MONTANA DIVISION

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L. J. SHEFELBINE	Trainmaster	Glasgow
C. E. KEELER	Trainmaster	Great Falls
D. L. SCHUCH	Trainmaster	Whitefish
R. P. OLSON	Trainmaster	Whitefish
R. J. WOLFF	Trainmaster	Whitefish

G. D. Allen, Terminal Manager, Havre

W. R. WALTERS	Trainmaster	Havre
M. A. VOELKER	Trainmaster	Havre
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S. A. Millsap, Supt. Maintenance. & Engineering, Havre

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K. D. OLSEN	Division Roadmaster	Williston
B. B. CHATTEN	Division Roadmaster	Glasgow
B. M. OLSON	Division Roadmaster	Havre
J. A. OHMART	Division Roadmaster	Shelby
S. W. PFEIFFER	Division Roadmaster	Essex
J. E. WHETHAM	Division Roadmaster	Whitefish
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H. W. GILBERT	Chief Dispatcher	Seattle
C. C. STENGEM	Chief Dispatcher	Seattle

BURLINGTON NORTHERN

MONTANA
DIVISION

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD

MONTANA DIVISION

TIMETABLE NO. 3

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

Sunday April 7, 1991

Including National Railroad Passenger Corporation (NRPC) Trains

Sr. Vice President Operations
R. S. HOWERY

Vice President Transportation
W. A. HATTON

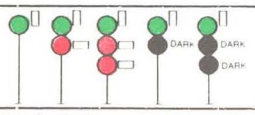
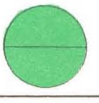
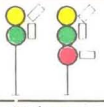
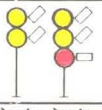
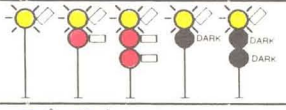
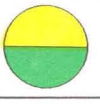
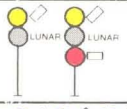
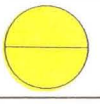
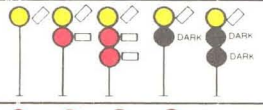
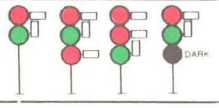
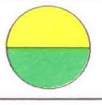
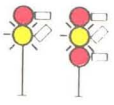
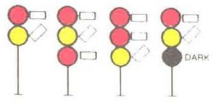
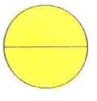
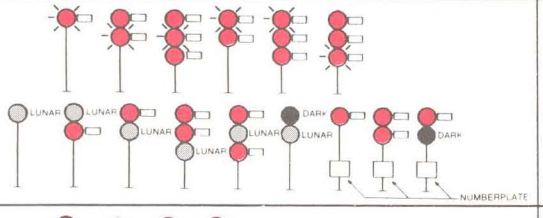
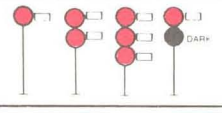
Division General Manager
D. G. ANDERSON

SIGNAL ASPECTS AND INDICATIONS

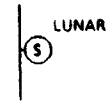
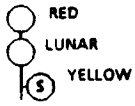
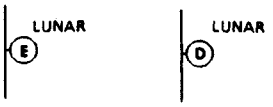
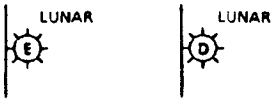
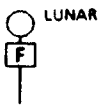
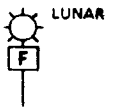
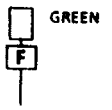
DISTANT SIGNALS

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

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

GENERAL SIGNAL INSTRUCTIONS

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

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

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

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

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate color light signal head;

 To indicate flashing light;

 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.

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 100 Tons/OB and over	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** BN 979019-979024, BN 979026-979036	35 MPH	25 MPH
Air dump cars (loaded)	45 MPH	45 MPH
Wedge plow or dozer (hauled 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, unless conductor's wheel report, generated by computer, indicates there is no speed restriction. Timetable speed restriction will apply to cars not printed on wheel report or picked up en route	45 MPH	45 MPH
Empty flat cars: NP 62300-62949, NP 66100-66249	45 MPH	45 MPH
Empty gondolas designated: G1, G2, G3, G4, G5, G6, GC, GE, GF, GS, GS2, MGT and MG5 except BN 580400-580609	50 MPH	50 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 apply when operating on jointed rail:

Freight trains, other than coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain a minimum 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 coupled locomotives in a consist (including helpers) must not exceed 10.

The number of powered axles in a locomotive consist (including helpers) must not exceed 36, for either power or dynamic braking operation.

All locomotives in the head end or helper consist, equipped with multiple unit (MU) air and electrical connections must be connected for multiple unit operation.

Hauled-In-Tow

The number of locomotives hauled-in-tow, regardless of placement in train must not exceed two times the number of locomotives coupled for 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 or helper consist (hauled-in-tow) must have the Dead Engine Feature cut in and if possible be placed not more than 15 cars from the head end consist to ensure the brakes release.

Alignment Control Couplers or Bolster Stops

Foreign line locomotives and the following BN locomotives are not equipped with alignment control couplers or bolster stops:

5-585, 1000-1004, 1400-1438, 1966-1970, 6100-6237, 9900-9925.

Unless otherwise authorized, locomotives not equipped with alignment control couplers or bolster stops must be handled as follows:

Trains consisting of 15 cars, or less - No placement restrictions.

Trains consisting of more than 15 cars - Must have the rear locomotive equipped with an alignment control coupler or bolster stop if there are 18 or more powered axles in the locomotive consist and the trailing tonnage exceeds 5000 tons. When more than one locomotive not equipped with alignment control couplers or bolster stops is hauled-in-tow they must not be coupled together and must be placed no nearer than 5 nor more than 15 cars from the head end consist.

3. Manned Helper Operations

Locomotives used in helper service must be equipped with alignment control couplers or bolster stops. However, a single non-equipped locomotive may be used when placed between locomotives which are equipped.

When helpers shove on a caboose, employees are prohibited from occupying that caboose.

Helpers must not shove on a caboose equipped with friction bearings.

Helpers must not be used on the rear of trains handling empty 80 feet or longer equipment unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers.

Unless Individual Subdivision Special Instructions specify otherwise, the following placement restrictions apply to helper operations:

Helpers of 6 powered axles or less - No placement restrictions apply.
Helpers of 12 powered axles or less - May be operated at the rear of the train either ahead or behind the caboose.
Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The train dispatcher will advise the conductor of the tonnage rating of the helpers, so the proper placement can be determined.
Not more than 24 powered axles can be used in helper service or in the head end consist when helpers are being used, unless helping a loaded coal train consisting entirely of grade "E" steel couplers.
Coal trains consisting entirely of grade "E" steel couplers may have 36 powered axles in the head end consist. If the helper consist has less than 24 powered axles they may shove on the rear of such trains. If the consist has 24 powered axles they must cut in ahead of the caboose.

The following 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

3A. Locomotive Restrictions

Locomotive restrictions indicated in Item 2, Individual Subdivision Special Instructions, are based on locomotive axle count and, when necessary, locomotive weight. **Locomotive Information Chart** indicates maximum weight for each model. If actual weight cannot be determined, use weight shown in chart.

Locomotive Information Chart

Model	Axles	Horse-power	Maximum Weight (pounds)
SW1	4	600	198,000
SW9	4	1200	250,000
SW10	4	1000	250,000
SW12	4	1200	250,000
SW15	4	1500	262,000
NW12	4	1200	252,000
MP15	4	1500	261,000
F9, F9-2	4	2000	241,000
E9	6	2400	218,000
GP5	4	1350	243,000
GP9	4	1750	259,000
GP10	4	1800	260,000
GP15, GP15-1	4	1500	258,000
GP18	4	1800	248,000
GP20	4	2000	261,000
GP35	4	2500	262,000
GP38, GP38-2	4	2000	285,000
GP39, GP39-2	4	2300	261,000
GP40, GP40-2	4	3000	278,000
GP50	4	3600	275,000
SD9 (by unit numbers)			
6100 - 6126	6	1750	346,000
6127 - 6237	6	1750	326,000
6240 - 6247	6	1750	368,000
SD38, SD38-2	6	2000	391,000
SD40, SD40-2	6	3000	420,000
SD42	6	3000	415,000
SD60M	6	3800	401,000
B30-7	4	3000	275,000
B32-8	4	3200	270,000
B39, B39-8	4	3900	280,000
C30-7	6	3000	417,000
U30-B	4	3000	268,000
U30-C	6	3000	411,000

4. Equipment Restrictions

Following equipment must be placed next ahead of caboose or at rear of cabooseless trains except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars **EXCEPT** univans
Scale test cars **EXCEPT** BN 979019-979024 and BN 979026-979036.
Scale test cars BN 979004, BN 979006 and BN 979012 are not equipped with air brakes and must be placed next ahead of the last car in cabooseless trains.

Pile drivers	Locomotive cranes
Empty ribbon rail cars	Rear end only cars
Jordan spreaders	Rotary snowplows, wedge plows, dozers.

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

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

The conductor and engineer must be notified when such equipment is in their train.

DODX 40000-40100(Cars belonging to the Department of Defense) - Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

Loaded ribbon rail cars must not be:

1. Coupled to other cars except buffer cars. Buffer cars will be placed ahead of and behind ribbon rail cars at weld plant.
2. Handled in freight service with other cars.
3. Separated for maintenance or repairs unless under direct supervision of a roadmaster.

4A. Handling 80 Feet or Longer Cars

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

The tonnage chart distribution profile on the bottom of the wheel report designates cars 50 feet or less with an "S" and cars 80 feet or longer with an "L" in the LEN (length) category.

Individual platforms of multi-platform and stack cars are less than 50 feet in length. These cars must be considered a "short car" for the purpose of these restrictions.

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) and the trailing tonnage of the train does not exceed 4,800 tons, no placement restrictions apply. When trailing tonnage exceeds 4,800 tons, empty multi-platform or stack cars must be placed in the rear half of the train's trailing tonnage. When trailing tonnage exceeds 8,500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the train's trailing tonnage.

Blocks of 20 or more loads (100 tons or more per car) must not be handled behind empty multi-platform or stack cars.

If helper locomotives are used to push trains with empty platform(s), the number of powered axles in the helper consist must not exceed 12.

5. Car Weight and Length Restrictions

Cars weighing:

a. 177,000 pounds or less must be at least 35 feet long.
b. 177,001 to 220,000 pounds must be at least 38 feet long.
c. 220,001 to 263,000 pounds must be at least 44 feet long.
d. 263,001 to 286,000 pounds must be at least 52 feet long.
e. 220,000 pound ore cars 24 feet long (BN 95500-95891, 96044-96085).
f. 263,000 pound ore cars 35 feet long (BN 99000-99949).

Weights indicated represent the maximum gross weight of a four axle car.

Length of car is measured from coupler face to coupler face.

Cars in categories **a, b, c** and **d** are permitted on all main tracks. **Exception:** Categories not permitted on a subdivision will be specified in Item 2 of that subdivision's special instructions.

Cars that are either heavier than these restrictions or are shorter than the minimum length specified for their weight class are not permitted without authority of division general manager.

Loaded ore cars in categories **e** and **f** are not permitted unless explicitly stated in Item 2 of Individual Subdivision Special Instructions.

Commodities loaded in cars other than those specified in categories **e** and **f** are subject to restrictions in categories **a, b, c** and **d.**

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 ends 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 are 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 106(5) 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.

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
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.*
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.*
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.*
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.*
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.*
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.*
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.*
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.
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.
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.
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.
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.
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.
NOVEMBER	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
OSCAR	Do not pass loads wider than _____ on adjacent parallel tracks.
PAPA	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
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.
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.
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 trackside warning detector ineffective, speed of 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 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

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

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

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service trackside 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 trackside 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 trackside 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 trackside warning detectors is shown under Individual Subdivision Special Instructions.

Trackside Warning Detector - Radio Reporter

Except in emergency, radios must not be used while train is within 150 feet of trackside 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 trackside 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.

Trackside 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 10/1/90.
Train Dispatcher's Manual, Form 51545, Revised 10/29/89.
Operator's Manual, Form 15472, Revised 10/29/89.
Maintenance of Way Rules, Form 15125, Revised 10/29/89.
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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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:

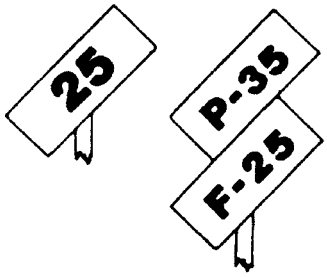
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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.

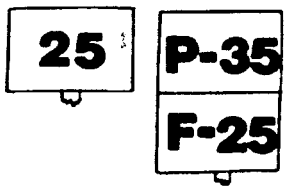
At the end of a reduced speed zone, a train or engine will be governed by a Speed Sign displaying a higher speed or a Resume Speed Sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

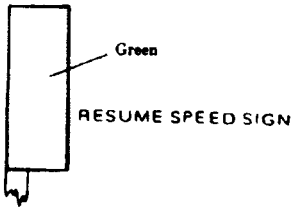
Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCE WARNING SIGN



SPEED SIGN





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 25(A) - new rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

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

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

Rolling Equipment
Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access
A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal
A white sign with the words "OCCUPIED CAMP CAR" in black lettering during daylight hours and in addition an illuminated white signal at night.

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

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

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

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

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

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

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

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

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

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

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking

devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required.

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

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

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

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

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

Warning signals must be displayed at each derail.

(3) WARNING SIGNALS - When a warning signal is displayed for the protection of occupied outfit cars:

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

Rule 82 - 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 84 - new rule added.

Rule 84. BACK UP MOVEMENT: A train may back up on the main track to pick up a member of the crew under conditions listed below. When movement is made under the following conditions, restricted speed does not apply. Such back up movement:

(1) Is limited to the train's authority. Such authority may be in one direction or in both directions,

(2) Must not enter or foul a private or public road crossing except as provided by Rule 103,

(3) Must not be made into or within yard limits,

(4) Must not exceed the train's length, and

(5) Cannot be made unless permission has been obtained from the train dispatcher. Dispatcher must not grant permission when:

(a) Train location line-up is in effect in the limits affected.

(b) Other authority is in effect in the same or overlapping limits.

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 - following new last paragraph is added:

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

Rule 103(P) - cancel third paragraph reading:

When a sign reading "OCCUPIED OUTFIT CARS" is attached to switch, or to cars, cars must not be coupled to or moved until occupants have been notified and permission given by the foreman or his representative.

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 450(A) - new rule added.

450(A). CHANGE OF ENGINE: When necessary to change the address of a track warrant with only Item 16 checked, the identifying engine number may be corrected on verbal authority of the train dispatcher. Track warrant number may be changed when necessary as authorized by the dispatcher. Instructions received must be repeated to the dispatcher by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

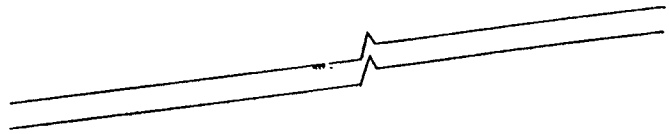
Rule 456 - will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D BURLINGTON NORTHERN RAILROAD

No _____ Date _____ 19__

TO	AT
	AT
	AT
	AT



OK	COPIED BY	DISPATCHER

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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. INSTRUCTIONS FOR AGENTS, CONTROL OPERATORS, CLERKS/OPERATORS, BRIDGETENDERS Changes and Additions

Item 6-L - new item added.

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

Item 6-M - new item added.

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the CTC Track Car Permits/Track & Time Limits book.

15. 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 J - third paragraph is changed to read:

Employees must not exceed the hours of service laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99 of the General Code of Operating Rules. Train must be properly secured, before exceeding the hours of service if practicable, and except as provided by this paragraph, crew will then be considered relieved of all duties, but not released, upon reaching the hours of service limitations.

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 25(A) - New rule added.

25(A). PROTECTION OF OCCUPIED OUTFIT CARS: This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

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

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

Rolling Equipment
Engines, railroad cars, and one or more engines coupled to one or more cars.

Switch Providing Direct Access
A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

Warning Signal
A white sign with the words OCCUPIED CAMP CAR in black lettering during daylight hours and in addition an illuminated white signal at night.

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

(1) ON A MAIN TRACK - One of the following methods of protection must be provided.

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

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

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

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

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

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

(2) ON OTHER THAN MAIN TRACK - One of the following methods of protection, or a combination thereof, must be provided.

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

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

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

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

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

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

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

Warning signals must be displayed at each derail.

(3) WARNING SIGNALS - When a warning signal is displayed for the protection of occupied outfit cars:

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

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

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

Example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D BURLINGTON NORTHERN RAILROAD

No _____ Date _____ 19__

TO	AT
	AT
	AT
	AT

OK	COPIED BY	DISPATCHER

Printed in U.S.A.

16. 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 canceled. 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 canceled.

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 division general manager.

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.

17. Automatic Cab Signals

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

18. Helper Behind Caboose

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

19. Trackman's Train Location Line-up

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

20. Certificate of Rules Examination

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

21. Dumping Toilets

Except when discharged into appropriate container, dumping of toilets from NRPC equipment is prohibited while:

a. Passing through limits of Track Bulletin Form B.
b. In Nelson Bennett, Seattle, Everett, Cascade and Flathead tunnels.

Train and engine crews will coordinate their efforts to ensure compliance. Train crews are responsible for notification of on board service personnel. Speed Sensor Override Switch must not be placed in **DUMP BELOW 25 MPH** position except when an employee is in attendance.

22. NRPC Stops

Except for emergency conditions or when required by rule, NRPC passenger trains will not make an unscheduled stop unless authorized by the train dispatcher.

23. 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 General Manager'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.

24. 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 that 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:

   CompuChem Laboratories
   P. O. Box 12652
   3308 Chapel Hill/Nelson Highway
   RTP, NC 27709-2652
   ATTN: Clinical Receiving Dept.

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 CompuChem Laboratories and the medical facility will Express Mail the sample to CompuChem Laboratories.

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 CompuChem Laboratories P. O. Box 12652, 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652 ATTN: Clinical Receiving Dept., and a third for CompuChem Laboratories, Attention: Special Division 3308 Chapel Hill/Nelson Highway, RTP, NC 27709-2652. The procedures for shipping the specimen to CompuChem Laboratories Special Division 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 CompuChem Laboratories will be released only to the Chief Medical and Safety 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 and Safety 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:

   CompuChem Laboratories
   P. O. Box 12652
   3308 Chapel Hill/Nelson Highway
   RTP, NC 27709-2652
   ATTN: Clinical Receiving Dept.

3. The test results from CompuChem Laboratories are released only to the Chief Medical and Safety 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 and Safety Officer, or his authorized representative.
5. Any questions concerning the Medical Department's screening should be directed to the Chief Medical and Safety Officer.

25. Physical Examinations

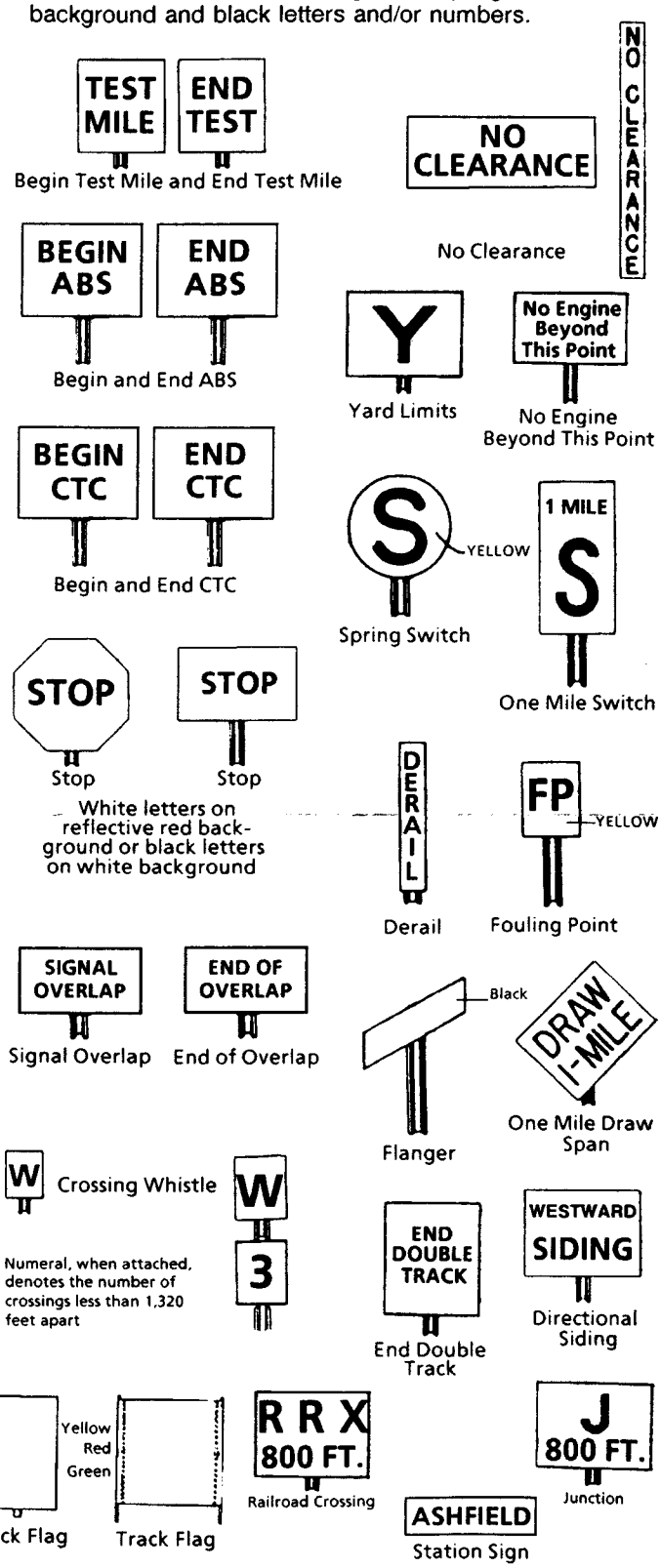
Scheduled employees in the Operating Department are required to pass periodic physical examinations as directed by the Chief Medical Officer at specified intervals. It is the policy of the Medical Department to perform drug/alcohol screen tests in conjunction with physical examinations. Such examinations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

26. Division Instructions

See back of timetable for instructions that apply to all or most subdivisions of this division.

27. Roadway Signs-

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



28. Tonnage Profile Chart

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 808          15-JAN-91 22:42

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

b. STATION  LOS MTYS  TONS  FEET
   TOTALS    52   11  6452  3736   63 CARS   1 CABS   2 ENGS
c. 102 TONS/OP. BRAKE

d. TON
   150 ..                                                          .
   140 ..                                                          .
   130 ..X                  X XXXXX      XXXX  X XX XXXXXX        .
   120 ..X X   X            X XXXXXXXXXX XXXX  X XX XXXXXX   X          X X .
   110 ..X X   XX XXXXX     X XXXXXXXXXX XXXX  X XX XXXXXXXXX XX X XXX   XXXX.
   100 EEX X   XX XXXXX X   X XXXXXXXXXX XXXX  X XX XXXXXXXXX XXXXXXXX   XXXXC
    90 NNX X   XX XXXXX X   X XXXXXXXXXX XXXX  X XX XXXXXXXXX XXXXXXXX   XXXXA
    80 GGX X   XX XXXXX X   X XXXXXXXXXX XXXX  X XX XXXXXXXXX XXXXXXXX   XXXXB
    70 ..X X   XX XXXXX X   X XXXXXXXXXX XXXX  X XX XXXXXXXXX XXXXXXXX   XXXX.
    60 ..X X   XX XXXXX XXXX XXXXXXXXXX XXXXX X XX XXXXXXXXX XXXXXXXXX XXXX.
    50 ..X X   XX XXXXX XXXX XXXXXXXXXX XXXXXX XX XXXXXXXXX XXXXXXXXX XXXX.
    40 ..X XX  XX XXXXX XXXX XXXXXXXXXX XXXXXX XX XXXXXXXXX XXXXXXXXX XXXX.
    30 ..XXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXX XXXXXXXXX XXXXXXXXX XXXX.
    20 ..XXXXXXXX XXXXXXXXXX XXXXXXXXXX XXXXXXXXX XXXXXXXXX XXXXXXXXX XXXX.
e. LEN                      S S   SSS SS     LL   S      S              LL   LSS
f. SPH          D#                             D          #### #########  #

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

NOTES:

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

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

Special Handling Codes shown on wheel report.

CCR	Customer Chassis Required	MRE	Mechanical Refrigeration
COM	Combustible	NPR	No Placard Required
CRO	Circus Ramp	ORM	Other Regulated Material
DAN	Dangerous	PBC	Perishable in Boxcar
DNH	Do Not Hump	POG	Poison Gas
EHI	Excessive Height or Weight Not Being Handled as a Hi-Wide or Overload	RAM	Radioactive Material
		RE	Rear Ender
		RII	Rejected in Interchange
EPG	Explosives and Poisen Gas	RSS	Rail Surveillance Service
EXP	Explosives	R90	Rejected Interchange Rule 90
HFR	Home For Repair	SPD	Speed Restricted
HIV	High Value Load	Sxx	Speed in Miles Per Hour (xx is MPH)
HWI	High Wide	TSS	Tank Surveillance Service
INB	In Bond	UOS	Unload From One Side Only
MIC	Person in Charge of Car	ZIP	Expeditor Trains Only

1st Subdiv MAIN LINE STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls		Rule 6		Distance from Williston	EASTWARD
		01036		121.1	2MT	WT	WILLISTON			0.0
							CST	BKTX(2)		
				124.8		WT	WILLISTON WEST			3.7
	15,021	01049		133.2			TRENTON			12.0
	12,267	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
	8,495	01167	35	251.8			KINTYRE			130.3
	8,431	01179		263.2			NASHUA			141.7
	11,700	01192		277.5		GS	GLASGOW	BK CTC		156.2
	8,431	01205		289.4			TAMPICO			168.0
	13,183	01219		303.5			HINSDALE			182.1
	10,169	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
	7,264	01276		360.7			DODSON			239.3
	8,456	01291		376.0			SAVOY			254.6
	7,463	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
	9,504	01345		430.4		HA	HAVRE	BKTX(2)Y		309.2

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher calls: 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 119.3	70 MPH.	60 MPH.
MP 119.3 and MP 121.1	55 MPH.	50 MPH.
MP 121.1 and MP 128.7	60 MPH.	55 MPH.
MP 133.3 and MP 133.7	70 MPH.	60 MPH.
MP 176.1 and MP 178.8	70 MPH.	60 MPH.
MP 184.5 and MP 187.4	70 MPH.	60 MPH.
MP 213.1 and MP 213.5	65 MPH.	60 MPH.
MP 272.9 and MP 276.8	65 MPH.	60 MPH.
MP 276.8 and MP 277.3	55 MPH.	50 MPH.
MP 277.3 and MP 279.6	65 MPH.	60 MPH.
MP 296.3 and MP 300.7	60 MPH.	55 MPH.
MP 311.8 and MP 312.1	65 MPH.	60 MPH.
MP 428.0 and MP 429.3	55 MPH.	50 MPH.
MP 429.3 and MP 430.4	20 MPH.	20 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

2. Bridge and Equipment Weight Restrictions-

Chinook-Locomotives weighing greater than 263,000 lbs and six axle derricks not permitted on South Milk River factory tracks.

Williston- Through trains over 100 tons per operative brake not permitted on yard tracks.

3. TWC Instructions-

Dakota Division track warrants apply between Williston and Bainville.

Dakota Division track warrants 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 warrants at Minot which will apply at Bainville.

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

Eastward NRPC trains must receive a track warrant endorsed 1st Subdivision at Havre.

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 283.1 and 284.1
Malta-	MP 345.8 and 346.8
Chinook-	MP 411.6 and 412.6

6. Rule 350(B)-

Following switches are not equipped with electric locks:

Culbertson-Safflower Spur
Frazer
Havre-All switches between MP 429.7 and MP 431.0.

7. Do not exceed 5 MPH over electronic scales on industry track at Macon and at 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.

Yard limits in effect between MP 429.25 (Havre Center) and MP 431.95 (Havre West).

9. 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
Sprole-	MP 202.5	Malta-	MP 340.9
Poplar-	MP 209.3	Malta-	MP 347.0
Glasgow-	MP 282.2		

Other Track Side Warning Detector Locations-

Trenton-	MP 142.8	Saco-	MP 322.8
Culbertson-	MP 167.1	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
Vandalia-	MP 293.9		

10. Industrial Tracks and Other Tracks-

	Name	Miles-Location	Capacity Cars	Switch Opens
01047	Koch	2.5 east of Trenton	Yard	East
01116	Sprole	6.5 east of Poplar	10	West
01162	Frazer	5.1 east of Kintyre	40	East
01210	Vandalia (2 Tracks)	8.7 east of Hinsdale	85	West
01257	Malta Stock Yards	2.0 east of Malta	46	East
01286	Coberg	5.0 east of Savoy	16	West

2nd Subdiv MAIN LINE

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location		STATIONS Office Calls		Rule 6		Distance from Havre	EASTWARD
		01345	35	430.4		HA	HAVRE	BKTX(2)Y		0.0	
					2MT		4.0				
				434.0							
		01350		964.0			PACIFIC JCT.	J		4.0	
							5.7				
	8,431	01356		970.9			BURNHAM			9.7	
							9.6				
	8,574	01365		980.1			KREMLIN			19.3	
							10.1				
	8,577	01375		990.7			GILDFORD			29.4	
							5.9				
		01381		996.8			HINGHAM			35.3	
							6.0				
	8,579	01387		1002.7		RU	RUDYARD			41.3	
							6.2				
		01394		1009.0			INVERNESS			47.5	
							3.8				
		01397		1012.8			JOPLIN			51.3	
							3.0				
	9,571	01400		1015.8			BUELOW			54.3	
							7.1				
	8,552	01407		1022.9		CH	CHESTER			61.4	
							13.1				
	8,585	01420		1035.6			LOTHAIR			74.5	
							12.0				
	8,556	01432		1047.6			DEVON			86.5	
							8.6				
	9,062	01441		1056.3			DUNKIRK			95.1	
							9.5				
		01451		1065.4		SL	SHELBY	BJKTX		104.6	
							2.7				
				1068.4			TETON	X(2)		107.3	
					2MT		10.3				
		01464		1078.7			ETHRIDGE			117.6	
							11.2				
		01475		1090.1		CT	CUT BANK	BKX(2)		128.8	
							16.4				
		01491	36	1106.5	2MT		PIEGAN	X(2)	CTC	145.2	
							9.7				
		01501		1116.2			BLACKFOOT	T		154.9	
							7.3				
	12,183	01508		1123.9		BG	BROWNING			162.2	
							7.9				
		01517		1131.8			SPOTTED ROBE			170.1	
							4.3				
				1136.1	2MT		GRIZZLEY			174.4	
							2.0				
	4,631	01522		1138.1		MD	GLACIER PARK			176.4	
							5.3				
	9,536	01525		1144.0			BISON			181.7	
							6.3				
		01534		1149.8			SUMMIT			188.0	
							2.4				
				1152.2			MARIAS	TX(2)		190.4	
							4.6				
		01540		1157.6	2MT		BLACKTAIL	X		195.0	
							7.3				
		01548		1165.2			JAVA EAST			202.3	
							0.9				
				1166.1			JAVA WEST			203.2	
							4.1				
		01552		1170.2	2MT		ESSEX	TX(2)		207.3	
							3.0				
		01558		1173.2			PINNACLE			210.3	
							4.3				
				1177.6			PAOLA			214.6	
							7.5				
		01568		1185.2	2MT		RED EAGLE	TX		222.1	
							2.9				
				1188.0			NYACK			225.0	
							7.7				
	10,232	01578		1196.1		BE	BELTON			232.7	
							7.9				
	11,157	01586		1204.9			CORAM			240.6	
							4.4				
		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.

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

1. Maximum Speeds Permitted-

Zone-Between	Passenger	Freight
Havre and Conkelley	79 MPH.	60 MPH.
MP 430.4 and MP 431.0	20 MPH.	20 MPH.
MP 431.0 and MP 967.2	55 MPH.	50 MPH.
MP 992.6 and MP 993.30	70 MPH.	60 MPH.
MP 1040.3 and MP 1046.1	70 MPH.	60 MPH.
MP 1062.6 and MP 1065.3	70 MPH.	60 MPH.
MP 1065.3 and MP 1068.7	65 MPH.	45 MPH.
MP 1068.7 and MP 1075.1	55 MPH.	50 MPH.
MP 1080.1 and MP 1082.4	70 MPH.	60 MPH.
MP 1082.4 and MP 1083.1	60 MPH.	55 MPH.
MP 1083.1 and MP 1087.9	70 MPH.	60 MPH.
MP 1087.9 and MP 1095.0	50 MPH.	45 MPH.
MP 1111.4 and MP 1112.7	55 MPH.	50 MPH.
MP 1117.2 and MP 1122.4	70 MPH.	60 MPH.
MP 1122.4 and MP 1126.9	55 MPH.	50 MPH.
MP 1126.9 and MP 1135.1	65 MPH.	50 MPH.
MP 1135.1 and MP 1138.4	45 MPH.	40 MPH.
MP 1138.4 and MP 1140.7	35 MPH.	30 MPH.
MP 1140.7 and MP 1145.7	50 MPH.	45 MPH.
MP 1145.7 and MP 1151.4	40 MPH.	35 MPH.
MP 1151.4 and MP 1166.5	30 MPH.	25 MPH.
MP 1166.5 and MP 1169.1	35 MPH.	30 MPH.
MP 1169.1 and MP 1173.7	45 MPH.	40 MPH.
MP 1173.7 and MP 1180.7	50 MPH.	40 MPH.
MP 1180.7 and MP 1184.2	40 MPH.	35 MPH.
MP 1184.2 and MP 1187.9	60 MPH.	45 MPH.
MP 1187.9 and MP 1190.2	50 MPH.	45 MPH.
MP 1190.2 and MP 1195.9	45 MPH.	40 MPH.
MP 1195.9 and MP 1204.4	60 MPH.	50 MPH.
MP 1204.4 and MP 1207.3	55 MPH.	50 MPH.
MP 1207.3 and MP 1208.9	40 MPH.	35 MPH.

The following head end restrictions are in effect:	UP TO 100 TONS/OB	OVER 100 TONS/OB
Head end of Westward Trains		
Signal 433.1		40 MPH.
Between MP 1087.9 and MP 1090.9	30 MPH.	30 MPH.
MP 1150.9		20 MPH.
Head end of Eastward Trains		
Signal 433.4		40 MPH.
MP 1023.05 to MP 1022.41		
Passenger Trains	70 MPH.	
Signal 1024.8 Freight Trains	55 MPH.	55 MPH.
West Switch Bison MP 1145.1		40 MPH.
Between MP 1087.9 and MP 1090.9	30 MPH.	30 MPH.

Trains or engines through No. 20 turnouts at following locations:	Passenger	Freight
End of two main tracks Pacific Jct	35 MPH.	35 MPH.
End of two main tracks at Shelby	35 MPH.	35 MPH.
Through crossovers at Teton	35 MPH.	35 MPH.
Through crossovers Cut Bank	35 MPH.	35 MPH.
End of two main tracks Cut Bank	35 MPH.	35 MPH.
Through crossovers at Piegan	35 MPH.	35 MPH.
End of two main tracks at Blackfoot	35 MPH.	35 MPH.
End of two main tracks at Spotted Robe	35 MPH.	35 MPH.
End of two main tracks at Grizzley.	35 MPH.	35 MPH.
End of two main tracks at Summit.	35 MPH.	35 MPH.
Through crossovers at Essex.	35 MPH.	35 MPH.
End of two main tracks at Pinnacle	35 MPH.	35 MPH.
End of two main tracks Paola.	35 MPH.	35 MPH.
Through crossover at Red Eagle	35 MPH.	35 MPH.
End of double track at Conkelley	35 MPH.	35 MPH.
Through crossovers at Marias	30 MPH.	25 MPH.
End of two main tracks Java East and Java West	30 MPH.	25 MPH.
End of two main tracks at Nyack	45 MPH.	40 MPH.

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

2. Bridge and Equipment Weight Restrictions-None.

3. TWC Instructions-

Westward NRPC trains must receive a track warrant endorsed 2nd Subdivision at Havre.

Eastward NRPC trains must receive a track warrant endorsed 2nd Subdivision at Whitefish.

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

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

Flagging against westbound trains is 2.0 miles.

Flagging against eastbound trains is 2.0 miles except:

MP 1164.0 to MP 1150.0 ..... 1.0 miles

5. 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
Piegan-	MP 1105.0 and MP 1106.0
Conkelley-	MP 1207.0 and MP 1208.0

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

Havre	Between MP 429.7 and MP 431.0
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

7. Following locations have movable point frogs - West Switch Bison, West Switch Belton, Paola and Pinnacle.

Movable 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.

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.

Yard limits in effect between MP 429.25 (Havre Center) and MP 431.95 (Havre West).

9. Shelby-

The normal position of hand operated switch at MP 1065.75 is for movement to or from the 2nd Subdivision Main Track 2. When switch is in reverse position movement will be lined to or from the Fourth Subdivision to the Shelby South Yard.

10. Mountain Grade Operation-

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Summit MP 1151.0 and Java East 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 and 4A.)

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 load 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.

12. Do not exceed 5 MPH over electronic scales at NFO spur at Inverness.

13. **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	Nyack-	MP 1188.0
Bison-	MP 1142.5	Belton-	MP 1198.9
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		

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

	Name	Miles-Location	Capacity Cars	Switch Opens
01413	Tiber (2 Tracks)	5.5 west of Chester	167	Both
01470	Union Oil Spur (3 Tracks)	4.6 east of Cut Bank	36	East
01486	Pardue Sammons Spur	10.4 west of Cut Bank	11	Main 2 East
01495	Meriwether-storage track	5.9 east of Blackfoot	34	Main 2 East
01555	Essex Pit	2.9 west of Essex	50	Main 1 East

WESTWARD ↓ — EASTWARD ↑

3rd Subdiv MAIN LINE

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	STATIONS Office Calls	Rule 6		Distance from Conkelley
	01590		1208.3	CONKELLEY		ABS TWC	0.0
				2.9			
W4,015	01593		1211.6	DT CF COLUMBIA FALLS	TX(2)Y		2.9
				7.6			
	01601		1219.2	WF WHITEFISH	BIKTX(2)Y		10.5
				5.4			
7,060	01607		1224.6	VISTA			15.9
				6.4			
9,325	01613		1231.1	LUPFER			22.3
				11.2			
9,711	01624		1243.3	RADNOR			33.5
				7.1			
	01631		1249.3	STRYKER	JT		40.6
				3.4			
9,722	01636		1252.8	BRIMSTONE			44.0
				10.7			
9,763	01646		1263.5	TWIN MEADOWS			54.7
				9.6			
9,760	01656		1273.2	ROCK CREEK			64.3
				9.0			
9,730	01665		1282.2	WOLF PRAIRIE			73.3
				7.9			
10,344	01672		1290.0	TAMARACK			81.2
				7.9			
9,769	01683		1298.0	FISHER RIVER			89.1
				8.9			
10,799	01692	36	1306.9	RIVERVIEW			98.0
				7.0			
9,568	01710		1312.2	RIPLEY			105.0
				7.2			
10,510	01718		1319.6	CK LIBBY	BK		112.2
				11.0			
8,641	01729		1331.3	KOOTENAI FALLS			123.2
				7.2			
14,286	01736		1337.9	UX TROY	BT		130.4
				6.7			
6,982	01742		1343.3	YAKT			137.1
				6.8			
9,152	01749		1350.3	LEONIA		CTC	143.9
				13.5			
8,394	01763		1364.3	CROSSPORT			157.4
				4.3			
9,742	01767		1368.4	BONNERS FERRY			161.7
				11.4			
9,577	01778		1379.8	NAPLES			173.1
				7.4			
9,912	01786		1387.4	ELMIRA			180.5
				6.7			
7,439	01793		1394.1	COLBURN			187.2
				7.2			
10,363			1401.3	BOYER	JM		194.4
10,363			1401.3	BOYER PST	JM		194.4
				2.0			
	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.	60 MPH.
MP 1208.9 and MP 1210.8	70 MPH.	
MP 1210.8 and MP 1212.9	70 MPH.	45 MPH.
MP 1212.9 and MP 1217.8	70 MPH.	
MP 1217.8 and MP 1220.1	35 MPH.	35 MPH.
MP 1220.1 and MP 1223.7	55 MPH.	50 MPH.
MP 1223.7 and MP 1226.6	60 MPH.	55 MPH.
MP 1226.6 and MP 1227.0	25 MPH.	25 MPH.
MP 1227.0 and MP 1230.8	60 MPH.	55 MPH.
MP 1230.8 and MP 1239.9	65 MPH.	
MP 1239.9 and MP 1242.5	60 MPH.	55 MPH.
MP 1246.5 and MP 1250.8	70 MPH.	
MP 1264.6 and MP 1272.1	50 MPH.	50 MPH.
MP 1279.5 and MP 1279.9	75 MPH.	
MP 1285.3 and MP 1285.9	75 MPH.	
MP 1296.6 and MP 1301.1	75 MPH.	
MP 1305.2 and MP 1324.8	60 MPH.	55 MPH.

	Passenger	Freight
MP 1324.8 and MP 1329.6	55 MPH.	50 MPH.
MP 1329.6 and MP 1333.5	45 MPH.	40 MPH.
MP 1333.5 and MP 1336.0	50 MPH.	45 MPH.
MP 1336.0 and MP 1339.8	60 MPH.	55 MPH.
MP 1339.8 and MP 1344.1	45 MPH.	40 MPH.
MP 1344.1 and MP 1363.2	35 MPH.	30 MPH.
MP 1363.2 and MP 1366.8	60 MPH.	55 MPH.
MP 1366.8 and MP 1376.5	45 MPH.	40 MPH.
MP 1376.5 and MP 1382.2	70 MPH.	
MP 1382.2 and MP 1384.2	50 MPH.	45 MPH.
MP 1401.2 and MP 1403.3	35 MPH.	35 MPH.
Conkelley and Whitefish, against the current of traffic	59 MPH.	49 MPH.
Whitefish West Trains or Engines through turnout end of double trk	35 MPH.	35 MPH.
Whitefish-Through Crossovers east of yard MP 1217.5 and MP 1217.7	35 MPH.	35 MPH.
The following head end restrictions are in effect:		
Head end of Westward Trains:		
Signal 1215.7 Freight trains only		55 MPH.
MP 1337.0 and MP 1337.5	60 MPH.	55 MPH.

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

2. Bridge and Equipment Weight Restrictions-

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

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

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

3. TWC Instructions- 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.

Trains operating between Whitefish and Sandpoint Junction must receive track warrant endorsed Boyer East prior to departure from initial station.

Maintenance of Way-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.

Track warrant authority will be issued to permit occupancy of main track when line up is not in effect or does not permit movement.

4. 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.

5. 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

6. Rule 350(B)-Following switches not equipped with Electric Locks:
Katka - Industry track spur.

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.

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

Crews of all trains stopped 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.

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 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.

Five Scott Air Packs have been placed in each bay of the Tunnel. Whenever one is used, notify dispatcher immediately and advise the trainmaster at Whitefish the number of air packs used and where left so that they can be recharged at once. Used air packs must be left at Libby or Whitefish depots.

Employees must be careful when using a fusee in the Flathead Tunnel and crews handling hazardous materials must exercise extreme caution when using a fusee.

8. Crossovers on Double Track not otherwise shown-

MP 1215.0 Half Moon Trailing Point

9. Columbia Falls- Trains from 16th Subdivision must not enter main track on Third Subdivision until permission is received from train dispatcher.

10. Yard limits in effect between:

Conkelley MP 1208.6 and Columbia Falls MP 1213

Whitefish East MP 1216.4 and Whitefish West MP 1220.3

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

Swamp Creek-	MP 1259.1	Libby-	MP 1315.9
Rock Creek-	MP 1276.4	Libby-	MP 1322.1

Other Track Side Warning Detector Locations-

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

12. 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 Bonners Ferry	21	East
01790	Samuels (Cedapine Veneer)	10.0 east of Boyer	9	East
01791	Emerson Spur	Off W. I. Forest Prod. Spur	15	West
01792	W.I. Forest Prods. Spur	7.8 east of Boyer	15	West

4th Subdiv MAIN LINE STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls		Rule 6		Distance from Great Falls ↑ EASTWARD
	32777		0.9	GR	GREAT FALLS	BJKTY		0.0
					11.3			
2,847	32788		12.3		VAUGHN			11.3
					14.0			
6,455	32802		26.6	PO	POWER	JT		25.3
					10.6			
6,358	32813		37.3		DUTTON		TWC	35.9
					7.4			
2,957	32820		45.3		COLLINS			43.3
					10.0			
5,115	32830		55.2		BRADY			53.3
					13.4			
8,970	32843		68.6	RD	CONRAD	TY		66.7
					3.2			
	32847	354	71.8		VALIER JCT.	J		69.9
					7.6			
6,890	32854		79.5		LEDGER			77.5
					4.7			
	32859		84.1		FOWLER			82.2
					6.5			
6,387	32866		90.8		NAISMITH			88.7
					9.3			
	01451		100.0	2MT	SL SHELBY	BJKTXY	CTC	98.0
					19.7			
2,818	61217		120.1		KEVIN		TWC	117.7
					10.4			
	61228		130.6		SUNBURST			128.1
					8.4			
6,600	61236		138.9	G	SWEET GRASS	KTY		136.5

BN Radio Channel No. 1 in service on this Subdivision.
Train dispatcher calls: Great Falls-74, Dutton-75, Conrad-76, Shelby-78.

1. Maximum Speeds Permitted- Zone-Between

Great Falls and Shelby	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 66.8 and MP 71.00	20 MPH.
MP 71.00 and MP 72.70	40 MPH.
MP 74.85 and MP 75.85	35 MPH.
MP 91.10 and MP 93.60	25 MPH.
Shelby and Sweetgrass	40 MPH.
All Sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Cars heavier than 286,000 lbs. not permitted.

3. TWC Instructions- TWC in effect on this subdivision.

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 does not permit movement.

4. Rule 99- When flagging is required, 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

5. Shelby-

The normal position of hand operated switch at MP 1065.75 is for movement to or from the 2nd Subdivision Main Track 2. When switch is in reverse position movement will be lined to or from the Fourth Subdivision to the Shelby South Yard.

6. Yard limits in effect between:

Great Falls-	MP 0.9 and MP 4.4
Conrad-	MP 66.8 and MP 71.
Shelby-	MP 101 and MP 103.
Sweet Grass-	MP 136 and MP 138.9.

7. Great Falls- New yard tracks 2 and 3 are FRA excepted tracks.

8. Handling 80 Feet or Longer Cars-

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

9. Industrial Tracks and Other Tracks-

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

5th Subdiv MAIN LINE STATIONS

WESTWARD ↓ Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls		Rule 6		Distance from Mossmain ↑ EASTWARD
	30853		0.0		MOSSMAIN	JTY		0.0
					4.0			
	32557		4.2		HESPER			4.0
					32.3			
6,400	32590		36.5		BROADVIEW			36.3
					19.6			
6,442	32609		56.1		CUSHMAN			55.9
					25.7			
6,399	32635		81.8		HEDGESVILLE			81.6
					20.3			
6,654	32655		102.1		JUDITH GAP			101.9
					12.3			
	32668	362	114.4		BUFFALO			114.2
					8.0			
			122.4		SIPPLE	J		122.2
					7.4			
	32683		129.8		HOBSON			129.6
					5.4		TWC	
6,196	32688		135.1		MOCCASIN	JT		135.0
					18.7			
3,182	32707		153.9	SD	STANFORD			153.7
					16.9			
2,671	32724		170.7		GEYSER			170.6
					12.4			
	32736		183.1		RAYNESFORD			183.0
					11.2			
6,743	32748		194.4		ARMINGTON			194.2
					2.0			
	32750		196.3		BELT			196.2
					16.5			
2,618	32766		212.8		GERBER			212.7
					10.0			
	32777		224.5	GR	GREAT FALLS	BJKTY		222.7

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Calls: Broadview-70, Judith Gap-71, Stanford-72, Raynsford-73, Great Falls-74.

1. Maximum Speeds Permitted- Zone-Between

Mossmain and Great Falls	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 40.5 and MP 40.7	10 MPH.
MP 44.1 and MP 44.7	10 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	10 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.
All Sidings	10 MPH.

2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted on either leg of wye track at Moccasin. When interchanging loaded cars with Central Montana Railroad, only the west leg of the wye may be used.

3. **TWC Instructions-** TWC in effect on this subdivision.

   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 does not permit movement.

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

5. **Test Mile Locations-**

   Hesper- MP 3.5 and MP 4.5
   Gerber- MP 216.8 and MP 215.8

6. **Yard limits in effect between:**

   Mossman- MP 0.0 and MP 1.2.
   Great Falls- MP 220.8 and MP 224.5.

7. **Handling 80 Feet or Longer Cars-**

   (See All Subdivisions, Items 3 and 4A)

8. **Industrial Tracks and Other Tracks-**

	Name	Miles-Location	Capacity Cars	Switch Opens
32568	Rimrock	5.3 west of Hesper	10	East
32575	Acton	17.3 west of Hesper	18	West
32581	Comanche	8.5 east of Broadview	30	East
32622	Franklin	12.6 east of Hedgesville	18	Both
32700	Windham	7.1 east of Stanford	38	East
32754	Wayne	4.9 west of Belt	27	West
32758	Fife	7.0 west of Belt	19	East
32763	Bovey's Elevator Spur	13.1 west of Belt	15	East

6th Subdiv
MAIN LINE
STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls		Rule 6		Distance from Helena Jct.	EASTWARD
		31082		2.95	2MT	HY	HELENA JCT.	JY	0.0	
							2.2			
		31084		5.0			TOBIN		2.2	
							7.8			
	6,825	31092		13.0			AUSTIN		10.0	
							5.7			
		31098		18.4			SKYLINE		15.6	
							2.0			
	7,951	31100	42	20.5			BLOSSBURG	T CTC	17.6	
							8.4			
	9,468	31108		28.9			ELLISTON		26.0	
							8.7			
	6,213	31117		37.7			AVON		34.8	
							13.2			
	7,749	31130		50.5		GR	GARRISON	K	48.0	
							3.8			
	14,660	31134		52.9			PHOSPHATE		50.0	

BN Radio Channel No. 1 and 2 in service on this Subdivision.
Train Dispatcher calls: 53 Helena to Phosphate.

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

Helena Jct. and East Switch Phosphate	60 MPH.
MP 2.95 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 52.9	55 MPH.

	UP TO 100 TONS/OB	OVER 100 TONS/OB
Between Austin MP 13.0 and Blossburg MP 20.5		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.
Through Mullen tunnel	25 MPH.	20 MPH.
Trains descending mountain grades	25 MPH.	20 MPH.
Westward Trains between Blossburg and Elliston	45 MPH.	30 MPH.

Between Helena Jct. and Phosphate the following head end restrictions are in effect:	UP TO 100 TONS/OB	OVER 100 TONS/OB
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.
Absolute Signal Austin West	25 MPH.	20 MPH.
Signal 10.6	25 MPH.	20 MPH.

Trains departing sidings on proceed indication, after engine has passed signal, may operate not to exceed the following speeds through turnout:

East and West switches of the following controlled sidings:	
Austin, Blossburg, Avon, East Garrison	12 MPH.
Elliston	35 MPH.
West Garrison	25 MPH.
End of Two Main Tracks Tobin	35 MPH.

2. **Bridge and Equipment Weight Restrictions-**None

3. **TWC Instructions-** None

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

   Westward Trains:

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

   Eastward Trains:

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

5. **Rule 350 (B)-** Following switch is not equipped with an electric lock:

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

6. **Handling 80 Feet or Longer Cars-**

   Between Helena Jct. 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.

7. **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.

   Hard hats and respirators are stored for emergency use in two (2) white boxes stenciled "safety equipment." One box is located at the west portal on the south wall, the other is located at the east portal on the north wall.

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.

9. **Manned Helper Operation-**

   On the 6th Subdivision when all motive power is operated at the head end of a train, 36 axles are permitted on all types of westbound trains provided trailing tonnage does not exceed 5000T or 8150T on trains consisting entirely of Grade E steel couplers. 36 powered axles are permitted in head end consists on all eastbound trains provided trailing tonnage does not exceed 7,500T or 12,000T on trains consisting entirely of Grade E steel couplers.

   When a helper consist is added to the head end of a train, both the road and helper units must be added together in calculating total powered axles, and will then be considered as a single consist.

   When helpers are either cut in or on the rear end of a train, a maximum of 36 powered axles are permitted in head end consists when ascending heavy or mountain grades, (1.4% or greater), only on unit trains. The maximum number of powered axles in head end consists on grain trains ascending heavy or mountain grades must not exceed 30, and not more than 24 in the head end consists of all other freight trains ascending such territories.

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

    Other Track Side Warning Detector Locations-

    Elliston- MP 33.0

11. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
31083 Fort Harrison	1.3 west of Helena Jct	4	Main 2 East

WESTWARD ↓

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS Office Calls	Rule 6		Distance from Bainville	
	01075		0.7	B BAINVILLE	JK		0.0	
				19.3				
	59018		19.1	FROID			19.3	
				6.3				
	59024		25.9	HOMESTEAD			25.6	
				6.0				
	59030		32.0	MEDICINE LAKE			31.6	
				7.5				
	59038		39.7	RESERVE			39.1	
				6.3				
	59044		46.2	ANTELOPE			45.4	
				8.0				
2,097	59052	355	54.4	PLENTYWOOD	K	TWC	53.4	
				20.0				
	59072		74.5	REDSTONE			73.4	
				12.0				
	59084		86.4	FLAXVILLE			85.4	
				12.6				
1,947	59097		99.0	SCOBEY	K		98.0	

EASTWARD ↑

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

1. **Maximum Speeds Permitted-**

Zone-Between	Freight
Bainville and Scobey	25 MPH
All sidings	10 MPH

2. **Bridge, and Equipment Weight Restrictions-**

   Cars heavier than 263,000 lbs. not permitted.

   Six axle derricks not permitted.

   Six axle and four axle locomotives exceeding 280,000 pounds not permitted.

3. **Twc Instructions-**TWC in effect on this subdivision.

   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 does not permit movement.

4. **Rule 99-** When flagging is required, flagging distance is 1.0 mile.

5. **Handling 80 Feet or Longer Cars-**

   (See All Subdivisions, Items 3 and 4A)

6. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
59050 Merc	2.2 East of Plentywood	78	Both
59079 Navajo	6.5 west of Redstone	18	West

8th Subdiv BRANCH LINE STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6		Distance from Pacific Jct	EASTWARD
		01350		0.0	PACIFIC JCT.	J		0.0	
					10.9				
		11011	353	10.8	LAREDO		TWC	10.9	
					9.8				
		11021		20.6	BOX ELDER			20.7	
					10.8				
		11032		31.2	BS BIG SANDY			31.5	

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

1. **Maximum Speeds Permitted-**

Zone-Between	Freight
MP 1.0 to MP 32.0	25 MPH

2. **Bridge and Equipment Weight Restrictions-**
   Cars heavier than 286,000 lbs. not permitted.
3. **TWC Instructions-**TWC in effect on this subdivision.
   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 does not permit movement.
4. **Rule 99-**When flagging is required, flagging distance is 1.0 mile.
5. **Test Mile Locations-**
   Laredo- MP 5.1 and MP 6.1
6. **Handling 80 Feet or Longer Cars-**
   (See All Subdivisions, Items 3 and 4A).

9th Subdiv BRANCH LINE STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6		Distance from Stryker	EASTWARD
	4,946	01631		1248.5	STRYKER	JTY		0.0	
					11.5				
	2,867	61663	389	1260.6	FORTINE		TWC	11.5	
					11.7				
	3,370	61675		1273.0	EUREKA	Y		23.2	

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

1. **Maximum Speeds Permitted-**

Zone-Between	Freight
Stryker and Eureka	25 MPH
MP 1251.4 and MP 1251.6	10 MPH
MP 1256.1 and MP 1256.4	10 MPH
MP 1271 - end of track	10 MPH
Eureka, Gwynn Lumber Industry Track	5 MPH
All Sidings	10 MPH

2. **Bridge and Equipment Weight Restrictions-**
   Cars heavier than 286,000 lbs. not permitted.
3. **TWC Instructions-**TWC in effect on this subdivision.
   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 does not permit movement.
4. **Rule 99-** When flagging is required, flagging distance is 1.0 mile.
5. **Yard Limits in effect:**
   Stryker MP 1248.5 to MP 1250.0
   Eureka MP 1270.0 to MP 1273.0
6. **Eureka-** West switch on Gwynn Lumber Company track must be lined and locked for Gwynn Lumber Company industry track.
7. **Handling 80 Feet or Longer Cars-**
   (See All Subdivisions, Items 3 and 4A)
8. **Industrial Tracks and Other Tracks-**

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

10th Subdiv BRANCH LINE STATIONS

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6		Distance from Sipple	EASTWARD
				0.0	SIPPLE	J		0.0	
					7.4				
		61368		7.4	MOORE			7.4	
					9.6				
		61358	368	17.0	GLENGARRY		TWC	17.0	
					8.0				
		61331		25.0	WN LEWISTOWN	JT		25.0	

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

1. **Maximum Speeds Permitted-**

Zone-Between	Freight
Sipple and Lewistown	25 MPH
Lewistown City Limits	8 MPH
All industry tracks	10 MPH

2. **Bridge and Equipment Weight Restrictions-**
   Cars heavier than 286,000 lbs. not permitted.
   Cars heavier than 263,000 lbs. not permitted between Glengarry and Lewistown.
   Six axle derricks not permitted
   Six axle and four axle locomotives exceeding 280,000 pounds not permitted west of Moore.
3. **TWC Instructions-**TWC in effect on this subdivision.
   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 does not permit movement.
4. **Rule 99-** When flagging is required, flagging distance is 1.0 mile.
5. **Handling 80 Feet or Longer Cars-**
   (See All Subdivisions, Items 3 and 4A).

11th Subdiv BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Fort Benton
4,822	11075		74.6	BN FORT BENTON		0.0
				15.7		
4,054	11090		90.3	CARTER		15.7
				12.6		
4,646	11103	353	102.9	PORTAGE	TWC	28.3
				5.6		
5,334	11109		108.1	SHEFFELS		33.9
				10.7		
	32777		119.4	GR GREAT FALLS	BJKTY	44.6

BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher calls: Great Falls-74, Fort Benton-79.

1. **Maximum Speeds Permitted-**

Zone-Between	Freight
Fort Benton and Great Falls	25 MPH
MP 106 and MP106.5	10 MPH
MP 112.4 and MP 112.9	10 MPH
All Sidings	10 MPH

2. **Bridge and Equipment Weight Restrictions-**
Cars heavier than 286,000 lbs, not permitted.

3. **TWC Instructions-**TWC in effect on this subdivision.
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 does not permit movement.

4. **Rule 99-** When flagging is required, flagging distance is 1.0 mile.

5. **Test Mile Locations-**
Sheffels- MP 106.0 and MP 107.0

6. **Yard limits in effect:**
Great Falls MP 117.0 to MP 119.4

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

8. **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

12th Subdiv BRANCH LINE STATIONS

WESTWARD ↓ / ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Office Calls	Rule 6	Distance from Power
	32802		0.0	PO POWER	JT	0.0
		360		21.2		
			21.1			
3,600	61521			EASTHAM JCT.	J	21.2
				7.5		
		369			TWC	
	61529	360	28.5	CO CHOTEAU		28.7

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

1. **Maximum Speeds Permitted-**

Zone-Between	Freight
Power-Choteau	25 MPH
MP 0.0 and MP 3.0	10 MPH
Eastham Jct. Switch MP 21.1	10 MPH

2. **Bridge and Equipment Weight Restrictions-**
Cars heavier than 286,000 lbs, not permitted.
Six axle locomotives and six axle derricks not permitted.

3. **TWC Instructions-**TWC in effect on this subdivision.
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 does not permit movement.

4. **Rule 99-** When flagging is required, flagging distance is 1.0 mile.

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

6. **Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
61506 Cordova	5.7 west of Power	9	East
61520 Flume Spur	0.4 east of Eastham Jct	13	East

13th Subdiv BRANCH LINE

WESTWARD ↓ — ↑ EASTWARD

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	STATIONS Office Calls	Rule 6	Distance from Eastham Jct
3,600	61521	369	0.0	EASTHAM JCT. J	TWC	0.0
	61585		10.8	10.8 FAIRFIELD		10.8

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

1. **Maximum Speeds Permitted-**
   Zone-Between **Freight**
   Eastham Jct. and Fairfield ..... 25 MPH
   All Sidings ..... 10 MPH
   Eastham Jct. Switch MP 0.0 ..... 10 MPH
2. **Bridge and Equipment Weight Restrictions-**
   Cars heavier than 286,000 lbs, not permitted.
3. **TWC Instructions-**TWC in effect on this subdivision.
   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 does not permit movement.
4. **Rule 99-** When flagging is required, flagging distance is 1.0 mile.
5. **Handling 80 Feet or Longer Cars-**
   (See All Subdivisions, Items 3 and 4A).

14th Subdiv BRANCH LINE

WESTWARD ↓ — ↑ EASTWARD

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

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

1. **Maximum Speeds Permitted-**
   Zone-Between **Freight**
   Valier Jct and Valier ..... 25 MPH
2. **Bridge and Equipment Weight Restrictions-**
   Cars heavier than 286,000 lbs. are not permitted.
3. **TWC Instructions-**TWC in effect on this subdivision.
   Maintenance of Way- Track warrant authority will be issued to permit occuancy of main track when train location line-up is not in effect or does not permit movement.
4. **Rule 99-** When flagging is required, flagging distance is 1.0 mile.
5. **Handling 80 Feet or Longer Cars-**
   (See All Subdivisions, Items 3 and 4A).

15th Subdiv BRANCH LINE

WESTWARD ↓ — ↑ EASTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	STATIONS Office Calls	Rule 6	Distance from Great Falls
	32777	336	115.6	GR GREAT FALLS BJKTY	TWC	0.0
2,213	11133		129.8	14.2 ULM		14.2
2,271	11148		144.3	14.5 CASCADE		28.7
6,100	11171		167.2	22.9 CRAIG		51.6
2,488	11179		175.1	7.9 WOLF CREEK		59.5
2,276	11188		184.4	9.3 SIEBEN		68.8
5,112	11200		196.5	12.1 SILVER CITY		80.9
	31082	42	210.9	14.5 HELENA JCT. JY		95.4

BN Radio Channel No. 2 in service on this Subdivision.
Train Dispatcher Calls:- Helena Jct.-53, Craig-71, Great Falls-74.

1. **Maximum Speeds Permitted-**
   Zone-Between **Freight**
   Great Falls and Helena Jct. ..... 35 MPH
   All Sidings ..... 10 MPH
2. **Bridge and Equipment Weight Restrictions-**
   Cars heavier than 263,000 lbs not permitted.
3. **TWC Instructions-**TWC in effect on this subdivision.
   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 does not permit movement.
4. **Rule 99-** When flagging is required, flagging distance is 1.5 miles.
5. **Test Mile Locations-**
   Ulm- MP 124 and MP 125
6. **Yard limits in effect:**
   Great Falls MP 115.6 to MP 120.9
   Helena Jct. MP 209.0 to MP 210.9
7. **Handling 80 Feet or Longer Cars-**
   (See All Subdivisions, Items 3 and 4A)
   Between Wolf Creek and Helena Jct.-
   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.
8. **Industrial Tracks and Other Tracks-**

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

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

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.
Train Dispatcher calls: Code 81 or 82

1. **Maximimu Speeds Permitted**

Zone Between	Freight
Columbia Falls and Somers	25 MPH
MP 1212.0 and MP 1213.1	10 MPH
MP 1224.6 and MP 1236.9	10 MPH
Kalispell, over Main Street crossing	5 MPH
Lasalle siding	10 MPH

Trains handling cars weighing over 263,000 pounds are restricted over the following bridges:

Bridge 1224.1	10 MPH
Bridge 1224.4	10 MPH

2. **Bridge and Equipment Weight Restrictions-**

Cars heavier than 286,000 lbs not permitted.

Cars heavier than 263,000 lbs. not permitted between Kalispell MP 1227.5 and Somers MP 1236.9.

Six axle locomotives and derricks not permitted.

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

3. **TWC Instructions-**TWC in effect on this subdivision.

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 does not permit movement.

4. **Rule 99-**When flagging is required, flagging distance is 1.0 mile.

5. **Columbia Falls-**Trains must not enter main track on 3rd Subdivision until permission is received from train dispatcher.

All trains must stop and flag truck route crossing at Columbia Falls on the 16th Subdivision. At night, a lighted fusee must be placed on both sides of the crossing before crossing is occupied.

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

6. **Yard limits in effect:**

Columbia Falls	MP 1212.0 to MP 1212.85

7. Between Kalispell and Somers automatic crossing signals at MP 1231.2 and MP 1233.3 are out of service. Crew member must be in position on the ground at the crossing to warn traffic until crossing is occupied.

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

9. **Industrial Tracks and Other Tracks.**

	Name	Miles-Location	Capacity Cars	Switch Opens
61610	Assoc Seed Growers	10.8 from Columbia Falls	6	East
61611	Mont Saw Service Co.	11.1 from Columbia Falls	5	East
61612	C & C Plywood Corp	11.8 from Columbia Falls	27	Both
61613	Northwestern Lbr. Co.	13.0 from Columbia Falls	47	East
61614	Carter Oil Co.	13.1 from Columbia Falls	9	East
61619	Monarch Lbr. Co.	19.6 from Columbia Falls	8	East
61622	Balls Crossing.....on spur	20.1 from Columbia Falls	11	East

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Minneapolis Disprs. Office	1	Continuous
Seattle Disprs. Office	1	Continuous
Wayside Stations		
Williston	1	0700-1600 CT Mon-Fri
Snowden	1	Unmanned
Culbertson	1	Unmanned
Poplar	1	Unmanned
Wolf Point	1	0800-1600 Mon-Fri
Frazer	1	Unmanned
Glasgow	1	0730-1600 Mon-Fri
Hinsdale	1	Unmanned
Malta	1	0730-1630 Mon-Fri
Harlem	1	0730-1630 Mon-Fri
Chinook	1	Unmanned
Havre	1	Continuous
Rudyard	1	Unmanned
Chester	1	Unmanned
Shelby	1	Continuous
Cut Bank	1	Unmanned
Browning	1	0700-1500 Mon-Fri
Glacier Park	1	Unmanned
Summit	1	Unmanned
Blacktail	1	Unmanned
Essex	1	Unmanned
Red Eagle	1	Unmanned
Belton	1	Unmanned
Columbia Falls	1	0800-1600 Mon-Fri
Whitefish	1	Continuous
Twin Meadows	1	Unmanned
Flathead Tunnel	1	Unmanned
Rock Creek	1	Unmanned
Libby (Blue Mountain)	1	0800-1600 Mon-Fri
Bonners Ferry (Moyie Springs)	1	Unmanned
Sand Point	1	0800-1600 Mon-Fri
Bainville	1	Unmanned
Plentywood	1	Unmanned
Scobey	1	Unmanned
Hesper	1	Unmanned
Broadview	1	Unmanned
Judith Gap	1	Unmanned
Stanford	1	Unmanned
Raynesford	1	Unmanned
Fort Benton	1	0800-1700 Mon-Fri
Great Falls	1	Continuous
Dutton	1	Unmanned
Conrad	1	Unmanned
Craig	1	Unmanned
Helena	1	0730-1530 Mon-Fri
Blossburg	1	Unmanned
Garrison	1	0800-1700 Mon-Fri
Kalispell	1	0800-1600 Mon-Fri
Eureka	1	0800-1600 Mon-Fri

TRAIN DISPATCHERS PHONE NUMBERS

Company	Seattle	Commercial
8-625-6245	Chief Dispatcher	(206) 625-6245
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 Minot-Bainville	(612) 782-3407
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	

MONTANA DIVISION SPECIAL PROJECT RECOLLECTABLE CODES - JANUARY, 1991

LINE/YARD SEGMENT	MILEPOST 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 short-line from Huntley, MT to Sandpoint, MT and trackage rights from Sandpoint, MT to Spokane, WA	J 8008

CHIEF MEDICAL OFFICERS

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

MEDICAL EXAMINERS AND LOCAL SURGEONS (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. Andrew Bennett	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. Wallace Nakagawa	Glasgow
Dr. Richard O. Chambers	Glendive
* Great Falls Clinic	Great Falls
Dr. Melchidek L. Margaris	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
Dr. D. E. Bosshardt	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.**

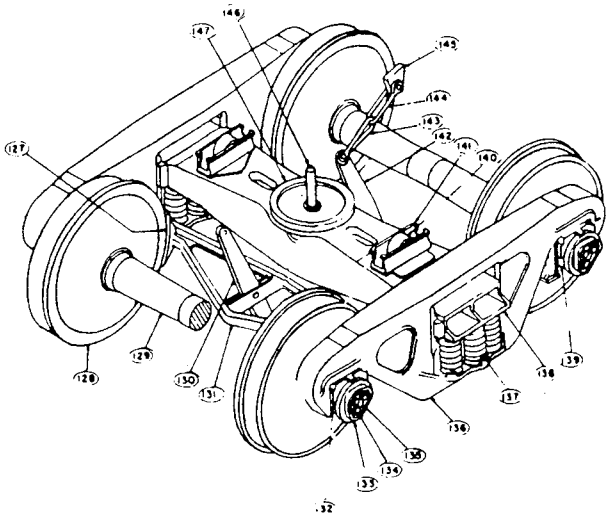
Note: Refer to other division timetables to locate closer doctors.

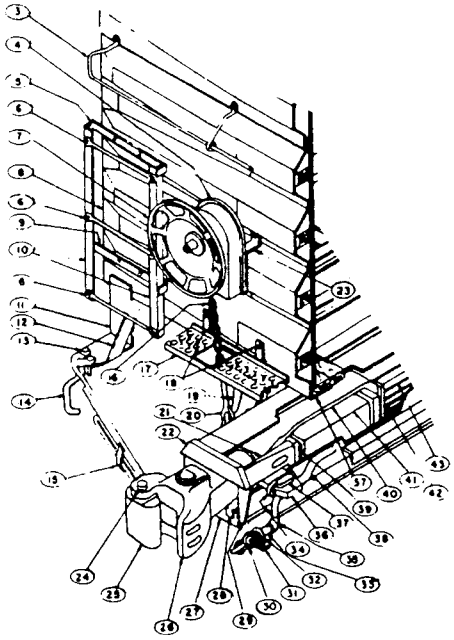
** MONTANA DIVISION INSTRUCTIONS **

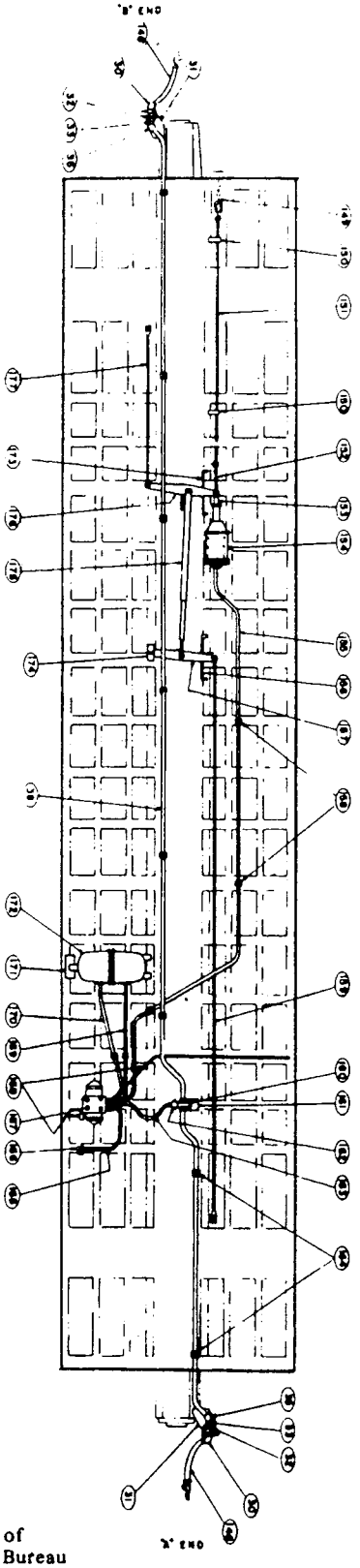
NOTES

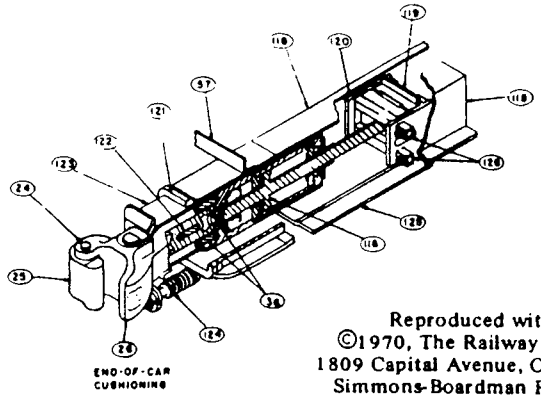
NOTES

CAR CHART

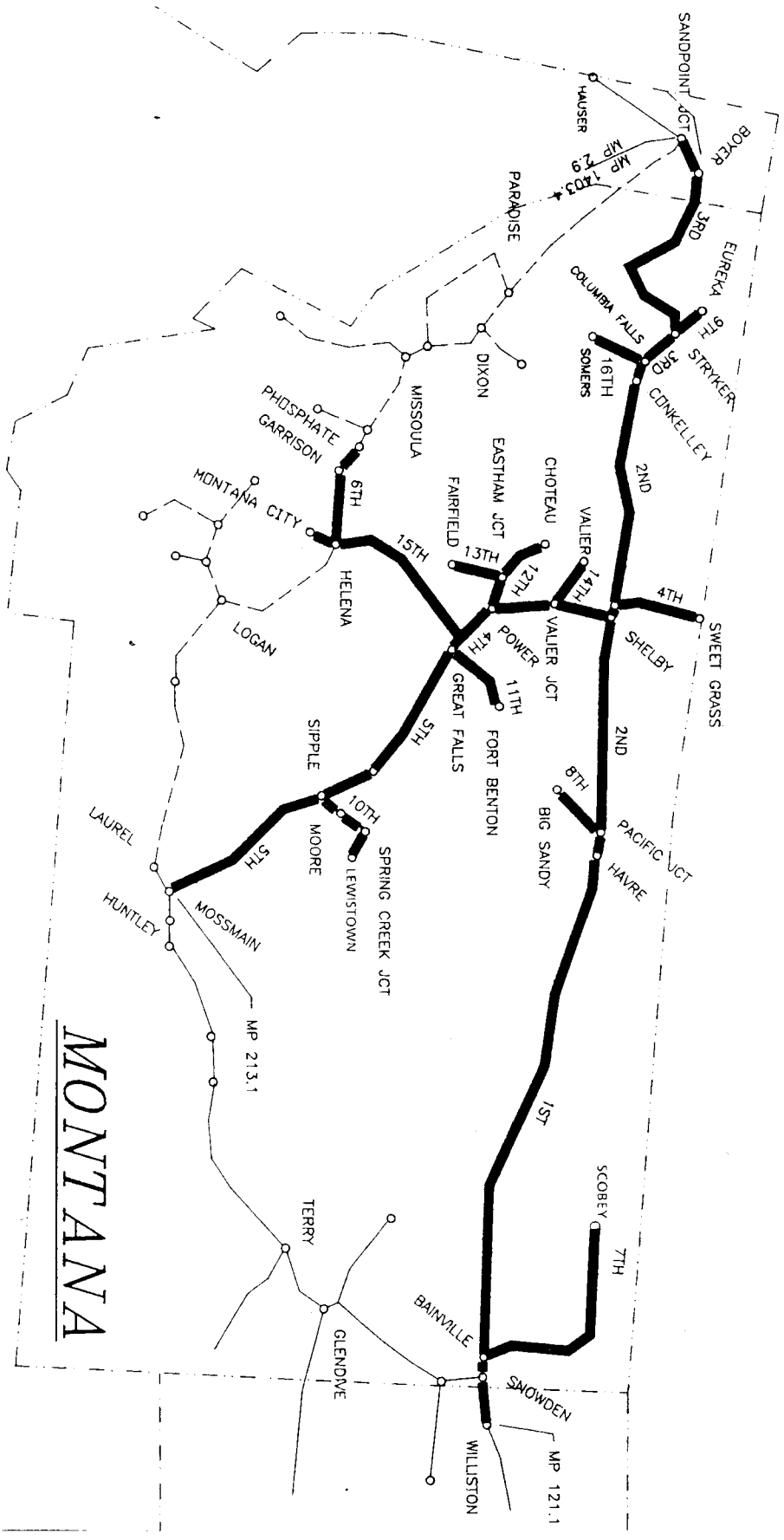








3. Horizontal end handhold
4. Hand brake housing
5. End ladder support—top
6. End ladder tread
7. Hand brake wheel
8. Steel end—bottom
9. End ladder support—bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling 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, 1¼" (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, ¾"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, ¾"
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, 1½"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, ¾"
170. Emergency reservoir pipe, ¾"
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


SANDPOINT
HAUSER
JCT
BOYER
MP 2.9
MP 1403.4
PARADISE
3RD
EUREKA
9TH
COLUMBIA FALLS
SOMERS
16TH
3RD
STRYKER
CONKELLEY
2ND
DIXON
MISSOULA
PHOSPHATE
GARRISON
6TH
MONTANA CITY
HELENA
15TH
LOGAN
EASTHAM JCT
FAIRFIELD
13TH
12TH
CHOTEAU
VALIER
14TH
4TH
SWEET GRASS
SHELBY
POWER
4TH
VALIER JCT
11TH
FORT BENTON
GREAT FALLS
5TH
SIPPLE
10TH
MOORE
LEWISTOWN
SPRING CREEK JCT
5TH
LAUREL
HUNTLEY
MOSSMAIN
MP 213.1
2ND
8TH
BIG SANDY
PACIFIC JCT
HAVRE
1ST
SCOBEY
7TH
TERRY
GLENDIVE
BAINVILLE
SNOWDEN
WILLISTON
MP 121.1
MONTANA

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.

WESTWARD ↓	1007 NRPC Daily	STATION	1008 NRPC Daily	↑ EASTWARD
		MONTANA DIVISION 1st SUBDIVISION		
	s1216 1121	WILLISTON	1805 s1700	
		106.6		
	s1255	WOLF POINT	s1510	
		49.6		
	s1343	GLASGOW	s1425	
		65.6		
	s1442	MALTA	s1325	
		87.4		
	s1613	HAVRE	1210	
		MONTANA DIVISION 2nd SUBDIVISION		
	1628	HAVRE	s1155	
		104.6		
	s1805	SHELBY	s1024	
		24.2		
	s1835	CUTBANK	s0953	
		33.4		
	s1914	BROWNING	s0921	
		14.2		
	1932	GLACIER PARK	0855	
		30.9		
	f2042	ESSEX	f0748	
		25.4		
	s2124	BELTON	s0710	
		12.3		
		CONKELLEY		
		MONTANA DIVISION 3rd SUBDIVISION		
		CONKELLEY		
		10.5		
	s2208	WHITEFISH	s0635	
		101.8		
	s2357	LIBBY	s0420	
		82.2		
	0145 0045	BOYER	0229 0129	
		2.0		
		SANDPOINT JCT.		

s - regular stop
f - flag stop

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.

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman ___(name)___ (or Gang No. _____) using track bulletin No._____ line No. _____between MP_____ and MP_____ on Subdivision."

(1) To authorize train 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) without stopping, over."

Train 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 to proceed at a speed other 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 to move at restricted speed but less than 20 MPH, the following speed will be added:
"___(train)___ proceed at resticted 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 item **(1)**.