



**TIMETABLE
NO. 1**

IN EFFECT AT 0001
Continental Mountain Standard Time

Monday, October 26, 1987

Vice President Operations
G. G. Widle

Superintendent
J. L. Grewell

Printed in U.S.A.

ALL SUBDIVISIONS

1. Speed Restrictions

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

Maximum Speeds Permitted

Freight trains up to 100 Tons/OB	60 MPH
Freight trains over 100 Tons/OB	45 MPH
Loaded coal trains	45 MPH
Empty coal trains	50 MPH

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

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

Maximum speeds permitted unless otherwise provided

Movements on:

Sidings	20 MPH
Tracks other than main tracks and sidings	10 MPH
Light locomotive consist or caboose hop	50 MPH

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals

indicate otherwise

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799	45 MPH	20 MPH
All other ore cars	40 MPH	20 MPH
Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and BN 979026	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 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 cars with center bulkheads	45 MPH	45 MPH
Empty flat cars: CBQ 92400-92799 NP 66100-66249 GN 60680-60696 NP 67550-67552 NP 62300-62949 NP 68011-68023	45 MPH	45 MPH

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

Maximum Speed of Locomotives

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

1A. Control of Harmonic Rocking

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

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

2. Restrictions on Locomotives

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

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

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

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

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

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

Trains of more than 15 cars-

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

Trains of 15 cars or less-

No placement restrictions.

The following BN locomotives are not equipped with alignment control couplers and may be placed anywhere in a light consist or caboose hop:

5-585, 1000-1004, 1400-1438 1956-1971, 6100-6237, 9900-9925.

3. Manned Helper Operations

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

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

1702-1703, 1706-1707, 1709-1713, 1717, 1721, 1725-1726, 1728-1729, 1731-1732, 1734, 1736, 1739, 1741-1742, 1744-1749, 1751-1752, 1758-1760, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1811-1813, 1816, 1819, 1821, 1829, 1831-1834, 1835-1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1888-1889, 1896-1898, 1900, 1902-1904, 1910, 1913-1914, 1916-1918, 1920, 1922, 1927, 1929-1931, 1934-1935, 1938, 1942, 1944, 1946, 1951, 1954, 1956, 1958, 1960-1961, 1964-1965, 1971, 1977-1978, 1980, 1991, 1993, 1995-1997.

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

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

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

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

SPECIAL INSTRUCTIONS

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

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

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

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

3A. Locomotive Group Chart

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

Group	Model	BN Locomotive Numbers
A	SW-1	70, BNET 1-2.
B	GP9B*	600-602, 604
	GP-5	1355-1356, 1358-1360, 1364-1365
	GP-9	1725-1726, 1728-1729, 1731-1732, 1734, 1735, 1739, 1741-1742, 1744-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821, 1829, 1888-1889, 1902-1904, 1910, 1913-1914, 1916-1918, 1920, 1922-1927, 1929-1931, 1934-1935, 1938, 1942, 1944, 1946, 1951, 1954, 1956, 1958, 1960-1961, 1964, 1966, 1969, 1971, 1980, 1991, 1993, 1995-1997.
	GP-18	
C	SW-7	142
	SW-12	162-166, 170-174, 176-177, 179-181, 183-184, 186, 188-189, 192-199, 201, 203, 205-216, 218, 220, 222-226, 228, 230-231, 233-255, AMTK 565
	SW-9	169, 269
	SW-10	375-394, 427-449, 574-577, 579-585.
D	NW-12	5, 14, 19
	MP-15	1000-1004
	GP-15-1	1375-1399
	GP-10	1400-1403, 1406-1411, 1413-1414, 1416-1420, 1422, 1426, 1436, 1438,
	GP-9	1702-1703, 1706-1707, 1709-1713, 1717, 1721, 1763-1765, 1769, 1774, 1777, 1779, 1782-1783, 1787, 1791, 1799-1800, 1802, 1804, 1831-1836, 1839-1841, 1851, 1854, 1858, 1860-1861, 1863, 1868-1869, 1875, 1877-1878, 1882-1883, 1896-1898, 1900, 1965, 1970, 1977-1978.
	GP-20	2006, 2008, 2010, 2012, 2030-2031, 2034-2037, 2041-2042, 2044, 2048-2049, 2054, 2058-2059, 2063, 2217-2219, 2221-2226, 2232, 2236, 2241-2242, 2246, 2700-2739.
	GP-30	
	GP-39-2	
E	SW-15	20-65, 300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-X	2155-2189.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369, HL 2018, HL 2021-2022, HL 2025, HL 2035, HL 2039-2040, HL 2042, HL 2045, HL 2052, MP 2019, MP 2037.
	GP-30	2200, 2203-2207, 2210, 2212-2216, 2249-2251, 2253, 2501, 2503-2504, 2507, 2509, 2511, 2513-2514, 2516-2518, 2521-2526, 2528-2535, 2537, 2540-2543, 2545, 2551, 2554-2557, 2559-2560, 2571-2572, 2576, 2579-2580.
	GP-38-B*	2600.
	GP-38-2B*	2601.
	GP-40	3000-3002, 3004-3012, 3015-3017, 3019, 3022-3030, 3032-3035, 3037-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3162.
	B-30-7A*	4000-4050, 4052-4119.
	U-30-B	5782-5799.

Group	Model	Locomotive Numbers
E	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	AMTK 200-400.
F		None.
G	SD-9	6127, 6131, 6133-6135, 6139, 6141-6143, 6145-6148, 6150, 6152-6154, 6156-6164, 6166-6168, 6174, 6176-6179, 6181, 6183-6185, 6190-6200, 6202, 6204, 6217-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 6107-6110, 6113-6123, 6125-6127, 9900-9908, 9910-9925.
I	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5306, 5318, 5320-5322, 5325-5326, 5330-5331, 5333-5335, 5338-5362, 5364-5394, 5803, 5806-5813, 5815-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944, 6260-6263.
	SD-38-2	6300-6301, 6303-6313, 6315-6318, 6320-6324, 6335-6337, 6339, 6341, 6344-6347, 6394-6395, 6397-6399.
	SD-40	6325-6334, 6348-6366, 6368-6373, 6377-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-45	DRGW 5315, DRGW 5317, DRGW 5319-5326, DRGW 5329, DRGW 5332-5340.
	SD-40-2B*	7500-7502.
	SD-60	8300-8302.
		OWY 9000-9099.
		*Cabless.

4. Restrictions On Cars

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

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

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

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

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

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

The train crew must be notified when such equipment is in their train.
DODX 40000-40100- Handbrakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

4A. Handling 80 Feet or Longer Cars

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

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

SPECIAL INSTRUCTIONS

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

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

4B. Multi-Platform and Stack Intermodal Cars

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

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

Description: Multi-Platform Cars

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

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

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

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

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

Description: Stack Cars

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

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

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

Yard Operation

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

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

Train Operation

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

5. Car Weight and Length Restrictions

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

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. Dimensional and Special Shipment Restrictions

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

b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by the clearance bureau.

c. Before a dimensional or special shipment can be moved in a train, yard forces or employe in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve crew members from complying with Rule 625 of the General Code of Operating Rules.

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

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

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

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

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Handle cautiously through yards. Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Handle cautiously through yards. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.

SPECIAL INSTRUCTIONS

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CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
DELTA	<p><i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
ECHO	<p><i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
FOXTROT	<p><i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
GOLF	<p><i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>	PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>	QUEBEC	<p>Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.</p>
		ROMEO	<p>Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.</p>
		SANDWICH	<p>The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.</p>
		TANGO	<p>Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.</p>
		UNIFORM	<p>Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.</p>
		VICTOR	<p>This shipment must not be detoured or rerouted without further clearances.</p>

CODE	RESTRICTION APPLICABLE	Detector Status Message	Train Crew Response
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.	". . . (No message or incomplete message)" ". . . Excessive Alarms"	Stop and inspect entire train. Stop and inspect entire train.
Detector status messages may describe more than one defect such as:			
". . . First hot box left and right side XXX" ". . . First hot wheel near axle XXX" ". . . Second hot box right side XXX" ". . . Third hot box left side XXX"		XXX is the axle count from the head end of train, including locomotives, to the defect indicated.	
All detector status messages will be repeated in order of detection.			
End of message will be indicated by the words "Out" or "End of transmission".			
When failed equipment is indicated, train crew must advise train dispatcher reason for delay by first available means of communication.			
Train crew must report to the train dispatcher when Detector Status Message is "Integrity failure".			
7. Track Side Warning Detector			
Train Inspection			
When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.			
When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.			
Only 200 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.			
If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.			
If overheating or defect on same equipment is detected by two successive detectors, the identified equipment must be set out of train. EXCEPTION: If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.			
Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.			
Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to superintendent and chief dispatcher indicating date, train and location of track side warning detector which failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.			
When track side warning detector which protects bridge, tunnel or other structure is out of service, including when Detector Status Message is ". . . Integrity failure", crew will inspect train in advance of such structure.			
Location of track side warning detectors is shown under Individual Subdivision Special Instructions.			
Track Side Warning Detector-Radio Reporter			
Except in emergency, radios must not be used while train is within 150 feet of track side warning detector and/or until entire message is received from that detector site.			
A four second warning tone is issued immediately upon each defect detected.			
Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.			
Detector Status Message	Train Crew Response		
". . . No defects"	Proceed.		
". . . Integrity failure"	Detector out of service.		
". . . First hot box right side XXX"	Stop train; inspect near indicated axle.		
". . . First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.		
". . . First hot wheel near axle XXX"	Stop train; inspect near indicated axle.		
8. Storage of Cars Within Yard Limits Non-ABS Territory			
Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order, track warrant or track bulletin. This does not modify requirements of Rule 93.			
9. Commodities Insulating Track in CTC and ABS			
Employees should be alert for insulating commodities such as clay, chips, oil, etc., on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.			
10. General Code of Operating Rules Changes and Additions			
The General Code of Operating Rules is in effect on Montana Rail Link, and the following rules apply on MRL.			
Track Permits, Track and Time Limits, Track Warrants and Track Bulletins			
When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.			
Definition-Restricted Speed-is changed to read:			
A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.			
Rule G-is changed to read:			
The use of alcoholic beverages, intoxicants, narcotics, marijuana or other controlled substances by employes subject to duty, or their possession or use while on duty or on Company property, is prohibited.			
Employes must not report for duty under the influence of any alcoholic beverage, intoxicant, narcotic, marijuana or other controlled substance, or medication, including those prescribed by a doctor, that may in any way adversely affect their alertness, coordination, reaction, response or safety.			
Rule Q-add the following:			
MT - Main Track(s)			
Rules 2 and 3			
Employes governed by the General Code of Operating Rules are "designated employes" under Rules 2 and 3.			
Rule 2			
A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours must be indicated in arabic numerals.			

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

Rule 2

Continental Time will be used for operating purposes.

Rule 3

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

Rule 6(A)-explanation of characters:

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

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

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

Rule 10(E)-following paragraphs are added:

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

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

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

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

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

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

Rule 11-following second paragraph is added:

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

Rule 19-is changed to read:

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

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

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

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

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

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

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

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

Rule 26-is modified as follows:

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

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

Workmen

(No change)

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

"Testing" does not include visual observations made by an employe 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 employe making this inspection must personally contact the employe at the controls of the engine and be assured that the train is and will remain secure against movement until the inspection has been completed.

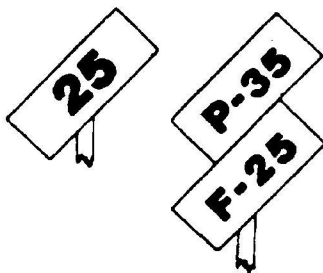
(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

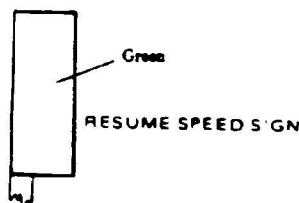
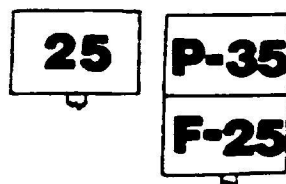
- (7) Blue signal protection must be provided for workmen when:

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

ADVANCE WARNING SIGN



SPEED SIGN



NOTE:
Advance Warning Sign and
Speed Sign have yellow back-
ground and black letters and/or
numbers.

SPECIAL INSTRUCTIONS

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

Rule 81

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

Rule 93-following two paragraphs are added:

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

General order or special instructions will read, as example:

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

Rule 98(A)

The second paragraph is cancelled.

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

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

Rule 102-the following new last paragraph is added:

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

Rule 103(E)-is changed to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

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

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

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

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

Rule 153-following paragraph is added:

When using main tracks, except double track, in westward or southward timetable direction, they will be numbered consecutively from right to left beginning with Main 1. When using in eastward or northward timetable direction, they will be numbered from left to right beginning with Main 1.

Rule 223, Rule 225 and Form N Train Order-will not be used.

Form M Train Order

The following is added to Form M train order:

(3) LINE NO _____ OF ORDER NO _____ IS ANNULLED

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

Form O Train Order and Rule 456-will not be used. Dimensional and Special Shipment Restrictions as contained in Item 7 of Timetable All Subdivision Special Instructions, will govern.

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

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

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

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

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

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

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

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

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

Rule 234

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

Rule 241

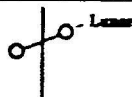
NAME is changed to: RESTRICTED PROCEED.

INDICATION is changed to: Proceed at restricted speed.


Rule 248-new:

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


Rule 248(A)-Take Siding Indicator

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


Rule 248(B)-Operate Switch Indicator

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

Rule 248(C)-Block Indicator

Aspects	Indication
	Block clear.

Rule 248(D)-Block Indicator

Aspects	Indication
	Block occupied.

Rule 248(E)-Spring Switch Indicator

Aspects	Indication
	<p>Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 236.</p>

Rule 248(F)-Switch Indicator

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

Rule 248(I)-Slide Fence Indicator

Aspects	Indication
	<p>When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.</p>

Rule 248(J)-Slide Fence Indicator

Aspects	Indication
	<p>When flashing, slide fence has not been activated.</p>

Rule 248(K)-Resume Speed

Aspects	Indication
	<p>End of slide fence restriction; resume speed.</p>

Rule 312(2)(b)

The waiting time is 10 minutes.

Rule 312(3)-cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train may then proceed on hand signal from a member of the crew at the crossing if there is no train approaching on conflicting routes.

If a train is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train on the conflicting route.

Rule 315(A)-is changed to read:

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

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

Rule 316-second paragraph is changed to read:

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

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

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

Rule 248(G)-Failed Equipment Indicator

Aspects	Indication
	<p>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.</p>

Rule 248(H)-Failed Equipment Indicator

Aspects	Indication
	<p>When flashing, no failed equipment has been detected.</p>

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

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

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

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

The fifth and sixth paragraphs of Rule 351 reading:

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

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

are cancelled and the following new paragraph replaces them:

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

Rule 351(C)-cancel second paragraph reading:

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

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

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

Rule 409-is changed to read:

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

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

Rules 410 and 411-modification:

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

Rule 413-following paragraph is added:

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

Rule 463-is changed to read:

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

- (1) May do so verbally using one of the following examples:
- (a) **LINE (number) OF TRACK BULLETIN NO _____ OF (date) READING (quote line to be made void) IS VOID.**

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

(b) TRACK BULLETIN NO _____ OF (date) IS VOID.

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

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

(a) LINE (number) OF TRACK BULLETIN NO _____ OF (date) IS VOID.

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

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

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

(c) TRACK BULLETIN NO _____ OF (date) IS VOID.

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

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

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

Rule 463-example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D Maintaining **RAIL LINK**

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

OK _____	CONTROL OP _____	DISPATCHER _____
----------	------------------	------------------

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 assistants will, when practicable, ride in the control compartment.

Rule 627(5)-is changed to read:

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

YARD SERVICE RULES

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

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

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

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

Definition-Restricted Speed-is changed to read:

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

Rule G-is changed to read:

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

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

Rule Q-add the following:

MT - Main Track(s)

Rule 2

Continental Time will be used for operating purposes.

Rule 3

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

Rule 6(A)-explanation of characters:

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

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

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

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

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

Rule 11-following second paragraph is added:

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

Rule 26-is modified as follows:

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

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

Workmen

(No change)

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

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

(Rest of rule remains unchanged, except:)

Add the following new last paragraph:

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

- (a) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (b) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 351-cancel fourth paragraph reading:

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

Rule 351-is changed as follows:

The two paragraphs previously added to Rule 351 reading:

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

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

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

The fifth and sixth paragraphs of Rule 351 reading:

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

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

are cancelled and the following new paragraph replaces them:

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

Rule 351(C)-cancel second paragraph reading:

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

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

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

Rule 409-is changed to read:

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

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

Rules 410 and 411-modification:

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

Rule 413-following paragraph is added:

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

Rule 463-is changed to read:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rule 463-example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D		MONTANA RAIL LINK	
No _____	Date _____	19 _____	
TO _____	AT _____		
_____	AT _____		
_____	AT _____		
_____	AT _____		
OK _____	DISPATCHER _____		

12. Safety Rules and General Rules Changes and Additions

Rule 181-is modified as follows:

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

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

WORKMEN:

(No change)

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

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

(Rest of rule remains unchanged. except:)

Add the following new last paragraph:

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

- (1) Replacing, repositioning or repairing a marker when rear of train is on any track;
- (2) Inspecting a marker by repositioning the activation switch or covering the photoelectric cell when rear of train is on other than a main track.

Rule 299-last paragraph is changed to read:

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

Rule 336 m-added:

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

Rule 345-following paragraph is added:

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

Rule 565-is changed to read:

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

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

Rule 566-is cancelled.

Rule 572-is changed to read:

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

Rule 575(A)-added:

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

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

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

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

Rule 592-is changed to read:

Whenever passengers or employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest available 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.

13. Helper Behind Caboose

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

14. 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.

15. Certificate of Rules Examination

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

16. 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 MRL's policy.)

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

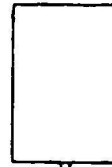
"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

Montana Rail Link rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not MRL's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

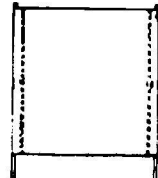
17. Roadway Signs

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



Track Flag

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



Track Flag



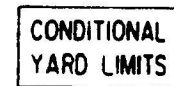
Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



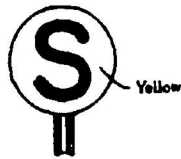
Conditional Yard Limits
Rule 93



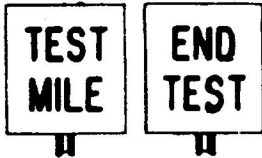
End Double Track



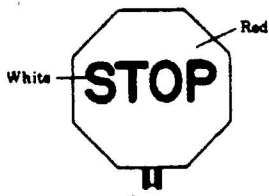
No Engine Beyond This Point



Spring Switch



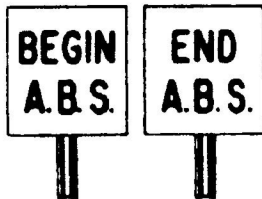
Begin Test Mile and End Test Mile



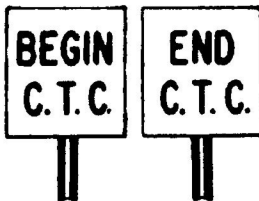
Stop
Rules 98 and 98(B)



One Mile Switch



Begin and End ABS



Begin and End CTC



Signal Overlap
Rule 303



End of Overlap
Rule 303

Rule 303



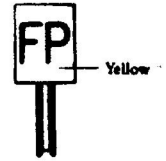
Crossing Whistle
Rule 15(I)

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

Rule 303



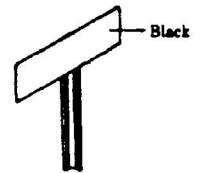
Derail
Rule 104(L)



Fouling Point



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



No Clearance



One Mile Draw Span
Rule 98

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

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

DEFINITIONS

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

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

DOCUMENTATION

§ 174.24 **Shipping Papers.** (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

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

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

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

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

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switch order, switching receipt or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

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

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

(3) The placard notation.

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

(c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830, Placarded."

§ 174.26 **Notice to train crews of placarded cars.**

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

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

NOTE: COMPASS SPECIAL HANDLING CODES

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

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

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

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

§ 172.205 **Hazardous waste manifest.**

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

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

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

(f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.

- (2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

PLACARDING

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

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

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- (3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

SWITCHING AND TRAIN PLACEMENT
























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

§ 174.8 **INSPECTION**

(b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).

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

TRAIN PLACEMENT - SWITCHING

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

MUST NOT BE NEXT TO:

§ 174.9 Inspection of tank cars.

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

§ 174.10 Inspection of cars at interchange.

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

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

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

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

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

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fuses. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, 1/2" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

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

18. Tonnage Chart Profile

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

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

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

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

c. 34 TONS/OP. BRAKE

```

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

```

```

150 .....
140 .....
130 .....
120 .....
110 .....
100 .....
90 X
80 X
70 X
60 X
50 X
40 X
30 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
20 XXXXXXXXXXXX XXXXXXXXXXXX XXXXXXXXXXXX XXXXXX
e. LEN
f. SPH

```

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

NOTES:

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

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

Special Handling Codes shown on wheel report.

FCG	Flammable Compressed Gas	UOS	Unload From One Side Only
EXP	Explosive	MRE	Mechanical Refrigeration
POG	Poison Gas	DEV	Loading Devices
RM	Radioactive Material	HFR	Home For Repairs
DAN	Dangerous	NPR	No Special Entrainment Required
IRM	Incentive Rate Movement	HTR	Heater(s) in Car
RE	Rear Ender	MIC	Messenger in Charge
HWI	High Wide	WI	Waive Inspection
CAU	Caution	HIV	High Value
EW	Excessive Weight	PBC	Perishable in Box Car
DNH	Do Not Hump	ZIP	Expediter Trains Only
SPD	Speed Restriction	L01-L09	BN Local Yard Use Only
DNS	Do Not Separate	RII	Rejected in Interchange

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

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

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

American Institute for Drug Detection, Inc.
9665 Allen Avenue
Rosemont, Illinois 60018

NOTE: For those employees requesting a blood test, the medical personnel will obtain, seal and handle the blood sample, in accordance with the instructions provided by AIDD, Inc. and the medical facility will Express Mail the sample to AIDD, Inc.

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

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

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

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

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

American Institute for Drug Detection, Inc.
9665 Allen Avenue
Rosemont, Illinois 60018

3. The test results from AIDD, Inc. are released only to the Vice President of Operations or his designee.
4. The employee has the right to withhold the release of the test result from all persons except the Vice President of Operations or his authorized representative.
5. Any questions concerning the medical screening should be directed to the Vice President of Operations.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from Huntley
				Office Calls	Rule 6(A)	
12.090	30828	40	213.1	HU HUNTLEY	J CTC	0.0
	30837		221.8	EAST BILLINGS		8.6
	30841		225.2	BG BILLINGS	BKRTXY	TWC 12.3
	30852		11.4	2MT MOSSMAIN	JXY CTC	24.4
	30855	41	13.8	KD LAUREL YARD	BJKRTX	25.3
			14.9	LAUREL		26.6
	30859		17.7	2MT SPURLING		30.8

Radio Channel No. 1 and No. 2 in service on this Subdivision.
Huntley and Laurel-Dispatcher Call-in Code 43 or 44.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted Up to 100 Tons/OB	Over 100 Tons/OB
Head end restriction for westbound freight trains: Against the current of traffic on double track.....	40 MPH.	40 MPH.
Head end restriction for eastbound freight trains: Signal 216.8 between Huntley and East Billings.....	50 MPH.	40 MPH.
MP 213.1 and MP 217.9	50 MPH.	
Head end restriction for westbound freight trains: Signal 222.1 between East Billings and Billings.....	50 MPH.	40 MPH.
MP 223.4 and MP 224.0	40 MPH.	40 MPH.
Billings and Spurling MP .0 and MP 12.4	40 MPH.	40 MPH.
MP 12.4 and MP 15.2	10 MPH.	10 MPH.
MP 15.2 and MP 17.6	40 MPH.	40 MPH.
Billings-Over 27th, 28th, and 29th Streets, all trains head end restriction only and do not exceed 30 MPH. until entire train has cleared all three crossings	10 MPH.	10 MPH.
East Billings-Begin CTC	35 MPH.	35 MPH.
Trains or engines through No. 16 turnouts at following locations: MP 17.7		
Laurel crossover		
Laurel-West end passenger main		
Laurel-Eastbound freight to passenger main	30 MPH.	30 MPH.
Trains through No. 20 turnouts on sidings at following locations: Huntley-East and west siding switches and crossover to BNRR	35 MPH.	35 MPH.
All other sidings and turnouts	10 MPH.	10 MPH.
All elevator and industry tracks.....	5 MPH.	

- 2. Bridge, Engine and Heavy Car Restrictions- None.
- 3. Train Register Exceptions-
Billings and Laurel Yard-Trains originating or terminating will register.
- 4. Clearance Provisions and Exceptions Rule 82(A)-
Rule 82(A) does not apply. Trains must not leave their initial station without a Track Warrant showing track bulletins in effect unless authorized by train dispatcher.

- 5. Rule 99- When flagging is required, flagging distance is 2.0 miles.
- 6. Rule 350(B)- Following switches are not equipped with electric locks:
Stockyard H.B.-1799 feet west of MP 221.0.
Dyce Chemical H.B.-3661 feet west of MP 222.0.
Brick Spur H.B.-3861 feet west of MP 222.0.
- 7. East Billings-Exxon Refinery Track, one locomotive only permitted.
- 8. Billings- Portable train order stand located between eastward main track and auxiliary track at a point about 12 feet west of 29th Street will not clear man on side of car when placed for use.
Movement of westward trains against the current of traffic between end of double track East Billings and switch leading to east switch of westward auxiliary freight track will be made by authority of the train dispatcher.
Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner prescribed by the rules.
- 9. Billings- Eastward advance warning sign located at east switch of eastward auxiliary track is 2209 feet in advance of reduce speed sign.
- 10. Mossmain- Trains entering the BNRR Montana Division, Fifth Sub-division, from the east leg of the wye may operate electric switch locks if the indicator on the lock indicates "PROCEED" or displays the word "UNLOCKED." Otherwise Rule 99 applies.
- 11. Laurel Yard- Because of grade conditions and possibility of cars running out, trainmen will not release brakes until it is known that road engine is on train.
Trains or engines using either leg of wye track must obtain permission from the dispatcher before entering long lead.
East end Laurel Yard, normal position for crossover switches between Eastward and Westward switching leads, must be left lined for the lead.
- 12. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures- None.
- 13. TWC- In effect between East Billings and Mossmain.
- 14. Track bulletins authorized on this subdivision.
- 15. Train location lineups 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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Spurling
				Office Calls	Rule 6(A)	
	30859	41	17.7	SPURLING		0.0
9,247	30872		32.3	13.1 RAPIDS		13.1
9,376	30880		40.3	8.1 CO COLUMBUS		21.2
8,587	30889		47.4	8.4 CRAVER	CTC	29.6
9,679	30897		56.8	8.3 REED POINT		37.9
9,191	30902		62.0	5.0 QUEBEC		42.9
9,411	30910		71.2	8.3 GREYCLIFF		51.2
9,425	30921		80.9	10.6 BD BIG TIMBER		61.8
9,494	30931		90.7	10.0 CARNEY		71.8
10,387	30942		102.3	11.4 ELTON		83.2
10,466	30956		115.3	13.1 VS LIVINGSTON	BKRTY ABS	96.3
8,920	30968		127.1	11.9 MUIR		108.2
9,443	30970		128.5	1.2 WEST END		109.4
10,166	30981		140.4	11.7 BZ BOZEMAN	T	121.1
6,899	30991		149.8	9.5 BR BELGRADE		130.6
3,653	31000		159.3	9.4 MANHATTAN		140.0
7,757	31005		164.8	5.3 LOGAN	J CTC	145.3
4,943	31011	170.5	5.9 RT TRIDENT		151.2	
6,894	31020	178.9	8.3 CLARKSTON		159.5	
5,419	31035	194.2	15.3 TOSTON		174.8	
7,086	31046	205.2	11.1 TN TOWNSEND	T	185.9	
7,028	31059	218.1	13.0 WINSTON		198.9	
7,958	31068	227.4	9.2 LOUISVILLE		208.1	
	31075	234.0	6.5 JN EAST HELENA	J	214.6	
6,660	31079	238.4 0.0	4.4 HY HELENA	BJKRTY ABS	219.0	

Radio Channel No. 1 and No. 2 in service on this Subdivision.
Dispatcher Radio Call-In Code 31 or 32 in service on this Subdivision.

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
MP 42 and MP 42.6	45 MPH.	45 MPH.
MP 50.8 and MP 51.8	50 MPH.	50 MPH.
MP 98 and MP 100.3	55 MPH.	55 MPH.
MP 114 and MP 115.6	30 MPH.	30 MPH.
Columbus-Between Pratten Street and crossing just west of depot	45 MPH.	45 MPH.
MP 81.2 to MP 80.8 (Highway Crossing, Big Timber)	45 MPH.	
Spurling and Livingston the following head end restrictions are in effect:		
Signal 21.1	55 MPH.	
Signal 29.5	55 MPH.	
Signal 36.9	55 MPH.	
Signal 43.5	55 MPH.	
Signal 45.1	55 MPH.	
Signal 53.3	55 MPH.	
Signal 60.1	55 MPH.	
Signal 88.7	55 MPH.	
Signal 108.7	55 MPH.	

Eastward Trains:		
Signal end CTC (MP 116.1)	30 MPH.	20 MPH.
Signal 92.0 (Carney West)	55 MPH.	
Signal 84.4	55 MPH.	
Signal 73.0	55 MPH.	
Signal 64.8	50 MPH.	
Signal 58.4	50 MPH.	40 MPH.
Signal 53.4	55 MPH.	
Signal 50.0	55 MPH.	
Signal 43.4	55 MPH.	
Signal 41.8	55 MPH.	
Signal 34.4	50 MPH.	40 MPH.
Signal 25.4	55 MPH.	
Signal 21.2	55 MPH.	
Signal 19.4	55 MPH.	
Through turnouts of controlled sidings	30 MPH.	30 MPH.
Through following sidings	10 MPH.	10 MPH.
Reed Point		
Greycliff		
The following sidings only are authorized for use by trains over 100 tons O/B		10 MPH.
Columbus		
Craver		
Quebec		
Big Timber		
Carney		
Elton		
Livingston and Helena:		
MP 115.6 and MP 127.3	35 MPH.	
MP 127.3 and MP 132.2	30 MPH.	
MP 132.2 and MP 136.6	25 MPH.	
MP 136.6 and MP 140.4	40 MPH.	
MP 140.4 and MP 140.9	35 MPH.	
MP 151.7 and MP 162.5	50 MPH.	
MP 162.5 and MP 164.7	45 MPH.	
MP 164.7 and MP 165.0	25 MPH.	
MP 167.4 and MP 169.3	40 MPH.	
MP 169.3 and MP 169.7	25 MPH.	
MP 173.1 and MP 174.5	30 MPH.	
MP 174.5 and MP 176.6	45 MPH.	
MP 179.8 and MP 181.2	40 MPH.	
MP 181.2 and MP 186.6	25 MPH.	
MP 186.6 and MP 187.3	10 MPH.	
MP 187.3 and MP 190.4	25 MPH.	
MP 214.1 and MP 215.6	45 MPH.	
MP 236.7 and MP 238.4	45 MPH.	
Livingston and Muir		
Ascending	35 MPH.	35 MPH.
Descending	35 MPH.	20 MPH.
Muir and West End	30 MPH.	20 MPH.
West End and 1400 feet West of MP 135.0		
Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	20 MPH.
MP 7.1 and MP 10.0 between Tobin and Austin		
Ascending	35 MPH.	35 MPH.
Descending	35 MPH.	35 MPH.
Austin and Blossburg		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.
Livingston and Helena the following head end restrictions are in effect:		
Head End of Westward Trains:		
Signal 139-L (Muir West)	30 MPH.	25 MPH.
Signal 135-L (West End, East)	25 MPH.	25 MPH.
Signal 137.1	45 MPH.	35 MPH.
Signal 161.7	45 MPH.	40 MPH.
Signal 176.9	55 MPH.	
Signal 105-L (Clarkston East)	50 MPH.	40 MPH.
Signal 183.5	50 MPH.	
Signal 101-L (Lombard East)	50 MPH.	40 MPH.
Signal 192.7	55 MPH.	
Signal 97-L (Toston East)	45 MPH.	40 MPH.
Signal 202.5	55 MPH.	
Signal 93-L (Townsend East)	55 MPH.	
Signal 89-L (Winston East)	55 MPH.	
Signal 224.7	50 MPH.	40 MPH.
Signal 85-L (Louisville East)	50 MPH.	40 MPH.

Signal 231.5	50 MPH.	
Signal 234.5	45 MPH.	40 MPH.
Head End of Eastward Trains:		
Signal 237.0	45 MPH.	40 MPH.
Signal 229.4	55 MPH.	
Signal 87-R (Winston West)	50 MPH.	40 MPH.
Signal 91-R (Townsend West)	50 MPH.	40 MPH.
Signal 196.8	55 MPH.	
Signal 95-R (Toston West)	40 MPH.	35 MPH.
Signal 187.4	45 MPH.	40 MPH.
Signal 99-R (Lombard West)	50 MPH.	
Signal 181.2	50 MPH.	40 MPH.
Signal 103-R (Clarkston West)	55 MPH.	
Signal 123.6	35 MPH.	30 MPH.
Signal 119.4	35 MPH.	30 MPH.

East and west switches of the following controlled sidings: East switch Muir, Belgrade, Manhattan, Logan, Clarkston, Toston, Winston, Louisville 12 MPH. 12 MPH.

The following sidings only are authorized for use by trains over 100 tons O/B 10 MPH.

Livingston	Clarkston
Muir	Townsend
West End	Winston
Bozeman	Louisville
Logan	Helena

2. Bridge, Engine and Heavy Car Restrictions- None.

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.

Track warrant received at Laurel Yard will apply at Spurling.

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

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

6. Restricted Clearances-

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

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

On Crossover between South Main and old GN Main at Benton Avenue engine must stop before occupying crossing and movement protected by man on crossing.

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

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

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

Manned Helper Operation

Mixed Freight Operation

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

Unit Coal Train Operation

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

Unit Grain Train Operation

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

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

Trailing tonnage restrictions are as follows:

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

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

Muir-Holding signals are located approximately 2000 feet west of east switch of siding. A descending freight or mixed train may pass the upper switch of the siding at West End and Muir and proceed to the holding signals, being governed by the signal aspects at these holding signals.

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

When necessary to switch over dual control switches at east end of Livingston yard, authority must be obtained from the Billings train dispatcher. He will position and lock dual control switches and display an aspect per Rule 240 on signals involved. Switching operations can be carried on continuously while signals are displaying an aspect per Rule 240. A member of the crew must promptly inform the train dispatcher at Billings when switching operations have been completed. When an aspect per Rule 242 is displayed the track between the interlocking signals must be cleared immediately and the Billings train dispatcher contacted for further instructions.

10. Handling 80 Feet or Longer Cars-

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

Between Bozeman and West End-Eastward-

Trains of greater than 4250 trailing tons must handle empty cars, 80 feet and longer, in the rear 4250 tons. Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 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 are used at rear of train, a buffer of at least 900 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

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

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

11. Between Livingston and West End-Westward-

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose without any restrictions. Item 3, All Subdivisions does not apply.

12. Track Bulletins- Authorized on this subdivision.

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

Other Track Side Warning Detector Locations-

Rapids-	MP 36.1	Belgrade-	MP 154.0
Quebec-	MP 66.6	Trident-	MP 174.5
Carney-	MP 86.8	Toston-	MP 199.8

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	3rd Subdiv MAIN LINE STATIONS			Distance from Helena		
				Office Calls	Rule 6(A)				
6,660	31079	42	238.4 0.0	HY	HELENA 5.2	BJKRTY	ABS	0.0	
	31084		5.0	2MT		TOBIN 7.8			5.2
6,825	31092		13.0			AUSTIN 5.7			13.0
	31098		18.4			SKYLINE 2.0			18.7
7,951	31100		20.5			BLOSSBURG 8.4	T		20.7
9,468	31108		28.9			ELLISTON 8.7		CTC	29.1
6,213	31117		37.7			AVON 13.2			37.8
7,749	31130		50.5		GR	GARRISON 3.8		K	51.0
14,660	31134		54.7			PHOSPHATE 7.9			53.8
10,669	31142		62.6			JENS 8.1			61.7
10,638	31150		70.7		D	DRUMMOND 10.4		JT	69.8
14,103	31160		81.1			BEARMOUTH 7.6			80.2
9,358	31168		88.7			NIMROD 13.9			87.9
11,114	31182		102.5			CLINTON 10.6			101.8
14,250	31192		113.2		BN	BONNER 6.1			112.4
	31198		119.3	2MT	MA	MISSOULA	BJKRTXY	ABS	118.5

Radio Channel No. 1 and No. 2 in service on this Subdivision.
Dispatcher Call-In Code 51 or 52 on this subdivision.

(NOTE: The territory between Helena and Phosphate is owned and operated by Burlington Northern Railroad. The station names and related data are shown for informational purposes only. The General Code of Operating Rules and Burlington Northern timetable govern.)

1. Speed Restrictions- Zone-Between

	Maximum Speeds Permitted
MP 0.0 and MP 7.1	45 MPH.
MP 7.1 and MP 10.0	35 MPH.
MP 10.0 and MP 20.4	25 MPH.
MP 20.4 and MP 27.3	45 MPH.
MP 39.0 and MP 41.4	45 MPH.
MP 41.4 and MP 44.6	35 MPH.
MP 44.6 and MP 46.6	45 MPH.
MP 49.0 and MP 52.4	45 MPH.
MP 52.4 and MP 54.6	55 MPH.
MP 61.8 and MP 75.0	50 MPH.
MP 77.3 and MP 79.2	55 MPH.
MP 79.3 and MP 80.2	45 MPH.
MP 80.2 and MP 84.8	55 MPH.
MP 87.2 and MP 87.9	50 MPH.
MP 87.9 and MP 89.6	55 MPH.
MP 106.2 and MP 106.5	55 MPH.
MP 113.9 and MP 114.2	55 MPH.
MP 118.2 and MP 119.3	30 MPH.

Helena and Missoula the following head end restrictions are in effect:

	Up to 100 Tons/OB	Over 100 Tons/OB
Head end of Westward Trains:		
Signal 67.3	55 MPH.	
Head end of Eastward Trains:		
Signal 19.6	20 MPH.	15 MPH.
Signal 17.0	20 MPH.	20 MPH.
Signal 14.6	25 MPH.	15 MPH.
Signal 59-R (Austin West)	25 MPH.	20 MPH.
Signal 10.6	25 MPH.	20 MPH.

Through Mullan tunnel	25 MPH.	20 MPH.
Trains descending mountain grades		20 MPH.
Westward trains between Blossburg and Elliston		30 MPH.
Missoula-Within city limits, Over public crossings	30 MPH.	30 MPH.
Helena-Between Benton Street and Roberts Street	25 MPH.	25 MPH.
West Helena crossovers		
West crossover	12 MPH.	12 MPH.
East crossover	25 MPH.	25 MPH.
Through turnout of controlled siding, east switch Garrison	20 MPH.	20 MPH.
East and west switches of the following controlled sidings: Austin, Blossburg, Avon, and east switch Garrison	12 MPH.	12 MPH.
The following sidings only are authorized for use by trains over 100 tons O/B		10 MPH.

Helena	Jens
Austin	Drummond
Blossburg	Bearmouth
Elliston	Nimrod
Avon	Clinton
Garrison	Bonner
Phosphate	Tobin

2. Bridge, Engine and Heavy Car Restrictions-

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

3. Train Register Exceptions- None.

4. Clearance Provisions and Exceptions Rule 82(A)- Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.

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

Flagging against westward trains is:	
MP 5.0 to MP 20.5	1.0 miles
MP 20.5 to MP 32.0	2.5 miles
Flagging distance against eastward trains is:	
MP 27.0 to MP 20.5	1.5 miles

6. Restricted Clearances-

McQuarrie Gravel Pit-Hopper will not clear man on side of car. Locomotives in groups A through I are permitted to operate on the Loading Track from the siding switch to but not under the loading tiple. Locomotives in groups A through E may operate entire length of Loading Track. Phosphate Lower Yard-No clearance at loading dock.

7. Rule 350(B)-

Following switches are not equipped with electric locks:
Gold Creek Spur- 1,200 feet west of MP 58.0
Bonita Spur- 2,200 feet west of MP 95.0
Avon House Track- 4,250 feet west of MP 37.0

8. Helena-

On Crossover between South Main and old GN Main at Benton Avenue engine must stop before occupying crossing and movement protected by man on crossing.

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

Mountain grade between Blossburg and Tobin. Ruling grade descending: east 2.2.
Ruling grade descending westward between Blossburg and Elliston is 1.4.
When shoving cars on descending grade a trainman must ride the leading car and sufficient hand brakes must be set on low end of cut to control slack.

Manned Helper Operation

Mixed Freight Operation

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

Unit Coal Train Operation

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

Unit Grain Train Operation

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

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

Trailing tonnage restrictions are as follows:

Between Helena and Elliston-Westward- When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 4500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8150 tons.

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

10. Handling 80 Feet or Longer Cars-

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

Between Helena and Blossburg-Westward-

Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

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

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

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

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

11. Mullan Tunnel Safety Equipment-

Locations for Safety Equipment for Mullan Tunnel are as follows:

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

Signs painted white with black letters reading **Fan Switch** have been placed by switches at east end of tunnel in metal building on north side and at west end of tunnel in section shack by east switch Blossburg.

12. Track Bulletins- Authorized on this subdivision.

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

Other Track Side Warning Detector Locations-

Elliston- MP 33.0 Jens- MP 64.6
Nimrod- MP 94.3

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS			Distance from Missoula	EASTWARD	
					Office Calls	Rule 6(A)				
		31198	42	119.3	2MT	MA	MISSOULA	BJKRTXY	ABS	0.0
		31205		125.9			DE SMET	J		6.6
	5,025	87606		132.2			SCHILLING		CTC	11.8
	11,895	87610		136.6			FRENCHTOWN			16.3
	9,250	87624		150.8			LOTHROP			30.5
	4,812	87634		161.2			CYR			40.9
	8,649	87641		167.6			RIVULET			47.3
	6,548	87649		176.2			WESTFALL			55.8
	8,698	87657		183.6		QN	SUPERIOR		TWC	63.3
	4,184	87662		188.8			SPRING GULCH		ABS	68.5
	4,105	87670		197.2			ST. REGIS			76.9
	5,408	87675		201.9			TOOLE			81.6
	6,197	87687		214.2			QUINNS			93.9
		31269		219.2						
	11,440	31275		0.0		PD	PARADISE	BJKRTY		98.9
	11,355	31290	6.0			PLAINS			104.9	
	11,665	31301	20.5			EDDY			119.4	
	8,022	31316	31.5		FN	THOMPSON FALLS			130.4	
		31323	46.4			CHILD'S			145.3	
	9,801	31331	54.0			TROUT CREEK			152.8	
	11,121	31342	61.6			TUSCOR			160.4	
	11,321	31349	72.5			NOXON			171.3	
	12,347	31360	80.1			HERON		CTC	178.9	
	8,900	31372	91.1			COLBY			189.8	
	8,425	31386	103.5			HOPE			202.0	
			115.9			KOOTENAI				
			0.0			KOOTENAI			215.8	
	7,176	01803	2.1			SANDPOINT SIDING			216.7	
		01798	2.9			SANDPOINT JCT.	J		217.3	

**Radio Channel No. 1 and No. 2 in service on this Subdivision.
Dispatcher Radio Call-in Code 51 or 52.**

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

Maximum Speeds Permitted

MP 122.8 AND 126.4	50 MPH.
MP 126.4 AND 126.9	40 MPH.
MP 126.9 AND 129.4	45 MPH.
MP 135.3 AND 141.9	50 MPH.
MP 141.9 AND 143.1	40 MPH.
MP 143.1 AND 143.4	30 MPH.
MP 143.4 AND 147.5	40 MPH.
MP 147.5 AND 149.2	35 MPH.
MP 149.2 AND 152.6	45 MPH.
MP 152.6 AND 152.8	25 MPH.
MP 152.8 AND 153.8	35 MPH.
MP 153.8 AND 158.8	40 MPH.
MP 158.8 AND 159.1	35 MPH.
MP 159.1 AND 164.3	45 MPH.

MP 164.3 AND 165.6	35 MPH.
MP 165.6 AND 169.7	30 MPH.
MP 169.7 AND 169.9	10 MPH.
MP 169.9 AND 170.9	25 MPH.
MP 170.9 AND 178.2	35 MPH.
MP 178.2 AND 185.6	40 MPH.
MP 185.6 AND 185.8	25 MPH.
MP 185.8 AND 190.3	35 MPH.
MP 190.3 AND 195	40 MPH.
MP 195 AND 195.5	30 MPH.
MP 195.5 AND 197.1	40 MPH.
MP 197.1 AND 198.1	50 MPH.
MP 210.7 AND 215	40 MPH.
MP 215 AND 215.7	25 MPH.
MP 215.7 AND 218	40 MPH.
MP 218 AND 5.7	50 MPH.
MP 5.7 AND 6.2	35 MPH.
MP 6.2 AND 9.4	50 MPH.
MP 9.4 AND 10.9	35 MPH.
MP 10.9 AND 17.0	50 MPH.
MP 17 AND 18.7	35 MPH.
MP 18.7 AND 23.5	50 MPH.
MP 23.5 AND 26.4	35 MPH.
MP 26.4 AND 31	50 MPH.
MP 31 AND 31.9	35 MPH.
MP 31.9 AND 56.4	50 MPH.
MP 67.8 AND 70.8	50 MPH.
MP 76.7 AND 78.8	50 MPH.
MP 78.8 AND 79.3	30 MPH.
MP 83.3 AND 84.9	50 MPH.
MP 84.9 AND 87.3	45 MPH.
MP 87.3 AND 88.8	40 MPH.
MP 88.8 AND 89.8	50 MPH.
MP 89.8 AND 93.7	55 MPH.
MP 93.7 AND 97.8	50 MPH.
MP 97.8 AND 98.1	45 MPH.
MP 98.1 AND 106.1	50 MPH.
MP 110 AND 155.4	50 MPH.

Up to 100 Tons/OB Over 100 Tons/OB

The following head end restrictions are in effect:

Head End of Westward Trains:		
Signal 170.1	50 MPH.	40 MPH.
Signal 190.5	50 MPH.	
Signal 29.5	55 MPH.	
Signal 114.1	50 MPH.	40 MPH.
Head end of eastward trains:		
Signal 106.0	55 MPH.	
Signal 49.2	55 MPH.	
Signal 23.8	55 MPH.	
Signal 190.0	35 MPH.	30 MPH.
Signal 171.4	55 MPH.	
Signal 169.2	35 MPH.	30 MPH.
Missoula-Over public crossings within corporate limits	30 MPH.	30 MPH.
Entering or departing yard, between crossover at MP 120.0 and East switch No. 9 track	10 MPH.	10 MPH.
Desmet-through turnouts	25 MPH.	25 MPH.
West Missoula-through turnouts on No 5 and NO 6 track	25 MPH.	25 MPH.
Thompson Falls-Over public crossings within corporate limits	30 MPH.	30 MPH.
Plains-Over public crossings within corporate limits	35 MPH.	35 MPH.
Through turnouts of controlled sidings except East switch Paradise	20 MPH.	20 MPH.

The following sidings only are authorized for use by trains over 100 Tons O/B

Schilling	Eddy
Frenchtown	Thompson Falls
Lothrop	Childs
Rivulet	Tuscor
Superior	Noxon
Paradise	Heron
Plains	Colby

2. Bridge, Engine and Heavy Car Restrictions-

Missoula-Locomotives in Groups G, H and I not permitted on coach tracks 1 and 2 east of Depot.

3. Train Register Exceptions-

Paradise-Trains originating or terminating will register.

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

Rule 82(A) does not apply. Trains must not leave their initial station without a track warrant showing track bulletins in effect unless authorized by train dispatcher.

Trains departing Yardley destined to Sixteenth Subdivision will obtain their track warrant at Yardley which will apply at Sandpoint Jct.

5. Rule 99- When flagging is required, distance will be 2.0 miles except between MP 0.0 to MP 2.9 Kootenai and Sandpoint Jct. is 2.5 miles.

6. Missoula- Main 2 (South Main) is designated as yard track between MP 118.9 and MP 120.8.

Main 1 (North Main) is designated as yard track between MP 118.9 and MP 121.4.

ABS in effect on Main 2 (South Main) between MP 120.8 and MP 122.6.

Main 2 (South Main) is designated as single main track between MP 121.4 and MP 122.8.

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

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

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

Other Track Side Warning Detector Locations-

Lothrop-	MP 150.2	Woodlin-	MP 28.5
Rivulet-	MP 172.0	Trout Creek-	MP 54.0
St. Regis-	MP 193.2	Heron-	MP 76.6
Kootenai-	MP 111.8		

8. Track Bulletins- Authorized on this subdivision.

9. TWC- In effect between CTC Frenchtown and MP 218.0.

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

Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Logan
				Office Calls	Rule 6(A)	
7,757	31005	326	0.0	LOGAN	JRY	0.0
3,531	86906		6.8	KS THREE FORKS		6.6
3,533	86913		12.6	WILLOW CREEK	TWC	12.5
3,562	86919		19.4	SAPPINGTON	J	19.2
6,001	86938		39.0	WH WHITEHALL	JTY	38.3

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

1. Speed Restrictions- Zone-Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
Logan and MP 20.0	49 MPH.	40 MPH.
MP 20.0 and MP 69.6	10 MPH.	10 MPH.

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

- 2. Bridge, Engine and Heavy Car Restrictions- None.
- 3. Train Register Exceptions- None.
- 4. Clearance Provisions and Exceptions Rule 82(A)- None.
- 5. Rule 99- When flagging is required, flagging distance is 2.0 miles.
- 6. Whitehall- The west switch of the crossover at the depot is the west end of the siding.
- 7. Mountain Grade Operations-
Air Brake and Train Handling Rules apply for mountain grade operations between four (4) miles west of Whitehall and MP 68.9. Ruling grade descending: east 2.2, west 2.2.

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

Between Whitehall and MP 69.6-

Trains greater than 2450 trailing tons must handle empty cars, 80 feet and longer, in the rear 2450 tons.

Trains of greater than 3750 trailing tons must handle loaded cars, 80 feet and longer, in the rear 3750 tons.

When helper locomotives are used at rear of train, empty cars 80 feet or longer may not be handled.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 2450 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2450 tons of such cuts.

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

- 9. TWC- In effect between MP 0.5 and MP 69.6.
- 10. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

- 2. Bridge, Engine and Heavy Car Restrictions-
Items 5c and 5d not permitted.
Trains and locomotives not permitted beyond MP 10. Locomotives in Groups E, G, H and I not permitted.

- 3. Train Register Exceptions- None.
- 4. Clearance Provisions and Exceptions Rule 82(A)-
Sappington and Harrison-Rule 82(A) does not apply.
- 5. Rule 99- When flagging is required, distance will be 0.5 mile for westward trains and 1 mile for eastward trains.
- 6. Mountain Grade Operation-
Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Sappington and Harrison MP 2.0-MP 8.0, ruling grade descending east 2.2%.
- 7. Track Bulletins- Authorized on this subdivision.
- 8. Rule 93- Yard limits in effect between Sappington and Harrison.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	7th Subdiv BRANCH LINE STATIONS		Distance from Whitehall	
				Office Calls	Rule 6(A)		
8,001	86938	339	0.0	WH WHITEHALL	JT	0.0	
				26.1	TWIN BRIDGES	TWC	26.1
1,131	87226		26.1	9.2	SHERIDAN		35.3
1,442	87235		35.3	10.3	AD ALDER	T	45.6
861	87245	45.6					

Radio Channel No. 2 in service on this Subdivision.

- 1. Speed Restrictions-
Zone-Between
Whitehall and Adler 10 MPH.
This subdivision has been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum Speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172). Track cannot be used without inspection prior to use.
- 2. Bridge, Engine and Heavy Car Restrictions-
Items 5c and 5d not permitted.
Locomotives in Groups G, H and I not permitted.
- 3. Train Register Exceptions- None.
- 4. Clearance Provisions and Exceptions Rule 82(A)- None.
- 5. Rule 99- When flagging is required, distance will be 1 mile.
- 6. Derail Switches-
Alder-Derail located 200 feet east of east wool house track switch.
- 7. TWC- In effect on this subdivision.
- 8. Train location lineup will be issued by the train dispatcher in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	6th Subdiv BRANCH LINE STATIONS		Distance from Sappington
				Office Calls	Rule 6(A)	
3,562	86919	338	0.0	SAPPINGTON	JY	0.0
	87110		10.1	9.5	HARRISON	Y

Radio Channel No. 2 in service on this Subdivision.

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

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS		Distance from Drummond	EASTWARD ↑
					Office Calls	Rule 6(A)		
	10,638	31150	340	0.0	D DRUMMOND	JT	0.0	
	835	87406		6.1	HALL		6.1	
		87410		10.3	ELEPHANT		10.4	TWC
	450	87415		15.2	MAXVILLE		15.2	
		87426		26.0	PHILIPSBURG	T	26.0	

Radio Channel No. 2 in service on this Subdivision.

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

Maximum Speeds Permitted

Drummond and Philipsburg 10 MPH.

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

2. Bridge, Engine and Heavy Car Restrictions-

Items 5c and 5d not permitted.

Locomotives in Group I not permitted.

3. Train Register Exceptions- None.

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

5. Rule 99- When flagging is required, distance will be 0.5 mile for westward trains and 2.0 miles for eastward trains.

6. Mountain Grade Operation-

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Drummond and Philipsburg MP 10.0-MP 26.0, ruling grade descending east 2.2%.

7. Derail Switches-

Philipsburg-Derail located 650 feet east of station on main track.

Drummond-Derail located 50 feet west of MP 1.0.

8. TWC- In effect on this subdivision.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS		Distance from Missoula	EASTWARD ↑
					Office Calls	Rule 8(A)		
		31198	333	0.0	MA MISSOULA	BJKRTXY	0.0	
	592	87511		11.0	LOLO		11.5	
		87530		29.2	STEVENSVILLE		29.6	
		87536		35.6	VICTOR	S-227	36.0	
	388	87549		47.4	HA HAMILTON		48.5	
	2,530	87585		64.7	DA DARBY	T	85.9	

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

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

Maximum Speeds Permitted

Missoula and Darby 25 MPH.

Stevensville-over highway crossing 1817 feet east of

depot..... 10 MPH.

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.

Locomotives in Group I not permitted. 250-ton wrecking derrick not permitted. Over bridges 0, 4, and 16, cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs., and over Bridges 0.1 and 16, cars weighing between 220,000 lbs. and 263,000 lbs., must be preceded and followed by a car weighing under 177,000 lbs.

3. Train Register Exceptions- None.

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

5. Rule 99- Unless otherwise provided, protection against following trains is not required. When flagging is required, distance will be 1.5 miles.

6. Rule S-227- Absolute block register territory in effect between Missoula and Darby. Register located in register box at MP 4.4.

7. Track Bulletins- Authorized on this subdivision.

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS		Distance from DeSmet	EASTWARD ↑
					Office Calls	Rule 6(A)		
	934	31205	43	0.0	2MT DE SMET	JY	0.0	
				10.6	EVARO		10.6	
	2,161	31216		21.1	ARLEE		21.1	
		31226		30.8	RAVALLI		30.8	TWC
		31236		37.9	DIXON	JT	37.9	
	4,489	31243		51.6	PERMA		51.6	
		31257		64.2	PD PARADISE	BJKTY	64.2	TWC ABS
		31269						

Radio Channel No. 2 in service on this Subdivision.

Dispatcher Radio Call-in Code 51 or 52.

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

Maximum Speeds Permitted

MP 0.0 and MP 37.0 10 MPH.
 MP 37.0 and MP 49.1 40 MPH.
 MP 49.1 and MP 51.1 35 MPH.
 MP 51.1 and MP 53.5 40 MPH.
 MP 53.5 and MP 55.1 35 MPH.
 MP 55.1 and MP 60.9 40 MPH.
 MP 60.8 and MP 64.2 35 MPH.

Up to 100 Tons/OB Over 100 Tons/OB

250-ton wrecking cranes over Bridge 55
 Flathead River (3.6 miles west of Perma) .. 20 MPH. 20 MPH.
 Through turnouts at Desmet 25 MPH. 25 MPH.

All tracks between MP 0.0 and MP 37.0 between Desmet and Dixon have been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum Speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172). Track cannot be used without inspection prior to use.

2. Bridge, Engine and Heavy Car Restrictions- None

3. Train Register Exceptions- None

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

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

6. Mountain Grade Operation- Air Brake and Train Handling Rules for mountain grade operations apply between one mile west of DeSmet and two miles east of Arlee. Ruling grade descending: East 2.2, West 2.2.

7. Handling 80 Feet or Longer Cars-

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

Between DeSmet and Arlee-Westward only.

Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

Trains of greater than 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 rearmost empty car 80 feet or longer.

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

8. TWC- In effect between MP 1.0 and MP 63.0.

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

10. Dixon- Normal position of the west siding switch is lined for the siding and the normal position of the west leg of the wye is lined for the 11th Subdivision.

6. Mountain Grade Operation-

Air Brake and Train Handling Rules for mountain grade operations apply on mountain grade between Dixon and Polson MP 30.0-MP 33.0, ruling grade descending west 2.0%.

7. TWC-In effect on this subdivision.

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

Length of Siding In Feet	Station Nos	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Dixon
				Office Calls	Rule 6(A)	
4,489	31243	334	0.0	DIXON	JT	0.0
2,382	87813		13.0	CHARLO		13.0
1,875	87820		19.9	RONAN	RN TWC	19.9
1,495	87825		25.0	PABLO		25.0
	87826		25.6	DUNHAM		25.6
	87833		33.4	POLSON	T	33.4

Radio Channel No.2 in service on this Subdivision

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

Dixon and Polson..... 25 MPH.
Trains over 100 tons/OB descending mountain grades..... 20 MPH.

Maximum Speeds Permitted

2. Bridge, Engine and Heavy Car Restrictions-

Item 5d not permitted.
Locomotives in Group I not permitted.

3. Train Register Exceptions-None.

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

5. Rule 99-When flagging is required, distance will be:

Against westward trains:
MP 33.0 to MP 30.0 .5 miles
MP 30.0 to MP 0.0 1.0 miles
Against eastward trains:
MP 0.0 to MP 30.0 1.0 miles
MP 30.0 to MP 33.5 2.0 miles

RADIO INFORMATION

Base Stations	Channel	Hours in Operation
Huntley	2	Continuous
Billings Disprs. Office	2	Continuous
Billings	2	Continuous
Laurel	2	Continuous
Spokane	1	Continuous
Wayside Stations		
Columbus	2	Continuous
Reed Point	2	Continuous
Greycliff	2	Continuous
Big Timber	2	Continuous
Springdale	2	Continuous
Livingston	2	Continuous
Bozeman	2	Continuous
Trident	2	Continuous
Clarkston	2	Continuous
Lombard	2	Continuous
Brewer Dam	2	Continuous
Townsend	2	Continuous
Helena	2	Continuous
Blossburg	2	Continuous
Garrison	2	Continuous
Drummond	2	Continuous
Bonita	2	Continuous
Clinton	2	Continuous
Bonner	2	0900-1800 Mon. thru Fri.
Missoula	2	Continuous
Superior	2	Continuous
Paradise	2	Continuous
Weeksville	2	Continuous
Thompson Falls	2	Continuous
Noxon	2	Continuous
Colby	2	Continuous
Columbia Falls	1	0730-1630 Mon. thru Fri.
Sandpoint	1,2	0600-2200 Mon. thru Fri.
Hauser	1,2	Unmanned
Parkwater	1,2	Continuous
Yardley	1,2	Continuous
Erie Street	1,2	Unmanned
Spokane	1,2	Continuous

TRAIN DISPATCHERS PHONE NUMBERS

Company	Territory	Commercial
8-256-4434	Huntley-Laurel	
8-256-4446	Asst. Chief Dispr.	(406) 256-4434
	Trick Dispr.	(406) 256-4446
8-256-4433	Laurel-Helena	
8-256-4438	Asst. Chief Dispr.	(406) 256-4433
	Trick Dispr.	(406) 256-4438
8-256-4433	Helena-Sandpoint	
8-256-4442	Asst. Chief Dispr.	(406) 256-4433
	Trick Dispr.	(406) 256-4442
8-256-4447	Branch Lines	(406) 256-4447

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
736	Laurel	
737	Laurel Shop	
739	Laurel Welding-Plant	
469	Missoula Yard	
710	Livingston	
711	Livingston Shop	
712	East Helena	
713	Helena	
715	Bonner Industry Track	
716	Missoula	
728	Bonner	

BALLAST PITS

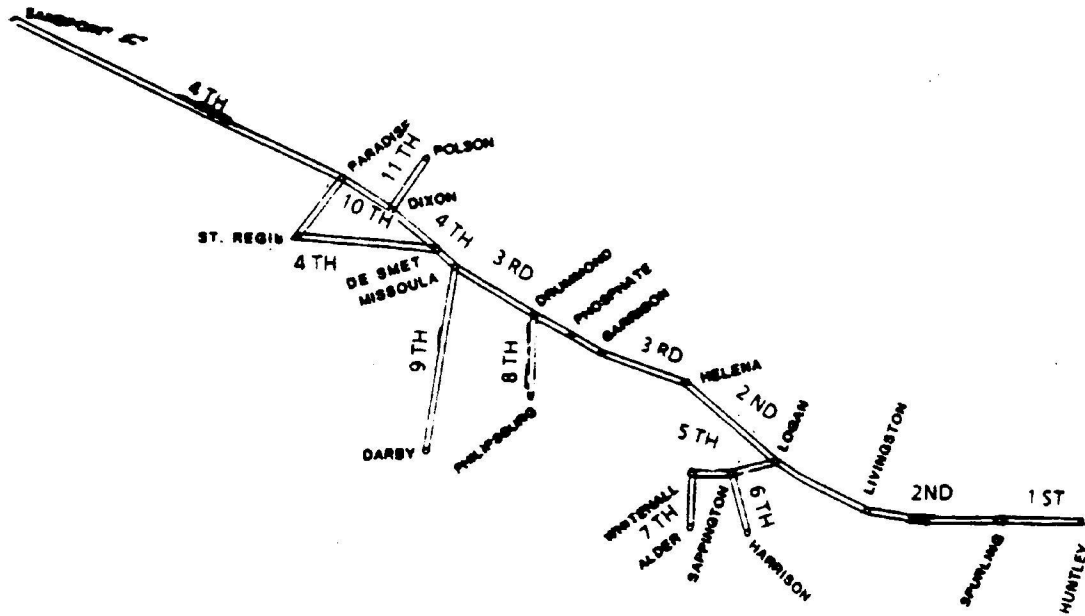
Line Segment	Limits
719	McQuarrie

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
336	East Helena-Montana City	218.1 to 222.3

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles-Location	Capacity Cars	Switch Opens
1st Subdivision			
30838	Brick Yard	16	East
30845	Siding No. 1	37	West
30846	Long Spur	35	West
30847	Rockwood Spur	35	East
2nd Subdivision			
30863	Park City	25	East
30880	Columbus-Non Controlled Siding, South Side	118	Both
30921	Big Timber-Non Controlled Siding, North Side	99	Both
30953	Downer	16	East
30953	Burkland Lbr. Co. Spur	3	East
31024	Stanely	6	East
11225	Montana City	75	Both
3rd Subdivision			
31083	Fort Harrison	4	East
31138	Gold Creek	20	East
87300	Phosphate Lower Dock	48	Both
31174	Bonita	20	East
31186	McQuarrie	150	Both
4th Subdivision			
87605	Stone Container	Lead	West
87619	Nine Mile	10	East
87653	Cedars	35	West
87672	Royal Logging	36	East
31282	Weeksville	20	West
31296	Woodlin Pit	58	West
31297	Woodlin	66	Both
31300	Brownman	30	West
31362	Clark Fork	47	Both
11th Subdivision			
87831	Dupuis	16	East



Montana
RAIL LINK

FOR INFORMATION PURPOSES ONLY OCTOBER 1987

**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

**TRACK BULLETIN FORM B OR
FORM Y TRAIN ORDER**

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

Engineer will state: "Montana Rail Link engineer, (train designation), calling foreman in charge of _____ (Form Y Train Order or Track Bulletin Form B Number).

My Location is MP _____ on (Specify track), Over."

In granting verbal authority the following words will be used:

"This is Montana Rail Link Foreman _____ (name) (or Gang No _____) using train order (track bulletin) No. _____ line No. _____ between MP _____ and MP _____ on _____ Subdivision."

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

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

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

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

(c) To require train or engine to move at a speed less than restricted speed, the following speed will be added:
" _____ (train) proceed at restricted speed but not exceeding _____ MPH (adding, if necessary, 'until reaching _____ 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 employe giving them before they are acted upon.

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