70 and MP 1126.90 (Sgl trk)  | 60 MPH. | 50 MPH. |
| MP 1126.90 and MP 1131.90 (Sgl trk)  | 60 MPH. | 50 MPH. |
| MP 1131.90 and MP 1136.10 (#1 trk)   | 60 MPH. | 50 MPH. |
| MP 1131.90 and MP 1136.10 (#2 trk)   | 35 MPH. | 35 MPH. |
| MP 1136.10 and MP 1136.80 (Sgl trk)  | 60 MPH. | 50 MPH. |
| MP 1136.80 and MP 1138.20 (Sgl trk)  | 35 MPH. | 30 MPH. |
| MP 1138.20 and MP 1140.75 (Sgl trk)  | 25 MPH. | 25 MPH. |
| MP 1140.75 and MP 1145.65 (Sgl trk)  | 50 MPH. | 35 MPH. |
| MP 1145.65 and MP 1149.80 (Sgl trk)  | 35 MPH. | 35 MPH. |
| MP 1149.8 and MP 1165.2 (#1&2 trks)  | 25 MPH. | 25 MPH. |
| MP 1165.20 and MP 1166.10 (Sgl trk)  | 25 MPH. | 25 MPH. |
| MP 1166.1 and MP 1169.1 (#1&2 trks)  | 25 MPH. | 25 MPH. |
| MP 1169.1 and MP 1173.25 (#1&2 trks) | 45 MPH. | 40 MPH. |
| MP 1173.25 and MP 1174.90 (Sgl trk)  | 35 MPH. | 30 MPH. |
| MP 1174.90 and MP 1177.25 (Sgl trk)  | 50 MPH. | 40 MPH. |
| MP 1177.25 and MP 1177.50 (Sgl trk)  | 35 MPH. | 35 MPH. |
| MP 1177.5 and MP 1180.75 (#1&2 trks) | 50 MPH. | 40 MPH. |
| MP 1180.75 and MP 1184.1 (#1&2 trks) | 35 MPH. | 30 MPH. |
| MP 1184.1 and MP 1185.1 (#1&2 trks)  | 45 MPH. | 45 MPH. |
| End of Two Main tracks at Nyack      | 45 MPH. | 45 MPH. |
| MP 1188.00 and MP 1190.30 (Sgl trk)  | 45 MPH. | 45 MPH. |
| MP 1190.30 and MP 1194.90 (Sgl trk)  | 40 MPH. | 35 MPH. |
| MP 1194.90 and MP 1196.40 (Sgl trk)  | 45 MPH. | 35 MPH. |
| MP 1196.40 and MP 1206.00 (Sgl trk)  | 55 MPH. | 50 MPH. |
| MP 1206.00 and MP 1208.67 (Sgl trk)  | 40 MPH. | 30 MPH. |

The following head end restrictions are in effect:

Head end of Westward Trains

|               |         |
|---------------|---------|
| Signal 430.1  | 30 MPH. |
| Signal 431.0  | 30 MPH. |
| Signal 431.82 | 30 MPH. |
| Signal 433.1  | 40 MPH. |

Head end of Eastward Trains

|              |         |
|--------------|---------|
| Signal 433.4 | 40 MPH. |
|--------------|---------|

Up to 100 Tons/OB Over 100 Tons/OB

Trains or engines through No. 20

turnouts at following locations: 35 MPH. 35 MPH.

Pacific Jct. switch and end of two main tracks.

End of two main tracks at Shelby.

Through crossovers at Teton.

Through crossovers Cut Bank.

End of two main tracks at Cut Bank.

Through crossovers at Piegan.

End of two main tracks at Blackfoot.

End of two main tracks at Spotted Robe.

End of two main tracks at Grizzley.

End of two main tracks at Summit.

Through crossovers Essex.

End of two main tracks at Pinnacle.

End of two main tracks at Paola.

Through crossover at Red Eagle.

End of double track at Conkelley.

East and west siding switches at:

|          |         |          |        |
|----------|---------|----------|--------|
| Burnham  | Buelow  | Devon    | Bison  |
| Kremlin  | Chester | Dunkirk  | Belton |
| Gildford | Lothair | Browning | Coram  |
| Rudyard  |         |          |        |

Shelby-Engine or leading cars over footwalk to depot and over crossing east of depot

45 MPH.

Cut Bank-MP 1088.0 to West end Bridge 1090.8 30 MPH.

Through Crossover Marias 25 MPH.

End of two main tracks Java East and Java West 25 MPH.

**2. Bridge, Engine and Heavy Car Restrictions-None.****3. Train Register Exceptions-**

Havre-NRPC trains register by ticket.

Cut Bank, Shelby-Trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)-**

**Cutbank-**When changing train crews, if the relieving crew cannot personally confer with the crew being relieved, all track warrants, track bulletins and other pertinent information must be compared by the relieving conductor and engineer; and with the train dispatcher, before proceeding.

**Conkelley-**Montana Division track warrant obtained at Whitefish will apply at Conkelley.

**5. Rule 99- When flagging is required, flagging distance is as follows:**

Flagging against westbound trains is 2.0 miles.

Flagging against eastbound trains:

|   |           |
|---|-----------|
| MP 1208.2 to MP 1164.0                  | 2.0 miles |
| MP 1164.0 to MP 1150.0                  | 1.0 miles |
| MP 1150.0 to MP 430.2 (Summit to Havre) | 2.0 miles |

**6. Test Mile Locations-**

Burnham-MP 973.0 and MP 974.0

Dunkirk-MP 1059.0 and MP 1060.0

Ethridge-MP 1077.0 and MP 1078.0

Spotted Robe-MP 1130.0 and MP 1131.0

**7. When track and time limits granted between Teton and end of two main tracks Shelby and the absolute holding signals between these two points indicate stop, such indication may be considered as restricted proceed during the time that "Track and Time" limits are in effect.****8. Rule 350(B)- Following switches are not equipped with electric locks:**

|                |  |
|----------------|--|
| Fresno         | Industry track spur                              |
| Joplin         | Elevator spur north of main track                |
| Ethridge       | Industry track south of No. 2 main track         |
| Union Oil Spur | South of No. 2 main track                        |
| Cut Bank       | Farmers Elevator track north of No. 1 main track |
| Pardue         | Elevator track spur south of No. 2 main track    |
| Meriwether     | Elevator spur south of No. 2 main track          |
| Blacktail      | Industry track south of No. 2 main track         |
| Spotted Robe   | Industry track south of No. 2 main track         |
| Java East      | Industry track south of No. 2 main track         |

9. **Havre-** Westward trains must not pass signals at Havre east MP 427.4 and eastward trains must not pass signals at Havre west MP 432.0 without permission of Havre Yardmaster.

#### 10. Mountain Grade Operation-

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Summit and Java East MP 1151.0-MP 1165.2.

Ruling grade descending westward is 1.8

Ruling grade descending eastward between MP 1146.0 and MP 1141.0 (Bison) is 1.2.

#### 11. Manned Helper Operation-

(See All Subdivisions, Item 3.)

##### Between Whitefish and Browning-

Locomotives equipped with bolster stops may be coupled to cars in manned helper service between Whitefish and Browning.

#### 12. Handling 80 Feet or Longer Cars-

(See All Subdivisions, Items 3 and 4A.)

##### Java East to Summit-

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 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives of twelve powered axles are used at rear of train, a buffer of at least 900 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 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.

Helper locomotives up to 18 powered axles may be cut into train with less than the rated tonnage of the helper locomotives behind the helpers, provided that following restrictions are observed:

| Helper<br>Powered<br>Axles | Tonnage<br>Behind<br>Helper | Buffer<br>Required * |
|----------------------------|-----------------------------|----------------------|
| 12-14                      | 0-1,000                     | 900 tons             |
|                            | 1,001-2,000                 | 450 tons             |
|                            | Above 2,000                 | None                 |
| 16                         | 0-1,000                     | 2,250 tons           |
|                            | 1,001-2,500                 | 1,250 tons           |
|                            | Above 2,500                 | None                 |
| 18                         | 0-1,000                     | Prohibited           |
|                            | 1,001-2,000                 | 2,100 tons           |
|                            | 2,001-3,500                 | 1,100 tons           |
|                            | Above 3,500                 | None                 |

\* Buffer to separate helper from next empty car, 80 feet or longer, ahead of the helper.

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

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 cut in ahead of caboose on such trains.

13. Account electronic scales, do not exceed 5 MPH over scales at NFO spur at Inverness.

14. **Track Bulletins-**Authorized on this Subdivision.

#### 15. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures-

|               |           |            |           |
|---------------|-----------|------------|-----------|
| Burnham-      | MP 969.7  | Java East- | MP 1162.1 |
| Cut Bank-     | MP 1086.3 | Essex-     | MP 1170.3 |
| Spotted Robe- | MP 1131.8 | Belton-    | MP 1198.9 |
| Bison         | MP 1142.5 | Nyack-     | MP 1188.0 |
| Blacktail-    | MP 1157.2 | Conkelley  | MP 1208.3 |

#### Other Track Side Warning Detector Locations-

|            |                     |            |           |
|------------|---------------------|------------|-----------|
| Kremlin-   | MP 981.7            | Blackfoot- | MP 1119.1 |
| Inverness- | MP 1009.3           | Bison-     | MP 1145.5 |
| Lothair-   | MP 1030.8           | Pinnacle-  | MP 1175.1 |
| Dunkirk-   | MP 1059.3           |            |           |
| Sundance-  | 1099.0 Main 1 and 2 |            |           |

| W<br>E<br>S<br>T<br>W<br>A<br>R<br>D | Length<br>of<br>Siding<br>In Feet | Station<br>Nos. | Line<br>Segment | Mile<br>Post<br>Location | 3rd Subdiv<br>MAIN LINE<br>STATIONS    |            | Distance<br>from<br>Con-<br>kelley | E<br>A<br>S<br>T<br>W<br>A<br>R<br>D |
|--------------------------------------|-----------------------------------|-----------------|-----------------|--------------------------|--|------------|------------------------------------|--------------------------------------|
|                                      |                                   |                 |                 |                          | Office Calls                           | Rule 6(A)  |                                    |                                      |
|                                      |                                   | 01590           |                 | 1208.3                   | CONKELLEY                              |            | 0.0                                |                                      |
|                                      |                                   |                 |                 |                          | DT                                     |            |                                    |                                      |
|                                      | W4,015                            | 01593           |                 | 1211.6                   | CF COLUMBIA FALLS<br>To Kalispell 14.4 | TX(2)Y     | 2.9                                |                                      |
|                                      |                                   | 01601           |                 | 1219.2                   | WF WHITEFISH                           | BIKRTX(2)Y | 10.5                               |                                      |
|                                      | 7,060                             | 01607           |                 | 1224.6                   | VISTA                                  |            | 15.9                               |                                      |
|                                      | 9,325                             | 01613           |                 | 1231.1                   | LUPFER                                 |            | 22.3                               |                                      |
|                                      | 9,711                             | 01624           |                 | 1243.3                   | RADNOR                                 |            | 33.5                               |                                      |
|                                      |                                   | 01631           |                 | 1249.3                   | STRYKER                                | JT         | 40.6                               |                                      |
|                                      | 9,722                             | 01636           |                 | 1252.8                   | BRIMSTONE                              |            | 44.0                               |                                      |
|                                      | 9,763                             | 01646           |                 | 1263.5                   | TWIN MEADOWS                           |            | 54.7                               |                                      |
|                                      | 9,760                             | 01656           |                 | 1273.2                   | ROCK CREEK                             |            | 64.3                               |                                      |
|                                      | 9,730                             | 01665           |                 | 1282.2                   | WOLF PRAIRIE                           |            | 73.3                               |                                      |
|                                      | 10,344                            | 01672           |                 | 1290.0                   | TAMARACK                               |            | 81.2                               |                                      |
|                                      | 9,769                             | 01683           | 36              | 1298.0                   | FISHER RIVER                           |            | 89.1                               |                                      |
|                                      | 10,799                            | 01692           |                 | 1306.9                   | RIVERVIEW                              |            | 98.0                               |                                      |
|                                      | 9,568                             | 01710           |                 | 1312.2                   | RIPLEY                                 |            | 105.0                              |                                      |
|                                      | 10,510                            | 01718           |                 | 1319.6                   | CK LIBBY                               | BK         | 112.2                              |                                      |
|                                      | 8,641                             | 01729           |                 | 1331.3                   | KOOTENAI FALLS                         |            | 123.2                              |                                      |
|                                      | 14,286                            | 01736           |                 | 1337.9                   | UX TROY                                | BRT        | 130.4                              |                                      |
|                                      | 14,286                            | 01736           |                 | 1337.9                   | UX TROY                                | BRT        | 130.4                              |                                      |
|                                      | 6,982                             | 01742           |                 | 1343.3                   | YAKT                                   |            | 137.1                              |                                      |
|                                      | 9,152                             | 01749           |                 | 1350.3                   | LEONIA                                 | CTC        | 143.9                              |                                      |
|                                      | 8,394                             | 01763           |                 | 1364.3                   | CROSSPORT                              |            | 157.4                              |                                      |
|                                      | 9,742                             | 01767           |                 | 1368.4                   | BONNERS FERRY                          |            | 161.7                              |                                      |
|                                      | 9,577                             | 01778           |                 | 1379.8                   | NAPLES                                 |            | 173.1                              |                                      |
|                                      | 9,912                             | 01786           |                 | 1387.4                   | ELMIRA                                 |            | 180.5                              |                                      |
|                                      | 7,439                             | 01793           |                 | 1394.1                   | COLBURN                                |            | 187.2                              |                                      |
|                                      | 10,363                            | 01803           |                 | 1401.3                   | BOYER                                  | JM         | 194.4                              |                                      |
|                                      |                                   | 01798           |                 | 1403.3                   | SANDPOINT JCT.                         | J          | 196.4                              |                                      |

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls-Whitefish-41, East Portal Flathead Tunnel-42, Flathead Tunnel-43, West Portal Flathead Tunnel-45, Blue Mountain-46, Moyie Springs-47, Sand Point East-48, Sand Point West-49.

See inside of back cover for routes, times and station stops for NRPC trains.

| 1. Speed Restrictions-<br>Zone-Between | Maximum Speeds Permitted |         |
|--|--------------------------|---------|
|  | Passenger                | Freight |
| Conkelley and Sandpoint Jct. ....      | 79 MPH.                  |         |
| MP 1208.20 and MP 1208.70 .....        | 40 MPH.                  | 35 MPH. |
| MP 1208.70 and MP 1208.90 .....        | 35 MPH.                  | 35 MPH. |
| MP 1210.80 and MP 1212.90 .....        | 50 MPH.                  | 45 MPH. |
| MP 1217.80 and MP 1220.10 .....        | 35 MPH.                  | 35 MPH. |
| MP 1220.10 and MP 1227.10 .....        | 50 MPH.                  | 45 MPH. |
| MP 1227.00 and MP 1242.30 .....        | 60 MPH.                  | 55 MPH. |
| MP 1242.30 and MP 1251.00 .....        | 70 MPH.                  |         |
| MP 1264.60 and MP 1271.60 .....        | 50 MPH.                  | 50 MPH. |
| MP 1305.20 and MP 1307.50 .....        | 60 MPH.                  |         |

|   |                |               |
|---|----------------|---------------|
| MP 1307.50 and MP 1327.60 .....   | 55 MPH.        | 55 MPH.       |
| MP 1327.60 and MP 1330.30 .....   | 50 MPH.        | 45 MPH.       |
| MP 1330.30 and MP 1333.50 .....   | 40 MPH.        | 40 MPH.       |
| MP 1333.50 and MP 1336.00 .....   | 50 MPH.        | 45 MPH.       |
| MP 1336.00 and MP 1340.00 .....   | 55 MPH.        | 45 MPH.       |
| MP 1340.00 and MP 1344.10 .....   | 50 MPH.        | 45 MPH.       |
| MP 1344.10 and MP 1346.70 .....   | 40 MPH.        | 35 MPH.       |
| MP 1346.70 and MP 1363.20 .....   | 35 MPH.        | 30 MPH.       |
| MP 1363.20 and MP 1367.70 .....   | 55 MPH.        | 55 MPH.       |
| MP 1367.70 and MP 1376.10 .....   | 45 MPH.        | 40 MPH.       |
| MP 1376.10 and MP 1376.30 .....   | 40 MPH.        | 40 MPH.       |
| MP 1376.30 and MP 1382.10 .....   | 65 MPH.        | 55 MPH.       |
| MP 1382.10 and MP 1384.20 .....   | 50 MPH.        | 45 MPH.       |
| MP 1400.30 and MP 1403.30 .....   | 35 MPH.        | 35 MPH.       |
| Conkelley and Whitefish, against the<br>current of traffic .....  | 59 MPH.        | 49 MPH.       |
| Rock Creek and Riverview westward<br>trains in excess of 6000 tons<br>without operable dynamic brakes ..... |                | 50 MPH.       |
| West Whitefish-Trains or Engines<br>through turnout end of double track .....                               | 35 MPH.        | 35 MPH.       |
| Whitefish-No. 9 Yard Track .....  |                | 5 MPH.        |
| Whitefish-Crossovers east of yard<br>MP 1217.5 and MP 1217.7 .....  | 35 MPH.        | 35 MPH.       |
| Trains or engines on sidings and/or<br>through turnouts<br>at following locations: .....                    | 35 MPH.        | 35 MPH.       |
| Vista   | Tamarack       | Yakt          |
| Lupfer  | Fisher River   | Leonia        |
| Radnor  | Riverview      | Crossport     |
| Brimstone   | Ripley         | Bonners Ferry |
| Twin Meadows  | Libby          | Naples        |
| Rock Creek  | Kootenai Falls | Elmira        |
| Wolf Prairie  | Troy           | Colburn       |
| Kalispell, over Main Street crossing .....  |                | 5 MPH.        |

## 2. Bridge, Engine and Heavy Car Restrictions-

**Between Columbia Falls and Kalispell-**Item 5d, locomotives in Groups G, H and I and 250-ton wrecking derricks not permitted.

**Libby-**Locomotives not permitted on Champion International Corp. wye track.

**Kalispell-**Trains and/or engines prohibited on bridge at Reichhold spur.

**Bonners Ferry and Troy-**Six axle locomotives not permitted on wye tracks.

**Between Vista and Conkelley-** Six axle Locomotives not permitted on Idaho Timber or Stoltze Lumber industry tracks.

## 3. Train Register Exceptions- None.

## 4. Clearance Provisions and Exceptions Rule 82(A)-

Westward trains departing Whitefish, enroute Yardley and eastward trains departing Yardley enroute Whitefish, will secure a second track warrant addressed to C&E:

at Boyer.

Passenger trains must secure a track warrant or clearance at Spokane.

## 5. Rule 99- When flagging is required, distance will be 2.5 miles, except between Whitefish and Conkelley when operating against the current of traffic, distance will be 1.5 miles.

**Between Columbia Falls and Kalispell-**Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1 mile between Columbia Falls and Kalispell.

## 6. Rule 93- Yard limits in effect between-

Columbia Falls and Kalispell.

## 7. Columbia Falls- Trains from Kalispell spur must not enter main track on First Subdivision until permission is received from train dispatcher.

All trains must stop and flag truck route crossing at Columbia Falls on the Kalispell line. At night, a lighted fusee must be placed on both sides of the crossing before occupying.

**Plum Creek Plywood Mill, Columbia Falls-**

Spur must not be used for switching. When switching required, cars must be pulled from this track, switch lined back for the wye and switching will be done at south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

## 8. Flathead Tunnel, between Twin Meadows and Rock Creek- If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.

If stopped, crews of eastward or westward trains in Flathead Tunnel must communicate with train dispatcher, to have tunnel ventilating fans operating and door at Twin Meadows closed during time train is standing. Telephones are located in each bay in tunnel.

In case of emergency, a train in the tunnel may make a forward or backward movement to Twin Meadows or Rock Creek without flag protection.

The ventilating fan and tunnel door are located at the East Portal of Flathead Tunnel, eastward absolute signal is located 120 feet west of tunnel door, and westward absolute signal is located 166 feet east of tunnel door. When a train or engine is stopped by either of these signals, contact by telephone to train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is in fully opened position.

In the event ventilating door, Flathead Tunnel, is closed, denying movement, crew must first contact train dispatcher, who will take proper action. However, instructions and emergency push buttons for operating the tunnel door are located inside the air lock door at east end south side of tunnel.

Two Scott Air Packs have been placed in each bay of the Tunnel. Whenever one is used, advise the superintendent at Spokane, and the trainmaster at Whitefish, by wire, the number of the air packs used and where left so that they can be recharged at once.

## 9. Crossovers on Double Track not otherwise shown- Trailing Point:

MP 1215.0 between Columbia Falls and Whitefish

## 10. Olney- All trains and engines performing switching, or using industrial track, must protect road crossing.

## 11. TWC-In effect on this subdivision between Conkelley and Whitefish. Between Conkelley and Whitefish, running authority is not required for extra trains moving with the current of traffic.

Between Conkelley and Whitefish train location lineup will be issued by train dispatcher in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

## 12. Track Bulletins- Authorized on this Subdivision.

## 13. The following Track Side Warning Detectors protect bridges, tunnels or other structures-

|                  |           |            |           |
|------------------|-----------|------------|-----------|
| Swamp Creek-west | MP 1259.1 | Libby-west | MP 1316.1 |
| Rock Creek-east  | MP 1276.4 | Libby-east | MP 1322.1 |

## Other Track Side Warning Detector Locations-

|               |           |            |           |
|---------------|-----------|------------|-----------|
| Olney-        | MP 1236.6 | Yakt-      | MP 1341.6 |
| Fisher River- | MP 1296.1 | Crossport- | MP 1366.7 |
| Libby-        | MP 1317.2 | Boyer-     | MP 1398.4 |

## 14. Test Mile Location-

|                |                       |
|----------------|-----------------------|
| Columbia Falls | MP 1213.6-MP 1214.6   |
| Radnor         | MP 1243.1-MP 1244.1   |
| Ripley         | MP 1311.95-MP 1312.95 |

## 15. FRA Excepted Track- Between MP 1227.5 and 1236.86 between Kalispell and Somers has been identified as Excepted Track. See All Subdivisions Item 6.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 4th Subdiv<br>MAIN LINE STATIONS |             | Distance from Great Falls |
|--------------------------|--------------|--------------|--------------------|----------------------------------|-------------|---------------------------|
|                          |              |              |                    | Office Calls                     | Rule 6(A)   |                           |
|                          | 32777        |              | 0.9                | GR GREAT FALLS                   | BJKRTY      | 0.0                       |
|                          |              |              |                    | 11.3                             |             |                           |
| 2,847                    | 32788        |              | 12.3               | VAUGHN                           |             | 11.3                      |
|                          |              |              |                    | 14.0                             |             |                           |
| 6,455                    | 32802        |              | 26.6               | PO POWER                         | JRT         | 25.3                      |
|                          |              |              |                    | 10.6                             |             |                           |
| 6,358                    | 32813        |              | 37.3               | DUTTON                           | TWC         | 35.9                      |
|                          |              |              |                    | 7.4                              |             |                           |
|                          | 32820        |              | 45.3               | COLLINS                          |             | 43.3                      |
|                          |              |              |                    | 10.0                             |             |                           |
| 5,115                    | 32830        |              | 55.2               | BRADY                            |             | 53.3                      |
|                          |              |              |                    | 13.4                             |             |                           |
| 8,970                    | 32843        |              | 68.6               | RD CONRAD                        | TY          | 66.7                      |
|                          |              |              |                    | 3.2                              |             |                           |
|                          | 32847        | 354          | 71.8               | VALIER JCT.                      | JR          | 69.9                      |
|                          |              |              |                    | 7.6                              |             |                           |
| 6,890                    | 32854        |              | 79.5               | LEDGER                           |             | 77.5                      |
|                          |              |              |                    | 4.7                              |             |                           |
|                          | 32859        |              | 84.1               | FOWLER                           |             | 82.2                      |
|                          |              |              |                    | 6.5                              |             |                           |
| 6,387                    | 32866        |              | 90.8               | NAISMITH                         |             | 88.7                      |
|                          |              |              |                    | 9.3                              |             |                           |
|                          | 01451        |              | 100.0              | 2MT SL SHELBY                    | BJKRTXY CTC | 98.0                      |
|                          |              |              |                    | 19.7                             |             |                           |
| 2,818                    | 61217        |              | 120.1              | KEVIN                            | TWC         | 117.7                     |
|                          |              |              |                    | 10.4                             |             |                           |
|                          | 61228        |              | 130.6              | SUNBURST                         |             | 128.1                     |
|                          |              |              |                    | 8.4                              |             |                           |
| 6,600                    | 61236        |              | 138.9              | G SWEET GRASS                    | KRTY        | 136.5                     |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 5th Subdiv<br>MAIN LINE STATIONS |           | Distance from Moss-main |
|--------------------------|--------------|--------------|--------------------|----------------------------------|-----------|-------------------------|
|                          |              |              |                    | Office Calls                     | Rule 6(A) |                         |
|                          | 30853        |              | 0.0                | MOSSMAIN                         | JTY       | 0.0                     |
|                          |              |              |                    | 4.0                              |           |                         |
|                          | 32557        |              | 4.2                | HESPER                           |           | 4.0                     |
|                          |              |              |                    | 32.3                             |           |                         |
| 6,400                    | 32590        |              | 36.5               | BROADVIEW                        |           | 36.3                    |
|                          |              |              |                    | 19.6                             |           |                         |
| 6,442                    | 32609        |              | 56.1               | CUSHMAN                          |           | 55.9                    |
|                          |              |              |                    | 25.7                             |           |                         |
| 6,399                    | 32635        |              | 81.8               | HEDGESVILLE                      |           | 81.6                    |
|                          |              |              |                    | 20.3                             |           |                         |
| 6,654                    | 32655        |              | 102.1              | JUDITH GAP                       |           | 101.9                   |
|                          |              |              |                    | 12.3                             |           |                         |
|                          | 32668        | 362          | 114.4              | BUFFALO                          |           | 114.2                   |
|                          |              |              |                    | 8.0                              |           |                         |
|                          |              |              | 122.4              | SIPPLE                           | J         |                         |
|                          |              |              |                    | 7.4                              |           |                         |
|                          | 32683        |              | 129.8              | HOBSON                           | TWC       | 129.6                   |
|                          |              |              |                    | 5.4                              |           |                         |
| 6,196                    | 32688        |              | 135.1              | MOCCASIN                         | JRT       | 135.0                   |
|                          |              |              |                    | 18.7                             |           |                         |
| 3,182                    | 32707        |              | 153.9              | SD STANFORD                      |           | 153.7                   |
|                          |              |              |                    | 16.9                             |           |                         |
| 2,871                    | 32724        |              | 170.7              | GEYSER                           |           | 170.6                   |
|                          |              |              |                    | 12.4                             |           |                         |
|                          | 32736        |              | 183.1              | RAYNESFORD                       |           | 183.0                   |
|                          |              |              |                    | 11.2                             |           |                         |
| 6,743                    | 32748        |              | 194.4              | ARMINGTON                        |           | 194.2                   |
|                          |              |              |                    | 2.0                              |           |                         |
|                          | 32750        |              | 196.3              | BELT                             |           | 196.2                   |
|                          |              |              |                    | 16.5                             |           |                         |
| 2,618                    | 32766        |              | 212.8              | GERBER                           |           | 212.7                   |
|                          |              |              |                    | 10.0                             |           |                         |
|                          | 32777        |              | 224.5              | GR GREAT FALLS                   | BJKRTY    | 222.7                   |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 6th Subdiv<br>MAIN LINE STATIONS |           | Distance from Helena |
|--------------------------|--------------|--------------|--------------------|----------------------------------|-----------|----------------------|
|                          |              |              |                    | Office Calls                     | Rule 6(A) |                      |
| 6,680                    | 31079        |              | 0.0                | 2MT HY HELENA                    | JRTY ABS  | 0.0                  |
|                          |              |              |                    | 5.2                              |           |                      |
|                          | 31084        |              | 5.0                | TOBIN                            |           | 5.2                  |
|                          |              |              |                    | 7.8                              |           |                      |
| 6,825                    | 31092        |              | 13.0               | AUSTIN                           |           | 13.0                 |
|                          |              |              |                    | 5.7                              |           |                      |
|                          | 31098        |              | 18.4               | SKYLINE                          |           | 18.7                 |
|                          |              |              |                    | 2.0                              |           |                      |
| 7,951                    | 31100        | 42           | 20.5               | BLOSSBURG                        | T CTC     | 20.7                 |
|                          |              |              |                    | 8.4                              |           |                      |
| 9,468                    | 31108        |              | 28.9               | ELLISTON                         |           | 29.1                 |
|                          |              |              |                    | 8.7                              |           |                      |
| 6,213                    | 31117        |              | 37.7               | AVON                             |           | 37.8                 |
|                          |              |              |                    | 13.2                             |           |                      |
| 7,749                    | 31130        |              | 50.5               | GR GARRISON                      | K         | 51.0                 |
|                          |              |              |                    | 3.8                              |           |                      |
| 14,660                   | 31134        |              | 54.7               | PHOSPHATE                        |           | 54.8                 |

BN Radio Channel No. 1 and 2 in service on this Subdivision.

Dispatcher Radio Call-in code 51 or 52 Helena to Phosphate.

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

|                     |         |
|---------------------|---------|
| MP 0.0 and MP 7.1   | 45 MPH. |
| MP 7.1 and MP 10.0  | 35 MPH. |
| MP 10.0 and MP 20.4 | 25 MPH. |
| MP 20.4 and MP 27.3 | 45 MPH. |
| MP 39.0 and MP 41.4 | 45 MPH. |
| MP 41.4 and MP 44.6 | 35 MPH. |
| MP 44.6 and MP 46.6 | 45 MPH. |
| MP 49.0 and MP 52.4 | 45 MPH. |
| MP 52.4 and MP 54.6 | 55 MPH. |

Up to 100 Tons/OB Over 100 Tons/OB

|   |         |         |
|---|---------|---------|
| PM 7.1 and MP 10.1 between Tobin and Austin   |         |         |
| Ascending   | 35 MPH. | 35 MPH. |
| Descending  | 35 MPH. | 35 MPH. |
| Austin and Blossburg  |         |         |
| Ascending   | 25 MPH. | 25 MPH. |
| Descending  | 25 MPH. | 20 MPH. |
| Helena and Phosphate the following head end restrictions are in effect:             |         |         |
| Head end of Eastward Trains:  |         |         |
| Signal 19.6   | 20 MPH. | 15 MPH. |
| Signal 17.0   | 20 MPH. | 20 MPH. |
| Signal 14.6   | 25 MPH. | 15 MPH. |
| Signal 59-R (Austin West)   | 25 MPH. | 20 MPH. |
| Signal 10.6   | 25 MPH. | 20 MPH. |
| Through Mullan tunnel   | 25 MPH. | 20 MPH. |
| Trains descending mountain grades   |         | 20 MPH. |
| Westward trains between Blossburg and Elliston                                      |         | 30 MPH. |
| Helena-Between Benton Street and Roberts Street                                     | 25 MPH. | 25 MPH. |
| West Helena crossovers  |         |         |
| West crossover  | 12 MPH. | 12 MPH. |
| East crossover  | 25 MPH. | 25 MPH. |
| MP 2.2 and MP 0.0   | 45 MPH. |         |
| East and West switches of the following controlled sidings: Austin, Blossburg, Avon | 12 MPH. | 12 MPH. |
| The following sidings only are authorized for use by trains over 100 tons O/B       |         | 10 MPH. |

Tobin Avon  
Austin Garrison  
Blossburg Phosphate  
Elliston

**2. Bridge, Engine and Heavy Car Restrictions-**

**Phosphate-** Locomotives in Groups G, H and I not permitted on lower yard tracks.

**3. Train Register Exceptions-**

**Helena-** trains originating or terminating will register.

**4. Clearance Provisions and Exceptions Rule 82(A)-** Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.**5. Rule 99-** When flagging is required, distance against westward trains is 2.0 miles except:

MP 5.0 to MP 20.5 ..... 1.0 miles  
MP 20.5 to MP 32.0 ..... 2.5 miles

Flagging distance against eastward trains is 2.0 miles except:

MP 27.0 to MP 20.5 ..... 1.5 miles

**6. Phosphate Lower Yard-** No clearance at loading dock.**7. Rule 350 (B)-**

Following switch is not equipped with an electric lock:

Avon House Track- 4,250 feet west of MP 37.0

**8. Helena-** On Crossover between South Main and old GN Main at Benton Avenue engine must stop before occupying crossing and movement protected by man on crossing.**9. Mountain Grade Operation-** Air Brake and Train handling Rules for mountain grade operations apply on:

Mountain grade between Blossburg and Tobin. Ruling grade descending: east 2.2.

Ruling grade descending westbound between Blossburg and Elliston is 1.4.

When shoving cars on descending grade a trainman 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 accordance with tonnage ratings.

Train Dispatcher will advise Conductor of tonnage rating of helper so that Conductor 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 Elliston-Westward-** When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 4500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8150 tons.

**Between Elliston 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.

**10. None.****11. Handling 80 Feet or Longer Cars-****Between Helena and Blossburg-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 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 cars 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.

**12. Mullan Tunnel Safety Equipment-**

Locations for Safety Equipment for Mullan Tunnel are as follows:

Boxes painted white with Safety Equipment stenciled on it with hard hat and respirators are located in west end of tunnel on south side mounted on tunnel door and in east end of tunnel on north side in mouth of tunnel.

**13. Track Bulletins-** Authorized on this subdivision.**14. The Following Track Side Warning Detectors Protect Bridges, Tunnels, or Other Structures-** None.**Other Track Side Warning Detector Locations:**

Elliston - MP 33.0

| W<br>E<br>S<br>T<br>W<br>A<br>R<br>D<br>↓ | Length<br>of<br>Siding<br>In Feet | Station<br>Nos. | Line<br>Segment | Mile<br>Post<br>Location | 7th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance<br>from<br>Bainville | E<br>A<br>S<br>T<br>W<br>A<br>R<br>D<br>↑ |
|---|-----------------------------------|-----------------|-----------------|--------------------------|---------------------------------------|-----------|-------------------------------|---|
|   |                                   |                 |                 |                          | Office Calls                          | Rule 6(A) |                               |   |
|   |                                   | 01075           |                 | 0.7                      | 8 BAINVILLE                           | JKR       | 0.0                           |   |
|   |                                   | 59018           |                 | 19.1                     | 19.3 FROID                            |           | 19.3                          |   |
|   |                                   | 59024           |                 | 25.9                     | 6.3 HOMESTEAD                         |           | 25.6                          |   |
|   |                                   | 59030           |                 | 32.0                     | 6.0 MEDICINE LAKE                     |           | 31.6                          |   |
|   |                                   | 59038           |                 | 39.7                     | 7.5 RESERVE                           |           | 39.1                          |   |
|   |                                   | 59044           |                 | 46.2                     | 6.3 ANTELOPE                          |           | 45.4                          |   |
|   | 2,097                             | 59052           | 355             | 54.4                     | 8.0 PLENTYWOOD                        | KR        | 53.4                          |   |
|   |                                   | 59072           |                 | 74.5                     | 20.0 REDSTONE                         |           | 73.4                          | TWC                                       |
|   |                                   | 59084           |                 | 86.4                     | 12.0 FLAXVILLE                        |           | 85.4                          |   |
|   | 1,947                             | 59097           |                 | 99.0                     | 12.6 SCOBEE                           | K         | 98.0                          |   |
|   |                                   | 59105           |                 | 107.5                    | 8.5 FOUR BUTTES                       |           | 106.5                         |   |
|   |                                   | 59117           |                 | 119.1                    | 11.5 PEERLESS                         |           | 118.0                         |   |
|   |                                   | 59128           |                 | 130.6                    | 11.5 RICHLAND                         |           | 129.5                         |   |
|   |                                   | 59138           |                 | 140.4                    | 9.9 GLENTANA                          |           | 139.4                         |   |
|   |                                   | 59145           |                 | 148.0                    | 7.2 OPHEIM                            | 8KRT      | 146.6                         |   |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 8th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Pacific Jct |
|--------------------------|--------------|--------------|--------------------|---------------------------------------|-----------|---------------------------|
|                          |              |              |                    | Office Calls                          | Rule 6(A) |                           |
|                          | 01350        | 353          | 0.0                | PACIFIC JCT.                          | J         | 0.0                       |
|                          | 11011        |              | 10.8               | 10.9<br>LAREDO                        | TWC       | 10.9                      |
|                          | 11021        |              | 20.6               | 9.8<br>BOX ELDER                      |           | 20.7                      |
|                          | 11032        |              | 31.2               | 10.8<br>BS BIG SANDY                  |           | 31.5                      |

End of Branch Line is MP 32.5 1.3 miles west of Big Sandy.  
BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 9th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Stryker |
|--------------------------|--------------|--------------|--------------------|---------------------------------------|-----------|-----------------------|
|                          |              |              |                    | Office Calls                          | Rule 6(A) |                       |
| 4,946                    | 01631        | 389          | 1248.5             | STRYKER                               | JTY       | 0.0                   |
| 2,867                    | 61663        |              | 1260.6             | 11.5<br>FORTINE                       | TWC       | 11.5                  |
| 3,370                    | 61675        |              | 1273.0             | 11.7<br>EUREKA                        | Y         | 23.2                  |
|                          |              |              |                    |                                       |           |                       |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 10th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Sipple |
|--------------------------|--------------|--------------|--------------------|--|-----------|----------------------|
|                          |              |              |                    | Office Calls                           | Rule 6(A) |                      |
|                          |              | 368          | 0.0                | SIPPLE                                 | J         |                      |
|                          | 61368        |              | 7.4                | 7.4<br>MOORE                           |           | 7.4                  |
|                          | 61358        |              | 17.0               | 9.6<br>GLENGARRY                       | TWC       | 17.0                 |
|                          | 61331        |              | 27.0               | 8.0<br>WN LEWISTOWN                    | JRT       | 27.0                 |
|                          | 61322        |              | 33.5               | 8.0<br>HANOVER                         | Y         | 33.5                 |
|                          | 61321        |              | 34.5               | 1.0<br>SPRING CREEK JCT                | Y         | 34.5                 |
|                          |              |              |                    |  |           |                      |
|                          |              |              |                    |  |           |                      |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 11th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Fort Benton |
|--------------------------|--------------|--------------|--------------------|--|-----------|---------------------------|
|                          |              |              |                    | Office Calls                           | Rule 6(A) |                           |
|                          | 11075        | 353          | 74.6               | BN FORT BENTON                         |           | 0.0                       |
|                          | 11090        |              | 90.3               | 15.7<br>CARTER                         |           | 15.7                      |
|                          | 11103        |              | 102.9              | 12.6<br>PORTAGE                        | TWC       | 28.3                      |
|                          | 11109        |              | 108.1              | 5.6<br>SHEFFELS                        |           | 33.9                      |
|                          | 32777        |              | 119.4              | 10.7<br>GR GREAT FALLS                 | BJKRTY    | 44.6                      |
|                          |              |              |                    |  |           |                           |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 12th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Power |
|--------------------------|--------------|--------------|--------------------|--|-----------|---------------------|
|                          |              |              |                    | Office Calls                           | Rule 6(A) |                     |
|                          | 32802        | 360          | 0.0                | PO POWER                               | JRT       | 0.0                 |
|                          |              |              | 21.1               | 21.2                                   |           |                     |
|                          | 61521        | 369          |                    | EASTHAM JCT.                           | JR        | 21.2                |
|                          |              |              |                    | 7.5                                    |           |                     |
|                          | 61529        | 360          | 28.5               | CO CHOTEAU                             | TWC       | 28.7                |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 13th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Eastham Jct |
|--------------------------|--------------|--------------|--------------------|--|-----------|---------------------------|
|                          |              |              |                    | Office Calls                           | Rule 6(A) |                           |
|                          | 61521        | 369          | 0.0                | EASTHAM JCT.                           | JR        | 0.0                       |
|                          | 61585        |              | 10.8               | 10.8<br>FAIRFIELD                      | TWC       | 10.8                      |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 14th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Valier Jct. |
|--------------------------|--------------|--------------|--------------------|--|-----------|---------------------------|
|                          |              |              |                    | Office Calls                           | Rule 6(A) |                           |
|                          | 32847        | 361          | 0.0                | VALIER JCT.                            | JR        | 0.0                       |
|                          | 61717        |              | 17.2               | 17.3<br>VALIER                         | TWC       | 17.3                      |

BN Radio Channel No. 1 in service on this Subdivision.

| Length of Siding In Feet | Station Nos. | Line Segment | Mile Post Location | 15th Subdiv<br>BRANCH LINE<br>STATIONS |           | Distance from Great Falls |
|--------------------------|--------------|--------------|--------------------|--|-----------|---------------------------|
|                          |              |              |                    | Office Calls                           | Rule 6(A) |                           |
|                          | 32777        | 336          | 115.6              | GR GREAT FALLS                         | BJKRTY    | 0.0                       |
|                          | 2,213        |              | 129.8              | 14.2<br>ULM                            |           | 14.2                      |
|                          | 2,271        |              | 144.3              | 14.5<br>CASCADE                        |           | 28.7                      |
|                          | 6,100        |              | 167.2              | 23.9<br>CRAIG                          | TWC       | 51.6                      |
|                          | 2,488        |              | 75.1               | 8.1<br>WOLF CREEK                      |           | 59.7                      |
|                          | 2,276        |              | 184.4              | 9.1<br>SIEBEN                          |           | 68.8                      |
|                          | 5,112        |              | 196.5              | 12.1<br>SILVER CITY                    |           | 80.9                      |
|                          |              |              | 211.0              | 14.5                                   | TWC       |                           |
|                          | 31082        |              | 2.7                | HELENA JCT.                            | J         | 95.4                      |
|                          | 2,160        |              | 0.0                | HY HELENA                              | BJKRTY    | 98.1                      |

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

### 1. Speed Restrictions- Zone-Between

#### Maximum Speeds Permitted

|  |         |
|--|---------|
| Great Falls and Sweet Grass Fourth Subdivision .....   | 49 MPH. |
| MP 7.15 and MP 7.90 .....  | 10 MPH. |
| MP 11.20 and MP 13.80 .....  | 25 MPH. |
| MP 43.50 and MP 46.25 .....  | 30 MPH. |
| MP 48.85 and MP 49.50 .....  | 30 MPH. |
| MP 63.50 and MP 64.10 .....  | 35 MPH. |
| MP 66.15 and MP 71.85 .....  | 20 MPH. |
| MP 71.85 and MP 72.70 .....  | 35 MPH. |
| MP 74.85 and MP 75.85 .....  | 35 MPH. |
| Great Falls and Mossmain Fifth Subdivision .....   | 49 MPH. |
| MP 0 and MP 0.8 .....  | 10 MPH. |
| MP 11.4 and MP 13.1 .....  | 10 MPH. |
| MP 16.0 and MP 22.3 .....  | 40 MPH. |
| MP 44.1 and MP 44.7 .....  | 25 MPH. |
| MP 51.7 and MP 51.75 .....   | 40 MPH. |
| MP 54.3 and MP 54.5 .....  | 10 MPH. |
| MP 149.0 and MP 149.5 .....  | 10 MPH. |
| MP 158.9 and MP 161.0 .....  | 40 MPH. |
| MP 161.0 and MP 161.5 .....  | 25 MPH. |
| MP 161.5 and MP 200.4 .....  | 40 MPH. |
| MP 200.4 and MP 200.8 .....  | 25 MPH. |
| MP 200.8 and MP 210.1 .....  | 40 MPH. |
| MP 210.1 and MP 210.2 .....  | 25 MPH. |
| MP 210.2 and MP 219.1 .....  | 40 MPH. |
| MP 219.1 and MP 222.9 .....  | 30 MPH. |
| MP 1271-end of track .....   | 12 MPH. |
| MP 1251.4-MP 1251.6 .....  | 12 MPH. |
| MP 1256.1-MP 1256.4 .....  | 12 MPH. |
| Bainville and Opheim Seventh Subdivision .....   | 35 MPH. |
| Pacific Jct. and Big Sandy Eighth Subdivision .....  | 40 MPH. |
| Stryker and Eureka Ninth Subdivision .....   | 25 MPH. |
| MP 1251.4 and MP 1251.6 Ninth Subdivision .....  | 12 MPH. |
| MP 1256.1 and MP 1256.4 Ninth Subdivision .....  | 12 MPH. |
| Eureka, Gwynn Lumber Industry Track .....  | 5 MPH.  |
| Sipple and Hanover Tenth Subdivision .....   | 25 MPH. |
| Fort Benton and Great Falls Eleventh Subdivision .....   | 25 MPH. |
| Power and Choteau Twelfth Subdivision .....  | 25 MPH. |
| Eastham Jct. and Fairfield Thirteenth Subdivision .....  | 25 MPH. |
| Valier and Valier Jct. Fourteenth Subdivision .....  | 25 MPH. |
| Great Falls and Helena Fifteenth Subdivision .....   | 35 MPH. |
| Lewistown City Limits .....  | 8 MPH.  |
| All sidings and industry tracks, Tenth Subdivisions .....  | 5 MPH.  |
| Engine or leading car between absolute signals on turnout for Fifteenth Subdivision at Helena Junction CTC control point .....             | 12 MPH. |
| All sidings Third, Fourth, Fifth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, and Fourteenth Subdivisions .....          | 10 MPH. |
| Item 1A, All Subdivisions, applies on Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth and Fifteenth Subdivisions. |         |
| Item 1A, All Subdivisions, applies on Fourth Subdivision from MP 100.0 to MP 138.9.  |         |

### 2. Bridge, Engine and Heavy Car Restrictions-

Cars heavier than 263,000 lbs. not permitted.

Items 5b, 5c and 5d not permitted on Fifteenth Subdivision.

Except on Seventh Subdivision\* between Pacific Jct. and Big Sandy and Fourth Subdivision between Great Falls and Shelby and Eleventh Subdivision between Fort Benton and Great Falls cars 52.5 feet and longer and heavier than 315,000 lbs. not permitted.

250-ton wrecking cranes not permitted on Seventh, Tenth, and Twelfth Subdivisions.

Locomotives in Groups E, G, H and I not permitted on Seventh, and Tenth Subdivisions.

Locomotives in Groups G, H and I not permitted on Twelfth Subdivision.

### 3. Train Register Exceptions\*

Bainville, Plentywood, Scobey, Eastham Jct., Power, Sweetgrass, Heath, Sipple, Moore, Valier, Valier Jct., and Moccasin-Register when directed by train order.

### 4. Clearance Provisions and Exceptions Rule 82(A)- None.

5. Rule 99-Unless otherwise instructed, protection against following trains is not required on following subdivisions; Fourth between Shelby and Sweetgrass, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth Fourteenth and Fifteenth. When flagging is required, flagging distance is as follows:

Eighth Subdivision-Flagging distance is 1.5 miles.

Fourth Subdivision-Flagging distance is as follows:

MP 0.0 to MP 99.8..... 2.0 miles

MP 102.4 to MP 138.9 ..... 1.0 miles

Fifth Subdivision-Flagging distance is 2.0 miles.

Seventh Subdivision-Flagging distance is 1.5 miles.

Ninth Subdivision-Flagging distance is 1.0 miles.

Tenth Subdivision-Flagging distance is 1.0 miles.

Eleventh Subdivision-Flagging distance is 1.5 miles.

Twelfth Subdivision-Flagging distance is 1.0 miles.

Thirteenth Subdivision-Flagging distance is 1.0 miles.

Fourteenth Subdivision-Flagging distance is 1.0 miles.

Fifteenth Subdivision-Flagging distance is 1.5 miles.

### 6. Test Mile Locations-

Laredo- MP 5.1 and MP 6.1

Sheffels- MP 106.0 and MP 107.0

Vaughn- MP 9.1 and MP 10.1

Gerber- MP 216.8 and MP 215.8

Hesper- MP 3.5 and MP 4.5

Shelby- MP 96.3 and MP 97.3

Ulm- MP 124 and MP 125

7. Seventh Subdivision- Crews on all eastward trains handling 10 or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release them at Redstone.

8. Fourth Subdivision- Electric locks on both switches to Exxon Yard industry tracks.

### 9. Handling 80 Feet or Longer Cars-

(See All Subdivisions, Items 3 and 4A.)

#### Between Wolf Creek and Helena-

Trains of 6500 or greater trailing tons must handle empty 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.

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

10. TWC in effect on All Subdivisions.

11. Track Bulletins are authorized on All Subdivisions.

12. FRA Excepted Track- Between MP 27.0 and MP 34.5 between Lewistown and Spring Creek Jct. has been identified as FRA Excepted Track. See All Subdivisions Item 6.

13. Eureka- West switch on Gwynn Lumber Company track must be lined and locked for Gwynn Lumber Company industry track.



## RADIO INFORMATION

| Base Stations              | Channel | Hours in Operation                       |
|----------------------------|---------|--|
| Billings Disprs. Office    | 1       | Continuous                               |
| Minneapolis Disprs. Office | 1       | Continuous                               |
| Spokane                    | 1       | Continuous                               |
| Seattle Disprs. Office     | 1       | Continuous                               |
| Havre                      | 1       | Continuous                               |
| <b>Wayside Stations</b>    |         |  |
| Williston                  | 1       | Continuous                               |
| Snowden                    | 1       | Continuous                               |
| Bainville                  | 1       | Continuous                               |
| Plentywood                 | 1       | 0800-1600                                |
| Scobey                     | 1       | Mon. thru Fri.<br>0700-0900<br>1130-1600 |
| Opheim                     | 1       | Mon. thru Fri.<br>0700-1430              |
| Culbertson                 | 1       | Mon. thru Fri.<br>Continuous             |
| Poplar                     | 1       | Continuous                               |
| Wolf Point                 | 1       | Continuous                               |
| Frazer                     | 1       | Continuous                               |
| Glasgow                    | 1       | Continuous                               |
| Hinsdale                   | 1       | Continuous                               |
| Saco                       | 1       | Continuous                               |
| Malta                      | 1       | Continuous                               |
| Dodson                     | 1       | Continuous                               |
| Harlem                     | 1       | Continuous                               |
| Chinook                    | 1       | Continuous                               |
| Havre                      | 1       | Continuous                               |
| Broadview                  | 1       | Continuous                               |
| Judith Gap                 | 1       | Continuous                               |
| Stanford                   | 1       | Continuous                               |
| Big Sandy                  | 1       | Continuous                               |
| Fort Benton                | 1       | Continuous                               |
| Great Falls                | 1       | Continuous                               |
| Dutton                     | 1       | Continuous                               |
| Conrad                     | 1       | Continuous                               |
| Shelby                     | 1       | Continuous                               |
| Kremlin                    | 1       | Continuous                               |
| Rudyard                    | 1       | Continuous                               |
| Chester                    | 1       | 0700-1600                                |
| Tiber                      | 1       | Mon. thru Fri.<br>Continuous             |
| Devon                      | 1       | Unattended                               |
| Cut Bank                   | 1       | Continuous                               |
| Browning                   | 1       | Continuous                               |
| Glacier Park               | 1       | Continuous                               |
| Summit                     | 1       | Continuous                               |
| Blacktail                  | 1       | Continuous                               |
| Essex                      | 1       | Continuous                               |
| Red Eagle                  | 1       | Continuous                               |
| Belton                     | 1       | Continuous                               |
| Helena                     | 1       | Continuous                               |
| Blossburg                  | 1       | Continuous                               |
| Garrison                   | 1       | Continuous                               |
| Columbia Falls             | 1       | 0730-1630                                |
| Whitefish                  | 1       | Mon. thru Fri.<br>Continuous             |
| Eureka                     | 1       | 0730-1630                                |
| Twin Meadows               | 1       | Mon. thru Sat.<br>Unmanned               |
| Flathead Tunnel            | 1       | Unmanned                                 |
| Rock Creek                 | 1       | Unmanned                                 |
| Libby                      | 1       | 0600-2200                                |
| Troy                       | 1       | Mon. thru Fri.<br>Unmanned               |
| Bonniers Ferry             | 1       | Unmanned                                 |
| Sandpoint                  | 1,2     | 0600-2200<br>Mon. thru Fri.              |

## TRAIN DISPATCHERS PHONE NUMBERS

| Company    | Subdivs                   | Commercial     |
|------------|---------------------------|----------------|
| 8-256-4457 | Asst. Chief               | (406) 256-4457 |
| 8-256-4457 | Asst. Chief               | (406) 256-4457 |
| 8-625-6165 | Asst. Chief               | (206) 625-6165 |
| 8-256-4433 | Asst. Chief Bil-<br>lings | (406) 256-4433 |
| 8-625-6623 | Asst. Chief<br>Seattle    | (206) 625-6623 |
| 8-625-6176 | Boyer East                | (206) 625-6176 |
| 8-625-6175 | Boyer West                | (206) 625-6175 |
| 8-256-4436 | 1st & 8th Sub.            | (406) 256-4436 |
| 8-256-4437 | 2nd Sub.                  | (406) 256-4437 |
| 8-256-4447 | Branch Line               | (406) 256-4447 |
| 8-256-4442 | 14th Sub                  | (406) 256-4442 |

## LINE SEGMENT NUMBERS

## YARD LINE SEGMENTS

| Line Segment | Yard              | Limits |
|--------------|-------------------|--------|
| 650          | Whitefish         |        |
| 700          | Williston         |        |
| 701          | Havre             |        |
| 702          | Havre Diesel Shop |        |
| 703          | Great Falls       |        |
| 704          | Lewistown Yard    |        |
| 713          | Helena            |        |

## OTHER ROAD LINE SEGMENTS

| Line Segment | Limits                   | Mileposts        |
|--------------|--------------------------|------------------|
| 375          | Huetter-Atlas            | 20.3 to 22.7     |
| 375          | At Coeur d'Alene         | 25.9 to 26.0     |
| 382          | Post Falls-Huetter       | 23.2 to 27.5     |
| 382          | Atlas-Coeur d'Alene      | 29.5 to 32.5     |
| 382          | At Coeur d'Alene         | 32.7 to 33.3     |
| 388          | Columbia Falls-Kalispell | 1211.7 to 1236.9 |

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

## PACIFIC DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - SEPTEMBER 1988

| Name                                 | Miles-Location              | Capacity<br>Cars | Switch<br>Opens | LINE/YARD<br>SEGMENT FROM TO | MILEPOST<br>FROM TO | DESCRIPTION  | "J" & "O"<br>CODES |
|--------------------------------------|-----------------------------|------------------|-----------------|------------------------------|---------------------|--|--------------------|
| <b>1st Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 01047 Koch                           | 2.5 east of Trenton         | Yard             | Both            | 0036                         | 1211.60             | REPAIR OF ONE G E TWO-WAY RADIO<br>FOR MINERAL CORPORATION G<br>58944    | O85SP000005        |
| 01068 Lakeside                       | 5.7 west of Snowden         | 10               | West            |                              |                     |  |                    |
| 01162 Frazer                         | 5.1 east of Kintyre         | 40               | East            | 0042                         | 1.31                | MAINTENANCE OF TRACKAGE<br>SERVING CHAMPION INTERNATIONAL<br>AT MISSOULA | O85RM000004        |
| 01116 Sprole                         | 6.5 east of Poplar          | 10               | West            |                              |                     |  |                    |
| 01210 Vandalia (2 Tracks)            | 8.7 east of Hinsdale        | 100              | West            |                              |                     |  |                    |
| 01257 Malta Stock Yards              | 2.0 east of Malta           | 46               | Both            |                              |                     |  |                    |
| <b>2nd Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 01361 Fresno                         | 5.2 west of Burnham         | 15               | West            | 0264                         | 20.80               | TRACK MAINTENANCE FOR<br>INTERNATIONAL MINERAL<br>CORPORATION G 58944    | O85DK000003        |
| 01413 Tiber (2 Tracks)               | 5.5 west of Chester         | 135-32           | Both            |                              |                     |  |                    |
| 01426 Galata                         | 6.0 east of Devon           | 10               | East            | 0354                         | 49.80               | MAINTENANCE OF SPUR TRACK<br>SERVING EXXON CORP. AT COLLINS,<br>MT       | O85MT000001        |
| 01470 Union Oil Spur (3 Tracks)      | 4.6 east of Cut Bank        | 8-11-17          | East            |                              |                     |  |                    |
| 01486 Pardue Sammons Spur            | 10.4 west of Cut Bank       | 11               | Main 2          |                              |                     |  |                    |
| 01495 Meriwether-storage track       | 5.9 east of Blackfoot       | 34               | Main 2          |                              |                     |  |                    |
| 01555 Essex Pit                      | 2.9 west of Essex           | 50               | Main 1          |                              |                     |  |                    |
| <b>3rd Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 61605 Lasalle                        | 5.5 from Columbia Falls     | 40               | Both            |                              |                     |  |                    |
| 61610 Assoc Seed Growers<br>on spur  | 10.8 from Columbia Falls    | 6                | East            |                              |                     |  |                    |
| 61611 Mont Saw Service Co. spur      | 11.1 from Columbia Falls    | 5                | East            |                              |                     |  |                    |
| 61612 C & C Plywood Corp.<br>on spur | 11.8 from Columbia Falls    | 27               | Both            |                              |                     |  |                    |
| 61613 Northwestern Lbr. Co.<br>Spur  | 13.0 from Columbia Falls    | 47               | East            |                              |                     |  |                    |
| 61614 Carter Oil Co. Spur.on spur    | 13.1 from Columbia Falls    | 9                | East            |                              |                     |  |                    |
| 61617 Kalispell on spur              | 14.4 from Columbia Falls    | Yard             | Both            |                              |                     |  |                    |
| 61619 Monarch Lbr. Co.on spur        | 19.6 from Columbia Falls    | 8                | East            |                              |                     |  |                    |
| 61622 Balls Crossing on spur         | 20.1 from Columbia Falls    | 11               | East            |                              |                     |  |                    |
| 61625 Somers on spur                 | 24.9 from Columbia Falls    | Yard             | Both            |                              |                     |  |                    |
| 01596 Half Moon (E. Trk)             | 4.7 east of Whitefish       | 46               | West            |                              |                     |  |                    |
| 01618 Olney                          | 5.5 west of Lupfer          | 75               | Both            |                              |                     |  |                    |
| 01644 Swamp Creek (3 Trks)           | 3.1 east of Twin Meadows    | 83               | East            |                              |                     |  |                    |
| 01713 Zonolite Spur                  | 4.8 east of Libby           | 49               | East            |                              |                     |  |                    |
| 01756 Katka Spur                     | 6.5 east of Crossport       | 18               | East            |                              |                     |  |                    |
| 01772 Moravia                        | 4.9 west of Bonners Ferry   | 21               | East            |                              |                     |  |                    |
| 01790 Samuels (Cedapine Veneer)      | 10.0 east of Boyer          | 9                | East            |                              |                     |  |                    |
| 01791 Emerson Spur                   | Off W. I. Forest Prod. Spur | 15               | West            |                              |                     |  |                    |
| 01792 W.I. Forest Prods. Spur        | 7.8 east of Boyer           | 15               | West            |                              |                     |  |                    |
| <b>4th Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 32825 Exxon Yard                     | 4.5 west of Collins         | 17               | Both            |                              |                     |  |                    |
| <b>5th Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 32568 Rimrock                        | 5.3 west of Hesper          | 10               | East            |                              |                     |  |                    |
| 32575 Acton                          | 17.3 west of Hesper         | 18               | West            |                              |                     |  |                    |
| 32581 Comanche                       | 8.5 east of Broadview       | 30               | East            |                              |                     |  |                    |
| 32587 New Montana Spur               | 3.1 east of Broadview       | 30               | West            |                              |                     |  |                    |
| 32622 Franklin                       | 12.6 east of Hedgesville    | 18               | Both            |                              |                     |  |                    |
| 32700 Windham                        | 7.1 east of Stanford        | 38               | East            |                              |                     |  |                    |
| 32754 Wayne                          | 4.9 west of Belt            | 27               | West            |                              |                     |  |                    |
| 32758 Fife                           | 7.0 west of Belt            | 19               | East            |                              |                     |  |                    |
| 32763 Bovey's Elevator Spur          | 13.1 west of Belt           | 15               | East            |                              |                     |  |                    |
| <b>6th Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 31083 Fort Harrison                  | 4.3 west of Helena          | 4                | East            |                              |                     |  |                    |
| <b>7th Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 59009 McCabe                         | 8.7 east of Froid           | 18               | West            |                              |                     |  |                    |
| 59050 Merc                           | 2.2 East of Plentywood      | 78               | Both            |                              |                     |  |                    |
| 59079 Navajo                         | 6.5 west of Redstone        | 18               | Both            |                              |                     |  |                    |
| 59089 Madoc                          | 7.4 east of Scobey          | 24               | Both            |                              |                     |  |                    |
| <b>9th Subdivision</b>               |                             |                  |                 |                              |                     |  |                    |
| 61669 Tobacco on spur                | 5.2 west of Fortine         | 60               | Both            |                              |                     |  |                    |
| <b>11th Subdivision</b>              |                             |                  |                 |                              |                     |  |                    |
| 11080 Kershaw                        | 5.0 west of Fort Benton     | 104              | Both            |                              |                     |  |                    |
| 11085 Tunis                          | 5.6 east of Carter          | 8                | West            |                              |                     |  |                    |
| 11095 Floweree                       | 7.5 east of Portage         | 37               | Both            |                              |                     |  |                    |
| <b>12th Subdivision</b>              |                             |                  |                 |                              |                     |  |                    |
| 61506 Cordova                        | 5.7 west of Power           | 9                | East            |                              |                     |  |                    |
| 61512 Cleiv                          | 17.3 west of Power          | 23               | East            |                              |                     |  |                    |
| 61520 Flume Spur                     | 0.4 east of Eastham Jct.    | 13               | East            |                              |                     |  |                    |
| <b>15th Subdivision</b>              |                             |                  |                 |                              |                     |  |                    |
| 11156 Hardy                          | 8.2 west of Cascade         | 29               | East            |                              |                     |  |                    |

## CHIEF MEDICAL OFFICERS

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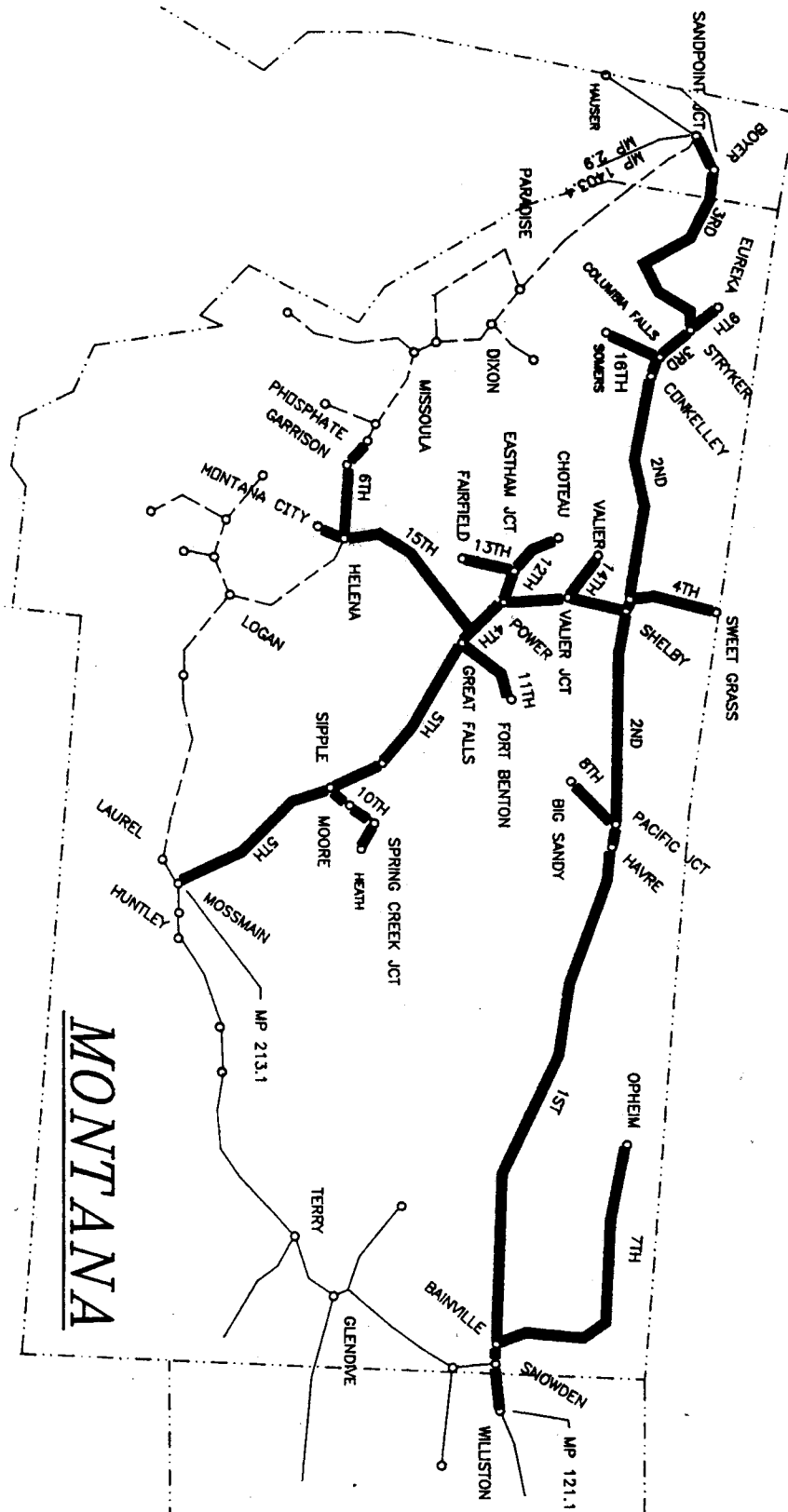
Dr. Thomas V. Mears, Chief Medical and Safety Officer.....Overland Park, Kansas  
Dr. Hi. E. Newby, Associate Chief Medical Officer .....Ft. Worth, Texas

## MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. C. J. Edwards ..... Bonners Ferry  
\* Dr. S. L. Shaneyfelt ..... Bozeman  
\* Drs. R. J. Best/G. Poore ..... Butte  
Dr. George M. Gilboy ..... Butte  
\* Rocky Mountain Service Group ..... Butte  
\* Triangle Health Care ..... Chester  
Dr. P. W. Lambert ..... Clarkston  
Dr. Douglas J. Pitman ..... Columbia Falls  
Dr. Robert S. Hamilton ..... Conrad  
Dr. Lawrence Hemmer ..... Cutbank  
Dr. Francis Bertoglia ..... Deer Lodge  
Dr. W. F. Gertson ..... Fort Benton  
\* Glasgow Clinic..... Glasgow  
Dr. T. O'Dea ..... Glasgow  
\* Great Falls Clinic..... Great Falls  
Dr. John Margaris ..... Great Falls  
Dr. John Ross ..... Great Falls  
Dr. Donald MacLean ..... Hamilton  
\* Havre Clinic..... Havre  
\* Dr. James Kelley ..... Havre  
Northern Montana Surgical Assoc..... Havre  
\* Helena Family Physicians ..... Helena

Dr. J. L. Kremer ..... Helena  
Family Health Care ..... Kalispell  
Dr. William T. Matthews ..... Libby  
\* Park Clinic ..... Livingston  
Dr. Thomas Rowe ..... Livingston  
Dr. J. A. Evert ..... Missoula  
Dr. J. E. Gouaux ..... Missoula  
Dr. Michael Priddy ..... Missoula  
Dr. Richard D. Ratigan ..... Missoula  
Dr. M. C. Lindel ..... Montesano  
Rittenour Medical Clinic ..... Plains  
Dr. E. D. Coriell ..... Polson  
Dr. F. E. Marienau ..... Sandpoint  
Dr. Franz H. Siemsen ..... Sandpoint  
Shelby Clinic ..... Shelby  
Rittenour Medical Clinic ..... Thompson Falls  
Dr. R. B. Beithon ..... Twin Bridges  
\* Family Physician Clinic-  
Dr. Jerrold Johnson ..... Whitefish  
Whitefish Clinic/Dr. F. M. Ricker ..... Whitefish  
\* Whitehall Clinic ..... Whitehall  
\* Craven-Hagan Clinic..... Williston

\* Indicates that two or more physicians are authorized to perform Burlington Northern industrial examinations.



**SCHEDULED TIMES FOR NATIONAL RAILROAD PASSENGER CORPORATION (NRPC) TRAINS  
TO BE USED FOR INFORMATION PURPOSES ONLY,  
EXCEPT NRPC TRAINS MUST OBSERVE STATION STOPS AND TIMES SHOWN.**

WEST  
WARD  
↓

|   |                    |                              |
|---|--------------------|------------------------------|
| <b>1007</b><br>NRPC<br>Daily            | <b>STATION</b>     | <b>1008</b><br>NRPC<br>Daily |
| <b>MONTANA DIVISION 1st SUBDIVISION</b> |                    |                              |
| s1152                                   |                    | 1725                         |
| 1057                                    | WILLISTON<br>106.6 | s1620                        |
| s1227                                   | WOLF POINT<br>49.6 | s1430                        |
| s1318                                   | GLASGOW<br>65.6    | s1345                        |
| s1417                                   | MALTA<br>87.4      | s1245                        |
| s1547                                   | HAVRE              | 1130                         |

|   |                      |       |
|---|----------------------|-------|
| <b>MONTANA DIVISION 2nd SUBDIVISION</b> |                      |       |
| 1602                                    | HAVRE<br>104.6       | s1115 |
| s1737                                   | SHELBY<br>24.2       | s0938 |
| s1807                                   | CUTBANK<br>33.4      | s0908 |
| s1842                                   | BROWNING<br>14.2     | s0829 |
| 1902                                    | GLACIER PARK<br>30.9 | 0812  |
| 2007                                    | ESSEX<br>25.4        | 0707  |
| s2047                                   | BELTON<br>12.3       | s0632 |
| 2102                                    | CONKELLEY            | 0615  |

|   |                    |       |
|---|--------------------|-------|
| <b>MONTANA DIVISION 3rd SUBDIVISION</b> |                    |       |
| 2102                                    | CONKELLEY<br>10.5  | 0615  |
| s2135                                   | WHITEFISH<br>101.8 | s0601 |
| s2322                                   | LIBBY<br>18.2      | s0400 |
| 2345                                    |                    | 0334  |
| 2245                                    | TROY<br>65.9       | 0234  |
|   | SANDPOINT JCT.     |       |

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

| Safe Coupling Speed<br>(MPH)     | Impact Force   |
|----------------------------------|----------------|
| 1                                | 1              |
| 2                                | 4              |
| 3                                | 9              |
| 4                                | 16             |
| Damaging Coupling Speed<br>(MPH) | Damaging Force |
| 5                                | 25             |
| 6                                | 36             |
| 7                                | 49             |
| 8                                | 64             |
| 9                                | 81             |
| 10                               | 100            |

**SPEED TABLE**

| Time<br>Per Mile |         | Miles<br>Per<br>Hour | Time<br>Per Mile |         | Miles<br>Per<br>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 employe in charge by radio sufficiently in advance to avoid delay, advising his location and specifying track.

Engineer will state: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No \_\_\_\_\_, line No \_\_\_\_\_. My location is MP \_\_\_\_\_ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern 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 \_\_\_\_\_ MP '), 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 employe in charge as prescribed by example (a) above.