

# MONTANA DIVISION

**R. C. Ellis, General Superintendent Operations, Havre**

**J. L. Hill, Superintendent Operations, Havre**

D. J. BOEN	Manager Operating Practices	Havre
G. SERNA	Trainmaster	Minot
	Trainmaster	Glasgow
D. G. BOESPFLUG	Trainmaster	Havre
J. E. ENGEL	Trainmaster	Shelby
R. J. WOLFF	Trainmaster	Whitefish
R. P. OLSON	Trainmaster	Whitefish
S. M. STOA	Trainmaster	Great Falls

**G. D. Allen, Superintendent Operations, Glendive**

C. E. KELLER	Manager Operating Practices	Glendive
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A. E. FRY	Trainmaster/Agent	Mandan
F. L. KINCAID	Trainmaster	Dickinson
A. M. RIO	Trainmaster	Glendive
T. M. WAMBOLT	Trainmaster	Forsyth
A. D. MARDEN	Trainmaster	Forsyth

**D. L. Meyers, Terminal Manager, Havre**

W. R. WALTERS	Trainmaster	Havre
C. B. ALEXANDER	Asst. Trainmaster	Havre

**B. M. Lutzenberger, Supt. Maintenance. & Engineering, Havre**

A. E. DUNAWAY	Division Maintenance Engineer	Havre
	Division Maintenance Engineer	Glendive
B. M. KLEIN	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
G. A. NYBERG	Division Roadmaster	Bonnors Ferry
E. K. SHERMAN	Division Roadmaster	Great Falls
M. A. CARPENTER	Division Roadmaster	Forsyth
D. F. RUDDY	Division Roadmaster	Glendive
L. R. ROSS	Division Roadmaster	Dickinson
P. A. YAUNEY	Division Roadmaster	Mandan
J. W. JEFFRIES	Division Roadmaster	Hettinger
A. G. ALLARD	Division Roadmaster	Tioga

**B. R. Edmonds, Montana Division Chief Dispatcher, Seattle**

H. W. GILBERT	Chief Dispatcher	Seattle
C. C. STENGEM	Chief Dispatcher	Seattle

**BURLINGTON NORTHERN**



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## MONTANA DIVISION

### TIMETABLE NO. 4

**IN EFFECT AT 0001**

**Continental Central Time**

**Continental Mountain Time**

**Continental Pacific Time**

**Sunday  
October 27, 1991**

Including National Railroad Passenger Corporation (NRP) Trains  
Schedules are shown inside back cover



Sr. Vice President Operations  
**R. S. HOWERY**

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

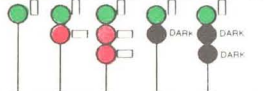

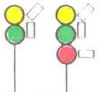

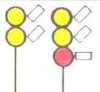

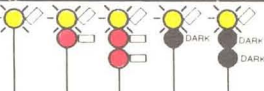

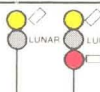

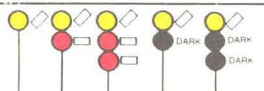

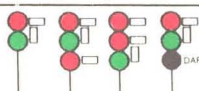

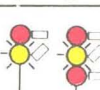

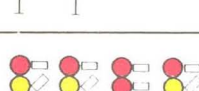

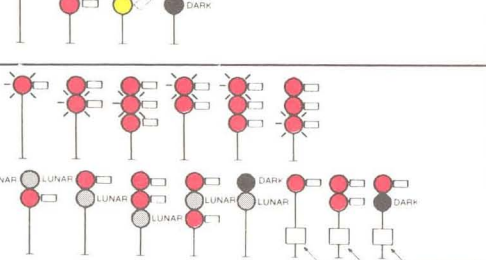

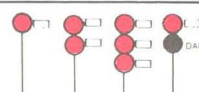

Division General Manager  
**D. G. ANDERSON**

## 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




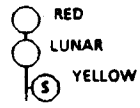



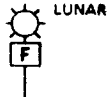
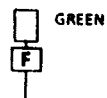
230			CLEAR	Proceed.
232			ADVANCE APPROACH	Proceed prepared to stop at second signal.
233			APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.
234			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 35 MPH.
235			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 INSTRUCTIONS

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

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

## GENERAL SIGNAL INSTRUCTIONS


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


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

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

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

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate flashing light;

 To indicate color light signal head;

 To indicate position of semaphore arm.

## ALL SUBDIVISIONS

## 1. Speed Restrictions

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

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 <b>Except</b> BN 979019-979024, BN 979026-979036 .....	35 MPH	25 MPH
Air dump cars (loaded) .....	45 MPH	45 MPH
Wedge plow or dozer (hailed in tow) .....	35 MPH	25 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader .....	30 MPH	25 MPH
Log cars not equipped with permanent steel side stakes .....	30 MPH	15 MPH
Ribbon rail cars (loaded) .....	35 MPH	25 MPH
Clay cars, BAP 3801-4199 .....	45 MPH	45 MPH
Empty bulkhead flat cars, except BN 961302-961361, BN 965846-965945 and cars with center bulkheads, 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**

<b>Model</b>	<b>Axles</b>	<b>Horse-power</b>	<b>Maximum Weight (pounds)</b>
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	CODE	RESTRICTION APPLICABLE
<b>ALPHA</b>	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. <b>INCLUSIVE</b> 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.	<b>KILOGRAM</b>	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.
<b>BRAVO</b>	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. <b>INCLUSIVE</b> 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.	<b>LIMA</b>	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.
<b>CHARLIE</b>	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. <b>INCLUSIVE</b> 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.	<b>MIKE</b>	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.
<b>DELTA</b>	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. <b>INCLUSIVE</b> 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.	<b>NOVEMBER</b>	When passing other loads carrying <b>NOVEMBER</b> restriction, do not pass on curved part of adjacent tracks.
<b>ECHO</b>	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. <b>INCLUSIVE</b> 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.	<b>OSCAR</b>	Do not pass loads wider than _____ on adjacent parallel tracks.
<b>FOXTROT</b>	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. <b>INCLUSIVE</b> 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.	<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
<b>GOLF</b>	LOAD WIDTH 13 ft. 7 in. to 13 ft. 9 in. <b>INCLUSIVE</b> 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.	<b>QUEBEC</b>	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
<b>HOTEL</b>	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.	<b>ROMEO</b>	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
<b>INDIA</b>	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.	<b>SANDWICH</b>	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
<b>JULIET</b>	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.	<b>TANGO</b>	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
		<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
		<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
		<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

### 9. Trackside Failed Equipment Detectors (FED)

Failed Equipment Detectors (FED) are devices that detect hot bearings, hot wheels and dragging equipment on cars and locomotives. They are located beside the track at locations shown under Individual Subdivision Special Instructions.

Blowing or swirling snow from passing trains can prevent detectors from obtaining a proper reading of wheel or bearing temperature. When these conditions are possible, reduce the train speed to the extent necessary to allow the detector to scan the train.

A speed below 8 MPH while passing a detector can produce an inaccurate reading and axle count. If speed of train drops below 8 MPH at any time while passing a detector, inspect both sides of entire train.

Except in emergency, do not use radio when train is within 150 feet of FED until entire message has been received from that detector.

FED equipment will transmit a **Detector Message** immediately after train has passed the detector. Train crew must be alert for and monitor FED radio reports. A four second warning tone is transmitted each time a defect is detected.

The following are examples of messages transmitted by FED equipment and the actions required by the train crew. **Note:** XXX is the axle count from head end of train to the defect indicated and includes locomotive axles.

Detector Status Message	Train Crew Response
"... No defects"	Proceed.
"... Integrity failure"	Train may proceed unless other conditions or messages require inspection.
"... 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 right/left side from XXX to 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 right side XXX"
- "... First hot wheel right/left side from XXX to XXX"
- "... Second hot box right side XXX"

End of message will be indicated by the words "Out" or "End of transmission".

When an FED which protects bridge, tunnel or other structure is out of service, including when **Detector Message** is "... Integrity failure", inspect train in advance of such structure.

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

When **Detector Message** requires an inspection, be governed as follows:

Only inspect side of train specified in the message; if neither side is specified, inspect both sides.

Location of failed equipment will be determined by counting axles from head end, including locomotive axles. When conditions make it impractical to make a walking inspection of entire train, train may be moved at not more than 5 MPH to complete the inspection.

If the inspection does not confirm a defect, inspect at least eight axles to the front and rear of the indicated axle using heat indicating crayon.

#### FREIGHT TRAINS

If overheated equipment is not found during inspection, crew will determine the axle which was originally detected and set out that car. This will not apply to a caboose or to a locomotive unit which is part of the engine consist. The caboose or locomotive unit must be watched closely for 25 miles unless the next FED does not give an alarm on the same axle. If a defect is detected on the same locomotive unit or caboose by two successive FED's, that equipment must be set out of train.

If FED indicates overheating on the wheel of a caboose having a generator belt attached to the axle, caboose need not be set out if no other mechanical defect is noted.

Connecting crew members, mechanical forces on duty at next terminal, or supervisor must be informed of condition when unable to locate failed equipment on locomotive or caboose.

#### PASSENGER TRAINS

If failed equipment is not found after inspecting eight axles to the front and rear of the indicated axle, then inspect entire train. If failed equipment is not found during inspection of entire train, train may proceed. Crew members must make frequent observation of that equipment for 25 miles unless the next FED does not give an alarm on the same axle. If the defect is detected on the same passenger equipment by two successive FED's, that equipment must be set out of train.

Heat indicating crayon will be used to check journal bearing temperature. Normally, 200 degree Fahrenheit crayon will be used; however, 163 degree Fahrenheit crayon will be used when outside temperature is below 32 degrees Fahrenheit. Where available, hand held infrared device will be used instead of crayon to detect excessive journal bearing temperature.

Conductor will report to the train dispatcher when an FED failed to detect an overheated bearing found within 25 miles of detector. Train dispatcher will notify the signal supervisor and the signal maintainer to have the detector inspected.

Radio Tone detectors are FED's that transmit a radio tone only and are shown under Individual Subdivision Special Instructions. An intermittent radio tone will be broadcast immediately after train has passed the detector site to indicate no dragging equipment was detected. When a continuous radio tone is heard while passing through the limits of a Radio Tone detector, inspect entire train for dragging equipment. When the intermittent radio tone is not heard, stop train and inspect for dragging 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.

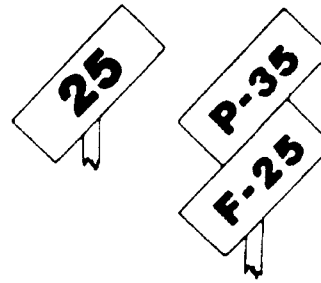
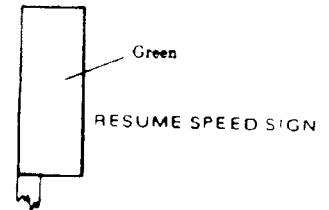
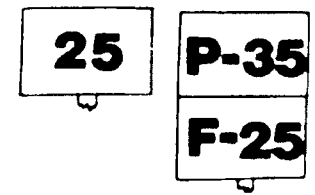
**Rule 10(E)**-following paragraphs are added:

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 derailling 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.

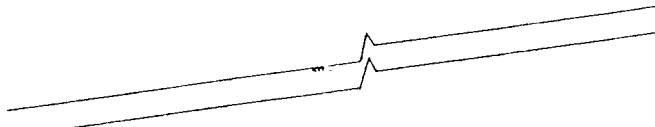
**Rule 456** - will not be used. Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.

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 _____
----------	-----------------	------------------

Printed in U.S.A.

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

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

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

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

#### 14. Instructions For Agents, Control Operators, Clerks/Operators, Bridgetenders Changes and Additions

**Item 5A3d**-is changed to read:

d.Line-up; 10 inch short form may be used when receiving machine is using 10 inch wide white paper.

**Item 5A4**- is changed to read:

The error correction feature, on machines so equipped, must be activated when transmitting or receiving track warrants, track bulletins or train location line-ups. Refer to Manufacturer's Operating Manual to determine if machine is equipped with error correction feature. Track warrants, track bulletins or train location line-ups may be inserted vertically. They must not be inserted horizontally (sideways) unless the receiving machine is using 10 inch wide white paper.

**Item 5A5**- is changed to read:

Facsimile machines must be set to the resolution which produces the best copy.

**Item 5A6**- is canceled.

**Item 6L** - 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 6M** - 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.

**Item 7D**- new item added

#### D. Releasing:

When employee releases track and time limits, control operator will state:

- Name of employee releasing track and time limits,
- Track and time limit's number being released,
- Track limits that were authorized,
- Time track and time limits were released.

#### 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:

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



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".

##### Getting On and Off Moving Equipment

Getting on or off moving engines and cars is prohibited except where otherwise specified by Special Instructions or in cases of emergency.

**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. Air Brake and Train Handling Rules Changes and Additions.

**Rule 119 H-** is canceled.

**Rule 203-** new rule added.

When the controlling locomotive or yard air brake testing device is equipped with a maintaining feature, this feature must be cut out during brake pipe leakage tests after the required brake pipe reduction has been made.

**Rule 204 B-** is changed to read:

The locomotive must be equipped with an Air Flow Indicator. This indicator must either be equipped with an orange or red calibration mark or display a direct reading of air flow, in cubic feet per minute (CFM), in 10 CFM increments from 10 to 80.

**Rule 204 D-** is changed to read:

The train brake system must be charged to within 15 psi of the regulating valve setting, and the air flow pointer must be to the left of the calibration mark or not exceed 60 CFM.

**Rule 503 C-** is changed to read:

Any train experiencing air brake problems must immediately notify the train dispatcher. The dispatcher must then notify the Trainmaster, Manager Operating Practices or Superintendent Operations, who will make the determination if the train can be safely moved or held for inspection.

**Rule 527 B 3-** is changed to read:

Move the automatic brake valve handle to CONTINUOUS SERVICE position and ensure equalizing reservoir pressure is reduced to zero (0).

## 18. 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.

## 19. Helper Behind Caboose

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

## 20. 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.

## 21. Certificate of Rules Examination

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

## 22. 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.

**23. 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.

**24. 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.

**25. Procedures For State Drug and Alcohol Testing****BURLINGTON NORTHERN'S PROCEDURE FOR ALCOHOL AND DRUG SCREENING OF ITS EMPLOYEES WITHIN THE STATE OF MONTANA**

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

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

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.

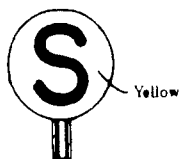
**26. Physical Examinations**

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.

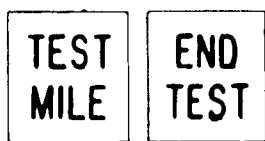
**27. Division Instructions**

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

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



Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch

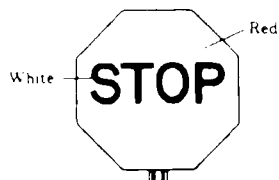


Crossing Whistle  
Rule 15(I)

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



Fouling Point



Stop  
Rules 98 and 98(B)



Stop

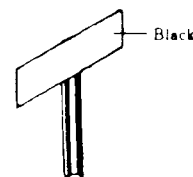
White letters on reflective red background, or black letters on white background



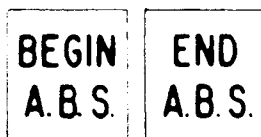
Derail  
Rule 104(L)



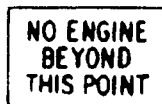
Westward Siding or  
Eastward Siding  
Rule 105(A)



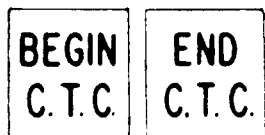
Flanger



Begin and End ABS



No Engine Beyond This Point



Begin and End CTC



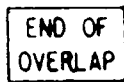
No Clearance



One Mile Draw Span  
Rule 98



Signal Overlap  
Rule 303

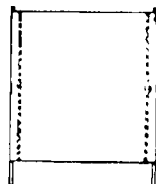


End of Overlap  
Rule 303

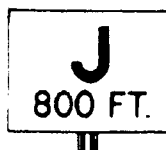


Track Flag

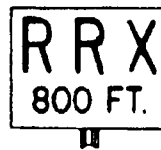
Yellow-Rules 10 & 10(D),  
Red-Rule 10(A) or  
Green-Rules 10 & 10(D)



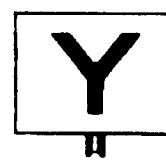
Track Flag



Junction  
Rule 98(B)



Railroad Crossing  
Rules 98 & 98(B)



Yard Limit  
Rule 93



End Double Track

## 29. 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 LDS 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 XXXXXXXXXXX XXXX  X XX XXXXXX  X      X X
110 ..X X      XX XXXXX    X XXXXXXXXXXX XXXX  X XX XXXXXXXXXXXX XX X XXX XXXX
100 EEX X      XX XXXXX X  X XXXXXXXXXXX XXXX  X XX XXXXXXXXXXXX XXXXXXXX XXXXC
 90 NNX X      XX XXXXX X  X XXXXXXXXXXX XXXX  X XX XXXXXXXXXXXX XXXXXXXX XXXXA
 80 GGX X      XX XXXXX X  X XXXXXXXXXXX XXXX  X XX XXXXXXXXXXXX XXXXXXXX XXXXB
 70 ..X X      XX XXXXX X  X XXXXXXXXXXX XXXX  X XX XXXXXXXXXXXX XXXXXXXX XXXX
 60 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXX  X XX XXXXXXXXXXXX XXXXXXXX XXXX
 50 ..X X      XX XXXXX XXXX XXXXXXXXXXX XXXX  XX XXXXXXXXXXXX XXXXXXXX XXXX
 40 ..X XX      XX XXXXX XXXX XXXXXXXXXXX XXXX  XX XXXXXXXXXXXX XXXXXXXX XXXX
 30 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX  XXXXXXXXXXX XXXXXXXX XXXX
 20 ..XXXXXXXX XXXXXXXXXXX XXXXXXXXXXX XXXX  XXXXXXXXXXX XXXXXXXX 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:

- \*\*\*SPEED RESTRICTION EXISTS ON THIS TRAIN\*\*\* will print if a car on the wheel report has "SPD" in Special Handling Field.
- Number of loads, empties, tons, feet, length of train, number of cars, caboose(s) and engines as shown on wheel report. Engines are not included in any of these totals except "ENGS" total.
- Tons per operative brake - per Timetable Special Instructions. Engines are not included.
- Tonnage indicator (20 to 150 tons) - cars are listed vertically using Xs to indicate amount of tonnage per car. For example: First car behind engine weighs 130 tons and the 62nd car weighs 110 tons. Engines will be indicated by "ENG". Caboose will be indicated by "CAB".
- "LEN" represents car length - "S" = Short car 50 feet or shorter.  
"L" = Long car 80 feet or longer.
- "SPH" represents special handling - "SPH" codes are listed at bottom of chart.

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

## Special Handling Codes shown on wheel report.

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	RAM	Radioactive Material
	Not Being Handled as a	RE	Rear Ender
	Hi-Wide or Overload	RII	Rejected in Interchange
EPG	Explosives and Poison 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	Expediter Trains Only



Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS	Rule 6	Distance from Minot
	00917		0.0	MINOT KX		0.0
			0.5	SOO TOWER IJX(2)		0.5
			4.7	W. L. SWITCH		4.7
			5.9	GASSMAN SWITCH		5.4
	00930		13.9	DES LACS		13.9
9,880	00939		22.7	BERTHOLD J		22.7
9,090	00956		39.4	BLAISDELL		39.2
N12,662 99,863	00970		54.3	STANLEY JT		54.0
8,264	00978		61.5	ROSS		61.3
6,708	00990		73.5	WHITE EARTH		73.3
	00998		81.8	TIOGA		81.2
12,448	01003	35	87.4	TEMPLE	CTC	86.7
8,665	01015		99.0	WHEELLOCK		98.3
	01020		104.5	EPHING	TWC Rule 251 ABS	103.3
	01036		121.1	WILLISTON BKT(2)		120.4
15,021	01049		131.3	IRENTON		129.4
12,267	01063		147.2	SNOWDEN JT		146.3
8,552	01075		159.2	BAINVILLE J		158.3
8,437	01089		173.5	CULBERTSON		172.6
8,430	01095		179.1	BLAIR		178.1
12,990	01108		192.8	BROCKTON		191.8
8,422	01122		206.8	POPLAR		205.8
8,424	01136		222.1	MACON		221.2
14,025	01144		227.3	WOLF POINT		227.0
8,422	01155		239.2	OSWEGO		238.3
8,495	01167		251.8	KINTYRE		250.7
8,431	01179		263.2	HASHUA		262.1
11,700	01192		277.3	GLASGOW Bk CTC		276.6
8,431	01205		289.4	TAMPICO		288.4
13,183	01219		303.5	HINSDALE		302.5
10,169	01232		316.2	SACO		315.2
8,000	01245		330.7	BOWDOIN		326.9
8,418	01259		343.3	MALTA		342.2
10,389	01268		352.3	WAGNER		351.8

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Cont. 1st Subdiv MAIN LINE STATIONS	Rule 6	Distance from Minot
7,264	01276		360.7	DODSON		359.7
8,456	01291		376.0	SAVOY		375.0
7,463	01303		387.8	HARLEM		385.8
10,302	01315	35	399.6	ZURICH		398.6
7,525	01324		408.8	CHINOOK	CTC	407.9
10,109	01332		416.7	LOHMAN		416.0
9,504	01345		430.4	HAVRE BKT(2)Y		429.6

BN Radio Channel No. 1 in service on this Subdivision.  
Between Minot MP 0.0 and MP 5.9 (Dakota Division) employees are under the jurisdiction of Dakota Division General Manager.  
Train Dispatcher calls: Berthold-01, Stanley-12, White Earth-02, Tioga-03, Epping-04, Williston-06, Culbertson-14, Poplar-15, Wolf-point-16, Frazer-17, Glasgow-18, Hinsdale-19, Malta-20, Harlem-23, Havre-25.

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

	Passenger	Freight
Minot and Havre	79 MPH	60 MPH
Against the current of traffic		
on double track	59 MPH	49 MPH
MP 0.0 and MP 1.2	35 MPH	35 MPH
MP 1.2 and MP 4.7	60 MPH	55 MPH
MP 4.7 and MP 5.2, Gassman Bridge	40 MPH	40 MPH
MP 5.2 and MP 104.0	50 MPH	50 MPH
MP 60.3 and MP 81.8	65 MPH	65 MPH
MP 81.8 and MP 81.9	50 MPH	50 MPH
MP 81.9 and MP 90.1	70 MPH	70 MPH
Epping-Through equilateral turnout at		
end of double track and MP 104.0	50 MPH	50 MPH
MP 111.3 and MP 118.3	60 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 including end of two

main track Des Lac	35 MPH	35 MPH
End of Two Main track Gassman Bridge	35 MPH	35 MPH
Stanley - South siding	10 MPH	10 MPH
Tioga-Locomotives and cars on		
north L.P.G. track		5 MPH
Chinook - South Milk River factory		5 MPH
tracks		5 MPH

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

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

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

**3. TWC Instructions-Track Warrant Control in effect between:**

MP 104.5, Epping and MP 121.1, Williston

Between Epping and Williston, trains will not require Track Warrant authority when moving with the current of traffic.

Eastward trains out of Havre will obtain track warrant from Havre East Dispatcher for territory between Havre and Bainville. A second track warrant received from Minot West Dispatcher will apply at Bainville.

Westward trains out of Minot will obtain track warrant from Minot West Dispatcher for territory between Minot and Bainville and a second track warrant received from Havre East Dispatcher will apply at Bainville.

All eastward trains out of Havre operating east of Bainville and all westward trains out of Minot operating west of Bainville will be furnished 2 sets of track warrants with track bulletins that are in effect.

Track warrant series 7000 for trains operating between Minot and Bainville.

Track warrant series 2000 for trains operating between Have and Bainville.

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

**Epping and Williston-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-**

Lonetree-	MP 18.0 and MP 19.0
Ray-	MP 91.5 and MP 92.5
Trenton-	MP 139.4 and MP 140.4
Nashua-	MP 268.5 and MP 269.5
Glasgow-	MP 283.1 and MP 284.1
Malta-	MP 345.8 and MP 346.8
Chinook-	MP 411.6 and MP 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. Minot-**Eastward trains at Gassman Bridge will call the Gavin Yardmaster for instructions. Westward trains departing Gavin Yard will receive route instructions from Gavin Yardmaster.

Freight trains departing from downtown Minot will call Gavin Yardmaster with their departing time.

**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-**

MP 2.0, Main 1 and Main 2 for Westward movement over Gassman bridge

MP 8.0, Main 1 and Main 2 Eastward movement over Gassman bridge

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-**

MP 2.0, Main 1 and Main 2 Eastward trains

MP 8.0, Main 1 and Main 2 Westward trains

Bethold-	MP 20.1	White Earth-	MP 67.5
Stanley-	MP 46.5	Temple-	MP 92.1
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. Central Standard Time applies between Minot and Williston. Mountain Standard Time applies between Williston and Havre.****11. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
00934 Lonetree.....	4.1 west of Des Lacs .....	38	East
00963 Palermo .....	7.0 west of Blaisdell .....	28	Both
01009 Ray .....	6.8 west of Temple .....	66	Both
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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS	Distance from Havre
				Rule 6	
	01345	35	430.4	HAVRE BKT(2)Y	0.0
			434.0	4.0	
	01350		964.0	PACIFIC JCT. J	4.0
8,431	01356		970.9	BURNHAM	9.7
8,574	01365		980.1	KREMLIN	19.3
8,577	01375		990.7	GILDFORD	29.4
	01381		996.8	HINGHAM	35.3
8,579	01387		1002.7	RUDYARD	41.3
	01394		1009.0	INVERNESS	47.5
	01397		1012.8	JOPLIN	51.3
9,571	01400		1015.8	BUELOW	54.3
8,552	01407		1022.9	CHESTER	61.4
8,585	01420		1035.6	LOTHAIR	74.5
8,556	01432		1047.6	DEVON	86.5
9,062	01441		1056.3	DUNKIRK	95.1
	01451		1065.4	SHELBY BJKTX	104.6
			1068.4	TETON X(2)	107.3
	01464		1078.7	ETHRIDGE	117.6
	01475		1090.1	CUT BANK BKK(2)	128.8
	01491	36	1106.5	PIEGAN X(2) CTC	145.2
	01501		1116.2	BLACKFOOT T	154.9
12,183	01508		1123.9	BROWNING	162.2
	01517		1131.8	SPOTTED ROBE	170.1
			1136.1	GRIZZLEY	174.4
4,631	01522		1138.1	GLACIER PARK	176.4
9,536	01525		1144.0	BISON	181.7
	01534		1149.8	SUMMIT	188.0
			1152.2	MARIAS TX(2)	190.4
	01540		1157.6	BLACKTAIL X	195.0
	01548		1165.2	JAVA EAST	202.3
			1166.1	JAVA WEST	203.2
	01552		1170.2	ESSEX TX(2)	207.3
	01558		1173.2	PINNACLE	210.3
			1177.6	PAOLA	214.6
	01568		1185.2	RED EAGLE TX	222.1
			1188.0	NYACK	225.0
10,232	01578		1196.1	BELTON	232.7
11,157	01586		1204.9	CORAM	240.6
	01590		1208.7	CONKELLEY	245.0

### 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 993.3	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:

#### Head end of Westward Trains

	UP TO 100 TONS/OB	OVER 100 TONS/OB
Signal 433.1		40 MPH.
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.
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.

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.

**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.)

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.

**Between Browning and Whitefish-**

Locomotives equipped with bolster stops may be coupled to cars in manned helper service.

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

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

**Java East to Summit-Eastbound only**

Trains of greater than 4250 trailing tons must handle empty cars 80 feet and longer in the rear 4250 tons.

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

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

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

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

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

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

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

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

**13. Do not exceed 5 MPH over electronic scales at NFO spur at Inverness.****14. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures-**

Burnham-	MP 969.7	Blacktail-	MP 1157.2
Cut Bank-	MP 1086.3	Java East-	MP 1162.1
High/wide		Essex-	MP 1170.3
Load Detector-	MP 1118.0	Nyack-	MP 1188.0
Spotted Robe-	MP 1131.8	Belton-	MP 1198.9
Bison-	MP 1142.5	Conkelley-	MP 1208.3
Sundance-	MP 1099.0 Main 1 and 2 Eastwrd		

**Other Track Side Warning Detector Locations-**

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

**15. 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
01495 Meriwether-storage track .....	5.9 east of Blackfoot .....	34	East
01555 Essex Pit .....	2.9 west of Essex .....	50	Main 1 East



WESTWARD

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS		Distance from Con-kelley
	01590		1208.7		CONKELLEY	0.0
W4,015	01593		1211.6	DT	2.9 COLUMBIA FALLS TX(2)Y	2.9
	01601		1219.2		7.6 WHITEFISH BIKTX(2)Y	10.5
7,060	01607		1224.6		5.4 VISTA	15.9
9,325	01613		1231.1		6.4 LUPFER	22.3
9,711	01624		1243.3		11.2 RADNOR	33.5
	01631		1249.3		7.1 STRYKER JT	40.6
9,722	01636		1252.8		3.4 BRIMSTONE	44.0
9,763	01646		1263.5		10.7 TWIN MEADOWS	54.7
9,760	01656		1273.2		9.6 ROCK CREEK	64.3
9,730	01665		1282.2		9.0 WOLF PRAIRIE	73.3
10,344	01672		1290.0		7.9 TAMARACK	81.2
9,769	01683		1298.0		7.9 FISHER RIVER	89.1
10,799	01692	36	1306.9		8.9 RIVERVIEW	98.0
9,568	01710		1312.2		7.0 RIPLEY	105.0
10,510	01718		1319.6		7.2 LIBBY BK	112.2
8,641	01729		1331.3		11.0 KOOTENAI FALLS	123.2
14,286	01736		1337.9		7.2 TROY BT	130.4
6,982	01742		1343.3		6.7 YAKT	137.1
9,152	01749		1350.3		6.8 LEONIA CTC	143.9
8,394	01763		1364.3		13.5 CROSSPORT	157.4
9,742	01767		1368.4		4.3 BONNERS FERRY	161.7
9,577	01778		1379.8		11.4 NAPLES	173.1
9,912	01786		1387.4		7.4 ELMIRA	180.5
7,439	01793		1394.1		6.7 COLBURN	187.2
10,363			1401.3		7.2 BOYER JM	
	01796		1403.1		SANDPOINT JCT	

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.

#### 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.
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.

Zone-Between	Passenger	Freight
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 1371.3 .....	50 MPH.	45 MPH.
MP 1371.3 and MP 1376.5 .....	40 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.

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

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

#### 3. 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.

If a train is stopped in the tunnel, protection and safety of all crew members must be provided for including deadhead crews. Comply with rules pertaining to protection of your train.

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 tunnel 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 at the east end of the tunnel and 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS		Distance from Great Falls
				Rule 6		
	32777		0.9	GREAT FALLS	BJKTY	0.0
				11.3		
2,847	32788		12.3	VAUGHN		11.3
				14.0		
6,455	32802		26.6	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	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	SHELBY	BJKTYX CTC	98.0
				19.7		
2,618	61217		120.1	KEVIN	TWC	117.7
				10.4		
	61228		130.6	SUNBURST		128.1
				8.4		
6,600	61236		138.9	SWEET GRASS	KTY	136.5

BN Radio Channel No. 1 in service on this Subdivision.  
Train dispatcher calls: Great Falls-71, Dutton-75, Conrad-76,  
Shelby-78, Sunburst-80.

#### 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 88.9 and MP 89.2	25 MPH.
MP 91.10 and MP 93.60	25 MPH.
Shelby and Sweetgrass	40 MPH.
All Sidings	10 MPH.

Item 1A. All Subdivisions, applies.

#### 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 - MP 99.8	2.0 Miles
MP 102.4 - 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 98 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Moss-main
				Rule 6		
	30853		0.0	MOSSMAIN JTY		0.0
	32557		4.2	HESPER		4.0
6,400	32590		36.5	BROADVIEW		36.3
6,442	32609		56.1	CUSHMAN		55.9
6,399	32635		81.8	HEDGESVILLE		81.6
6,654	32655		102.1	JUDITH GAP		101.9
	32668	362	114.4	BUFFALO		114.2
			122.4	SIPPLE J		122.2
	32683		129.8	HOBSON		129.6
6,196	32688		135.1	MOCCASIN JT	TWC	135.0
3,182	32707		153.9	STANFORD		153.7
2,671	32724		170.7	GEYSER		170.6
	32736		183.1	RAYNESFORD		183.0
6,743	32748		194.4	ARMINGTON		194.2
	32750		196.3	BELT		196.2
2,618	32766		212.8	GERBER		212.7
	32777		224.5	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-71, Hesper-60.

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

Mossmain and Great Falls .....	49 MPH.
MP 0 and MP 0.8 .....	10 MPH.
MP 10.0 and MP 10.8 .....	25 MPH.
MP 10.8 and MP 13.1 .....	10 MPH.
MP 16.0 and MP 19.2 .....	40 MPH.
MP 19.2 and MP 19.6 .....	25 MPH.
MP 19.6 and MP 22.3 .....	40 MPH.
MP 40.5 and MP 40.7 .....	25 MPH.
MP 44.1 and MP 44.7 .....	25 MPH.
MP 54.3 and MP 54.5 .....	25 MPH.
MP 149.0 and MP 149.5 .....	10 MPH.
MP 161.0 and MP 161.5 .....	10 MPH.
MP 181.5 and MP 184.0 .....	40 MPH.
MP 198.3 and MP 200.4 .....	35 MPH.
MP 200.4 and MP 200.8 .....	25 MPH.
MP 208.0 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.

Item 1A, All Subdivisions, applies.

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

Six axle locomotives not permitted on west leg of wye track at Moccasin.

**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 215.8 and MP 216.8

**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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv MAIN LINE STATIONS		Distance from Helena Jct.
				Rule 6		
	31082	42	2.95	2MT	HELENA JCT. JY	0.0
	31084		5.0		2.2 TOBIN	2.2
6,825	31092		13.0		7.8 AUSTIN	10.0
	31098		18.4		5.7 SKYLINE	15.7
7,951	31100		20.5		2.0 BLOSSBURG T CTC	17.7
9,468	31108		28.9		8.4 ELLISTON	26.1
6,213	31117		37.7		8.7 AVON	34.8
7,749	31130		50.5		13.2 GARRISON K	48.0
14,660	31134		52.9		3.8 PHOSPHATE	51.8

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 .....	25 MPH.	25 MPH.
Ascending .....	25 MPH.	20 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:		
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. 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
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### 4. Rule 350 (B)- Following switch is not equipped with an electric lock:

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

### 5. 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.

### 6. 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.

### 7. 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.

### 8. 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 5000Ton or 8150Ton 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 7,500Ton or 12,000Ton 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.

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

#### Other Track Side Warning Detector Locations-

Elliston- MP 33.0



## 10. 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv MAIN LINE STATIONS Rule 6	Distance from Bismarck
7,866	03437	38	192.0	BISMARCK	0.0
	03444		200.3	MANDAN	5.8
			0.0		
7,600	03451	39	8.3	LYONS	14.3
7,151	03471		27.9	NEW SALEM	33.6
6,999	03481		38.7	DENGATE	44.3
6,524	03491		57.5	GLEN ULLIN	53.9
6,227	03496		63.6	EAGLE NEST	59.4
7,091	03504		70.1	HEBRON	66.5
8,660	03513		79.2	ANTELOPE	75.6
11,234	03524		92.0	TAYLOR	86.9
7,498	03538		104.9	LEHIGH	101.3
	03543		109.5	DICKINSON	105.9
7,651	03553		119.1	SOUTH HEART	115.9
10,119	03569		134.5	FRYBURG	131.3
9,914	03574		141.0	SULLY SPRINGS	136.6
7,897	03588		155.0	RIDER	150.3
10,351	03599		167.2	SENTINEL BUTTE	162.6
11,564	03607		174.2	BEACH	169.6
7,752	03613		179.8	YATES	175.3
7,047	03621		188.4	BEAVER HILL	183.8
7,356	03628		195.5	HODGES	190.6
6,730	03634		200.5	IONA	195.5
8,998	03644		210.1	CURRY	205.3
	03649		215.8	GLENDIVE	210.7

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

Dispatcher Radio Call-in: Mandan-51, New Salem-52, Antelope-53, Dickinson-54, Fryburg-56, Sentinel Butte-57 and Curry-58.

1. Maximum Speeds Permitted- Zone-Between	Up to 100 Tons/OB	Over 100 Tons/OB
Bismarck and Glendive	60 MPH.	45 MPH.
Bismarck MP 192.9 and Mandan MP 200.0	35 MPH.	35 MPH.
Bridge 196, Bismarck, cars heavier than 263,000 pounds		10 MPH.
MP 0.0 and MP 0.8	35 MPH.	35 MPH.
MP 0.8 and MP 10.2	50 MPH.	
MP 10.2 and MP 14.0	30 MPH.	30 MPH.
MP 14.0 and MP 21.4	40 MPH.	40 MPH.
MP 21.4 and MP 27.9	40 MPH.	40 MPH.
MP 27.9 and MP 38.7	40 MPH.	40 MPH.
MP 38.7 and MP 57.5	40 MPH.	40 MPH.
MP 57.5 and MP 63.6	40 MPH.	40 MPH.
MP 63.6 and MP 70.1	40 MPH.	40 MPH.
MP 70.1 and MP 79.2	40 MPH.	40 MPH.
MP 79.2 and MP 92.0	40 MPH.	40 MPH.
MP 92.0 and MP 104.9	40 MPH.	40 MPH.
MP 104.9 and MP 109.5	40 MPH.	40 MPH.
MP 109.5 and MP 119.1	40 MPH.	40 MPH.
MP 119.1 and MP 134.5	40 MPH.	40 MPH.
MP 134.5 and MP 141.0	40 MPH.	40 MPH.
MP 141.0 and MP 155.0	40 MPH.	40 MPH.
MP 155.0 and MP 167.2	40 MPH.	40 MPH.
MP 167.2 and MP 174.2	40 MPH.	40 MPH.
MP 174.2 and MP 179.8	40 MPH.	40 MPH.
MP 179.8 and MP 188.4	40 MPH.	40 MPH.
MP 188.4 and MP 195.5	40 MPH.	40 MPH.
MP 195.5 and MP 200.5	40 MPH.	40 MPH.
MP 200.5 and MP 210.1	40 MPH.	40 MPH.
MP 210.1 and MP 215.8	40 MPH.	40 MPH.

MP 111.2 and MP 111.6	40 MPH.	40 MPH.
MP 127.2 and MP 128.7	50 MPH.	
MP 128.7 and MP 131.6	45 MPH.	45 MPH.
MP 131.6 and MP 138.1	35 MPH.	35 MPH.
MP 138.1 and MP 166.5	40 MPH.	40 MPH.
MP 174.1 and MP 179.6	50 MPH.	
MP 186.9 and MP 188.8	40 MPH.	40 MPH.
MP 188.8 and MP 210.0	50 MPH.	
MP 210.0 and MP 213.0	35 MPH.	35 MPH.

Trains through No. 20 turnouts and on

sidings at the following locations:

New Salem, Taylor, South Heart, Fryburg,

Sully Springs, Sentinel Butte,

Yates, Hodges and Rider

All other sidings and turnouts

All elevator and industry tracks

## 2. Bridge and Equipment Weight Restrictions-

Six axle locomotives not permitted on the following tracks:

**Lehigh-** Royal Oak track restricted to one four axle locomotive beyond derail.**Dickinson-** Loaded unit trains not permitted on No. 3 track.**Beach-** House track restricted to one six axle locomotive.**Wibaux-** Elevator track.

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

Bismarck and Mandan MP 192.0 and MP 4.0.

Dickinson MP 107.9 and MP 112.1.

Glendive MP 213.5 and MP 215.8.

## 6. Mandan- Main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.

First paragraph of Rule 104(B) of the General Code of Operating Rules which covers normal position of main track switch DOES NOT APPLY at East Main Track Switch located at MP 106.7 and West Main Track Switch located at MP 0.8.

These switches may be left lined for the main track or the yard; however, they must be locked. Trains must approach these switches expecting them to be lined against the movement.

## 8. Glendive- Eastward advance warning sign located at east switch is 2200 feet in advance of the reduce speed sign.

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

## Other Track Side Warning Detector Locations-

New Salem MP 32.8	South Heart MP 124.8
Eagle Nest MP 61.8	Rider MP 154.3
Richardton MP 87.9	Yates MP 177

## 10. Milepost Equation- Exists at MP 44.4 equals MP 54.0, between Dengate and Glen Ullin.

## 11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
03447 Sunny	3.1 west of Mandan	20	East
03458 Sweetbriar	6.8 west of Lyons	40	East
03463 Judson	6.5 east of New Salem	18	West
03518 Richardton	5.5 east of Taylor	80	West
03529 Boyle	5.0 west of Taylor	120	Both
03532 Gladstone	6.7 east of Lehigh	10	West
03548 Eland	4.5 west of Dickinson	90	West
03563 Belfield	10.3 west of South Heart	70	Both
03583 Little Missouri	5.2 east of Rider	25	East
03594 Demores	6.0 west of Rider	10	West
03618 Wibaux	4.9 west of Yates	10	West

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv MAIN LINE STATIONS	Distance from Glendive
	03649		0.0	GLENDIVE BIJKTY	0.0
6,293	03656		7.2	COLGATE	7.2
6,993	03668		19.4	MARSH	19.5
6,250	03678		29.6	FALLON	29.6
7,583	03688		39.2	TERRY J	39.2
6,970	03698		49.3	BLATCHFORD TWC ABS	49.4
6,975	03708		59.9	SHIRLEY	59.7
7,790	03718		69.8	TUSLER	69.8
5,588	03727		78.6	MILES CITY	78.6
7,635	03733		84.1	ULMER	84.1
6,280	03738		90.4	HORTON	90.3
7,020	03747		98.7	HATHAWAY	98.7
6,612	03760	40	111.3	ROSEBUD	111.3
	03772		123.8	FORSYTH BKTY	123.7
	03778		129.7	NICHOLS WYE JT	129.3
6,142	03779		130.2	NICHOLS	129.6
10,850	03787		138.5	FINCH	138.4
	03795		146.6	SARPY JCT. J	146.5
6,715	03800		151.2	HYSHAM	151.1
7,470	03821		172.3	CUSTER	172.2
6,035	03829		180.8	WACO	180.7
10,100	03843		194.2	POMPEY'S PILLAR	194.0
	03858		209.8	JONES JCT. J	209.6

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

Train Dispatcher Call-in: Fallon-21, Terry-94, Miles City-23, Hathaway-24, Forsyth-25, Hysham-26 and Pompey's Pillar-27.

1. Maximum Speeds Permitted- Zone-Between	Up to 100 Tons/OB	Over 100 Tons/OB
Glendive and Jones Jct. ....	60 MPH.	45 MPH.
MP 8.0 and MP 12.9 .....	45 MPH.	
MP 44.6 and MP 45.4 .....	50 MPH.	
MP 64.6 and MP 66.0 .....	45 MPH.	
MP 77.7 and MP 79.0 (head end restriction) .....	20 MPH.	20 MPH.
MP 85.0 and MP 95.0 .....	50 MPH.	
MP 102.4 and MP 104.5 .....	40 MPH.	40 MPH.
MP 104.5 and MP 123.0 .....	50 MPH.	
MP 123.0 and MP 125.7(head end restriction) .....	25 MPH.	25 MPH.
East Nichols Wye through turnout .....	25 MPH.	
MP 157.2 and MP 157.9 .....	45 MPH.	
MP 157.9 and MP 158.8 .....	35 MPH.	35 MPH.
MP 158.8 and MP 162.9 .....	45 MPH.	
Trains through No. 20 turnouts and on sidings at following locations:		
Marsh-Both siding switches .....	25 MPH.	25 MPH.
Shirley-West siding switch .....	25 MPH.	25 MPH.
Nichols Wye-East Jct. switch .....	25 MPH.	25 MPH.
Finch-Both siding switches .....	25 MPH.	25 MPH.
Sarpy Jct.-switch .....	25 MPH.	25 MPH.

Hysham-Both siding switches .....	25 MPH.	25 MPH.
Custer - Both siding switches .....	25 MPH.	25 MPH.
Pompey's Pillar-West siding switch .....	25 MPH.	25 MPH.
Jones Jct. - Switch .....	10 MPH.	10 MPH.
All other sidings and turnouts .....	10 MPH.	10 MPH.
All elevator and industry tracks .....	5 MPH.	

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

## 3. TWC Instructions- TWC in effect between MP 2.8 and MP 122.0 and between CTC Hysham and CTC Jones Jct.

Trains arriving Terry from the 27th Subdivision will not occupy siding at Terry until they receive permission from train dispatcher or receive their Track Warrant for movement on 8th subdivision.

When CTC signal at East Hysham indicates proceed into siding it will be considered authority to occupy the siding in TWC territory Hysham.

**Forsyth-** Eastward departing trains destined beyond Terry via 27th Subdivision will obtain 27th Subdivision track warrant and track bulletin(s) and 8th Subdivision track warrant and track bulletin(s).

Trains departing Forsyth destined beyond Jones Jct., in addition to obtaining track bulletins in effect between Forsyth and Jones Jct., will obtain track bulletins in effect between Jones Jct. and Laurel on the MRL or between Jones Jct. and Sheridan on the Denver Division 6th Subdivision, depending on destination.

**Laurel-** Trains departing Laurel destined 8th Subdivision east of Jones Jct., in addition to obtaining track bulletins in effect between Laurel and Jones Jct., will obtain track bulletins between Jones Jct. and Forsyth.

**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. Rule 93- Yard limits in effect:

Glendive	MP 0.0 and MP 2.8
Forsyth	MP 122.0 to Begin CTC at MP 123.16.

## 6. Special Track Circuit-

**Miles City-**a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.

## 7. Sidings- Freight trains over 100 Tons/OB must not use siding at Miles City.

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

## Other Track Side Warning Detector Locations-

Fallon MP 34.1	Finch MP 140.9
Shirley MP 54.8	Waco MP 177.9
Hathaway MP 95.9	Newton MP 200.2
Forsyth MP 120.0	

## 9. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
03663 Hoyt	7.6 west of Colgate	100	West
03754 Joppa	6.2 west of Hathaway	25	West
03765 Flynn	5.1 west of Rosebud	80	East
03805 Myers	5.3 west of Hysham	10	East
03815 Big Horn	15.4 west of Hysham	105	Both
03838 Bull Mountain	8.2 west of Waco	100	Both
03853 Worden	10.3 west of Pompey's Pillar	100	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS			Distance from Stryker	EASTWARD ↑
	Rule 6								
	4,946	01631	389	1248.5	STRYKER	JTY	0.0		
	2,867	61663		1260.6	11.5 FORTINE	TWC	11.5		
	3,370	61675		1273.0	11.7 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

Item 1A, All Subdivisions, applies.

**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 between:**

Stryker	MP 1248.5 and MP 1250.0
Eureka	MP 1270.0 and 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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv BRANCH LINE STATIONS			Distance from Sipple
	Rule 6							
			368	0.0	SIPPLE	J	0.0	
		61368		7.4	MOORE		7.4	
		61358		17.0	GLENGARRY	TWC	17.0	
	61331	25.0		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

Item 1A, All Subdivisions, applies.

**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 locomotives 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).

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS			Distance from Fort Benton
	Rule 6							
	4.822	11075	353	74.6	FORT BENTON	TWC	0.0	
	4.054	11090		90.3	CARTER		15.7	
	4.646	11103		102.9	PORTAGE		28.3	
	5.334	11109		108.1	SHEFFELS		33.9	
		32777		119.4	GREAT FALLS		44.6	

BN Radio Channel No. 1 in service on this Subdivision.  
Train Dispatcher calls: Great Falls-71, 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  
Item 1A, All Subdivisions, applies.

**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 between:**

Great Falls MP 113.1 and 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	9	West
11095 Floweree	7.5 east of Portage	37	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	12th Subdiv BRANCH LINE STATIONS			Distance from Power	EAST WARD ↑
	Rule 6								
		32802	360	0.0		POWER	JT	0.0	
					21.2				
	3,600	61521		21.1		EASTHAM JCT.	J TWC	21.2	
	61529	28.5			7.5 CHOTEAU		28.7		

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

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

Freight

Power and Choteau .....25 MPH  
MP 0.0 and MP 3.0 .....10 MPH  
Eastham Jct. Switch MP 21.1 .....10 MPH  
Item 1A, All Subdivisions, applies.

**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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	13th Subdiv BRANCH LINE STATIONS	Distance from Eastham Jct
3,600	61521	369	0.6	EASTHAM JCT.	0.0
	61585		11.0	FAIRFIELD	11.0

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 0.6 ..... 10 MPH  
Item 1A, All Subdivisions, applies.

**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).

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	14th Subdiv BRANCH LINE STATIONS	Distance from Valier Jct.
	32847	361	0.0	VALIER JCT.	0.0
	61717		17.3	VALIER	17.3

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

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

**Freight**

Valier Jct and Valier ..... 25 MPH  
Item 1A, All Subdivisions, applies.

**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 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).

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	15th Subdiv BRANCH LINE STATIONS	Distance from Great Falls
	32777	336	115.6	GREAT FALLS	0.0
2,213	11133		129.8	ULM	14.2
2,271	11148		144.3	CASCADE	28.7
6,100	11171		167.2	CRAIG	51.6
2,488	11179		175.1	WOLF CREEK	59.5
2,276	11188		184.4	SIEBEN	68.8
5,112	11200		196.5	SILVER CITY	80.9
	31082		210.9	HELENA JCT.	95.4

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

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

**Freight**

Great Falls and Helena Jct. .... 35 MPH  
MP 121.3 and MP 122.0 ..... 25 MPH  
MP 137.0 and MP 137.5 ..... 25 MPH  
MP 146.0 and MP 146.6 ..... 25 MPH  
MP 152.9 and MP 155.0 ..... 25 MPH  
MP 155.0 and MP 155.7 ..... 10 MPH  
MP 155.7 and MP 164.6 ..... 25 MPH  
MP 164.6 and MP 164.8 ..... 10 MPH  
MP 164.8 and MP 181.4 ..... 25 MPH  
MP 181.4 and MP 181.7 ..... 10 MPH  
MP 181.7 and MP 183.5 ..... 25 MPH  
MP 183.5 and MP 184.5 ..... 10 MPH  
MP 184.5 and MP 210.0 ..... 25 MPH  
All Sidings ..... 10 MPH

Item 1A, All Subdivisions, applies.

**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 between:**

Great Falls MP 115.6 and MP 120.9  
Helena Jct. MP 209.0 and 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	16th Subdiv BRANCH LINE STATIONS		Distance from Colum- bia Falls
				Rule 6		
	01593		1211.7	COLUMBIA FALLS	Y	0.0
				5.4		
2,840	61605		1217.1	LASALLE		5.4
				9.0		
	61617	388	1226.1	KALISPELL	Y	14.4
				10.8		
	61625		1236.9	SOMERS	Y	25.2

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

#### 1. Maximum 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

Item 1A, All Subdivisions, applies.

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 between:

Columbia Falls MP 1212.0 and MP 1212.8

#### 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. Track out of service between MP 1231.2 East of Main Highway 93 and MP 1236.8.

#### 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

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	17th Subdiv BRANCH LINE STATIONS		Distance from Bainvil- le
				Rule 6		
	01075		0.7	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	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

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

Item 1A, All Subdivisions, applies.

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

Cars heavier than 263,000 lbs. not permitted.

Six axle derricks not permitted.

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

#### 7. 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



Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	18th Subdiv BRANCH LINE STATIONS	Distance from Pacific Jct
	01350		0.0	PACIFIC JCT. J	0.0
	11011	353	10.8	10.9 LAREDO	10.9
	11021		20.6	9.8 BOX ELDER	20.7
	11032		31.2	10.8 BIG SANDY	31.5

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

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

Freight

Pacific Jct. and Big Sandy .....25 MPH

Item 1A, All Subdivisions, applies.

**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).

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	19th Subdiv BRANCH LINE STATIONS	Distance from Mandan
	03444		0.0	MANDAN BJKTY ABS	0.0
4,696	85420		20.1	21.2 PRICE	21.2
	85427		27.0	6.9 SANGER	28.1
	85447	303	47.2	20.5 GLENHAROLD	48.6
3,697	85452		52.4	4.9 STANTON	53.5
9,135	85465		64.4	11.9 HAZEN	65.4
	85473		72.6	8.2 BEULAH	73.6
	85480		80.5	6.9 ZAP	80.5

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

Train Dispatcher Call-in: Mandan-42 and Hensler-50.

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

Freight

Mandan and Zap .....30 MPH.

MP 0.1 and MP 3.3 .....10 MPH.

Glenharold-Trains unloading coal over hopper .....3 MPH.

Trains using Loop Track UPA .....5 MPH.

Trains using Siding .....5 MPH.

Beulah- All yard tracks .....5 MPH.

Antelope Valley Spur .....30 MPH.

Item 1A, All Subdivisions, applies.

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

Item 5d 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. Rule 93-** Yard limits in effect between:

Mandan MP 0.0 and MP 4.0  
Beulah MP 69.8 and MP 80.5

**6. Mandan-** Standard Oil Refinery track gate must be kept locked except when opened for switching.

**7. Glenharold-** Men not permitted to ride on cars over open pit. Hand rail on walk over United Power unloading hopper will not clear man on side of car.

**8. Beulah-** Inside switch of crossover west of stockyard must be left lined and locked for stockyard track.

Private crossing east of storage track switch must not be blocked.

**South Beulah-** Locomotives must not pass under tippie. Tippie will not clear man on side of car.

Trains approaching State Highway 49 crossing located 5,100 feet west of MP 72.0 from South Beulah Mine Spur must know crossing gates are down before occupying crossing.

**9. Republic-** Locomotives must not pass under tippie. Tippie will not clear man on side of car.

**10. Beulah-** Antelope- Valley Spur Track GPGA Plant scale on west end No. 1 Track must not be crossed by locomotives.

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

Name	Miles-Location	Capacity Cars	Switch Opens
85403 Standard Oil Refinery	2.2 west of Mandan	37	East
85404 Duke Spur	3.4 west of Mandan	5	West
85405 Montana-Dakota Utility	3.8 west of Mandan	55	East
85435 Hensler	7.8 west of Sanger	85	Both
85478 Republic	2.0 east of Zap	172	Both
Beulah Mine	4.1 from Beulah	300	Both
85475 Antelope Valley Spur	4.5 west of Beulah	Yard	East

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	20th Subdiv BRANCH LINE STATIONS	Distance from Glendive
	03649		0.0	GLENDIVA BJKTY	0.0
1,599	85924	312	22.2	24.4 LINDSAY	24.4
2,171	85952		50.0	27.7 CIRCLE	52.1

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

Train Dispatcher Call-in: Glendive-58.

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

Freight

Glendive and Circle .....25 MPH.

MP 49.0 and MP 50.0 .....10 MPH.

MP 28.0 and MP 49.0 Unit trains over 100 Tons/OB .....10 MPH.

Trains with loaded cars over the following bridges:

Bridge 3 at MP 3.40 .....10 MPH.

Bridge 7 at MP 7.49 .....10 MPH.

Bridge 8 at MP 8.14 .....10 MPH.

Bridge 12 at MP 12.85 .....10 MPH.

Bridge 26 at MP 26.40 .....10 MPH.

Bridge 27 at MP 27.65 .....10 MPH.

Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

Six axle locomotives 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, distance will be 1.5 miles.**5. Rule 93-** Yard Limits in effect between:

Glendive MP 0.0 and MP 3.0  
Circle MP 49.0 and end of track.

**6. Sidney Branch Junction-** Normal position of switch is for 28th Subdivision.**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
85907 Western Gravel Co .....	8.3 west of Glendive .....	20	Both
85933 Rimroad .....	8.6 west of Lindsay .....	14	Both

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

Name	Miles-Location	Capacity Cars	Switch Opens
03911 Mike .....	11.4 west of Sarpy Jct .....	7	East
03918 Bob .....	18.3 west of Sarpy Jct .....	6	East

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	21st Subdiv BRANCH LINE STATIONS	Distance from Sarpy Jct.
	03795		0.0	SARPY JCT. J	0.0
7,362	03936	315	37.4	KUEHN Y TWC	35.9

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

**Train Dispatcher Call-in: Sarpy Jct.-26 and Kuehn-25.**

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

**Freight**

Sarpy Jct. and Kuehn ..... 40 MPH.  
Kuehn around Loop Track..... 10 MPH.

**2. Bridge and Equipment Weight Restrictions-** None.**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. Rule 93-** Yard limits in effect between:

Kuehn MP 34.4 and MP 37.4.

**6. Kuehn-** A member of the crew with radio will be located in the control house during loading.

All trains must be stripe aligned in one direction. WW018 trains stripes must face west departing Kuehn.

When the Loop Track at Kuehn is occupied by an eastbound train the westbound train will take siding.

**7. All trains delayed at Sarpy Jct.** beyond 15 minutes will stop their leading locomotive west of the cattle crossing and will have to cut the first private crossing around the curve one quarter of a mile west of Sarpy Jct.**8. Train location lineups-** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

**Train Location Lineup Procedure**

1. From touch tone telephone or mobile unit dial (8) 298-7700, St. Paul, using current dialing procedures (BN Network, long distance (612), etc.)
2. Dial Tone, then dial 7 then dial 1.
3. Dial (\*) to listen to repeat of lineup. Underscore each word as it is repeated.
4. Hang up telephone.

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	22nd Subdiv BRANCH LINE STATIONS	Distance from Nichols Wye
	03778		0.0	NICHOLS WYE JT	0.0
	86029	313	29.1	COLSTRIP Y TWC	29.1
	86039		39.5	BIG SKY Y	39.1

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

**Train Dispatcher Call-in: Nichols Wye-25.**

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

**Freight**

Nichols Wye and Colstrip ..... 35 MPH.  
Colstrip and Big Sky ..... 25 MPH.  
Between Big Sky and Colstrip eastward trains between  
MP 38.0 and MP 34.0 ..... 30 MPH.  
Cow Creek Yard through all turnouts ..... 5 MPH.  
Colstrip and Big Sky Loop Tracks ..... 10 MPH.

**2. Bridge and Equipment Weight Restrictions-** None.**3. TWC Instructions-** TWC in effect on this subdivision.

Trains on the Loop Track, Colstrip ready to depart will not leave the Loop Track until they receive their Track Warrant. Eastward Big Sky trains and trains from the storage tracks within the yard limits at Colstrip will obtain their Track Warrant before blocking any crossings.

**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. Rule 93-** Yard limits in effect between:

Colstrip MP 27.5 and MP 34.0.  
Big Sky MP 37.5 and MP 39.5.

**6. Nichols Wye-** Normal position of tail track switch is for East Leg of Wye.**7. Big Sky-** Coal trains will leave Big Sky with stripes headed west, therefore, either entrance to loop track may be used.

A member of the crew with radio will be located in the control house during loading.

Speed over scale, when activated not to exceed 2.8 MPH loaded or empty. Reverse movement over scale must not be made after train has started to weigh unless authorized by mine personnel.

**8. Colstrip-** Coal trains must be stripe aligned in one direction. CC018 trains stripes must face west when departing Colstrip.

A member of the crew with radio will be located in the control house during loading.

First paragraph of Rule 104(B) of the General Code of Operating Rules which covers normal position of Main Track switch DOES NOT APPLY at Colstrip/Big Sky Divide switch, MP 29.03.

Do Not Exceed 20 MPH between Colstrip/Big Sky Divide switch and Colstrip loop track switch.

- 9. Train Location Lineups-** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

**Train Location Lineup Procedure**

1. From touch tone telephone or mobile unit dial (8) 298-7700, St. Paul, using current dialing procedures (BN Network, long distance (612), etc.)
2. Dial Tone, then dial 7 then dial 2.
3. Dial(\*2) to listen to repeat of lineup. Underscore each word as it is repeated.
4. Hang up telephone.

**10. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
86015 Dowlin .....	2.5 east of Moon .....	14	East
86017 West Moon .....	16.0 west of Nichols Wye .....	50	West
86017 East Moon .....	15.0 west of Nichols Wye .....	50	Both
86034 Cow Creek .....	10.0 west of Colstrip .....	100	Both

- 6. Niobe-**Normal position of the junction switch is lined for the 24th Subdivision. Maximum speed permitted 10 MPH.

- 7. Lignite Jct-**Normal position of the junction switch is lined for Dakota Missouri Valley and Western.

- 8. From Lignite Jct MP 57.0 to Crosby MP 89.5 is FRA excepted track. See All Subdivisions Item 6.**

- 9. Train location lineups-** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

**Train Location Lineup Procedure**

1. From touch tone telephone or mobile unit dial (8) 298-7700, St. Paul, using current dialing procedures (BN Network, long distance (612), etc.)
2. Dial Tone, then dial 4 then dial 2.
3. Dial(\*2) to listen to repeat of lineup. Underscore each word as it is repeated.
4. Hang up telephone.

**10. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
58607 Hartland .....	6.2 west of Berthold .....	21	Both
58654 TXL Track .....	13.2 west of Coteau .....	33	Both
58663 Stampede .....	5.9 west of Lignite Jct. ....	34	Both

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	23rd Subdiv BRANCH LINE STATIONS		Distance from Berthold
				Rule 6		
1,913	00939		0.0	BERTHOLD	JY	0.0
	58620		20.4	COULEE		20.5
	58627		27.2	KENASTON		27.5
1,703	58634		33.9	NIOBE	JY	34.2
	58641	263	40.6	COTEAU	TWC	40.9
	58655		54.8	LIGNITE		55.1
	58657		57.0	LIGNITE JCT.	J	57.2
	58665		64.5	KINCAID		65.2
	58675		75.3	NOONAN		75.5
	58688		89.5	CROSBY	TY	88.7

**BN Radio Channel No. 1 in service on this Subdivision.**  
Train Dispatcher Calls-Berthold-01 and Niobe-02.

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

**Freight**

Berthold and Niobe ..... 25 MPH.  
Niobe and Lignite Jct.-all empties ..... 25 MPH.  
Niobe and Lignite Jct.-any load(s) ..... 10 MPH.  
Lignite Jct. and Crosby ..... 10 MPH.

Item 1A, All subdivisions, applies.

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

Item 5D not permitted between Niobe and Crosby  
Six axle locomotives not permitted between Niobe and Crosby

**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. Rule 93-Yard limits in effect between:**

Berthold MP 0.0 and MP 1.0  
Niobe MP 33.3 and MP 35.0  
Crosby MP 87.6 and 89.5

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	24th Subdiv BRANCH LINE STATIONS		Distance from Niobe
				Rule 6		
	58634		0.0	NIOBE	J	0.0
	58708	264	8.0	BOWBELLS	A	8.3
	58721		20.8	NORTHGATE		21.1
	58723		21.5	BOUNDARY LINE	J	21.7

**BN Radio Channel No. 1 in service on this Subdivision.**  
Train Dispatcher Calls-Niobe-02.

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

**Freight**

Niobe and Boundry Line ..... 25 MPH.  
Item 1A, All subdivisions, applies.

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

**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. Automatic Interlockings not indicated at Station-**  
Soo Line crossing 1.5 miles east of Bowbells.

**6. Northgate-**When using Canadian National tracks, Canadian National Railway timetable and rules govern.

**7. Boundary Line-**Six axle locomotives should not be turned on wye.

8. **Train location lineups-** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

**Train Location Lineup Procedure**

1. From touch tone telephone or mobile unit dial (8) 298-7700, St. Paul, using current dialing procedures (BN Network, long distance (612), etc.)
2. Dial Tone, then dial 4 then dial 2.
3. Dial(\*2) to listen to repeat of lineup. Underscore each word as it is repeated.
4. Hang up telephone.

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	25th Subdiv BRANCH LINE STATIONS Rule 6		Distance from Stanley	EAST WARD ↑
		00970		0.0	STANLEY	JT	0.0	
		58812		11.7	LOSTWOOD		13.2	
		58825		24.6	POWERS LAKE		26.0	
		58838	265	38.0	McGREGOR	TWC	39.5	
		58850		50.4	WILDROSE		51.8	
		58864		64.3	ALAMO		65.7	
		58870		69.8	APPAM		71.2	
		58875		74.6	ZAHL		76.0	
		58887		87.1	GRENOIRA	T	88.0	

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

Train Dispatcher Calls-Stanley-12, Powers Lake-02 and Wildrose-04.

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

Freight

Stanley and Grenora ..... 25 MPH.  
MP 24.4 and MP 24.9 ..... 10 MPH.  
Grenora-Engine or leading car over Main Street  
crossing ..... 10 MPH.  
Item 1A, All Subdivisions, applies.

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

Item 5D not permitted between Zahl and Grenora  
Six axle locomotives in excess of 350,000 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 required to flag, distance will be 1.0 mile.

**5. Zahl MP 74.6 to Grenora MP 87.1 is FRA excepted track. See All Subdivisions item 6.**

**6. Train location lineups-** Maintenance of Way Rule 35 recorded train location lineup or track warrant must be obtained.

**Train Location Lineup Procedure**

1. From touch tone telephone or mobile unit dial (8) 298-7700, St. Paul, using current dialing procedures (BN Network, long distance (612), etc.)
2. Dial Tone, then dial 4 then dial 2.
3. Dial(\*2) to listen to repeat of lineup. Underscore each word as it is repeated.
4. Hang up telephone.

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
58818 Lunds Valley .....	6.3 west of Lostwood .....	24	Both
58844 Hamlet .....	7.9 west of McGregor .....	25	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	26th Subdiv BRANCH LINE STATIONS Rule 6		Distance from Watford City	EAST WARD ↑
		59337		36.6	WATFORD CITY	T	0.0	
		59329		29.0	ARNEGARD		7.4	
		59319	311	18.9	ALEXANDER		17.6	
		59313		13.0	CHARBONNEAU	TWC	23.5	
		59306		5.1	CARTWRIGHT		31.4	
		59215		0.0	FAIRVIEW	JT	37.2	

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

Train Dispatcher Call-in: Fairview-18.

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

Freight

Fairview and Watford City ..... 10 MPH.

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

Item 5d not permitted.  
Six axle locomotives not permitted.  
Four axle locomotives in excess of 265,000 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, distance will be 1.0 mile.

**5. Train Location Lineups-** Maintenance of Way Rule 35 train location lineup or track warrant must be obtained.

**6. From Fairview MP 0.0 to Watford City MP 36.6 is FRA excepted track - See All Subdivisions Item 6.**

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
59301 Hardy Beet Spur .....	1.4 east of Fairview .....	59	Both
59324 Rawson .....	4.8 east of Alexander .....	30	Both

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	27th Subdiv MAIN LINE STATIONS		Distance from Mo- bridge
					Rule 6		
	13,061	08405		805.0	MOBRIDGE	T	0.0
	7,570	08417		817.0	WAKPALA		12.0
		08428		827.3	MAHTO		22.2
		08473		873.8	WATAUGA		30.3
	9,685	08435		835.4	McLAUGHLIN		38.6
	7,748	08464		863.6	McINTOSH	CTC	66.8
	7,801	08482		882.1	MORRISTOWN		85.3
	6,520	08495		894.6	THUNDERHAWK		97.8
	8,344	08510		909.7	PETREL		112.9
	10,274	08527		927.5	HETTINGER	BKY	130.7
	8,139	08536	2005	936.1	BUCYRUS		139.3
		08549		949.2	KNIFE RIVER		152.4
	7,850	08560		959.6	BUFFALO SPRINGS		162.8
	4,732	08567		967.4	BOWMAN		170.6
	6,662	08581		980.6	RHAME		183.8
	11,424	08615		1015.6	BAKER	TWC ABS	218.8
	4,616	08628		1028.1	PLEVNA		231.3
	6,534	08644		1043.9	ISMAY		247.1
	8,946	08659		1058.9	MILDRED		262.1
	6,542	08673		1073.3	BLUFFPORT		276.5
		03688		1078.9	TERRY	J	282.1

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

Dispatcher Radio Call-in Codes: Mobridge-98, Walker-83, Thunderhawk-84, Hettinger-93, Bowman-28, Marmarth-29, Ismay-30, and Terry-94.

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

#### Freight

Mobridge and Terry .....	40 MPH.
MP 927.5 and MP 928.0 .....	20 MPH.
MP 1054.2 and MP 1054.4 .....	25 MPH.
All sidings .....	10 MPH.

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

McLaughlin, McIntosh, and Bowman elevator tracks restricted to one locomotive.

#### 3. TWC Instructions- TWC in effect between Hettinger MP 930.0, and Terry MP 1078.9.

Track warrant control is computerized between Hettinger and Terry. Since mile post locations of more than three digits cannot be issued using, CTWC, computerized track warrant control, MP 1000 or greater will not be used. MP 1000.1 through MP 1078.9 will be designated on track warrants as MP 0.1 through MP 78.9.

**Hettinger-** Westward departing trains destined beyond Terry will obtain 8th Subdivision track warrant and track bulletin(s) and 27th Subdivision track warrant and track bulletin(s).

Eastward trains must not leave Hettinger and Westward trains must not leave Mobridge without Track Warrant showing track bulletins in effect unless authorized by train dispatcher.

**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. **Rule 93-** Yard limits in effect between:

Hettinger MP 925.0 and MP 930.0.

#### 6. Sidings-

The following sidings are authorized for trains over 100 ton O/B: Wakpala, Morristown, Petrel, Hettinger, Buffalo Springs, Baker, Ismay, Mildred and Bluffport.

**Originating** grain trains at McLaughlin, Thunderhawk, Lemmon, and Scranton are authorized to use siding or industrial trackage.

7. **Bucyrus, Buffalo Springs and Bowman-**When trains meet, the train holding the main track will not pass the automatic block signal at the near end of the siding until the train taking siding has arrived.

#### 8. CTC- Rule 350(B)-

Following switches are not equipped with electric locks:

Mahto  
Walker  
McIntosh-short siding north side.  
Lemon-short siding north side.  
Haynes

9. **Terry-** Trains arriving Terry from the 27th Subdivision will not occupy the siding at Terry until they receive permission from the train dispatcher or receive their 8th subdivision Track Warrant.

10. **Train location lineups-** Maintenance of Way train location lineup or track warrant must be obtained.

#### 11. Industrial Tracks and Other Tracks-

Name	Miles-Location	Capacity Cars	Switch Opens
08451 Walker .....	15.2 west of McLaughlin .....	50	East
08504 Lemmon .....	9.2 west of Thunderhawk .....	80	West
08519 Haynes .....	3.6 west of Petrel .....	15	East
08545 Reeder .....	8.5 west of Bucyrus .....	50	Both
08555 Scranton .....	4.6 east of Buffalo Springs .....	66	Both
08595 Marmarth .....	14.5 west of Rhame .....	7	East
08636 Westmore .....	7.6 west of Plevna .....	6	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	28th Subdiv BRANCH LINE STATIONS		Distance from Glendive	EASTWARD ↑	
					Rule 6				
		03649	306	0.0	GLENDIVE	8JKTY	0.0		
1,631	85835			33.7	35.0	SAVAGE		35.0	
	59225			53.9	20.2	SIDNEY	8KTY	55.2	
	59215			64.4	10.5	FAIRVIEW	JT	65.7	
12,267	01063			78.6	14.3	SNOWDEN	JTY	80.0	

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

Dispatcher Call-in Code: Savage-19, Sidney-18 and Snowden-05.

**1. Speed Restrictions-  
Zone-Between**

**Maximum Speeds Permitted**

Glendive and Snowden .....	40 MPH.
MP 3.5 and MP 14.1 .....	25 MPH.
MP 14.1 and MP 14.4 .....	10 MPH.
MP 14.4 and MP 34.0 .....	25 MPH.
MP 36.2 and MP 36.3 .....	10 MPH.
MP 49.0 and MP 64.4 .....	25 MPH.
MP 64.4 and MP 65.5 .....	20 MPH.
MP 65.5 and MP 72.2 .....	25 MPH.
MP 72.2 and MP 72.6 .....	10 MPH.
MP 72.6 and MP 77.0 .....	25 MPH.
Sidney over Main Street and Third Street N.E. crossings .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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

Item 5d not permitted.

**Sidney**-Locomotives must not be operated over the hoppers at Holly Sugar Corporation plant trestles.

**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, distance will be 1.5 miles.

**5. Rule 93-** Yard limits in effect between:

Glendive	MP 0.0 and MP 3.5.
Sidney	MP 49.0 and MP 55.0.
Snowden	MP 77.0 and MP 78.6.

**6. Glendive-** A train or engine must receive permission from Glendive Yard before entering the 8th Subdivision.

**7. Industrial Tracks and Other Tracks-**

Name	Miles-Location	Capacity Cars	Switch Opens
85806 West Glendive Spur .....	4.3 west of Glendive .....	35	West
85811 Stipek .....	10.7 west of Glendive .....	10	East
85820 Intake .....	20.1 west of Glendive .....	10	West
85844 Crane .....	10.7 east of Sidney .....	10	West
59218 Ridgelawn .....	4.1 east of Fairview .....	11	West
59216 Ludington .....	1.5 east of Fairview .....	36	Both
59209 Dore .....	5.2 west of Fairview .....	50	East



MONTANA DIVISION SPECIAL PROJECT RECOLLECTABLE  
CODES - JANUARY, 1991

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Seattle	
8-625-6245	Chief Dispatcher	
8-625-6413	Asst. Chief Disp.	
8-625-6405	Havre West	
8-625-6403	Havre East	
8-625-6476	Mt. Div. Branch Lines	
	includes Helena-Phosphate	
8-625-6176	Boyer East	(206) 625-6176
8-625-6623	ACD Spokane - Whitefish	

## MINNEAPOLIS

8-782-3430	Chief Dispatcher
8-782-3432	Asst Chief Disp -North
8-782-3431	Asst Chief Disp -South
8-782-3436	Coal Chief
8-782-3404	District 4
	27th sub-Mobridge to Terry
8-782-3405	District 5
	19th Sub-Mandan to Zap
8-782-3407	District 7
	1st Sub-Minot to Bainville
	23rd Sub-Berthold to Crosby
	24th Sub-Niobe to Boundary Line
	25th Sub-Stanley to Grenora
	26th Sub-Fairview to Watford City
	28th Sub-Glendive to Snowden
8-782-3411	District 11
	7th Sub- Mandan to Glendive
	20th Sub-Glendive to Circle
8-782-3412	District 12
	8th Sub-Glendive to Jones Jct
	21st Sub-Sarpy Jct. to Kuehn
	22nd Sub-Nichols Wye to Big Sky

Commercial telephone numbers are the same as company telephone numbers. Use the area codes as shown below:

Seattle	(206)
Minneapolis	(612)

## 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	
730	Bismarck	
731	Mandan	
732	Mandan Shop	
733	Dickinson	
734	Glendive	

LINE/YARD SEGMENT	MILEPOST FROM	TO	DESCRIPTION	"J" & "O" CODES
0035	00.50		Extraordinary or unusual expense for M/O of interlocker and tower in Minot. Costs are currently flat rated against the Soo Line. Both M/O and electricity have been flat rated.	J 0163
0038	192.00	192.00	Flagging for Soo Line at the interlocker located 1,200 feet westerly of MP 192.00 Bismarck, ND	J 0167
0264	20.80		Track maintenance for International Mineral Corp. Northgate, ND	O85DK000003
0303	77.20		Unusual or extraordinary expense of signals on industry track crossing County Road 26A near Zap, ND for ANG Coal Gasification Company. Normal maintenance is flat rated BN 17935	O85YN000009
0303	3.30		M/O of switches Amoco Oil Co. Refinery Mandan, ND	O85YN000010
0303	3.80		M/O industry trackage for Montana-Dakota Utilities, Mandan, ND (Upon request) N-18280	O85YN000011
0303	72.60		Inspection and maintenance of trackage for Beulah Mine, Beulah, ND for Knife Rivr Coal Mining BN 5471	O85YN000006
0303	77.00	79.00	M/O of industry trackage and signal controlled crossing on industry tracks for North American Coal Corp. near Zap, ND BN 5762 and BN 13428	O90DK000001
0313	29.60	31.00	Inspection of track and minor repairs Western Energy Colstrip, MT	O85YN000001
0313	29.70		Maintenance, inspect and cleaning tracks & xings Montana Power Co., near Colstrip, MT - BN 3425	O85YN000002
0313	33.10	39.10	Testing track scales for Big Sky Mine Peabody Coal Co., near Cow Creek, MT	O85AN0000121
0313	35.00		Maintenance of xing signals & tracks Big Sky Mine - Peabody Coal Co., Colstrip, MT	O85YN000004
0354	49.80		-BN 19126 Maintenance of spur track serving Exxon Corp at Collins, MT	O85MT000001
N/A			This code is used to gather the expense related to the Montana Western Railway shortline from Garrison, MT to Butte, MT	J 8002
N/A			This code is used to gather the expense related to the Montana Rail Link shortline from Huntley, MT to Sandpoint, MT and trackage rights from Sandpoint, MT to Spokane, WA	J 8008

## CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears .....Ft. Worth, Texas  
 Dr. Hi. E. Newby, Associate Chief Medical Officer .....Ft. Worth, Texas

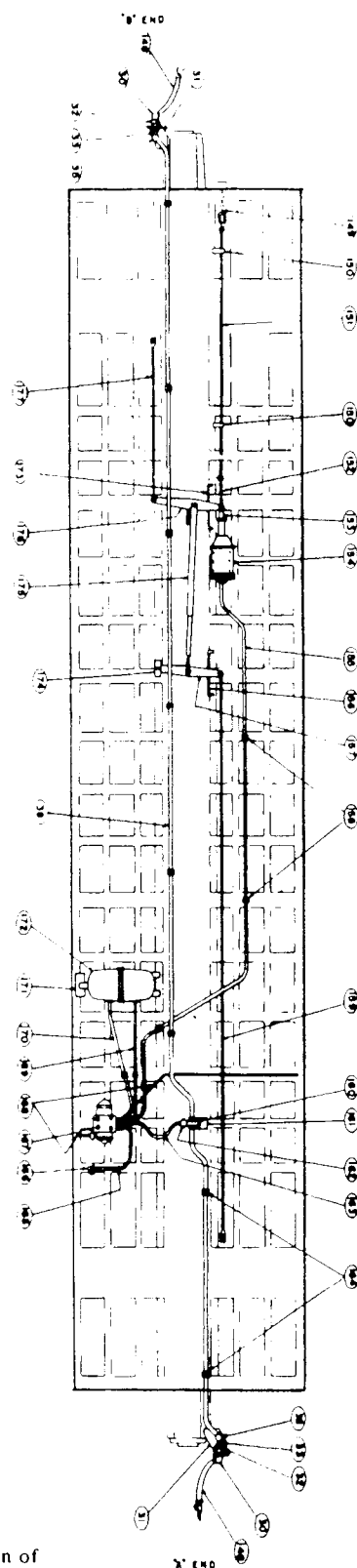
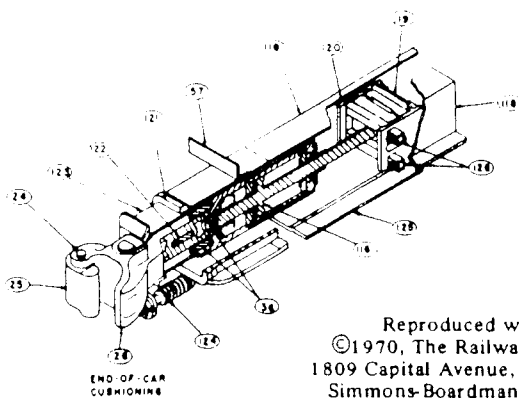
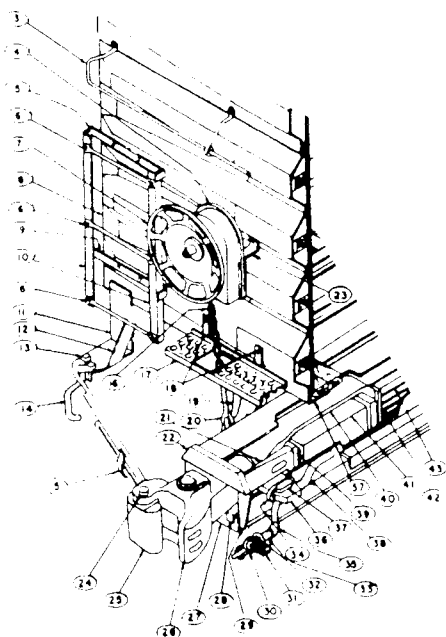
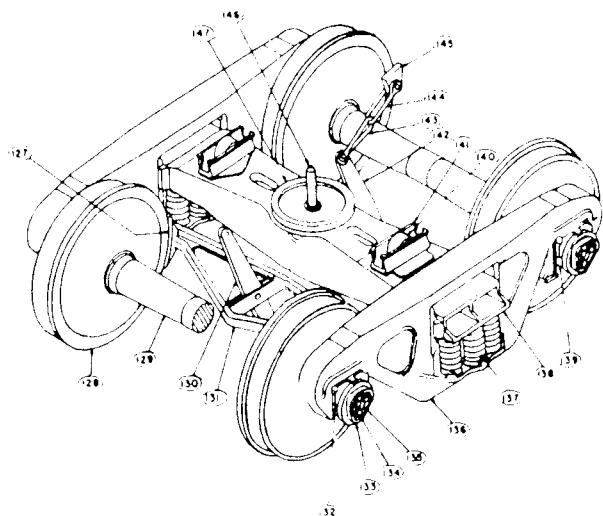
## MEDICAL EXAMINERS AND LOCAL SURGEONS (Montana Division)

* Billings Clinic .....	Billings	Dr. Melchidek L. Margaris .....	Great Falls
* Billings West Medical Center .....	Billings	Dr. John Margaris .....	Great Falls
Family Practice Center .....	Bismarck	Dr. John Ross .....	Great Falls
Med Dakota Clinic .....	Bismarck	Dr. Donald MacLean .....	Hamilton
Dr. R. J. Dunnigan .....	Bismarck	Dr. Mark Ward .....	Havre
Dr. R. L. Jennings .....	Bismarck	* Havre Clinic .....	Havre
Quain & Ramstad .....	Bismarck	* Dr. James Kelley .....	Havre
Dr. P. M. O'Campo Jr. ....	Bismarck	* Helena Family Physicians .....	Helena
Dr. C. J. Edwards .....	Bonnors Ferry	Dr. J. L. Kremer .....	Helena
* Dr. S. L. Shaneyfelt .....	Bozeman	* United Clinic-Dr. Gerald T. Sailer .....	Hettinger
* Drs. R. J. Best/G. Poore .....	Butte	Family Health Care .....	Kalispell
Dr. George M. Gilboy .....	Butte	* Park Clinic .....	Livingston
* Rocky Mountain Service Group .....	Butte	Laurel Medical Center .....	Laurel
* Triangle Health Care .....	Chester	Dr. Thomas Rowe .....	Livingston
Dr. Andrew Bennett .....	Chester	Dr. J. A. Evert .....	Missoula
Sweet Medical Clinic .....	Chinook	Dr. J. E. Gouaux .....	Missoula
Dr. P. W. Lambert .....	Clarkston	Dr. Michael Priddy .....	Missoula
Dr. Douglas J. Pitman .....	Columbia Falls	Garberson Clinic .....	Miles City
Dr. Robert S. Hamilton .....	Conrad	Dr. L. M. Linde-Mobridge Clinic .....	
Dr. Lawrence Hemmer .....	Cutbank	Dr. M. C. Lindel .....	Montesano
Dr. Francis Bertoglia .....	Deer Lodge	Dr. Mark Masar .....	Orofino
* Dickinson Clinic .....	Dickinson	Rittenour Medical Clinic .....	Plains
Dr. Laslo E. Kolta .....	Dickinson	Dr. E. D. Coriell .....	Polson
Dr. William C. Anderson .....	Forsyth	Dr. F. E. Marienau .....	Sandpoint
Dr. James K. Cope .....	Forsyth	Dr. Franz H. Siemsen .....	Sandpoint
Dr. Richard Klinger .....	Forsyth	Shelby Clinic .....	Shelby
Dr. Richard O. Chambers .....	Forsyth	Rittenour Medical Clinic .....	Thompson Falls
Dr. W. F. Gertson .....	Fort Benton	Dr. R. B. Beithon .....	Twin Bridges
* Glasgow Clinic .....	Glasgow	* Family Physician Clinic-	
Dr. Wallace Nakagawa .....	Glasgow	Dr. Jerrold Johnson .....	Whitefish
Dr. Richard O. Chambers .....	Glendive	Dr. D. E. Bosshardt .....	Whitefish
Dr. John Hunter .....	Glendive	Whitefish Clinic/Dr. F. M. Ricker .....	Whitefish
Dr. Janice Lumnitz .....	Glendive	* Whitehall Clinic .....	Whitehall
* Great Falls Clinic .....	Great Falls	* Craven-Hagan Clinic .....	Williston

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

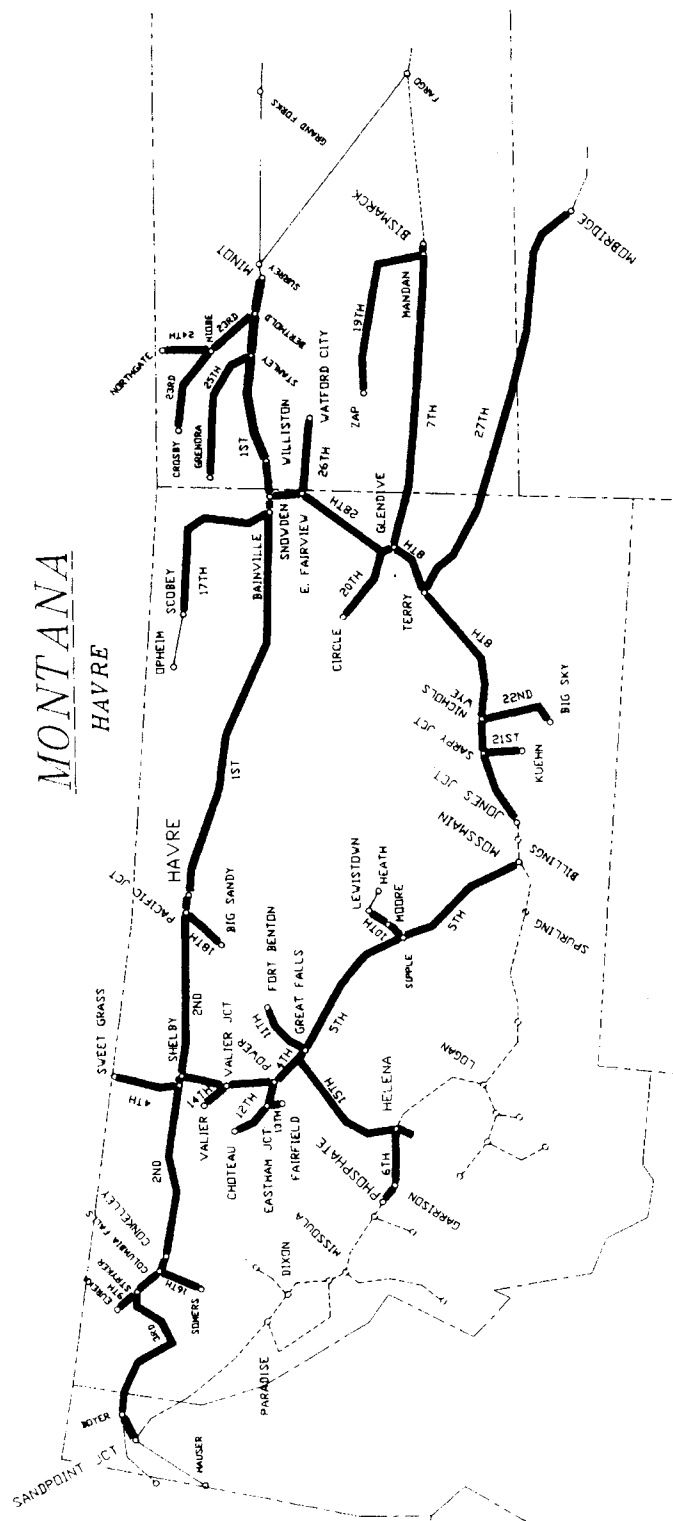
Note: Refer to other division timetables to locate closer doctors.

# CAR CHART



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 dangle
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe, 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
116. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor—underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 1/2"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 1/2"
159. Top rod, "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1 1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 1/2"
170. Emergency reservoir pipe, 1/2"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod, "B" end

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## NOTES

**NOTES**



**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.**

W  
E  
S  
T  
W  
A  
R  
D  
↓

1007 NRPC Daily	STATION	1008 NRPC Daily
MONTANA DIVISION 1st SUBDIVISION		
0954	MINOT 54.3	s2015
s1044	STANLEY 66.8	s1920
s1156 1101	WILLISTON 106.6	1815 s1710
s1235	WOLF POINT 49.6	s1520
s1323	GLASGOW 65.6	s1435
s1422	MALTA 87.4	s1335
s1553	HAVRE	1220

X  
E  
A  
S  
T  
W  
A  
R  
D  
↑

MONTANA DIVISION 2nd SUBDIVISION		
1608	HAVRE 104.6	s1205
1745	SHELDON 141.1	1034
1934	GLACIER PARK 142.1	1004
2022	ESSEX 25.4	10758
2104	BELTON 12.3	s0720
	CONKELLEY	

MONTANA DIVISION 3rd SUBDIVISION		
2148	CONKELLEY 19.5	0615
2337	WHITEFISH 30.3	s0430
0125 0025	LIBBY 75.2 BOYER 2.0	0239 0139
	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 restricted speed but not exceeding            MPH (adding if necessary until reaching MP            ), over."

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

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

When the word STOP is written in the Stop column, train or engine must not enter the limits until verbal authority is received from employee in charge as prescribed by item (1).