

MISSOULA

M. G. DINTUS	Chief Mechanical Officer
R. L. KELLER	Chief Engineer
T. A. JONES	Trainmaster
R. C. BATEMAN	Trainmaster/Roadforeman
O. P. CANTU	Roadmaster
C. E. GALER	General Mechanical Foreman
J. S. GRIFFIN	Signal & Communications Supervisor
D. W. COOK	B & B Supervisor

LAUREL

G. W. HARPER	Assistant Superintendent
R. L. STRENDING	Trainmaster
K. A. KAUTZMAN	Trainmaster/Roadforeman
T. L. BENSON	Roadmaster
D. L. SOKOLOSKI	General Mechanical Foreman
G. E. BROWN	Signal & Communications Supvr.

LIVINGSTON

J. C. WIESCH	General Mechanical Foreman
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HELENA

M. R. LEMM	Trainmaster
P. M. CHRISTENSEN	Roadmaster
C. J. HAZARD	Mechanical Foreman

PLAINS

R. A. WOODRUFF	Roadmaster
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SPOKANE

B. C. BIDWELL	Director Operations Services
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SPECIAL INSTRUCTIONS NO. 3

IN EFFECT AT 0001
CONTINENTAL MOUNTAIN TIME

SUNDAY
OCTOBER 29, 1989

SUPERINTENDENT
J. L. GREWELL

DIRECTOR OF TRAIN MOVEMENT
I. J. GJERSING

SPECIAL INSTRUCTIONS

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS




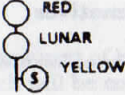
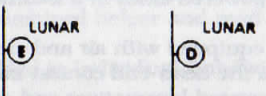
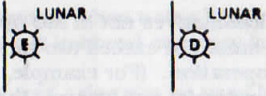
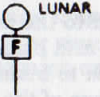

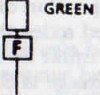
Rule	Aspects of color light and Seimphore signals	Cab signal aspects	Name	Indication
228			DISTANT SIGNAL CLEAR	Proceed. If delayed as per Rule 305 or Rule 305(A) between this signal and block or interlocking signal, proceed prepared to stop short of next signal.
229			DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of signal.

BLOCK AND INTERLOCKING SIGNALS

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

NOTE denotes a lunar indication

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

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

GENERAL SIGNAL INSTRUCTIONS


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


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

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


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

The following symbols are used in diagrams of signal aspects:

 To indicate number plate;

 To indicate color light signal head;

 To indicate flashing light;

 To indicate position of semaphore arm.

ALL SUBDIVISIONS

1. Speed Restrictions

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

Maximum speed permitted

- Freight Trains of 100 tons per O/B.....60 MPH
- Freight Trains over 100 tons per O/B.....45 MPH
- Loaded Unit trains.....45 MPH
- Empty Unit 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 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per brake.

Max. speeds permitted unless otherwise authorized

- Movements on:
 - tracks other than main tracks and sidings...10 MPH
 - light locomotive consist or caboose hop.....50 MPH

Weather

When the outside temperature is greater than 90 degrees the maximum speed of all trains is not to exceed 45 MPH. When the outside temperature is minus 10 degrees or colder the maximum speed of all trains is not to exceed 50 MPH.

Thermometer readings and failed equipment detector transmissions will be used to determine outside temperatures.

Equipment	Main line	Branch line
Ore cars, BN 99000-99799	45 MPH	25 MPH
all other ore cars	40 MPH	25 MPH
Scale test cars EXCEPT WUTX 3-5 BN 979019-979024 and BN 97902635	35MPH	25 MPH
Air dump cars (loaded)	45 MPH	25 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	25 MPH
Log cars equipped with permanent steel side stakes	45 MPH	45 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH
Ribbon rail cars (empty)	45 MPH	45 MPH
Clay cars, BAP 3801-4199	45 MPH	45 MPH
Mty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads	45 MPH	45 MPH
Mty flat cars:		
CBQ 92400-92799	NP 66100-66249	
GN 60680-60696	NP 67550-67552	
NP 62300-62949	NP 68011-68023	
listed above handled at	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 Director of Train Movements 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.

1 A. 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 axies 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 insure 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

When helpers are added to the head end consist the head end device (mary) must be on the controlling or lead unit.

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 MRL locomotives, are equipped with alignment control couplers and/or bolster stops:

SD 40		GP 9		SD 35	GP 35
6301	6324	1710	1835	1543	6355
6306	6335	1717	1897	1546	
6307	6336	1721	1903	1553	401-499
6308	6337	1729	1927	1566	
6310	6341	1731	1929	591	
6312	6344	1732	1930		
6315	6345	1744	1931	701-799	
6316	6346	1831	1934		
6317	6347	1832	1935		
6320	6377	1833	1946		
6322	6395	1834			
200-290		101-199			

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, except must be cut in ahead of empty log cars.

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.

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. Grain trains may have a maximum of 30 powered axles on the head end. 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

Manager of Train Movement will advise train crew of tonnage rating of helper so that they can determine proper location in train, arranging that tonnage trailing the head end and helper consist is proportional to their ratings.

Helpers must be cut in ahead of empty log flats.

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	Group	Model	Group	Model
A	Sw-1	E	SW-15	F	
B	GP9B*		GP-38	H	SD-9
	GP-5		GP-38-2		E-9
	GP-18		GP-30	I	C-30-7
C	SW-7		GP-35		U-30-C
	SW-12				
	SW-9		GP-38-B*	SD-35	
	SW-10		GP-40	SD-40	
D	NW-12		GP-40-2		SD-40-2
	MP-15		GP-50		SD-45
	GP-15-1		B-30-7A*		
	GP-10		U-30-B		
	GP-9		B-30-7		
	GP-20		B-30-8		
	GP-30		F-40 PH		
	GP-39-2				

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 manager train movement:

Outfit car 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 or the last car in cabooseless trains.

Pile Drivers

Mty ribbon rail cars

Jordan spreaders

wedge plows, dozers

Mty Log Cars

Rear end only cars

Rotary snowplows,

Locomotive cranes

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 check wheel reports for such equipment 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 or 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 8000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all

cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

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

4B. Multi-Platform and Stack Intermodal Cars

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

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

Description: Multi-Platform Cars

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

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

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

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 axes.

Train Operations

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 axes is restricted to 12, and, if helper locomotive is used the number of powered axes

in helper consist is restricted to 12.

5. Car Weight and Length Restrictions:

- 177,000 lbs. or less must be at least 35 feet
 - 177,001 to 220,000 lbs. must be at least 38 feet.
 - 220,001 to 263,000 lbs. must be at least 44 feet.
 - 263,001 to 315,000 lbs. must be at least 52 feet.
 - 140,000 lbs. ore car only must be at least 24 feet.
 - 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 Subdivisions 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 employee in charge of station where no yard forces on duty, must obtain permission from the manager train movement. 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 manager train movement. When dimensional or special shipment is set out on line, crew member must notify manager of train movement promptly as possible.

e. Manager train movement must issue appropriate 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 manager train movement 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 cross overs, 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 cross overs, 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.

DELTA

LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE
Handle cautiously through yard.

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.

When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 12 ft. 8 in. wide loads.

ECHO

LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE
Handle cautiously through yards.

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.

When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. 4 in. wide loads.

FOXTROT

LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE
Handle cautiously through yards.

Loads 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.

When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. 4 in. wide loads.

GOLF

LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE
Handle cautiously through yards.

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.

When load is handled on turnouts and cross overs, keep adjacent tracks near these turnouts and crossovers clear.

Observe track center restrictions for 13 ft. 8 in. wide loads.

HOTEL

Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.

INDIA

Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.

JULIET

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.

KILOGRAM

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.

LIMA

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 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.

MIKE

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.

NOVEMBER

When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.

OSCAR

Do not pass loads wider than _____ on adjacent parallel tracks.

PAPA

Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.

QUEBEC	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at location 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.

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 175 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

engineer will make report to the manager of train movement as soon as practicable and make written report to superintendent and director train movement indicating date, train and location of track side warning report to chief engineer. Manager of train movement 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"	Train need not stop; however, crew must report defect to manager of train movement.
"...First hot box right side XXX"	Stop train; inspect near indicated axle.
"... First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
"...First hot wheel near axle XXX"	Stop train; inspect near indicated axle.
"...(No message or incomplete message)"	Stop and inspect entire train.
"...Excessive Alarms"	Stop and inspect entire train.

Detector status messages may describe more than one defect such as:

"...First hot box left and right side XXX"

"...First hot wheel near axle XXX"

"...Second hot box right side XXX"

"...Third hot box left side XXX"

XXX is the axle count from the **head end** of train, including locomotives, to the defect indicated.

All detector status messages will be repeated in order of detection.

End of message will be indicated by the words "out", or "end of transmission".

When failed equipment is indicated, train crew must advise manager of train movement reason for delay by first available means of communication.

Train crew must report to the manager of train movement when **Detector Status Message** is "Integrity failure".

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

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 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. Rule Books in Effect on Montana Rail Link

- General Code of Operating Rules, SECOND EDITION, effective October 29, 1989.
- Air Brake and Train Handling Rules, Form 15338, Revised 10/29/89.
- Train Dispatcher's Manual, Form 51545, Revised 10/29/89.
- Operator's Manual, Form 15472, Revised 10/29/89.
- Maintenance Of Way Rules, For 15125, Revised 10/29/89.
- Safety Rules and General Rules
- Rules Governing the Handling of Hazardous Materials, effective October 29, 1989.

11. General Code of Operating Rules Changes and Additions

The following rules apply only on Montana Rail Link.

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

When verbally issuing and repeating track permits, track and time limits, track warrants and track bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled. When requesting main track authority Manager Train Movement or control operator must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Definition-Restricted Speed- is changed to read:

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

Rule G - is changed to read:

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

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

Rule 2

CONTINENTAL TIME will be used for operating purposes.

Rule 3

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

Rule 6 - explanation of characters

- A** - Automatic Interlocking (actuated automatically by the

approach of a train).

- B** - General orders, notice, and circulars.
- I** - Manual Interlocking (operated by a control operator)
- J** - Junction.
- K** - Standard Clock.
- M** - Railroad crossing protected by signals or gates.
- T** - Turntable or wye.
- U** - Railroad crossing not protected by signals or gates.
- X** - Crossover.
- X(2)** - Multiple Crossovers.
- Y** - Yard limits.

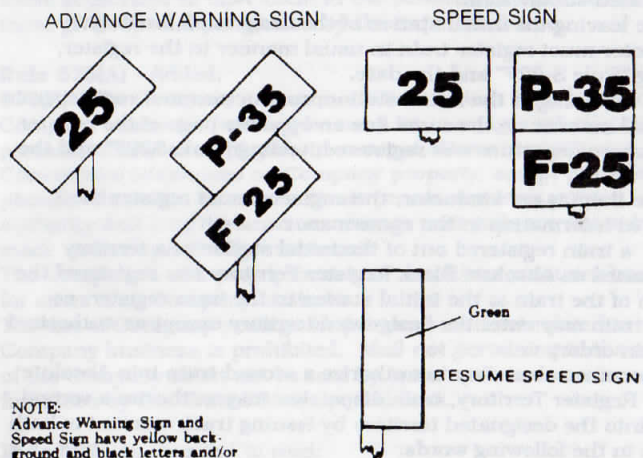
Rule 10(E) - following paragraphs are added:

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

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



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

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

- Figures preceded by letter P apply to passenger trains
- Figures preceded by the letter F apply to freight trains
- Figures not preceded by a letter apply to all trains.

Rule 82. The following last paragraph is added:

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

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

(2) The train involved must not proceed or flagman be recalled until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more

than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

Rule 102 - the following new last paragraph is added:
In caboosless 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 crew . If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

Rule 104(M)(4) - second papagraph 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 south ward 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 S-227 - is in effect on MONTANA RAIL LINK
ABSOLUTE BLOCK REGISTER TERRITORY:
On subdivisions or portions thereof, designated by timetable as Absolute Block Register Territory, extra trains may be operated without train order authority, subject to the following:
A train register labeled "Absolute Block Register (name or number) Subdivision" will apply only to a train operating on the designated subdivision.

Before leaving the initial station of the designated territory, conductor must register train in usual manner in the register, adding "Rule S-227" and the date.
Upon returning to the initial station, conductor must register train in usual manner on the same line on opposite page of the register from where departure was registered, adding "Rule S227" and the date.

Where there is no conductor, the engineer must register the required information in the same manor.
Until a train registered out of the initial station of a territory designated as Absolute Block Register Territory has registered the return of the train to the initial station in the train register, no other train may enter the designated territory except as authorized by train order.

If it becomes necessary to authorize a second train into Absolute Block Register Territory, train dispatcher may authorize a second train into the designated territory by issuing track warrant to both trains in the following words:

EXTRA _____ (Direction) _____
BETWEEN MP _____ AND MP _____
MUST REMAIN AT _____ (Location) _____
ENG _____ MAY REGISTER AND ENTER ABR TERRITORY
TO REACH EXTRA _____ (Direction) _____

The second named train may enter designated territory and approach location of the first named train prepared to stop.

Upon the arrival of the second named train at the location of the first named train, the track warrant is void and further movement must be made as one train.

The crew of the second named train must register both trains out of the designated territory.

Except as affected by Rule S-227, all other operating rules remain in effect.

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 ten 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 has with the crew of the train on the conflicting route.

Rule 351(C) - cancel second paragraph reading:
When track and time limits are granted to protect maintenance or repair work, trains or other employees must not be granted track and time limits within the same limits unless an understanding has been reached with such trains or other employees and the foreman in charge of the work as to conditions and movement to be made.

Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

Rule 407 - following second paragraph is added:
The manager of train movement may verbally authorize a train crew to change the date or engine number on an initial track warrant in CTC Territory.

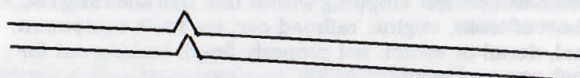
Rule 450
Example of track bulletin form D is shown below:

Montana
RAIL LINK

TRACK BULLETIN FORM D

No. _____ Date _____ 19 _____

to:	at:
	at:
	at:
	at:



ok:	copied by:	MTM:
-----	------------	------

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

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 rid in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

Rule 627(5) - is changed to read:
(5) Freight Car with bad order tags indicating that car is safe to move my be handled to nearest repair point.

12. Maintenance of Way Rules 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. When requesting main track authority, Manager Train Movements or control operator must be advised the exact point where main track will be entered. Main track must be entered at any other point unless otherwise authorized.

Rule 3

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

Rule 6 - explanation of characters

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

Rule 450. Track Warrant Form - Line 15 on Track Warrant Forms 15973 and 15974 is changed to read:
15. Protection as prescribed by Rule 99 not required against following trains on the same track.

For an example of a Montana Rail Link form D track bulletin see the figure pictured on the right of page 10.

13. 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 the rule remains unchanged, except)

Add the following new last paragraph:

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

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

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

Rule 299 - following paragraph is added:

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

Rule 336 m - added:

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

Rule 345 - following paragraph is added:

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

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 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 of employees are injured, everything possible must be done to care for them properly. If they are able to be moved, they should receive care from the nearest Company physician. If the case is urgent, they should be taken to the nearest medical facility or qualified physician (M.D.) for treatment.

Rule 597 - is changed to read:

Information concerning accidents and personal injuries must not be made public nor communicated to other than persons directly concerned or authorized company representatives.

14. Helper Behind Caboose

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

15. 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.

16. Certification of Rules Examination

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

17. Dumping Toilets

Dumping of toilets is prohibited when:

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

Compliance with these instructions by employees on passenger trains may require that all "Waste Treatment System" circuit breakers on Superliner equipment be switched to OFF. On other equipment not so equipped restrooms must be cleared and restrooms doors secured within the above limits.

18. 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 60 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 60 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 60 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 the Superintendents 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 Maintenance of Way Rules, Rule 565 of the Safety Rules and General Rules, or other appropriate rules that

govern the conduct of employees.

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:

- The employee will provide a urine sample at MRL's designated medical facility prior to going off duty but not more than eight (8) hours after the occurrence.
- 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.
- 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:

St. Patricks Hospital Laboratory
500 West Broadway
Missoula, MT 59802

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 St. Patricks Hospital.

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.

- 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 President or his Designee.
- The employee has the right to withhold the release of the test result from all persons except the President or his authorized representative.
- A more complete description of the procedure and policy of MRL's Enforcement of Rule G and Safety Rule 565 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 MRL Medical Department screening:

- The urine specimen should be voided in the presence of the examining physician or the physician should be satisfied that the specimen is authentic.
- 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:

St. Patricks Hospital
500 West Broadway
Missoula, MT 59802

- The test results from St. Patrick Hospital are released only to

the President or his Designee.

4. The employee has the right to withhold the release of the test result from all persons except the President or his authorized representative.

5. Any questions concerning the Medical Department's screening should be directed to your supervisor.

20. Reference to Terms

Terms of references as to conductor, brakeman, switchman, fireman, train dispatcher, yardmaster, etc. exist in some publications used by Montana Rail Link and have become standards in the railroad industry. Those positions do not exist on Montana Rail Link.

Responsibilities traditionally associated with those positions are incorporated in positions with other titles.

21. Train Handling

Dynamic braking is not to be used through and one mile in advance of temporary slow order unless safety of the train dictates.

22. Track and Time Permits

In CTC territory, train service employees working on Track and Time will be responsible for obtaining their own permits.

If Maintenance of Way forces are working in conjunction with a train and do not have equipment of their own fouling the track, they may work on the train crew's Track and Time clearing with the train.

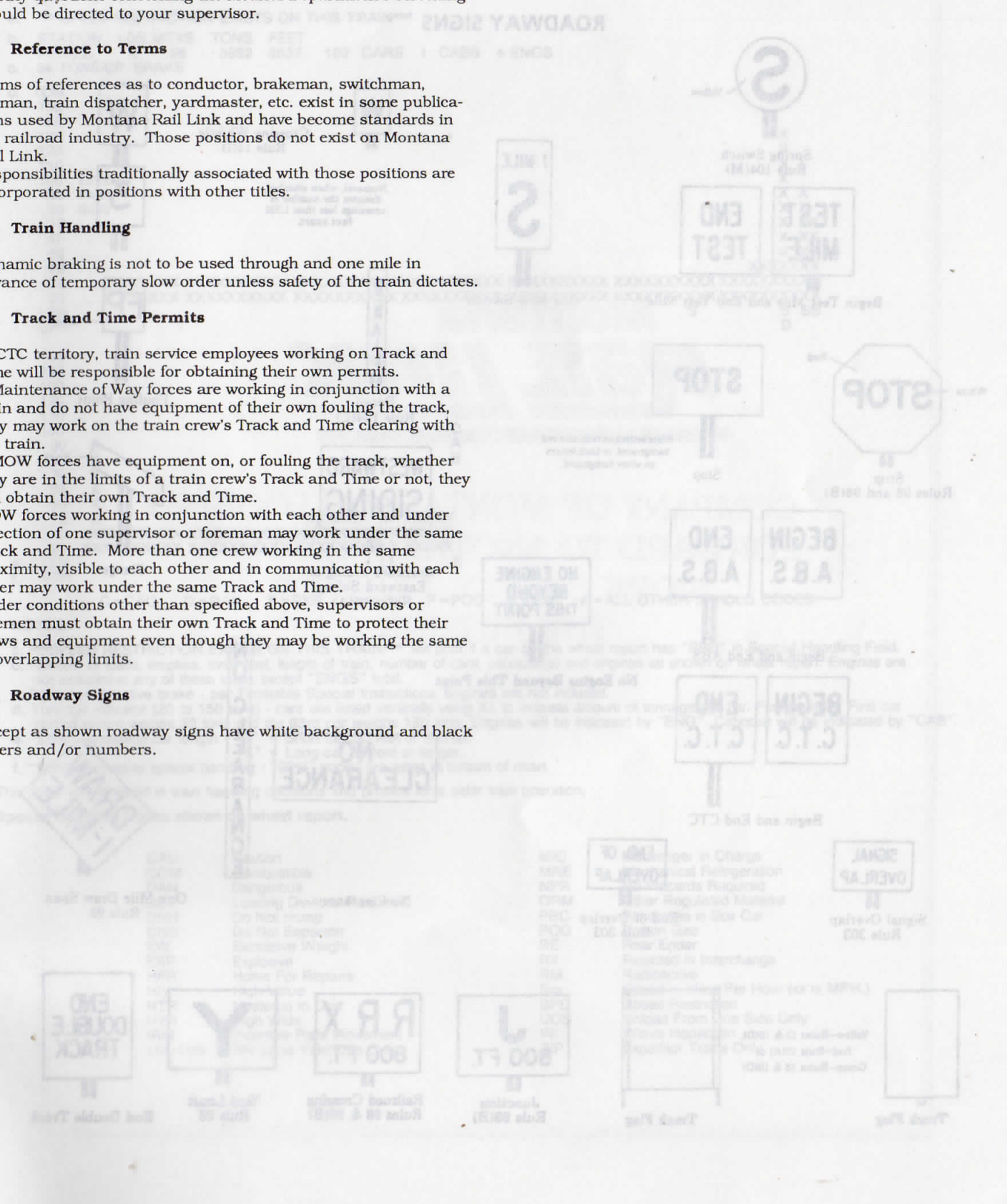
If MOW forces have equipment on, or fouling the track, whether they are in the limits of a train crew's Track and Time or not, they will obtain their own Track and Time.

MOW forces working in conjunction with each other and under direction of one supervisor or foreman may work under the same Track and Time. More than one crew working in the same proximity, visible to each other and in communication with each other may work under the same Track and Time.

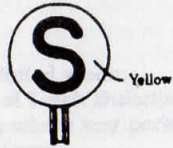
Under conditions other than specified above, supervisors or foremen must obtain their own Track and Time to protect their crews and equipment even though they may be working the same or overlapping limits.

23. Roadway Signs

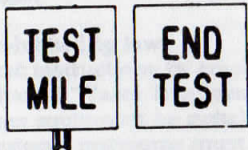
Except as shown roadway signs have white background and black letters and/or numbers.



ROADWAY SIGNS



Spring Switch
Rule 104(M)



Begin Test Mile and End Test Mile

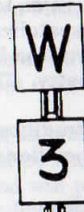


One Mile Switch



Crossing Whistle
Rule 15(I)

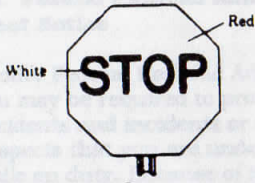
Numeral, when attached,
denotes the number of
crossings less than 1,320
feet apart.



Derail
Rule 104(L)



Fouling Point



Stop
Rules 98 and 98(B)

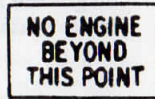


White letters on reflective red
background, or black letters
on white background.

Stop



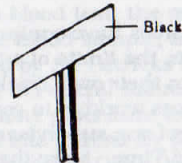
Begin and End ABS



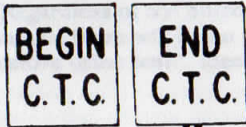
No Engine Beyond This Point



Westward Siding or
Eastward Siding
Rule 105(A)



Flanger



Begin and End CTC



No Clearance



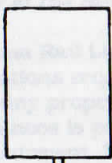
One Mile Draw Span
Rule 98



Signal Overlap
Rule 303

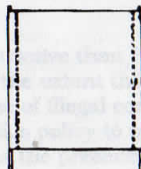


End of Overlap
Rule 303



Track Flag

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



Track Flag



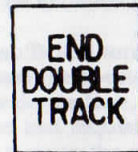
Junction
Rule 98(B)



Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



End Double Track

Montana **RAIL LINK**

A COMPANY OF MONTANANS LOOKING
FORWARD TO ANOTHER CENTURY.
WORK SAFELY, LIVE FOR
THE FUTURE.

