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G. L. SKILLMAN	Manager Train Operations	Seattle
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J. J. KEIGLEY	Manager Train Operations	Minneapolis
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MONTANA DIVISION

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C. E. KEELER	Trainmaster	Great Falls
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A. V. WETSCH	Trainmaster	Whitefish

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G. A. NYBERG	Divisional Roadmaster	Glasgow
S. W. PFEIFFER	Divisional Roadmaster	Havre
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T. E. FLOREA	Divisional Roadmaster	Bonniers Ferry
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B. M. OLSON	Divisional Roadmaster	Helena

BURLINGTON NORTHERN



Printed in U.S.A.



NORTHERN REGION

MONTANA DIVISION

TIMETABLE NO. 2

IN EFFECT AT 0001

Continental Central Time

Continental Mountain Time

Continental Pacific Time

Sunday
October 29, 1989

Including National Railroad Passenger Corporation (NRPC) Trains



Region Vice President
W. W. FRANCIS

Division General Manager
W. V. EISENMAN

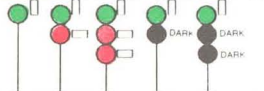

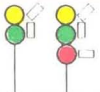

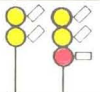

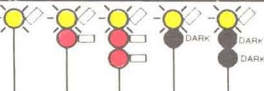
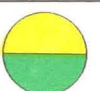
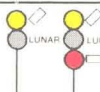
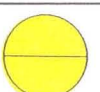
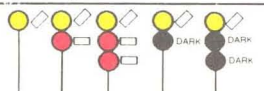
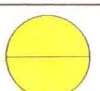
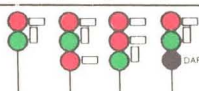
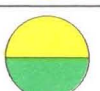
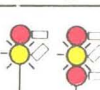
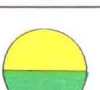
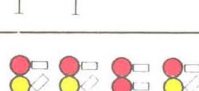
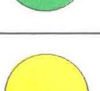
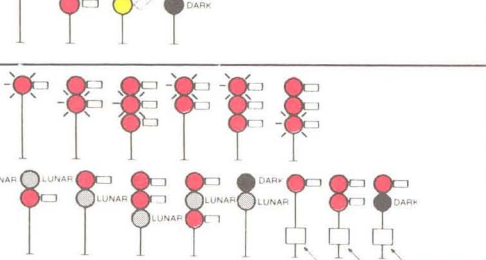

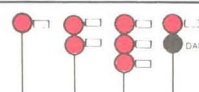

Vice President Service Design
W. A. HATTON

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

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




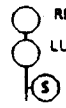







BLOCK AND INTERLOCKING SIGNALS

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

SPECIAL INSTRUCTIONS

3

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

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

GENERAL SIGNAL INSTRUCTIONS


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


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

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

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

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

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
Trains over 100 Tons/OB	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 979026-979036	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 416 of the Air Brake 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.

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, 1364-1365.
	GP-9	1726, 1728, 1734, 1736, 1739, 1741-1742, 1745-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1889, 1902, 1910, 1913-1914, 1916-1917, 1920, 1922-1923, 1938, 1942, 1944, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980.
	GP-18	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, 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	2030-2031, 2044, 2048-2049, 2054, 2057-2058, 2063.
	GP-20-C	2000-2005, 2007-2010.
	GP-30	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.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2136, 2150-2154, 2255-2314, 2316-2369, HL 2018-2019, HL 2021-2022, HL 2025, HL 2035, HL 2037, HL 2039, HL 2045, HL 2052.
	GP-30	2215, 2253.
	GP-35	2511, 2514, 2516, 2518, 2522-2524, 2526, 2528-2534, 2537, 2540-2543, 2551, 2555-2557, 2559-2560, 2570, 2572, 2576, 2579.
	GP-38-2B*	2601.
	GP-39-E	2750-2758, 2925-2940.
	GP-39-M	2800-2832, 2875-2880.
	GP-40	3000-3001, 3008-3012, 3019, 3022-3023, 3032-3035, 3037-3038, KYLE 3101, KYLE 3103-3104, KYLE 3108-3110, KYLE 3112, KYLE 3114-3118.
	GP-40-G	3075-3084.
	GP-40-M	3500-3523.

Group	Model	Locomotive Numbers
E	GP-40-2	3040-3064.
	GP-50	3100-3162.
	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.
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, 6240, HL 504-505.
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, 5330-5334, 5339-5362, 5364-5394, 5800-5801, 5806-5811, 5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5928, 5935, 5939-5944.
	SD-9	6241-6247.
	SD-38-2	6260-6263, GATX 1237-1245.
	SD-40	6303-6305, 6309, 6313, 6318, 6321, 6323, 6339, 6394, 6397-6399.
	SD-40-2	6325-6334, 6346-6366, 6368-6373, 6378-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900, 6905, 6907-6913, 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-40-G	7300-7309.
	SD-60	OWY 9000-9099.
		*Cabless.

4. Restrictions on Cars

Following equipment must be placed next ahead of caboose or at rear of caboosless 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 979026-979036.

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 caboosless 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.

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.

SPECIAL INSTRUCTIONS

7

RESTRICTIONS APPLICABLE TO CODE WORDS ALPHA THROUGH MIKE INCLUSIVE

Handle cautiously through yards.

When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE 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. Observe track center restrictions for 11 ft. 6 in. wide loads.	KILOGRAM	Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. wide loads.	LIMA	Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.	MIKE	Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 12 ft. 8 in. wide loads.	NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. wide loads.	OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 4 in. wide loads.	PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
GOLF	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. INCLUSIVE 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. Observe track center restrictions for 13 ft. 8 in. wide loads.	QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
HOTEL	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.	ROMEO	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.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved portion of adjacent tracks. Normal speed may be resumed if other train has stopped.	SANDWICH	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.
JULIET	Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.	TANGO	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.
		UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		VICTOR	This shipment must not be detoured or rerouted without further clearances.
		WHISKEY	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. Trackside 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.

200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals. **EXCEPTION:** When available, 163 degree Fahrenheit heat-indicating crayons may be used to test temperature of roller bearing journals when the outside temperature is below 32 degrees Fahrenheit.

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 axes 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 Division Engineer of Communications and Control Systems. 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.
"... (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, SECOND EDITION, effective October 29, 1989.

Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.

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

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

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

Safety Rules and General Rules, Form 15001, Revised 8/81.

Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

13. General Code of Operating Rules Changes and Additions

The following rules apply only on Burlington Northern Railroad.

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

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

Definition-Restricted Speed-is changed to read:

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

Rule G- is changed to read:

The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employees subject to duty, or their possession or use while on duty or on Company property, is prohibited.

Employees must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

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

Rule 6- explanation of characters:

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

Rule 10(E)- following paragraphs are added:

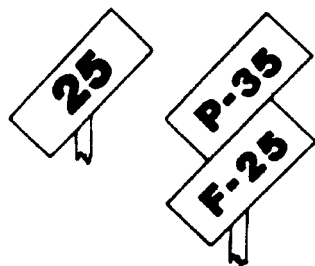
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

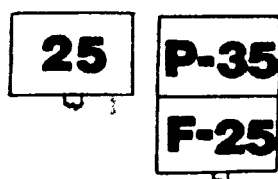
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

ADVANCE WARNING SIGN



SPEED SIGN



Green

RESUME SPEED SIGN



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

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all trains.

Rule 82. The following last paragraph is added:

In CTC territory, a reverse movement must not be made over a dual control switch without permission of the control operator.

Rule 102, paragraph (2) - is changed to read:

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

Rule 102- the following new last paragraph is added:

In cabooseless train operation, the initial and number of the car on which the rear of train device or marker is applied must be ascertained by the conductor. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 104(M)(4)- second paragraph is changed to read:

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Individual Subdivision Special Instructions.

Rule 153- following paragraph is added:

When using main tracks, except double track, in westward or 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 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 351(C)- cancel second paragraph reading:

When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

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.

14. Maintenance of Way Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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

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

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

Rule 3

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

Rule 6-explanation of characters:

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

Track Warrant Form- Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:

15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D



BURLINGTON NORTHERN RAILROAD

No. _____		Date _____ 19__	
TO _____	AT _____	TO _____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____
_____	AT _____	_____	AT _____

OK _____	COPIED BY _____	DISPATCHER _____
----------	-----------------	------------------

Printed in U.S.A.

15. Safety Rules and General Rules Changes and Additions

Where referenced in rules and instructions, "superintendent" or "division superintendent" is replaced by "general manager".

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-following paragraph is added:

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

Rule 336 m-added:

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

Rule 345-following paragraph is added:

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

Rules 382 through 411-are cancelled. BN Intermodal/Automobile Facility Safety Rules and General Rules, Form 16404 June 1, 1989, govern personnel whose duties require them to be within the confines of a BN Intermodal or Automobile facility. This book is available at Material Department Stores. Burlington Northern Railroad employees are governed by the following rules from this publication.

I-10 Vehicles operating within Intermodal or Automobile Facilities shall not exceed 15 MPH unless otherwise posted. Slower speeds are required as conditions warrant to prevent accidents.

I-13 Loading/unloading operation and rail car movement is to be expected at all times on Intermodal or Automobile Facilities.

I-14 All personnel must exercise extreme care during loading/unloading operations. Those personnel whose duties require them to be close to the load/unload operations must keep hands and bodies clear of loading devices, intermodal equipment or railcar and its connection to prevent injury.

I-15 Personnel must stand clear of tractors and trailers when such equipment is being coupled or uncoupled.

I-22 Tracks must not be entered or cars must not be coupled or moved within an Intermodal or Automobile Facility without proper designated authority.

To prevent access to the Facility:

a. Each switch providing direct access must be lined against movement into the Facility and secured with a private lock under control of the supervisor in charge of the Facility; or

b. If "a" is not practicable, a derail capable of restricting access, must be placed in derailing position 150 feet from the Facility, if distance permits, and locked with a private lock under control of the supervisor in charge. Derail must not be placed on a main track.

I-32 All accidents, injuries and hazardous material incidents, must be reported immediately to proper designated authority. Required forms must be completed and submitted before leaving property.

Rule 564-following paragraph is added:

Sexual harassment of any type is prohibited while on duty or on Company property. Employees who feel they have been sexually harassed must contact their immediate supervisor or divisional/regional Director of Human Resources or Corporate Director of Employee Relations.

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. 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.

17. Helper Behind Caboose

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

18. 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.

19. Certificate of Rules Examination

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

20. Dumping Toilets

Dumping of toilets is prohibited when:

- Passing through limits of Track Bulletin Form B
- Passing by any location where any person is known to be present on railroad right of way
- In tunnels and snowsheds
- Passing over bridges
- At stations
- 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.

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

22. 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.

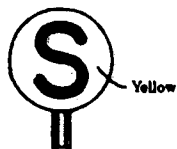
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical Officer.

23. Physical Examinations

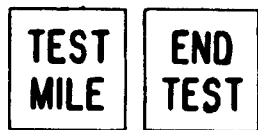
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

24. **Roadway Signs-** Except as shown, roadway signs have white background and black letters and/or numbers.

ROADWAY SIGNS



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle
Rule 15(I)

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



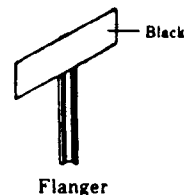
Fouling Point



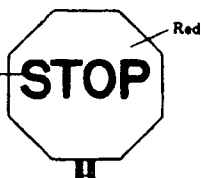
Derail
Rule 104(L)



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger

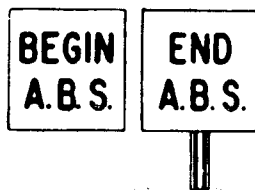


Stop
Rules 98 and 98(B)



Stop

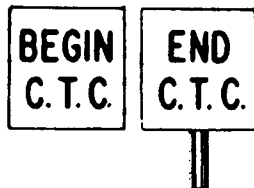
White letters on reflective red
background, or black letters
on white background.



Begin and End ABS



No Engine Beyond This Point



Begin and End CTC



No Clearance



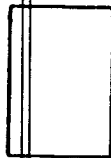
One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

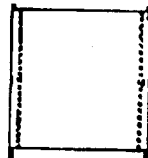


End of Overlap
Rule 303



Track Flag

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



Track Flag



Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

SPECIAL INSTRUCTIONS

25. Tonnage Chart Profile

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

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

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

b. STATION LDS MTYS TONS FEET

TOTALS 6 96 3882 6537 102 CARS 1 CABS 4 ENGS

c. 34 TONS/OP. BRAKE

d. TON

```

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

```

XXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
 XXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX
 S S SS
 D

e. LEN

f. SPH

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Willist- on
				Office Calls	Rule 6	
	01036		121.1	2MT WT WILLISTON	BKRTY	0.0
			124.8	WT WILLISTON WEST		3.7
15,021	01049		133.2	TRENTON		12.0
12,287	01063		147.2	SNOWDEN	JT	25.9
8,552	01075		159.2	BAINVILLE	J	37.9
8,437	01089		173.5	CU CULBERTSON		52.2
8,430	01095		179.1	BLAIR		57.7
12,990	01108		192.8	BROCKTON		71.4
8,422	01122		206.8	POPLAR		85.4
8,424	01138		222.1	MACON		100.8
14,025	01144		227.3	WO WOLF POINT		106.6
8,422	01155		239.2	OSWEGO		117.9
8,485	01167	35	251.8	KINTYRE		130.3
8,431	01179		263.2	NASHUA		141.7
11,700	01192		277.5	GS GLASGOW	BKR CTC	156.2
8,431	01205		289.4	TAMPICO		168.0
13,183	01219		303.5	HINSDALE		182.1
10,189	01232		316.2	SACO		194.8
8,000	01245		330.7	BOWDOIN		208.5
8,418	01259		343.3	MF MALTA		221.8
10,389	01268		352.8	WAGNER		231.4
7,284	01276		360.7	DODSON		239.3
8,456	01291		376.0	SAVOY		254.6
7,483	01303		387.8	HM HARLEM		266.4
10,302	01315		399.6	ZURICH		278.2
7,525	01324		408.8	CK CHINOOK		287.5
10,109	01332		416.7	LOHMAN		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 as follows in service on this Sub-
division: Culbertson-14, Poplar-15, Wolfpoint-16, Frazer-17,
Glasgow-18, Hinsdale-19, Malta-20, Harlem-23, Havre-25.
See inside back cover for routes, times and station stops for NRPC trains.

1. Maximum Speeds Permitted- Zone-Between

	Passenger	Freight
Williston and Havre	79 MPH.	60 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 departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.

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

When temperature is zero degrees or below, all trains must reduce speed to 10 MPH below authorized speed limit except when authorized speed limit is 25 MPH or less.

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. TWC Instructions-

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 may 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 may 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, track bulletins 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.

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

5. Test Mile Locations-

Trenton-	MP 139.4 and 140.4
Nashua-	MP 268.5 and 269.5
Glasgow-	MP 269.6 and 270.6
Glasgow-	MP 283.1 and 284.1
Chinook-	MP 411.6 and 412.6
Malta-	MP 345.8 and 346.8

6. Rule 350(B)-

Following switches are not equipped with electric locks:

Culbertson-Safflower Spur
Frazer

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

8. 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.

9. Track Bulletins-Authorized on this subdivision.

10. 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

MONTANA DIVISION

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

11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
01047 Koch	2.5 east of Trenton	Yard	Both
01068 Lakeside	5.7 west of Snowden	10	West
01162 Frazer	5.1 east of Kintyre	40	East
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
01286 Coberg	5.0 east of Savoy	16	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS			Distance from Havre	EASTWARD ↑
					Office Calls	Rule 6			
		01345	35	430.4	2MT	HA HAVRE	BKRTX(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	2MT	ETHRIDGE		117.6	
		01475		1090.1	CT	CUT BANK	BKRX	128.8	
		01491	36	1106.5	2MT	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	2MT	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	2MT	BLACKTAIL	X	195.0	
		01548		1165.2		JAVA EAST		202.3	
				1166.1		JAVA WEST		203.2	
		01552		1170.2	2MT	ESSEX	TX(2)	207.3	
		01558		1173.2		PINNACLE		210.3	
				1177.6		PAOLA		214.6	
		01568		1185.2	2MT	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. Maximum Speeds Permitted-
Zone-Between**

	Passenger	Freight
Havre and Conkelley.....	79 MPH.	60 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 1090.8 (# 1&2 trks).....	30 MPH.	30 MPH.
MP 1090.8 and MP 1091.0 (single track).....	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 1149.80 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:	Up to 100 Tons/OB	Over 100 Tons/OB
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. 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.

Trains departing sidings except Glacier Park on proceed indication
may increase speed to 35 MPH after engine has passed signal.

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.

When temperature is zero degrees or below, all trains must reduce
speed to 10 MPH below authorized speed limit except when authorized
speed is 25 MPH or less.**2. Bridge, Engine and Heavy Car Restrictions-None.****3. Following locations have moveable point frogs- East Switch
Bison, West Switch Bison, West Switch Belton and Paola.**Moveable point frogs are equipped with two switch machines. When
dual switches at these locations are operated by hand, the switch
machine which operates the switch points and the switch machine
which operates the moveable point frog must both be operated.**4. TWC Instructions-****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-Eastbound only

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 Powered Axles	Tonnage Behind Helper	Buffer 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		

16. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
01361 Fresno	5.2 west of Burnham	15	West
01413 Tiber (2 Tracks)	5.5 west of Chester	135-32	Both
01426 Galata	6.0 east of Devon	10	East
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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Con- kelley
				Office Calls	Rule 6	
	01590		1208.3	CONKELLEY		0.0
W4,015	01593		1211.6	DT CF COLUMBIA FALLS TX(2)Y	ABS TWC	2.9
	01601		1219.2	WF WHITEFISH BIKRTX(2)Y		10.5
7,080	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		1298.0	FISHER RIVER		89.1
10,799	01692	36	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
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
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.

BN Radio Channel No. 1 and No. 2 in service in Whitefish Yard.

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. Maximum Speeds Permitted-
Zone-Between**

	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 current of traffic	59 MPH.	49 MPH.
Rock Creek and Riverview westward trains in excess of 6000 tons without operable dynamic brakes		50 MPH.
West Whitefish-Trains or Engines through turnout end of double track	35 MPH.	35 MPH.
Whitefish-No. 9 Yard Track		5 MPH.
Whitefish-Crossovers east of yard MP 1217.5 and MP 1217.7	35 MPH.	35 MPH.
Trains or engines through No. 20 turnouts	35 MPH.	35 MPH.

Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.

When temperature is zero degrees or below, all trains must reduce speed to 10 MPH below authorized speed limit except when authorized speed is 25 MPH or less.

2. Bridge, Engine and Heavy Car Restrictions-

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

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

Bonnors 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. Rule 350(B)-Following switches not equipped with Electric Locks:
Katka - Industry track spur.**4. TWC Instructions-**

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.**6. Columbia Falls-** Trains from Kalispell spur must not enter main track on Third 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.

7. 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, MP 1264.5, eastward absolute signal is located 120 feet west of tunnel door, and MP 1272.2 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 trainmaster at Whitefish, by wire, the number of the air packs used and where left so that they can be recharged at once. Used air packs must be left at depots Libby or Whitefish.

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

MP 1215.0 between Columbia Falls and Whitefish

9. Olney- All trains and engines performing switching, or using industrial track, must protect road crossing.**10. TWC-**In effect on this subdivision between Conkelley and Whitefish. Between Conkelley and Whitefish, running authority is not required for 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.

11. Track Bulletins- Authorized on this Subdivision.**12. 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

13. 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

14. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
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 Bonnors 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

MONTANA DIVISION

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Great Falls
	32777		0.9	GR GREAT FALLS BJKRTY		0.0
2,847	32788		12.3	11.3 VAUGHN		11.3
6,455	32802		28.6	PO POWER JRT		25.3
6,358	32813		37.3	10.6 DUTTON	TWC	35.9
	32820		45.3	7.4 COLLINS		43.3
5,115	32830		55.2	10.0 BRADY		53.3
8,970	32843		68.6	13.4 RD CONRAD TY		66.7
	32847	354	71.8	3.2 VALIER JCT. JR		69.9
6,890	32854		79.5	7.6 LEDGER		77.5
	32859		84.1	4.7 FOWLER		82.2
6,387	32866		90.8	6.5 NAISMITH		88.7
	01451		100.0	9.3 2MT SL SHELBY BJKRTY CTC		98.0
2,818	61217		120.1	19.7 KEVIN	TWC	117.7
	61228		130.6	10.4 SUNBURST		128.1
6,600	61238		138.9	8.4 G SWEET GRASS KRTY		136.5

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
32825 Exxon Yard	4.5 west of Collins	17	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Mossmain
	30853		0.0	MOSSMAIN JTY		0.0
	32557		4.2	4.0 HESPER		4.0
6,400	32590		36.5	32.3 BROADVIEW		36.3
6,442	32609		56.1	19.6 CUSHMAN		55.9
6,399	32635		81.8	25.7 HEDGESVILLE		81.6
6,654	32655		102.1	20.3 JUDITH GAP		101.9
	32668	362	114.4	12.3 BUFFALO		114.2
			122.4	8.0 SIPPLE J		
	32683		129.8	7.4 HOBSON		129.6
6,196	32688		135.1	5.4 MOCCASIN JRT	TWC	135.0
3,182	32707		153.9	18.7 SD STANFORD		153.7
2,671	32724		170.7	16.9 GEYSER		170.6
	32736		183.1	12.4 RAYNESFORD		183.0
6,743	32748		194.4	11.2 ARMINGTON		194.2
	32750		196.3	2.0 BELT		196.2
2,618	32766		212.8	16.5 GERBER		212.7
	32777		224.5	10.0 GR GREAT FALLS BJKRTY		222.7

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls: 71 and 72

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
32568 Rimrock	5.2 west of Hesper	10	East
32575 Acton	17.3 west of Hesper	14	West
32581 Comanche	3.5 east of Broadview	30	East
32587 New Montana Spur	3.1 east of Broadview	40	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	17	West
32758 Fife	7.0 west of Belt	15	East
32763 Bovey's Elevator Spur	13.1 west of Belt	15	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Helena
6,660	31079		0.0	2MT HY HELENA JRTY CTC		0.0
			0.0		ABS	1.0
	31084		5.0	5.2 TOBIN		5.2
6,825	31092		13.0	7.8 AUSTIN		13.0
	31098		18.4	5.7 SKYLINE		18.7
7,951	31100	42	20.5	2.0 BLOSSBURG	T CTC	20.7
9,468	31108		28.9	8.4 ELLISTON		29.1
6,213	31117		37.7	8.7 AVON		37.8
7,749	31130		50.5	13.2 GR GARRISON K		51.0
14,660	31134		54.7	3.8 PHOSPHATE		54.8

BN Radio Channel No. 1 and 2 in service on this Subdivision.
Dispatcher Radio Call-in code 53 Helena to Phosphate.

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

Helena and Phosphate	60 MPH.
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 36.5 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
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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.
At Elliston, West Garrison and Phosphate	20 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		

When temperature is zero or below, all trains must reduce speed to 10 MPH below authorized speed limit except when authorized speed is 25 MPH or less.

2. Bridge, Engine and Heavy Car Restrictions-

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

3. Train Register Instructions- None.**4. 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
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.5 Phosphate Lower Yard- No clearance at loading dock.**6. Rule 350 (B)-**

Following switch is not equipped with an electric lock:

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

7. 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.

8. 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 5000, 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.

9. None.**10. 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.

11. Mullan Tunnel-

If for any reason a westward train is stopped in tunnel in emergency conditions and communications fail, trains may make a reverse movement out of tunnel until the locomotives have cleared the east portal passing all signals at restricted speed.

Dispatchers will not reverse dual controlled switch at Skyline or allow any following movement out of Weed until westward train has cleared Mullan Tunnel unless absolutely necessary. If a following movement becomes necessary, all trains involved and train dispatcher will have a clear understanding of movements to be made before the movement is allowed.

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.

12. **Track Bulletins-** Authorized on this subdivision.

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

Other Track Side Warning Detector Locations:

Elliston - MP 33.0

14. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
31083 Fort Harrison.....	4.3 west of Helena	4	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Bainville
	01075		0.7	B BAINVILLE	IKR	0.0
	59018		19.1	FROID		19.3
	59024		25.9	HOMESTEAD		25.6
	59030		32.0	MEDICINE LAKE		31.6
	59038		39.7	RESERVE		39.1
	59044		46.2	ANTELOPE		45.4
2,097	59052	355	54.4	PLENTYWOOD	KR	53.4
	59072		74.5	REDSTONE		73.4
	59084		86.4	FLAXVILLE		85.4
1,947	59097		99.0	SCOBEE	K	98.0
	59105		107.5	FOUR BUTTES		106.5
	59117		119.1	PEERLESS		118.0
	59128		130.6	RICHLAND		129.5
	59138		140.4	GLENTANA		139.4
	59145		148.0	OPHEIM	BKRT	146.6

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Pacific Jct
	01350		0.0	PACIFIC JCT.	J	0.0
	11011	353	10.8	LAREDO		10.9
	11021		20.6	BOX ELDER		20.7
	11032		31.2	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	Office Calls	Rule 6	Distance from Stryker
4,946	01631		1248.5	STRYKER	JTY	0.0
2,867	61663	389	1260.6	FORTINE		11.5
3,370	61675		1273.0	EUREKA	Y	23.2

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
61669 Tobacco	5.2 west of Fortine	60	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Sipple
			0.0	SIPPLE	J	
	61368		7.4	MOORE		7.4
	61356	368	17.0	GLENGARRY		17.0
	61331		25.0	LEWISTOWN	JRT	25.0

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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Fort Benton
	11075		74.6	BN FORT BENTON		0.0
	11090		90.3	CARTER		15.7
	11103	353	102.9	PORTAGE		28.3
	11109		108.1	SHEFFELS		33.9
	32777		119.4	GR GREAT FALLS	BJKRTY	44.6

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Power
	32802	360	0.0	P0 POWER	JRT	0.0
			21.1			
	61521			EASTHAM JCT.	JR	21.2
				7.5		
		369				
	61529	360	28.5	C0 CHOTEAU		28.7

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

Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Eastham Jct
	61521	369	0.0	EASTHAM JCT.	JR	0.0
				10.8		
	61585		10.8	FAIRFIELD		10.8

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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Valier Jct.
	32847	361	0.0	VALIER JCT.	JR	0.0
				17.3		
	61717		17.2	VALIER		17.3

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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Great Falls
	32777		115.6	GR GREAT FALLS	BJKRTY	0.0
				14.2		
2,213	11133		129.8	ULM		14.2
				14.5		
2,271	11148	336	144.3	CASCADE		28.7
6,100	11171		167.2	CRAIG		51.6
				7.9		
2,488	11179		175.1	WOLF CREEK	TWC	59.5
				9.3		
2,276	11188		184.4	SIEBEN		68.8
				12.1		
5,112	11200		196.5	SILVER CITY		80.0
				14.5		
	31082	42	211.0	HELENA JCT.	J	95.4
			2.7			
2,180	31079		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. Maximum Speeds Permitted-
Zone-Between

	Freight
Great Falls and Sweet Grass Fourth Subdivision	49 MPH.
MP 7.20 and MP 8.20	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 209.9	40 MPH.
MP 209.9 and MP 210.2	25 MPH.
MP 210.2 and MP 219.1	40 MPH.
MP 219.1 and MP 222.4	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.

When temperature is zero degrees or below, all trains must reduce speed to 10 MPH below authorized speed limit except when authorized speed is 25 MPH or less.

Applies on Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth, Fifteenth and Sixteenth Subdivisions.

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. TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement permitted on fourth, fifth, seventh, eighth, ninth, tenth, eleventh, twelfth, thirteenth, fourteenth, fifteenth and sixteenth subdivisions.

4. 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 Sixteenth. 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.

Sixteenth Subdivision-Flagging distance is 1.0 mile.

5. 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

6. 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.

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

8. 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.

9. TWC in effect on All Subdivisions.

10. Track Bulletins are authorized on All Subdivisions.

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

12. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
11156 Hardy	8.2 west of Cascade	29	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Columbia Falls
				Office Calls	Rule 6	
	01593		1211.7	CF COLUMBIA FALLS	Y	0.0
2,840	61605		1217.1	5.4 LASALLE		5.5
	61617	388	1226.1	9.0 KALISPELL	Y	14.4
	61625		1236.9	10.8 SOMERS	Y	24.9

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

Dispatcher Radio Call-in Code 81 or 82 in service on this Subdivision.

1. Maximum Speeds Permitted

Zone Between

Freight

Columbia Falls and Somers 10 MPH.

MP 1212.0 and MP 1213.1 10 MPH.

MP 1213.1 and MP 1224.6 25 MPH.

MP 1224.6 and MP 1237.0 10 MPH.

Kalispell, over Main Street crossing 5 MPH.

Lasalle siding 10 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 cranes not permitted.

Kalispell-Trains and/or engines prohibited on bridge at Railroad Spur.

3. Rule 99-When flagging is required, distance will be 2.5 miles, except between Whitefish and Conkelly 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.

Columbia Falls-Trains from Kalispell spur must not enter main track on Third 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-

4. Red flag up at MP 1231.2 east of main highway 93, inspection of track must be made before using beyond MP 1227.5.

5. 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.

MONTANA DIVISION

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6. Industrial Tracks and Other Tracks.

Name	Miles-Location	Capacity Cars	Switch Opens
61610 Assoc Seed Growers 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. on spur	11.8 from Columbia Falls	27	Both
61613 Northwestern Lbr. Co. Spur	13.0 from Columbia Falls	47	East
61614 Carter Oil Co. Spur on spur	13.1 from Columbia Falls	9	East
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

TRAIN DISPATCHERS PHONE NUMBERS

Company	Seattle	Commercial
8-625-6413	Asst. Chief Disp.	(206) 625-6413
8-625-6405	Havre West	(206) 625-6405
8-625-6403	Havre East	(206) 625-6403
8-625-6476	Mont. Divn. Branch Lines includes Helena-Phosphate	(206) 625-6476
8-625-6176	Boyer East	(206) 625-6176
782-3407	Minneapolis	(612) 782-3407
	Minot-Bainville	
8-625-6623	ACD Spokane - Whitefish	(206) 625-6623

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	

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Minneapolis Disprs. Office	1	Continuous
Seattle Disprs. Office	1	Continuous
Havre	1	Continuous
Wayside Stations		
Williston	1	Continuous
Snowden	1	Continuous
Bainville	1	Continuous
Plentywood	1	0800-1600
Scobey	1	Mon. thru Fri. 0700-0900 1130-1600
Opheim	1	Mon. thru Fri. 0700-1430
Culbertson	1	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. 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. Continuous
Eureka	1	0730-1630
Twin Meadows	1	Mon. thru Sat. Unmanned
Flathead Tunnel	1	Unmanned
Rock Creek	1	Unmanned
Libby	1	0600-2200
Troy	1	Mon. thru Fri. Unmanned
Bonnors Ferry	1	Unmanned

MONTANA DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - OCTOBER, 1989

LINE/YARD SEGMENT	FROM TO	DESCRIPTION	"J" & "O" CODES
0354	49.80	Maintenance of spur track serving Exxon Corp at Collins, MT	O85MT000001
N/A		This code is used to gather the expense related to the Montana Western Railway shortline from Garrison, MT to Butte, MT	J 8002
N/A		This code is used to gather the expense related to the Montana Rail Link shortline from Huntley, MT to Sandpoint, MT and trackage rights from Sandpoint, MT to Spokane, WA	J 8008

Subject: Train Delays

Below, find allotted running times on all freight trains across the Montana Division. Any delay occurred by your train, in excess of the allotted running times must be accounted for on your Train Activity/Delay Report.

TRAIN #	SPO-WFISH	WFISH-HAV	HAV-GLAS	GLAS-MOT
001	7'05"	7'55"	3'20"	5'55"
002	7'30"	6'55"	3'10"	6'15"
003	6'10"	7'10"	3'20"	5'55"
004	7'30"	7'00"	3'10"	6'35"
005	6'05"	7'10"	2'50"	5'50"
007	7'35"	7'15"	3'20"	7'10"
008	6'35"	7'05"	3'25"	6'40"
009	6'45"	7'15"	3'25"	7'05"
010	6'45"	7'05"	3'15"	6'40"
012	6'40"	7'05"	3'25"	6'15"
015	7'00"	7'30"	3'30"	6'00"
023	6'10"	7'10"	3'10"	5'50"
033	7'15"	7'30"	3'25"	6'35"
034	6'30"	8'00"	3'25"	6'00"
100	7'30"	8'00"	3'25"	7'25"
101	10'55"	9'50"	5'10"	8'25"
102	9'00"	9'15"	4'00"	7'25"
103	10'10"	9'35"	4'20"	7'10"
106	10'20"	8'40"	3'55"	8'20"
107	10'00"	9'00"	6'00"	12'00"
110	7'10"	8'40"	3'30"	7'30"
208	10'10"	11'00"	4'00"	9'00"

CHIEF MEDICAL OFFICERS

27

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

MEDICAL EXAMINERS AND LOCAL SURGEONS (Montana Division)

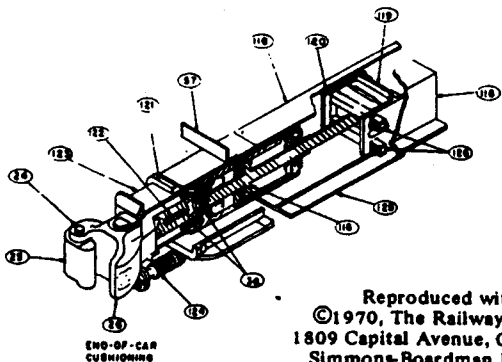
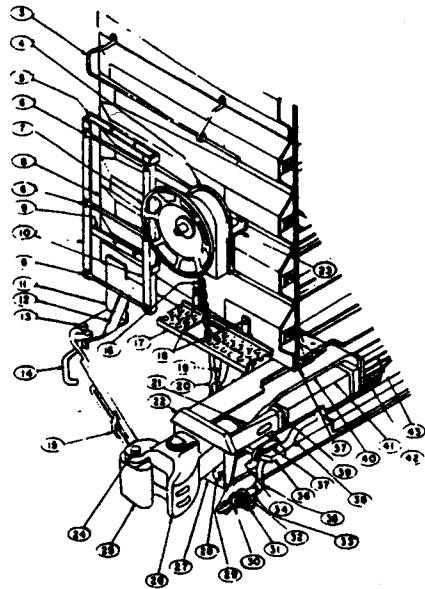
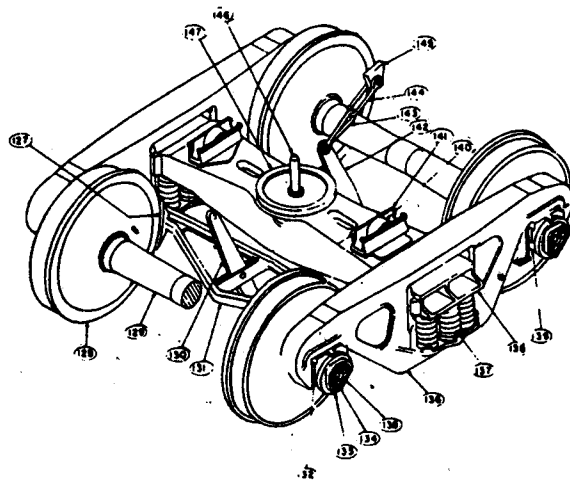
Dr. C. J. Edwards Bonners Ferry
 * Dr. S. L. Shaneyfelt Bozeman
 * Drs. R. J. Best/G. Poore..... Butte
 Dr. George M. Gilboy Butte
 * Rocky Mountain Service Group Butte
 * Triangle Health Care..... Chester
 Dr. P. W. Lambert..... Clarkston
 Dr. Douglas J. Pitman Columbia Falls
 Dr. Robert S. Hamilton 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
 Dr. Mark Ward..... Havre
 * Havre Clinic..... Havre
 * Dr. James Kelley..... Havre
 * Helena Family Physicians Helena

Dr. J. L. Kremer Helena
 Family Health Care Kalispell
 * Park Clinic Livingston
 Dr. Thomas Rowe Livingston
 Dr. J. A. Evert Missoula
 Dr. J. E. Gouaux Missoula
 Dr. Michael Priddy..... Missoula
 Dr. M. C. Lindel Montesano
 Dr. Mark Masar Orofino
 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

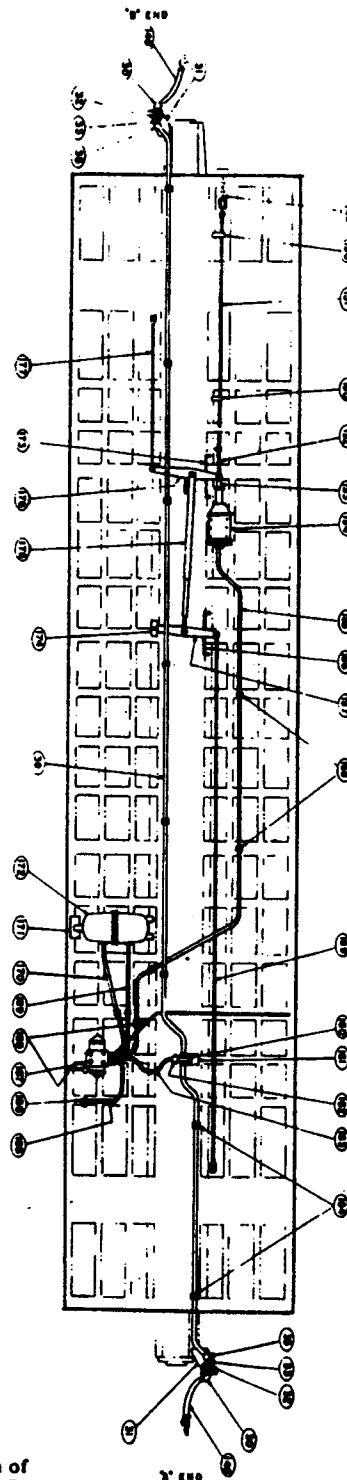
* Indicates that two or more physicians are authorized to perform Burlington Northern Industrial examinations.

Note: Refer to other division timetables to locate closer doctors.

CAR CHART



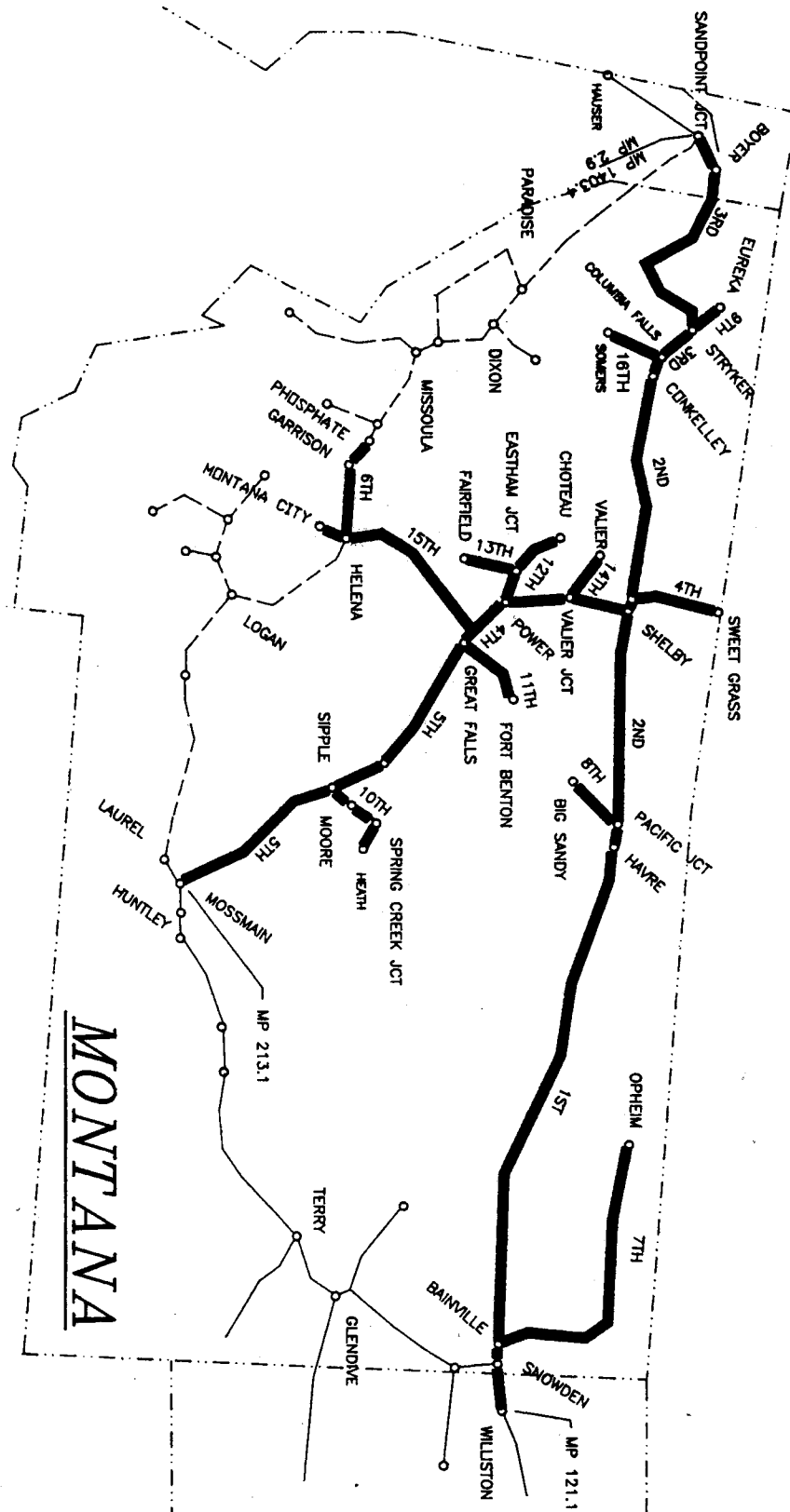
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3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake step)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/4"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

NOTES

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**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
↓

1007 NRPC Daily	STATION	1008 NRPC Daily
MONTANA DIVISION 1st SUBDIVISION		
s1226 1131	WILLISTON 108.6	1750 s1645
s1305	WOLF POINT 49.6	s1455
s1353	GLASGOW 65.6	s1410
s1452	MALTA 87.4	s1310
s1623	HAVRE	1155

MONTANA DIVISION 2nd SUBDIVISION		
1638	HAVRE 104.6	s1140
s1815	SHELBY 24.2	s1009
s1845	CUTBANK 33.4	s0938
s1924	BROWNING 14.2	s0906
1942	GLACIER PARK 30.9	0840
s2052	ESSEX 25.4	s0733
s2134	BELTON 12.3	s0655
	CONKELLEY	

MONTANA DIVISION 3rd SUBDIVISION		
	CONKELLEY 10.5	
s2218	WHITEFISH 101.8	s0620
s0007	LIBBY 82.2	s0405
0202 0102	BOYER 2.0	0214 0114
	SANDPOINT JCT.	

The following letters placed next to the time indicate:

s - regular stop

f - flag stop to receive or discharge traffic

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

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

SPEED TABLE

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

**SAFETY IS OF THE FIRST
IMPORTANCE IN THE
DISCHARGE OF DUTY**

TRACK BULLETIN FORM B

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

Engineer will state: "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."

(1) 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.

(2) 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.

(3) 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 employee in charge as prescribed by example (1) above.