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 R. L. KELLER ..... Chief Engineer ..... Missoula  
 I. J. GJERSING ..... Director Train Movement ..... Missoula  
 T. A. JONES ..... Trainmaster..... Missoula  
 R. C. BATEMAN ..... Trainmaster/Road Foreman. .... Missoula  
 O. P. CANTU..... Roadmaster ..... Missoula  
 C. E. GALER ..... General Mechanical Foreman..... Missoula  
 J. S. GRIFFIN ..... Signal & Communications Supvr. Missoula  
 D. W. COOK ..... B & B Supervisor ..... Missoula

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

J. C. WIESCH ..... General Mechanical Foreman..... Livingston

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

R. A. WOODRUFF .... Roadmaster ..... Plains

B. C. BIDWELL ..... Director Operations Svcs. .... Spokane

See inside back cover for various facility phone numbers.




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# TIMETABLE NO. 2

IN EFFECT AT 0001  
Continental Mountain Time

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## Sunday January 29, 1989

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Vice President Operations  
**G. G. Wide**

Superintendent  
**J. L. Grewell**

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 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 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:	
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 979026 .....	35 MPH	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
Empty bulkhead flat cars except BN 961302-961361, BN 965846-965945 and cars with center bulkheads .....	45 MPH	45 MPH
Empty flat cars:	45 MPH	45 MPH
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 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 thru 499
6308	6337	1729	1927	1566	
6310	6341	1731	1929	591	
6312	6344	1732	1930		
6315	6345	1744	1931	701 thru 799	
6316	6346	1831	1934		
6317	6347	1832	1935		
6320	6377	1833	1946		
6322	6395	1834			
200 thru 290		101 thru 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 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

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 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	G	SD-9
	GP-5		GP-38-X	H	SD-9
	GP-9		GP-38-2		E-9
	GP-18		GP-30	I	C-30-7
C	SW-7	GP-35	U-30-C		
	SW-12		SD-35		
	SW-9		GP-38-B*		SD-40
	SW-10		GP-40	SD-40-2	
D	NW-12		GP-40-2	SD-45	
	MP-15	GP-50			
	GP-15-1	B-30-7A*			
	GP-10	U-30-B			
	GP-9	B-30-7			
	GP-20	B-32-8			
	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 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	Empty Log Cars
Empty ribbon rail cars	Rear end only cars

Jordan spreaders  
Locomotive cranes

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

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

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers.

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

**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.



## SPECIAL INSTRUCTIONS

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 employes 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 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 train dispatcher promptly as possible.
- e. Manager train movement 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 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
<b>ALPHA</b>	<p><b>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</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 11 ft. 6 in. wide loads.</p>
<b>BRAVO</b>	<p><b>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p>
<b>CHARLIE</b>	<p>Observe track center restrictions for 12 ft. wide loads.</p> <p><b>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</b></p> <p>Handle cautiously through yards.</p> <p>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.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p>
<b>DELTA</b>	<p><b>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</b></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>
<b>ECHO</b>	<p><b>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</b></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>
<b>FOXTROT</b>	<p>Observe track center restrictions for 13 ft. wide loads.</p> <p><b>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</b></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>
<b>GOLF</b>	<p><b>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</b></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>



CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>HOTEL</b>	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.	<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
<b>INDIA</b>	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.	<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
<b>JULIET</b>	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.	<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.
<b>KILOGRAM</b>	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.	<b>7. Track Side Warning Detector</b>	
<b>LIMA</b>	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.	<b>Train Inspection</b>	
<b>MIKE</b>	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.	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.	
<b>NOVEMBER</b>	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.	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.	
<b>OSCAR</b>	Do not pass loads wider than _____ on adjacent parallel tracks.	Only 175 degree Fahrenheit heat-indicating crayons will be used to test the temperature of roller bearing journals.	
<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.	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.	
<b>QUEBEC</b>	Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.	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.	
<b>ROMEO</b>	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.	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.	
<b>SANDWICH</b>	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.	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 detector which failed to detect the hot bearing, with a copy of the 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.	
<b>TANGO</b>	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.	When track side warning detector which protects bridge, tunnel or other structure is out of service, including when <b>Detector Status Message</b> 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.	
		<b>Track Side Warning Detector-Radio Reporter</b>	
		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.	

## SPECIAL INSTRUCTIONS

**Detector Status Message**

- ". . . No defects"
- ". . . Integrity failure"
- ". . . First hot box right side  
XXX"
- ". . . First dragging equipment  
near axle XXX"
- ". . . First hot wheel near axle  
XXX"

**Detector Status Message**

- ". . . (No message or incomplete  
message)"
- ". . . Excessive Alarms"

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 train order, track warrant or track bulletin. This does not modify requirements of Rule 93.

**9. Commodities Insulating Track in CTC and ABS**

Employes 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

**Train Crew Response**

- Proceed.
- Train need not stop; however, crew must report defect to manager of train movement.
- Stop train; inspect near indicated axle.
- Stop train; inspect near indicated axle.
- Stop train; inspect near indicated axle.

**Train Crew Response**

- Stop and inspect entire train.
- Stop and inspect entire train.

way adversely affect their alertness, coordination, reaction, response or safety.

**Rule Q**-add the following:

- MT - Main Track(s)
- HER - Head End Restriction
- WWD - Westward
- EWD - Eastward
- ZERO - Not Permitted

**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:

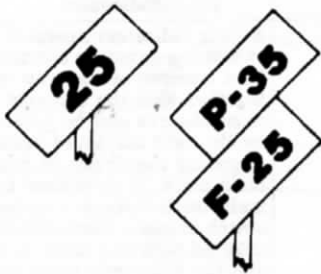
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

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.

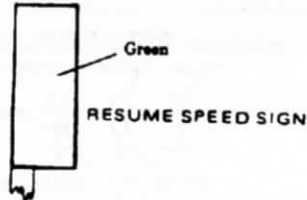
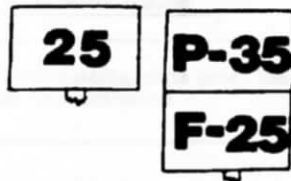
At the end of a reduced speed zone, a train or engine will be governed by a "Speed Sign" displaying a higher speed or a "Resume Speed Sign" which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign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

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

## ADVANCE WARNING SIGN



## SPEED SIGN



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

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

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

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

**Rule 11**-following second paragraph is added:

Unattended burning fuses 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;
- (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 assistant trainmaster instead of the manager train movement 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 and Rule 225** -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**

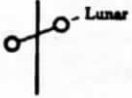
**NAME** is changed to: RESTRICTED PROCEED.

**INDICATION** is changed to: Proceed at restricted speed.

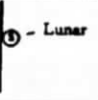
**Rule 248**-new:

**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.

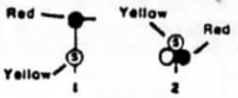
**Rule 248(C)**-Block Indicator

Aspects	Indication
	Block clear.

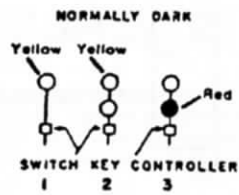
**Rule 248(D)**-Block Indicator

Aspects	Indication
	Block occupied.

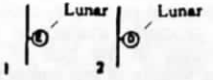
**Rule 248(E)**-Spring Switch Indicator

Aspects	Indication
	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.

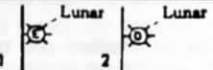
**Rule 248(F)**-Switch Indicator

Aspects	Indication
	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.  If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.  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.  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.


**Rule 248(G)**-Failed Equipment Indicator

Aspects	Indication
	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.


**Rule 248(H)**-Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


**Rule 248(I)**-Slide Fence Indicator

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

**Rule 248(J)-Slide Fence Indicator**

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

**Rule 248(K)-Resume Speed**

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

When operating dual control switches per Rule 315 and 315(A) do not return the switch to power until movement has stopped or entire movement has passed over the switch. After notification by the employee tending the switch that the switch has been restored to power, the engineer may continue the movement.

**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 351**-The following paragraph is added to Rule 351:

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

**Rule 405-**

Rule 405 in effect at Laurel, Helena and Missoula. Engineers will remove their track warrants and track bulletins from the devices provided for this purpose.

**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, manager train movement must notify assistant train-master 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 manager train movement:

- (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 manager train movement 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 manager train movement 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.

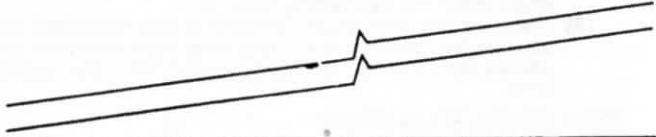
Employees who receive track bulletins for delivery to others must retain a copy of each track bulletin voided on file.

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

MONTANA  
**RAIL LINK**

**TRACK BULLETIN FORM D**

No _____	Date _____	19__
TO	AT	
	AT	
	AT	
	AT	



OK	CONTROL BY	DISPATCHER
----	------------	------------

Printed in U.S.A.

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

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

**11. Rules of the Maintenance of Way Changes and Additions**

**Track Permits, Track and Time Limits, Track Warrants, Track Bulletins and Train Location Lineups**

When verbally issuing and repeating track permits, track and time limits, track warrants, track bulletins and train location lineups, 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)
- HER - Head End Restriction
- WWD - Westward
- EWD - Eastward
- ZERO - Not Permitted

**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 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;
  - (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 405-**

Rule 405 in effect at Laurel, Helena and Missoula. Engineers will remove their track warrants and track bulletins from the devices provided for this purpose.

**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, manager train movement must notify assistant train-master 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 manager train movement:

- (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 manager train movement 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 manager train movement 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:

Model No. 1  
**RAIL LINK**

**TRACK BULLETIN FORM D**

No. \_\_\_\_\_ Date \_\_\_\_\_ 19\_\_

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____

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

MADE IN U.S.A.

**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 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.

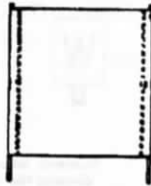
17. Roadway Signs

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)



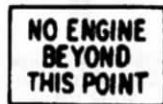
Yard Limit  
Rule 93



Conditional Yard Limits  
Rule 93



End Double Track

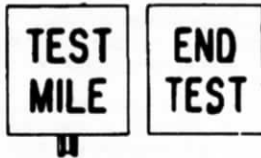


No Engine Beyond This Point





Spring Switch  
Rule 104(M)



Begin Test Mile and End Test Mile



One Mile Switch



Crossing Whistle  
Rule 15(I)

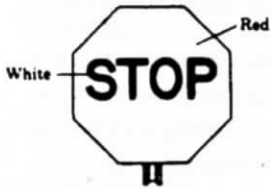
Numeral, when attached, denotes the number of crossings less than 1,320 feet.



Derail  
Rule 104(L)



Fouling Point



Stop  
Rules 98 and 98(B)



Stop

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



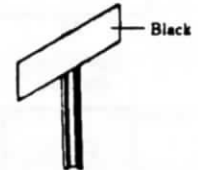
Begin and End ABS



No Engine Beyond This Point



Westward Siding or Eastward Siding  
Rule 105(A)



Flanger



Begin and End CTC



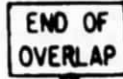
No Clearance



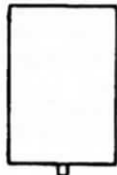
One Mile Draw Span  
Rule 98



Signal Overlap  
Rule 303

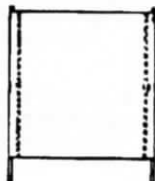


End of Overlap  
Rule 303



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

**18. Tonnage Chart Profile**

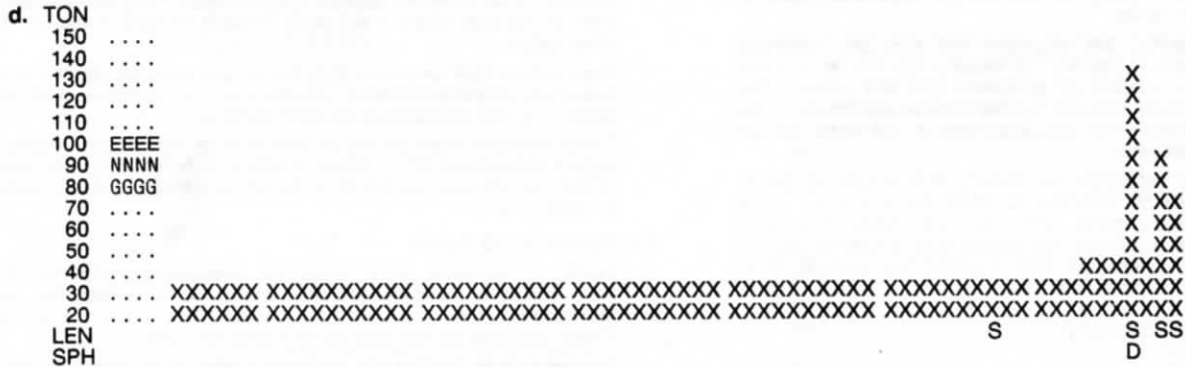
A "Tonnage Chart Profile", as shown in the following example, may be included on the bottom of the wheel report. This profile will give you the following information in a "snapshot" type view of train.

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



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	Expeditor Trains Only
SPD	Speed Restriction	L01-L09	BN Local Yard Use Only
DNS	Do Not Separate	Rll	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 collect, in a single container, an amount of specimen sufficient to allow the specimen to be divided into two equal parts, with each part being placed in separate containers, identified and sealed with evidence tape in the presence of the individual who provided the sample. Both containers are to be express mailed to:

St. Patrick's 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. Patrick's 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 three parts, two of which are to be forwarded to St. Patrick's Hospital and the third part to 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. Urine specimens submitted will be tested for at least alcohol and other substances of abuse, and the test results will be released only to the President or his designee.
5. The employee has the right to withhold the release of the test result from all persons except the, President or his authorized representatives.
6. 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 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 collect, in a single container, an amount of specimen sufficient to allow the specimen to be divided into two equal parts, with each part being placed in separate containers, identified and sealed with evidence tape in the presence of the individual who provided the sample. Both containers are to be express mailed to:

St. Patrick's Hospital Laboratory  
500 West Broadway  
Missoula, MT 59802

3. Test results 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 screening should be directed to your supervisor.

**20. Hazardous Material Requirements**

Federal regulations for rail cars, trailers and containers which contain less than 1000 lbs. of hazardous material do not require placarding. However, crews are required to have properly prepared shipping papers in their possession.

Train consists and wheel reports identify placarded cars by special handling codes; DAN, EXP, POG or RM.

A special handling code, NPR (NO PLACARDS REQUIRED) has been added for mixed loads having less than 1000 lbs. of hazardous material. This currently applies only to traffic from hub centers, however; in the near future, it will apply to loads received in interchange and other loads.

Train crews must ascertain ALL hazardous material shipments in their train have properly prepared shipping papers (waybill or copy of billing papers) in their possession for each shipment.

Crew members must ensure at crew change points that these shipping papers are passed on to relieving crews. When tied up account hours of service, shipping papers must be left in a location readily accessible to relief crew.

**21. Reference to Terms**

Terms of reference 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.

**22. 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.

**23. 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.



# 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 6000H (or 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 of this page.

"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) Except as provided in paragraph (b) of this section, no person may accept for transportation by rail any hazardous material which is subject to this subchapter unless he has received a shipping paper prepared in the manner specified in Subpart C of Part 172 of the regulations and as 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 other billing 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 switching 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) The shipping paper for a tank car that contains only the residue of a hazardous material must contain the words "RESIDUE: Last contained \* \* \*", followed by the basic description of the hazardous material last contained in the tank car and the placard notation specified in the second column of the table in paragraph (a)(2) of this section followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Petroleum Naptha, Combustible liquid, UN 1255, Placarded: COMBUSTIBLE-RESIDUE". For a tank car that contains a residue that is a hazardous substance, the letters "RQ" must also be entered on the shipping paper either before or after the basic description.

§ 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.

NPR — indicates a hazardous material which does not require placards or endorsement.

(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 in accordance with 40 CFR 262.20 and is 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) The requirements of paragraphs (d) and (e) of this section do not apply to a rail carrier when waste is delivered to a designated facility by railroad it:

- (2) The delivering rail carrier obtains and retains a receipt for the waste that is dated by and bears the handwritten signature of the person representing the designated 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. For Canadian shipments, required placards lost in transit, must be replaced by those required by Part 172 of this subchapter or by those authorized under 171.12 (a).

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

- (1) Each rail car, trailer or container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material labeled RADIOACTIVE YELLOW III.
- (2) Each rail car, trailer or container containing 1000 lbs. or more of all other hazardous materials, and each tank car or tank container containing any amount of 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 RESTRICTIONS

EXPLOSIVES A	POISON GAS 2	1075 2	EXPLOSIVES B	OXIDIZER 5	FLAMMABLE 3	FLAMMABLE GAS 2	NON-FLAMMABLE GAS 2	CHLORIN 2	
Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS				TOFC/COFC	Box, Hopper
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 shifttable 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					

MIS  
LOC  
SHA  
IDE  
TO  
MAF  
OBT  
CAR



# RESTRICTIONS FOR PLACARDED CARS

Flat, Tank Cars	Cars placarded:	Residue placarded tank cars:	Cars placarded:

**PLACARDS ARE IDENTIFIED BY: COLOR, SYMBOL AND HAZARD CLASS NUMBER**

(standard) (alternate)

- EXPLOSIVES
- GASES
- FLAMMABLE LIQUIDS
- FLAMMABLE SOLIDS
- OXIDIZING MATERIALS
- POISONOUS, INFECTIOUS
- RADIOACTIVE MATERIALS
- CORROSIVE MATERIALS
- ORM (-A, -B, -C, -D, -E) (other regulated material)

UN/NA numbers (example 1005) are used for emergency response operations, to assist in commodity identification. They may be displayed either on an orange panel adjacent to a "standard" placard or in the center rectangle of an "alternate" placard. UN/NA numbers shown on this page are for illustration purposes, only.

**CANADIAN PLACARDS**

Some compressed gases are classified differently in Canada. Waybills accompanying these shipments to or from Canada will show the Canadian hazard classification "Poison Gas 2.3" or "Corrosive Gas 2.4" and the car will be placarded with the corresponding Canadian placard.

Tank cars placarded Canadian POISON GAS 2.3 or CORROSIVE GAS 2.4 shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS and CHLORINE.

POISON GAS 2.3

CORROSIVE GAS 2.4

			<b>NO RESTRICTIONS</b>

- NOTES**
- Cars with same placards may be placed next to each other.**
- A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.
  - Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
  - Does not apply when flat car also placarded EXPLOSIVE A.
  - Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.
  - Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.
  - Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.
  - Applies to 2 grey shaded areas. Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NONFLAMMABLE GAS, CHLORINE, Canadian POISON GAS 2.3 and Canadian CORROSIVE GAS 2.4. In humping operation, these cars may be allowed to roll free provided:
    - the intended track contains one or more standing cars
    - the preceding car is clear of all switches before the placarded car is cut off
    - the placarded car is cut off singly
    - the placarded car is clear of all switches before the following car is cut off
    - the next car into the track containing the placarded car is cut off singly.

**PLACARDS MUST BE REPLACED.** LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON TANK CARS OR SHIPPING PAPER.

§ 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 it is 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.



Length of Siding In Feet	Station No.	Line Segment	Mile Post Location	1st Subdiv MAIN LINE STATIONS		Distance from MP 209.9
				Office Calls	Rule 8(A)	
			209.9		JONES JCT. (Begin MRL)	0.0
10,727	30828		213.1	HU	HUNTLEY	3.2
	30837		221.8		EAST BILLINGS	11.8
	30841	DT	225.2	86	BILLINGS	15.5
	30852		12.1		MOSSMAIN	27.8
	30855	2MT	13.8	KD	LAUREL YARD	29.5
			14.9		LAUREL	30.8
	30859	2MT	17.7		SPURLING	35.0

Radio Channel No. 1, No. 2 and No. 3 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.
MP 213.2 and MP 217.8 .....	50 MPH.	45 MPH.
MP 223.4 and MP 224.0 .....	40 MPH.	40 MPH.
Billings and Spurling		
Eastward MT .....	60 MPH.	45 MPH.
MP 17.6 and MP 15.2 .....	40 MPH.	40 MPH.
MP 15.2 and MP 12.4 .....	10 MPH.	10 MPH.
MP 12.4 and MP 0.0 .....	60 MPH.	45 MPH.
Westward MT .....	40 MPH.	40 MPH.
MP 0.0 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 .....	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.	

At Billings all trackage beginning at a point 30 feet north of the center line of the Westward Main Track accessed by the turnout at MP 225.35, commonly referred to as the GN Yard and CB&Q Yard, has been identified as excepted track under FRA Track Safety Standards.

- 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.

BN track warrants and track bulletins received at Forsyth, Sheridan and Laurel will apply to MRL trackage between Huntley and Laurel. Between CTC Mossmain and CTC East Billings track warrant authority will not be required for movement with the current of traffic.

- 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 manager train movement.

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-** During initial terminal air brake test, carmen will release handbrakes.  
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.  
Arriving trains will be left with slack bunched.
- 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 manager train movement in accordance with Rule 35 of the Rules of MW for track occupancy not protected by track warrant authority.

**Other Track Side Warning Detector Locations-**

East Billings                      MP 219.7

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	2nd Subdiv MAIN LINE STATIONS		Distance from Spur-ling	
				Office Calls	Rule 8(A)		
	30859	11	17.7	SPURLING		0.0	
			32.3	13.1 RAPIDS		13.1	
9,308	30872		40.3	8.1 CO COLUMBUS		21.2	
9,246	30880		47.4	8.4 CRAVER	CTC	29.6	
8,502	30889		56.8	8.3 REED POINT		37.9	
9,868	30897		62.0	5.0 QUEBEC		42.9	
9,185	30902		71.2	8.3 GREYCLIFF		51.2	
9,366	30910		80.9	10.6 BD BIG TIMBER		61.8	
9,306	30921		90.7	10.0 CARNEY		71.8	
9,288	30931		102.3	11.4 ELTON		83.2	
10,180	30942		115.3	13.1 VS LIVINGSTON	BKRTY ABS	96.3	
10,466	30956	12	127.1	11.9 MUIR		108.2	
8,870	30968		128.5	1.2 WEST END		109.4	
9,375	30970		140.4	11.7 BZ BOZEMAN	T	121.1	
10,067	30981		149.8	9.5 BR BELGRADE		130.6	
7,300	30991		159.3	9.4 MANHATTAN		140.0	
3,782	31000		164.8	5.3 LOGAN	J CTC	145.3	
8,228	31005		13	170.5	5.9 RT TRIDENT		151.2
4,943	31011			178.9	8.3 CLARKSTON		159.5
7,191	31020			185.1	6.2 LOMBARD		165.7
8,595	31026			194.2	9.1 TOSTON		174.8
5,511	31035			205.2	11.1 TN TOWNSEND	T	185.9
6,508	31046	218.1		13.0 WINSTON		198.9	
7,036	31059	227.4		9.2 LOUISVILLE		208.1	
7,880	31068	234.0		6.5 JN EAST HELENA	J	214.6	
	31075	238.4		4.4			
6,660	31079	0.0		HY HELENA	BJKRTY ABS	219.0	

Radio Channel No. 2 and No. 3 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
Signal 29.5 WWD, HER	55 MPH.	45 MPH.
Signal 34.4 EWD, HER	50 MPH.	40 MPH.
Signal 36.9 WWD, HER	55 MPH.	45 MPH.
MP 40.2 and MP 42.0	45 MPH.	45 MPH.
Signal 41.8 EWD, HER	55 MPH.	45 MPH.
MP 42.0 and MP 42.6	40 MPH.	40 MPH.
Signal 43.4 EWD, HER	55 MPH.	45 MPH.
Signal 43.5 WWD, HER	55 MPH.	45 MPH.
Signal 45.1 WWD, HER	55 MPH.	45 MPH.
Signal 50.0 EWD, HER	55 MPH.	45 MPH.
MP 50.8 and MP 51.8	50 MPH.	45 MPH.
Signal 53.3 WWD, HER	55 MPH.	45 MPH.
Signal 53.4 EWD, HER	55 MPH.	45 MPH.
Signal 58.4 EWD, HER	50 MPH.	40 MPH.
Signal 60.1 WWD, HER	55 MPH.	45 MPH.
Signal 64.8 EWD, HER	50 MPH.	40 MPH.

Signal 73.0 EWD, HER	55 MPH.	45 MPH.
MP 80.8 and MP 81.2	45 MPH.	45 MPH.
Signal 84.4 EWD, HER	55 MPH.	45 MPH.
Signal 88.7 WWD, HWE	55 MPH.	45 MPH.
Signal Carney West (MP 92) EWD, HER	55 MPH.	45 MPH.
MP 98 and MP 100.3	55 MPH.	45 MPH.
Signal 108.7 WWD, HER	55 MPH.	45 MPH.
MP 114 and MP 115.6	30 MPH.	30 MPH.
MP 115.6 and MP 127.3	35 MPH.	35 MPH.
Signal end CTC (MP 116.1) EWD, HER	30 MPH.	20 MPH.
Livingston and Muir Ascending	35 MPH.	35 MPH.
Livingston and Muir Descending	35 MPH.	20 MPH.
MP 127.3 and MP 135.3	30 MPH.	30 MPH.
Signal Muir West(MP 127.4) WWD, HER	30 MPH.	25 MPH.
Signal West End East(MP 128.6) WWD,HER	25 MPH.	25 MPH.
MP 128.2 and MP 135.3 Descending	30 MPH.	20 MPH.
MP 135.3 and MP 140.4	40 MPH.	40 MPH.
Signal 137.1 WWD, HER	40 MPH.	35 MPH.
MP 140.4 and MP 140.9	35 MPH.	35 MPH.
MP 158.7 and MP 160.0	45 MPH.	45 MPH.
Signal 161.7 WWD, HER	45 MPH.	40 MPH.
MP 162.5 and MP 164.7	45 MPH.	45 MPH.
MP 164.7 and MP 165.5	25 MPH.	25 MPH.
MP 169.3 and MP 169.7	25 MPH.	25 MPH.
MP 173.0 and MP 174.5	30 MPH.	30 MPH.
MP 174.5 and MP 176.6	45 MPH.	45 MPH.
Signal 176.9 WWD, HER	55 MPH.	45 MPH.
Signal Clarkston East(MP 178.5)WWD, HER	50 MPH.	40 MPH.
MP 179.8 and MP 181.2	40 MPH.	40 MPH.
MP 181.2 and MP 190.4	25 MPH.	25 MPH.
Signal 192.7 WWD, HER	55 MPH.	45 MPH.
Signal Toston East (MP 194.2) WWD,HER	45 MPH.	40 MPH.
Signal Toston West (MP 195.3) EWD,HER	40 MPH.	35 MPH.
Signal 196.8 EWD, HER	55 MPH.	45 MPH.
Signal 202.5 WWD, HER	55 MPH.	45 MPH.
Signal Townsend East (MP 204) WWD, HER	55 MPH.	45 MPH.
Signal Townsend West (MP 205.5) EWD, HER	50 MPH.	40 MPH.
MP 214.1 and MP 215.6	45 MPH.	45 MPH.
Signal Winston East (MP 216.9)WWD, HER	55 MPH.	45 MPH.
Signal Winston West (MP 218.4)EWD, HER	50 MPH.	45 MPH.
Signal 224.7 WWD, HER	50 MPH.	40 MPH.
Signal Louisville East (MP 226.5) WWD, HER	50 MPH.	40 MPH.
Signal 229.4 EWD, HER	55 MPH.	45 MPH.
Signal 231.5 WWD, HER	50 MPH.	45 MPH.
Signal 234.5 WWD, HER	45 MPH.	40 MPH.
MP 236.7 and MP 238.4	45 MPH.	45 MPH.
Signal 237.0 EWD, HER	45 MPH.	40 MPH.
Logan Switch to Fifth Subdivision	12 MPH.	12 MPH.
East Helena to Montana City Spur	25 MPH.	25 MPH.
Siding Rapids	10 MPH.	ZERO
Siding Columbus	25 MPH.	25 MPH.
Siding Craver	25 MPH.	25 MPH.
Siding Reedpoint	10 MPH.	ZERO
Siding Quebec	25 MPH.	25 MPH.
Siding Greycliff	10 MPH.	ZERO
Siding Big Timber	10 MPH.	10 MPH.
Siding Carney	25 MPH.	25 MPH.
Siding Elton	10 MPH.	10 MPH.
Long leads Livingston	25 MPH.	25 MPH.
No. 1 track Livingston	10 MPH.	10 MPH.
Siding Elton	10 MPH.	10 MPH.
Siding Muir	10 MPH.	10 MPH.
Siding West End	25 MPH.	20 MPH.
Siding Bozeman	25 MPH.	25 MPH.
Siding Belgrade	10 MPH.	10 MPH.
Siding Manhattan	10 MPH.	ZERO

Note-Siding Manhattan may be used to build Talc Trains over 100 Tons/OB

Siding Logan .....	10 MPH.	10 MPH.
Siding Trident.....	10 MPH.	10 MPH.
Siding Clarkston.....	10 MPH.	10 MPH.
Siding Lombard .....	25 MPH.	25 MPH.
Siding Toston.....	10 MPH.	10 MPH.
Siding Townsend .....	25 MPH.	25 MPH.
Siding Winston.....	10 MPH.	10 MPH.
Siding Louisville .....	10 MPH.	10 MPH.

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 shoving 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.

Manager Train Movement will advise engineer 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 manager train movement. 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 manager train movement 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 manager train movement 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-**

West End	MP 131.4
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**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
Livingston East	MP 111.1		



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)		
6,600	31070	14	238.4	HY HELENA	BJKRTY	ABS	0.0
	31084		5.0	TOBIN			5.2
6,825	31092	42	13.0	AUSTIN			13.0
	31098		18.4	SKYLINE			18.7
7,951	31100		20.5	BLOSSBURG		T	20.7
9,468	31108		28.9	ELLISTON			29.1
6,213	31117		37.7	AVON			37.8
7,749	31130		50.5	GR GARRISON		K	51.0
14,719	31134		54.7	PHOSPHATE			53.8
10,355	31142		62.6	JENS			61.7
10,366	31150		70.7	D DRUMMOND		JT	69.8
12,996	31160		14	81.1	BEARMOUTH		
8,995	31168	88.7		NIMROD			87.9
10,996	31182	102.5		CLINTON			101.8
14,455	31192	113.2		BN BONNER			112.4
	31198	119.3		2MT MA MISSOULA	BJKRTXY	ABS	118.5

Radio Channel No. 1, No. 2 and No. 3 in service on this Subdivision.  
 Manager Train Movement Call-In Code 51 or 52 on this subdivision.

(NOTE: The territory between Helena Jct. on Main No. 1 and Tobin on Main No. 2 and east switch 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 current Burlington Northern timetable govern. BN dispatcher call-in Code - 53)

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

**Maximum Speeds Permitted**  
 Up to 100 Tons/OB      Over 100 Tons/OB

MP 0.0 and MP 0.5 number 1		
Main HER .....	10 MPH.	10 MPH.
MP 0.0 and MP 0.7 .....	25 MPH.	25 MPH.
West Helena thru West Crossover .....	12 MPH.	12 MPH.
MP 0.7 and MP 5.0 .....	45 MPH.	45 MPH.
MP 52.9 and MP 54.6 .....	55 MPH.	45 MPH.
Signal 67.3 WWD, HER .....	55 MPH.	45 MPH.
MP 74.0 and MP 75.0 .....	55 MPH.	45 MPH.
MP 77.3 and MP 79.3 .....	55 MPH.	45 MPH.
MP 79.3 and MP 80.2 .....	45 MPH.	45 MPH.
MP 80.2 and MP 84.8 .....	55 MPH.	45 MPH.
MP 87.2 and MP 87.9 .....	50 MPH.	45 MPH.
MP 87.9 and MP 89.6 .....	55 MPH.	45 MPH.
MP 106.2 and MP 106.5 .....	55 MPH.	45 MPH.
MP 113.9 and MP 114.2 .....	55 MPH.	45 MPH.
MP 118.2 and MP 119.3 .....	20 MPH.	20 MPH.
East Missoula thru turnout .....	30 MPH.	30 MPH.
Missoula Over public crossings		
HER .....	30 MPH.	30 MPH.
Siding Phosphate .....	10 MPH.	10 MPH.
Siding Jens .....	30 MPH.	25 MPH.
Siding Drummond .....	30 MPH.	25 MPH.
Siding Bearmouth .....	30 MPH.	25 MPH.
Siding Nimrod .....	30 MPH.	25 MPH.
Siding Clinton .....	30 MPH.	25 MPH.
Siding Bonner .....	30 MPH.	25 MPH.

- 2. Bridge, Engine and Heavy Car Restrictions-**  
Fort Harrison-Locomotives in Groups G, H and I not permitted.
- 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 manager of train movement.
- 5. Rule 99-** When flagging is required, distance is 2.0 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

**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. Manned Helper Operation  
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.

Manager of train movement will advise engineer of tonnage rating of helper so that engineer 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 Tobin 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 Tobin 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 Tobin 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. Track Bulletins-Authorized on this subdivision.
- 12. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures- None.

**Other Track Side Warning Detector Locations-**

Nimrod- MP 94.3 Jens- MP 64.6

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	4th Subdiv MAIN LINE STATIONS			Distance from Misoula		
				Office Calls	Rule 6(A)				
	31108	15	119.3	2MT	MA	MISSOULA	BJKRTXY	ABS	0.0
	31205		125.9			DE SMET	J	CTC	6.8
5,005	87806		132.2			SCHILLING			11.8
11,661	87610		136.6			FRENCHTOWN			16.3
9,083	87624		150.8			LOTHROP	I		30.5
4,834	87634		161.2			CYR			40.9
8,560	87641	16	167.8			RIVULET	I		47.3
6,493	87649		176.2			WESTFALL			55.8
8,480	87657		183.6	ON		SUPERIOR	I	TWC	63.3
4,109	87662		188.8			SPRING GULCH		ABS	68.5
4,084	87670		197.2			ST. REGIS			76.9
5,569	87675		201.9			TOOLE	I		81.6
6,188	87687		214.2			QUINNS			93.9
12,307	31269		0.0	PD		PARADISE	BJKRTXY		98.9
11,360	31275		6.0			PLAINS			104.9
11,227	31290		20.5			EDDY			119.4
11,730	31301		31.5	FN		THOMPSON FALLS			130.4
7,780	31316		46.4			CHILDS			145.3
	31323		54.0			TROUT CREEK			152.8
9,190	31331		61.6			TUSCOR			160.4
11,025	31342	17	72.5			NOXON			171.3
11,660	31349		80.1			HERON		CTC	178.9
12,305	31360		91.1			COLBY			189.8
8,775	31372		103.5			HOPE			202.0
16,670	01803		117.0			SANDPOINT			215.5
	01798		118.7			SANDPOINT JCT.	J		217.2
						End MRL			

Radio Channel No. 2 and No. 3 in service on this Subdivision.  
Dispatcher Radio Call-in Code 51 or 52.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	BN 1st Subdiv MAIN LINE STATIONS		Distance from Sandpoint Jct.	
				Office Calls	Rule 6(A)		
			1403.3		SANDPOINT JCT.	J	0.0
	01798		2.9				
	01803		3.0	SA	SANDPOINT	BR	0.1
	01810		10.1	2MT	ALGOMA		7.3
10,828	01817		17.6		COCOLALLA		14.0
13,247	01830		31.5		ATHOL		26.6
10,600	01837	45	37.7		RAMSEY	CTC	33.9
9,156	01843		45.5		RATHDRUM		39.6
	01845		47.0		HAUSER		41.0
	01850		51.5		HAUSER JCT.	J	46.6
10,095	01855		57.9		OTIS ORCHARDS		52.4
	01861		63.3		IRVIN		58.3
	01865		66.6	2MT	PARKWATER	XY	61.6
	01866		68.1		YARDLEY	BJKRTXY	63.1
			69.7	DT	NAPA ST.	IJXY	64.7
			71.5			ABS	
	01870	46	0.0	SF	SPOKANE	BJKRTXY	66.6

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

Train Dispatcher Call-in Code 49.

(NOTE: Sandpoint Jct. to Spokane 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 current Pacific Division Burlington Northern Railroad Timetable govern.)

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

**Maximum Speeds Permitted**  
Up to 100 Tons/OB Over 100 Tons/OB

Missoula Public Crossings .....	30 MPH.	30 MPH.
Tracks No. 5 and No. 6 West of Van Evans Crossing .....	20 MPH.	20 MPH.
Thru Turnouts at West Missoula .....	20 MPH.	20 MPH.
Thru crossover Desmet .....	25 MPH.	25 MPH.
MP 122.8 and MP 126.4 .....	50 MPH.	45 MPH.
MP 126.4 and MP 126.9 .....	40 MPH.	40 MPH.
MP 126.9 and MP 129.4 .....	45 MPH.	45 MPH.
MP 135.3 and MP 141.9 .....	50 MPH.	45 MPH.
MP 141.9 and MP 143.1 .....	40 MPH.	40 MPH.
MP 143.1 and MP 143.4 .....	30 MPH.	30 MPH.
MP 143.4 and MP 147.5 .....	40 MPH.	40 MPH.
MP 147.5 and MP 149.2 .....	35 MPH.	35 MPH.
MP 149.2 and MP 152.6 .....	45 MPH.	45 MPH.
MP 152.6 and MP 152.8 .....	25 MPH.	25 MPH.
MP 152.8 and MP 153.8 .....	35 MPH.	35 MPH.
MP 153.8 and MP 158.8 .....	40 MPH.	40 MPH.
MP 158.8 and MP 159.1 .....	35 MPH.	35 MPH.
MP 159.1 and MP 164.3 .....	45 MPH.	45 MPH.
MP 164.3 and MP 165.6 .....	35 MPH.	35 MPH.
MP 165.6 and MP 168.2 .....	30 MPH.	30 MPH.
MP 168.2 and MP 170.9 .....	25 MPH.	25 MPH.
MP 170.9 and MP 178.2 .....	35 MPH.	35 MPH.
MP 178.2 and MP 185.6 .....	40 MPH.	40 MPH.
MP 185.6 and MP 185.8 .....	25 MPH.	25 MPH.
MP 185.8 and MP 190.3 .....	35 MPH.	35 MPH.
Signal 190.0 EWD, HER .....	35 MPH.	30 MPH.
MP 190.3 and MP 195 .....	40 MPH.	40 MPH.
MP 195 and MP 195.5 .....	30 MPH.	30 MPH.
MP 195.5 and MP 197.1 .....	40 MPH.	40 MPH.
MP 197.1 and MP 198.1 .....	50 MPH.	45 MPH.
MP 210.7 and MP 215 .....	40 MPH.	40 MPH.

MP 215 and MP 215.7	25 MPH.	25 MPH.
MP 215.7 and MP 218	40 MPH.	40 MPH.
MP 218 and MP 5.7	50 MPH.	45 MPH.
MP 5.7 and MP 6.2	35 MPH.	35 MPH.
MP 6.2 and MP 9.4	50 MPH.	45 MPH.
MP 9.4 and MP 10.6	35 MPH.	35 MPH.
MP 10.9 and MP 17.0	50 MPH.	45 MPH.
MP 17 and MP 18.7	35 MPH.	35 MPH.
MP 18.7 and MP 23.5	50 MPH.	45 MPH.
MP 23.5 and MP 26.4	35 MPH.	35 MPH.
MP 26.4 and MP 31	50 MPH.	45 MPH.
MP 31 and MP 31.9	30 MPH.	30 MPH.
MP 31.9 and MP 56.4	50 MPH.	45 MPH.
MP 67.8 and MP 70.8	50 MPH.	45 MPH.
MP 76.7 and MP 78.8	50 MPH.	45 MPH.
MP 78.8 and MP 79.3	30 MPH.	30 MPH.
MP 83.3 and MP 84.9	50 MPH.	45 MPH.
MP 84.9 and MP 87.3	45 MPH.	45 MPH.
MP 87.3 and MP 88.8	40 MPH.	40 MPH.
MP 88.8 and MP 89.8	50 MPH.	45 MPH.
MP 89.8 and MP 93.7	55 MPH.	45 MPH.
MP 93.7 and MP 97.8	50 MPH.	45 MPH.
MP 97.8 and MP 98.1	45 MPH.	45 MPH.
MP 98.1 and MP 106.1	50 MPH.	45 MPH.
MP 110.1 and MP 118.7	50 MPH.	45 MPH.
Signal 114.1 WWD, HER	50 MPH.	40 MPH.
Siding Schilling	10 MPH.	10 MPH.
Siding Frenchtown	10 MPH.	10 MPH.
Siding Lothrop	10 MPH.	10 MPH.
Siding Cyr	10 MPH.	10 MPH.
Siding Rivulet	10 MPH.	10 MPH.
Siding Westfall	10 MPH.	10 MPH.
Siding Superior	10 MPH.	10 MPH.
Siding Spring Gulch	10 MPH.	10 MPH.
Siding St. Regis	10 MPH.	10 MPH.
Siding Toole	10 MPH.	10 MPH.
Siding Quinns	10 MPH.	10 MPH.
Siding Paradise	25 MPH.	25 MPH.
Turnouts East Paradise	12 MPH.	12 MPH.
Siding Plains	25 MPH.	25 MPH.
Siding Eddy	25 MPH.	25 MPH.
Siding Thompson Falls	25 MPH.	25 MPH.
Siding Childs	25 MPH.	25 MPH.
Siding Trout Creek	10 MPH.	10 MPH.
Siding Tuscor	25 MPH.	25 MPH.
Siding Noxon	25 MPH.	25 MPH.
Siding Heron	25 MPH.	25 MPH.
Siding Colby	25 MPH.	25 MPH.
Siding Hope	25 MPH.	10 MPH.
Siding Sandpoint	25 MPH.	25 MPH.

**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 75.5
Paradise-	MP 3.0	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 manager of train movement in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

**11. Manual Interlockings** are in service on the Fourth Subdivision at West Lothrop, West Rivulet, West Superior and West Toole.

WESTWARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	5th Subdiv MAIN LINE STATIONS		Distance from Logan	EASTWARD	
					Office Calls	Rule 8(A)			
	7,757	31005		0.0	LOGAN	JRY	0.0		
					6.6				
	3,531	86906	52	6.8	KS THREE FORKS		6.6		
						5.9			
	3,533	86913			12.6	WILLOW CREEK		12.5	
					6.7				
	3,562	86919		19.4	SAPPINGTON	J	19.2		
					19.1				
	6,001	86938		39.0	WH WHITEHALL	JTY S-227	38.3		
					19.1				
	6,001	86938	54	0.0	WH WHITEHALL	JT	0.0		
						26.1			
	1,131	87226			26.1	TWIN BRIDGES		26.1	
					9.2				
	1,442	87235		35.3	SHERIDAN		35.3		
					10.3				
	861	87245		45.6	AD ALDER	T	45.6		

**Radio Channel No.2 and No. 3 in service on this Subdivision.**

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

Maximum Speeds Permitted
Up to 100 Tons/OB
Over 100 Tons/OB

Logan and Whitehall	40 MPH.	40 MPH.
MP 21.0 and MP 25.2	35 MPH.	
MP 25.2 and MP 25.4	25 MPH.	
MP 25.4 and MP 31.4	30 MPH.	
Whitehall and Adler	25 MPH.	
MP 0.0 and MP 2.1	10 MPH.	
MP 25.0 and Adler	10 MPH.	
Sappinton and Harrison	10 MPH.	

**Note:** The territory between Twin Bridges and Adler has been identified as excepted track under FRA Track Safety Standards 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.

**2. Bridge, Engine and Heavy Car Restrictions-**

Between Sappington and Harrison  
Item 5d not permitted.  
Locomotives and trains not permitted beyond MP 10.0. Locomotives in Groups G, H, and I not permitted.

Between MP 26.7 (Twin Bridges) and Adler  
Item 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)- Sappington and Harrison-** Rule 82(A) does not apply.

**5. Rule 99-** When flagging is required between Logan and Whitehall, distance is 2.0 miles.  
When flagging is required between Whitehall and Adler, distance is 1.0 miles.

**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 manager of train movement.

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

Trains departing Fourth Subdivision destined Yardley will obtain a track warrant or clearance at Missoula 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-**

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.

**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 for mountain grade operation apply on mountain grade between Sappington and Harrison MP 2.0-MP 8.0, ruling grade descending east 2.2%.

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

**9. Rule S-227-** Absolute Block Register Territory in effect between Logan and Alder. Register located in CTC bungalow West Logan.

**Note: 6th and 7th Subdivisions left blank intentionally. They do not exist.**

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	9th Subdiv BRANCH LINE STATIONS			Distance from Missoula
				Office Calls	Rule 6(A)		
	31198		0.0	MA	MISSOULA	BJKRTXY	0.0
					11.5		
592	87511		11.0		LOLO		11.5
					18.1		
	87530		29.2		STEVENSVILLE		29.8
					6.4		
	87536	56	35.8		VICTOR		36.0
					12.5		
388	87549		47.4	HA	HAMILTON		48.5
					17.4		
2,530	87585		64.7	DA	DARBY	T	65.9

Radio Channel No. 2 and No. 3 in service on this Subdivision.

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

**Maximum Speeds Permitted**

Missoula and Darby..... 35 MPH.  
 MP 0.0 and MP 7.7..... 25 MPH.  
 Stevensville-over highway crossing 1817 feet east of depot..... 10 MPH.  
 MP 42.5 and MP 64.7 ..... 25 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.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	10th Subdiv MAIN LINE STATIONS			Distance from DeSmet
				Office Calls	Rule 6(A)		
934	31205		0.0	2MT	DE SMET	JY	0.0
					10.6		
2,181	31216		10.6		EVARO		10.6
					10.5		
	31226		21.1		ARLEE		21.1
					9.7		
	31236	57	30.8		RAVALLI		30.8
					7.1		
4,489	31243		37.9		DIXON	JT	37.9
					13.7		
	31257	58	51.6		PERMA		51.6
					12.6		
	31289		64.2	PD	PARADISE	BJKTY	64.2
						TWC ABS	

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 1.4..... 20 MPH.  
 MP 1.4 and MP 19.0 ..... 25 MPH.  
 MP 19.0 and MP 22.3 ..... 35 MPH.  
 MP 22.3 and MP 22.8 ..... 25 MPH.  
 MP 22.8 and MP 28.1 ..... 49 MPH.  
 MP 28.1 and MP 30.1 ..... 40 MPH.  
 MP 30.1 and MP 49.1 ..... 49 MPH.

Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	8th Subdiv BRANCH LINE STATIONS			Distance from Drummond
				Office Calls	Rule 6(A)		
10,838	31150		0.0	D	DRUMMOND	JT	0.0
					6.1		
835	87406		6.1		HALL		6.1
					4.3		
	87410	55	10.3		ELEPHANT		10.4
					4.8		
450	87415		15.2		MAXVILLE		15.2
					10.8		
	87428		26.0		PHILIPSBURG	T	26.0

Radio Channel No. 2 and No. 3 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.



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 60.9 and MP 64.2 .....	35 MPH.

	<b>Up to 100</b>	<b>Over 100</b>
	<b>Tons/OB</b>	<b>Tons/OB</b>
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.

- 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.

Between DeSmet and Arlee when all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 5300 tons for eastward trains and 4500 tons for westward trains.

- 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 5,000 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5,000 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 manager train movement in accordance with Rule 35 of the Rules of the MW for track occupancy not protected by track warrant authority.

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 and MP 30.0 .5 miles  
MP 30.0 and MP 0.0 1.0 miles  
Against eastward trains:  
MP 0.0 and MP 30.0 1.0 miles  
MP 30.0 and MP 33.5 2.0 miles

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

- 8. **Rule S-227-** Absolute block register territory in effect between Dixon and Polson. Register located in depot at Dixon.

**YARD LINE SEGMENTS**

Line Segment	Limits	Mileposts
91	Laurel	
92	Helena	
93	Missoula	
94	Livingston	

**OTHER ROAD LINE SEGMENTS**

Line Segment	Limits	Mileposts
13	East Helena-Montana City	218.1 to 222.3
338	Sappington-Harrison	0.0 to 10.1

**INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE**

Name	Miles-Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>			
30838	Brick Yard .....	16	East
30845	Siding No. 1 .....	37	West
30846	Long Spur .....	35	West
30847	Rockwood Spur .....	35	East
<b>2nd Subdivision</b>			
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
<b>3rd Subdivision</b>			
31083	Fort Harrison .....	4	East
31138	Gold Creek .....	20	East
87300	Phosphate Lower Dock .....	48	Both
31174	Bonita .....	20	East
31186	McQuarrie .....	150	Both
<b>4th Subdivision</b>			
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
<b>5th Subdivision</b>			
87110	Harrison .....	9.5 west of Sappington	
<b>11th Subdivision</b>			
87831	Dupuis .....	16	East

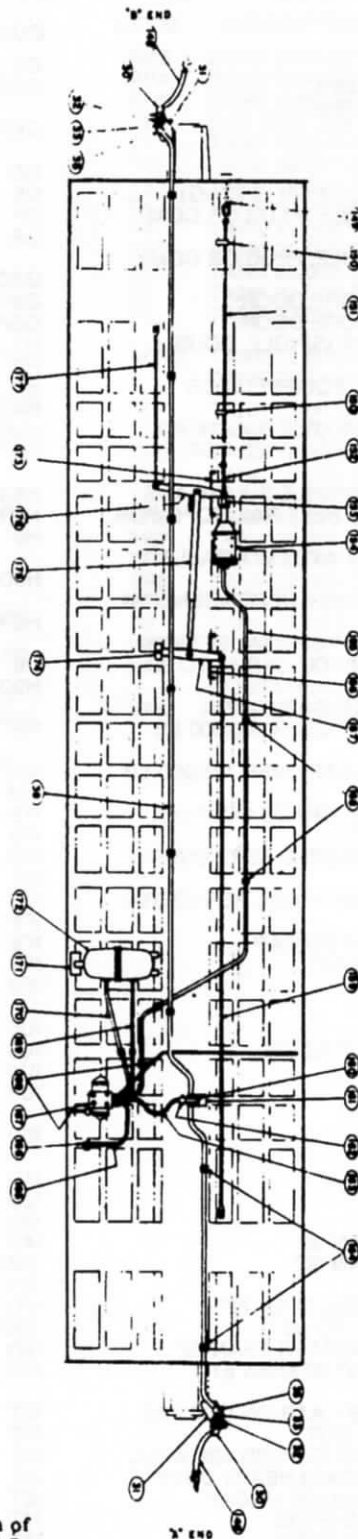
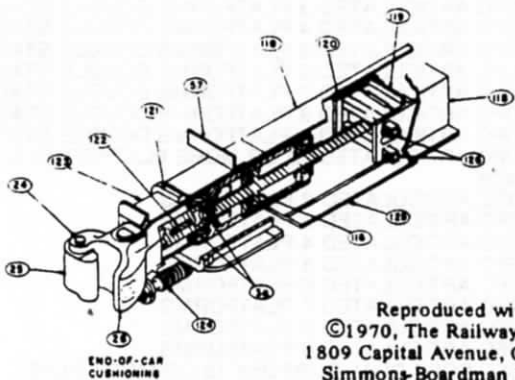
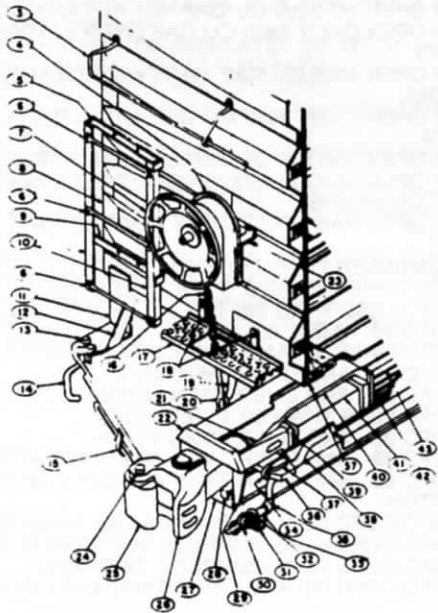
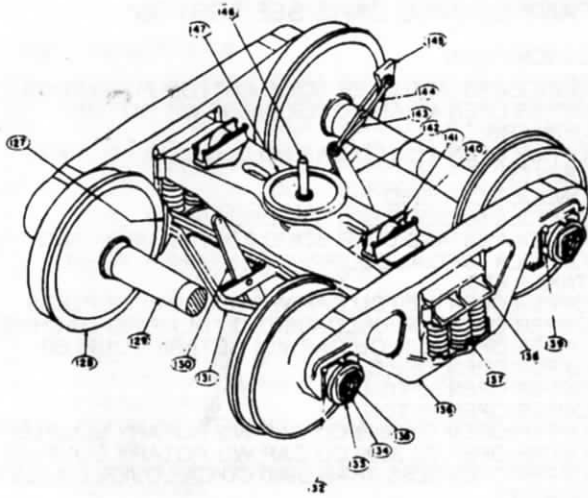
Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	11th Subdiv BRANCH LINE STATIONS		Distance from Dixon
				Office Calls	Rule 8(A)	
4,489	31243	59	0.0	DIXON	JT	0.0
			13.0	CHARLO		13.0
2,382	87813		13.0			
1,875	87820		19.9	RONAN	RN	19.9
1,495	87825		25.0	PABLO		25.0
	87826		25.8	DUNHAM		25.8
	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..... 25 MPH.  
Bridge 5 at MP 5.2 ..... 20 MPH.  
MP 29.0 and MP 33.4 ..... 10 MPH.
- 2. **Bridge, Engine and Heavy Car Restrictions-**



# CAR CHART



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

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GST 012385  
REVISED 05-09-87

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
A4	AUTO BOX LESS THAN 49'8"	G6	GONDOLA 60' AND OVER SOLID BOTTOM FIXED ENDS
A5	AUTO BOX 49 8 AND LESS THAN 59'8"	GBD	HOPPER OPEN 48' AND OVER INSIDE W/2 ROTARY COUPLERS
A6	AUTO BOX 59 8 AND LESS THAN 79'8"	GBR	HOPPER OPEN 4150 CU CAP NO DOORS W/1 ROTARY COUPLER
A7	AUTO BOX 79'8" AND OVER	GC	GONDOLA COVERED
B1	BOX 50' 6' AND 7' SINGLE DOOR	GE	GONDOLA 50' SOLID BOTTOM DROP END
B2	BOX 40' 6' AND 7' SINGLE DOOR	GF	GONDOLA 60' AND OVER SOLID BOTTOM DROP END
B3	BOX 50' 8' TO 12' SINGLE DOOR (PLUG OR SLIDING)	GS	GONDOLA SPECIAL EQUIPPED CONTAINER, PERM STAKES ETC.
B5	BOX 50' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	GSD	HOPPER OPEN 4000 CU CAP W/2 ROTARY COUPLERS
B6	BOX 40' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	GSH	HOPPER OPEN FOR UNLOADING ON DUMPING MACHINE
B7	BOX 50' DOUBLE SLIDING 12' OR MORE DOOR	GSR	HOPPER OPEN 4000 CU CAP W/1 ROTARY COUPLER
B8	BOX 40' DOUBLE SLIDING 12' OR MORE DOOR	H1	HOPPER OPEN, ORE CAR
B9	BOX 60' 6' TO 12' AND OVER DOORS (SINGLE, DOUBLE, PLUG, COMB OR SLIDING)	H2	HOPPER OPEN 50 TON
BD	BOX 40' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	H4	HOPPER OPEN 70 TON
BDC	BOX 40' NONINSULATED WITH MOVEABLE BULKHEADS	H4D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS
E	BOX 50' NONINSULATED BLET RAIL EQUIPPED FOR CROSS BARS	H4R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER
BEC	BOX 50' NONINSUALTED WITH MOVEABLE BULKHEADS	H5	HOPPER OPEN LESS THAN 3900 CU CAP OVER 175,000 LB CAPACITY
BF	BOX 60' AND OVER NONINSULATED BELT RAIL EQPD FOR CROSS BARS	H5D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS
BFC	BOX 60' AND OVER NONINSULATED WITH MOVEABLE BULKHEADS	H5R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER
BG	BOX 40' SINGLE PLUG DOOR W/GRAIN ACCESS/GENERAL PURPOSE	H6	HOPPER OPEN OVER 3900 CU CAP OVER 175,000 LB CAPACITY
BS	BOX SPECIAL (SPECIFIC SERVICE OR SPECIAL DESIGN)	H6D	HOPPER OPEN 4000 CU CAP WITH W/2 ROTARY COUPLERS
C2	HOPPER, COVERED LESS THAN 2200 CU CAP-50 TO 70 TON	H6R	HOPPER OPEN OVER 3900 CU CAP W/1 ROTARY COUPLER
C4	HOPPER, COVERED 2200 TO 3899 CU CAP 70 TON	H9	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE
C5	HOPPER, COVERED TO 3900 CU CAP OVER 175,000 LB CAP	H9D	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE W/2 ROTARY COUPLERS
C6	HOPPER, COVERED OVER 3900 CU CAP OVER 175,000 LB CAP	HS	HOPPER OPEN HART SELECTIVE REVENUE OR COMPANY SERVICE
C6E	HOPPER, COVERED JUMBO WITH 'E' GRADE COUPLER	IC5	FLAT CONTAINER LESS THAN 80
C6L	HOPPER, COVERED JUMBO LEASED	IC8	FLAT CONTAINER 80' AND OVER
C9	HOPPER, COVERED UNIQUE DESIGN/SPEC SERV OVER 5000 CU CAP TO 190,000 LB CAP	IT5	FLAT TOFC LESS THAN 80FT
C9M	HOPPER, COVERED EQUIPPED MECHANICAL REFRIGERATOR	IT8	FLAT TOFC 80' AND OVER
CA	HOPPER, AIRSLIDE LESS THAN 3000 CU CAP	IX8	FLAT CONTAINER 80' AND OVER 3-28' PUPS
CB	HOPPER, AIRSLIDE OVER 3000 CU CAP	IT9	FLAT TOFC 89 AND OVER TWIN 45' S
CR	COKE RACK	IX9	FLAT TOFC 89 AND OVER TWIN 45'S OR 3-28'PUPS
F2	FLAT BI-LEVEL STANDARD	IF5	FLAT TOFC LESS THAN 80' FIXED HITCH
F3	FLAT TRI-LEVEL	IF8	FLAT TOFC 80 AND OVER FIXED HITCH
F3V	FLAT STAC-PAC, VERT-A-PAC, MULTI-LEVEL	IF9	FLAT TOFC 89 AND OVER TWIN 45'S FIXED HITCH
F4	FLAT LESS THAN 50	IP9	FLAT TOFC 89 AND OVER TWIN 45'S OR 3-28' PUPS FIXED HITCH
F5	FLAT 50' AND LESS THAN 59'	IU5	FLAT TOFC/COFC DUAL PURPOSE LESS THAN 80FT
F6	FLAT 59' AND LESS THAN 80'	IU8	FLAT TOFC/COFC DUAL PURPOSE 80FT AND OVER
F8	FLAT 80' AND OVER	IU9	FLAT TOFC/COFC DUAL PURPOSE TWIN 45'S
F9	FLAT ARTICULATED	IUX	FLAT TOFC/COFC 89' AND OVER TWIN 45'S OR 3-38' PUPS
FA2	FLAT BI-LEVEL FULLY ENCLOSED	IOD	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS DOUBLE STACK
FA3	FLAT TRI-LEVEL FULLY ENCLOSED	I1D	FLAT COFC 1 PLATFORM DOUBLE STACK
FB4	FLAT BULKHEAD LESS THAN 50'	I2D	FLAT COFC ARTICULATED 2 PLATFORMS DOUBLE STACK
FB5	FLAT BULKHEAD 50' AND LESS THAN 59'	I3D	FLAT COFC ARTICULATED 3 PLATFORMS DOUBLE STACK
FB6	FLAT BULKHEAD 59' AND LESS THAN 80'	I4D	FLAT COFC ARTICULATED 4 PLATFORMS DOBLE STACK
FB8	FLAT BULKHEAD 80' AND OVER	I5D	FLAT COFC ARTICULATED 5 PLATFORMS DOUBLE STACK
FC6	FLAT CENTER BEAM BULKHEAD LESS THAN 70'	I6D	FLAT COFC ARTICULATED 6 PLATFORMS DOUBLE STACK
FC7	FLAT CENTER BEAM BULKHEAD 70' TO 80'	I7D	FLAT COFC ARTICULATED 7 PLATFORMS DOUBLE STACK
FC8	FLAT CENTER BEAM BULKHEAD GREATER THAN 80'	I8D	FLAT COFC ARTICULATED 8 PLATFORMS DOUBLE STACK
FE	FLAT CHAIN TIE DOWN, PERMANENT STAKES ETC.	I9D	FLAT COFC ARTICULATED 9 PLATFORMS DOUBLE STACK
FL	FLAT LOG LOADING	IOC	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS SINGLE STACK
FS	FLAT SPECIAL NOT CONTROLLED BY AAR ON CSD 439 (PERM STAKES OR RACKS) HEAVY DUTY	I2T	FLAT TOFC ARTICULATED 2 PLATFORMS
FSA	FLAT SPECIAL CONTROLLED BY AAR ON CSD 439 WELL DEPRESSED (PERM STAKES OR RACKS) HEAVY DUTY AND GEN PURPOSE FLATS OVER 200,000 LB CAP	I3T	FLAT TOFC ARTICULATED 3 PLATFORMS
G1	GONDOLA 50' SOLID BOTTOM FIXED ENDS	I4T	FLAT TOFC ARTICULATED 4 PLATFORMS
G2	GONDOLA 40' SOLID BOTTOM FIXED ENDS	I5T	FLAT TOFC ARTICULATED 5 PLATFORMS
G3	GONDOLA 50' DROP BOTTOM	I6T	FLAT TOFC ARTICULATED 6 PLATFORMS
G4	GONDOLA 40' DROP BOTTOM	I7T	FLAT TOFC ARTICULATED 7 PLATFORMS
		I8T	FLAT TOFC ARTICULATED 8 PLATFORMS
		I9T	FLAT TOFC ARTICULATED 9 PLATFORMS
		I0U	FLAT TOFC/COFC DUAL PURPOSE 10 OR MORE PLATFORMS

# MONTANA RAIL LINK

27

GST 012385 (Continued)

REVISED 05-09-87

GST CODE TO CAR KIND DESCRIPTION - FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION	CODE	DESCRIPTION
I2U	FLAT TOFC/COFC DUAL PURPOSE 2 PLATFORMS	RR3	ROAD RAILER - AUTO RACK
I3U	FLAT TOFC/COFC DUAL PURPOSE 3 PLATFORMS	RR4	ROAD RAILER - DRY VAN (MARK IV)
I4U	FLAT TOFC/COFC DUAL PURPOSE 4 PLATFORMS	RR5	ROAD RAILER - DRY VAN (MARK V)
I5U	FLAT TOFC/COFC DUAL PURPOSE 5 PLATFORMS	SB	BOX SYSTEM STOCK CARS CONVERTED TO GRAIN USE
I6U	FLAT TOFC/COFC DUAL PURPOSE 6 PLATFORMS	T1	TANK 7000 GAL CAPACITY
I7U	FLAT TOFC/COFC DUAL PURPOSE 7 PLATFORMS	T2	TANK 8000 TO 9000 GAL CAPACITY
I8U	FLAT TOFC/COFC DUAL PURPOSE 8 PLATFORMS	T3	TANK 10,000 TO 11,000 GAL CAPACITY
I9U	FLAT TOFC/COFC DUAL PURPOSE 9 PLATFORMS	T4	TANK 12,000 TO 18,000 GAL CAPACITY
PH	BOX, PASSENGER	T5	TANK 19,000 TO 21,000 GAL CAPACITY
PR	REFRIGERATOR, PASSENGER	T6	TANK 22,000 TO 24,000 GAL CAPACITY
R1	REFRIGERATOR REGULAR LESS THAN 49'	T7	TANK 25,000 TO 27,000 GAL CAPACITY
R2	REFRIGERATOR REGULAR LESS THAN 49'	T8	TANK 28,000 TO 31,000 GAL CAPACITY
R3	REFRIGERATOR MECHANICAL LESS THAN 49'	T9	TANK 32,000 GAL CAPACITY AND OVER
R4	REFRIGERATOR MECHANICAL LESS THAN 49'		
R5	REFRIGERATOR INSUL 49' TO 59' BELT RAIL EQPD FOR CROSS BARS	NOTE:	TANKS LISTED BELOW BY GST CODE ARE SPEED RESTRICTED WHEN LOADED WITH HAZARDOUS MATERIALS
R5C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD 49' TO 59'	TR1	TANK 7,000 GAL CAPACITY
R6	REFRIGERATOR INSUL LESS THAN 49 BELT RAIL EQPD FOR CROSS	TR2	TANK 8,000 TO 9,000 GAL CAPACITY
BAR		TR3	TANK 10,000 TO 11,000 GAL CAPACITY
R6C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD LESS THAN 49	TR4	TANK 12,000 TO 18,000 GAL CAPACITY
R7	REFRIGERATOR INSULATED 59' TO 79'	TR5	TANK 19,000 TO 21,000 GAL CAPACITY
R8	REFRIGERATOR BULK POTATO	TR6	TANK 22,000 TO 24,000 GAL CAPACITY
R8M	REFRIGERATOR BULK POTATO	TR7	TANK 25,000 TO 27,000 GAL CAPACITY
R9	REFRIGERATOR INSUL 59' TO 79' BELT RAIL EQPD FOR CROSS BARS	TR8	TANK 28,000 TO 31,000 GAL CAPACITY
R9C	REFRIGERATOR INSUL W/MOVEABLE BULKHEAD 59' TO 79'	TR9	TANK 32,000 GAL CAPACITY AND OVER
RB5	REFRIGERATOR BUNKERLESS UNEQUIPPED 49' TO 59'	TRS	TANK GLASS LINED
RB6	REFRIGERATOR BUNKERLESS UNEQUIPPED LESS THAN 49'	TS	TANK GLASS LINED
RB9	REFRIGERATOR BUNKERLESS UNEQUIPPED 59' TO 79'	WC	WOOD CHIP
RCO	REFRIGERATOR CO2 FROZEN FOOD LOADING RR REFRIGERATOR W/RACK OR RAILS	XF4	BOX 40' EQPD W/INTERIOR TO PREVENT CONTAMINATION
RR1	ROAD RAILER - DRY VAN W/ADAPTERS	XF5	BOX 50' EQPD W/INTERIOR TO PREVENT CONTAMINATION
RR2	ROAD RAILER - CHASSIS		

## MONTANA RAIL LINK

GSTCS012385

REVISED 05-09-87

## GST CODE TO CAR KIND - COMPANY SERVICE DESCRIPTION

CODE	DESCRIPTION	CODE	DESCRIPTION
MA3	AIR DUMP, 30'	MF1	FLAT, UNIVAN, 7 MAN
MA4	AIR DUMP, 40'	MF2	FLAT, UNIVAN, 8 MAN
MA5	AIR DUMP, 50'	MF3	FLAT, UNIVAN, 10 MAN
MBA	BOX, AIR REPEATER (BNH CAR SERIES)	MF4	FLAT, 40' GENERAL SERVICE
MBB	BOX, BUNK, 8 MAN, CONVERTED	MF5	FLAT, 50' GENERAL SERVICE
MBC	BOX, COAL	MF6	FLAT, 60' GENERAL SERVICE
MBD	BOX, DINER, CONVERTED	MF7	FLAT, 70' GENERAL SERVICE
MBF	BOX, FOREMAN, CONVERTED	MF8	FLAT, 80' GENERAL SERVICE
MBG	BOX, GROCER, COMMISSARY	MF9	FLAT, 90' GENERAL SERVICE
MBI	BOX, ICE CARS, INSULATED	MGP	GONDOLA, PANEL, RAIL OR TRACK
MBK	BOX, KITCHEN CONVERTED	MGS	GONDOLA, SCALE TEST CARS
MBL	BOX, LUBRICATOR, RAIL	MGT	GONDOLA, TIE SERVICE
MBM	BOX, MAIL, COMPANY	MGW	GONDOLA, WEDGE PLOW
MBO	BOX, OUTFIT, TOOL	MG1	GONDOLA, WHEELS, SECOND HAND, ALL EQUIPMENT
MBR	BOX, MINI-TRAIN TRANSPORT	MG4	GONDOLA, 40' GENERAL SERVICE
MBS	BOX, SHOWER, CONVERTED	MG5	GONDOLA, 50' GENERAL SERVICE
MBT	BOX, TRUCK CAR, DIESEL ENGINE	MG6	GONDOLA, 60' GENERAL SERVICE
MBV	BOX, VEGETATION CONTROL, CHEMICALS, SUPPLIES	MG7	GONDOLA, 70' GENERAL SERVICE
MB1	BOX, 40' UNEQUIPPED, GENERAL SERVICE	MCA	HOPPER, COVERED, SAND, BOTTOM DROP, AIR PRES-SURE
MB2	BOX, 50' UNEQUIPPED, GENERAL SERVICE	MCC	HOPPER, COVERED, SAND, CENTER BOTTOM DROP, GRAVITY UNLOAD
MB3	BOX, 40' EQUIPPED, GENERAL SERVICE	MHS	HOPPER, OPEN, BALLAST, HART SELECTIVES
MB4	BOX, 50' EQUIPPED, GENERAL SERVICE	MJS	JORDAN SPREADER, WITHOUT DITCHER
MB5	BOX, SAND SERVICE	MJ1	JORDAN SPREADER, WITH DITCHER
MB6	BOX, CRANES, DERRICKS AND WRECKER SERVICE	MLL	LOCOMOTIVE, MOW
MC1	CRANE, 25 TON	MLP	PLOW, ROTARY
MC2	CRANE, 30 TON	MPA	PASSENGER, BUSINESS CARS (BNA CAR SERIES)
MC3	CRANE, 40 TON	MPB	PASSENGER, BUNK, 10 MAN, CONVERTED
MC4	CRANE, 50 TON	MPC	PASSENGER, COMBINATION KITCHEN, DINER AND BUNK
MC5	CRANE, 55 TON	MPD	PASSENGER, DINER, CONVERTED
MC6	CRANE, 100 TON	MPG	PASSENGER, GROCERY, COMMISSARY
MCT	FLAT, CONCRETE TIE	MPK	PASSENGER, KITCHEN, CONVERTED
MDD	DOZER, PLOW	MPL	PASSENGER, BUFFET, CONVERTED
MD1	DERRICK, 150 TON	MPO	PASSENGER, OUTFIT
MD2	DERRICK, 160 TON	MPS	PASSENGER, STORAGE CARS
MD3	DERRICK, 200 TON	MPT	PASSENGER, TOOL CARS
MD4	DERRICK, 250 TON	MP1	PASSENGER, DETECTOR CARS, MAGNETIC
MFA	FLAT, AUTO LOADER	MP2	PASSENGER, DETECTOR CARS, ULTRA-SONIC
MFB	FLAT, BOOM CAR	MP3	PASSENGER, TRACK GEOMETRY CARS
MFC	FLAT, CATERPILLAR TRACTORS	MP4	PASSENGER, AIR BRAKE INSTRUCTION CARS
MFD	FLAT, DITCHER EQUIPMENT	MP9	PILE DRIVERS
MFE	FLAT, EXCAVATOR EQUIPMENT	MRP	PLOW, RUSSELL
MFF	FLAT, DEPRESSED WELL	MSB	SHOULDER BALLAST CLEANER
MFG	FLAT, GENERATOR TRANSPORT, DIESEL ENGINE	MSS	SCALE TEST CARS
MFH	FLAT, LOCOMOTIVE TRUCKS	MTA	TANK, FIRE CARS
MF1	FLAT, IDLER	MTC	TANK, CREOSOTE
MFK	FLAT, KITCHEN, UNIVAN	MTD	TANK, DIESEL FUEL AND LUBE OIL
MFL	FLAT, DINER, UNIVAN	MTG	TANK, GASOLINE ONLY
MFM	FLAT, BOLTED RAIL SERVICE	MTJ	TANK, JOURNAL OIL
MFO	FLAT, OUTFIT, TOOL	MTV	TANK, VEGETATION CONTROL CHEMICALS
MFP	FLAT, PANEL, RAIL	MTW	TANK, WATER SERVICE
MFR	FLAT, RAIL, WELDED	MT1	TANK, CLEANER CHEMICALS
MFS	FLAT, LONG RAIL ONLY, ENGINEERING	MT2	TANK, DIRTY OR DRAIN OIL, WASTE DIESEL FUEL AND FURNACE OIL
MFT	FLAT, TIE, BULKHEAD	MT3	TANK, USED MINERAL SPIRITS
MFU	FLAT, WHEELS, DIESEL ENGINE	MT4	TANK, WATER TREATMENT CHEMICALS
MFV	FLAT, WHEELS, FREIGHT CARS	MT5	TANK, MISCELLANEOUS SERVICE
MFW	FLAT, WHEELS, PASSENGER CARS	MUC	CABOOSE CONVERSION, 4 MAN LIVING CAR
MFX	FLAT, UNIVAN, 2 MAN		
MFY	FLAT, UNIVAN, 4 MAN		
MFZ	FLAT, UNIVAN, 6 MAN		





**PHONE NUMBERS****Laurel**

Superintendent	8-535-2256	(406) 628-7107
Asst. Supt.	8-535-2354	(406) 628-4810
Asst. Trainmaster	8-535-2255	(406) 628-4810
Asst. Trainmaster	8-535-2272	(406) 628-8012

**Helena**

Trainmaster	8-543-2255	(406) 442-1610
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**Livingston**

Asst. Trainmaster	8-544-2261	(406) 222-1931
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**Missoula**

Trainmaster	8-728-2255	(406) 523-1531
	8-728-2256	(406) 523-1531

Director Train Movement	8-728-2333	(406) 523-1463
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Manager Train Movement (East) MRAS "STAR 1-31"	8-728-2331	(406) 523-1461
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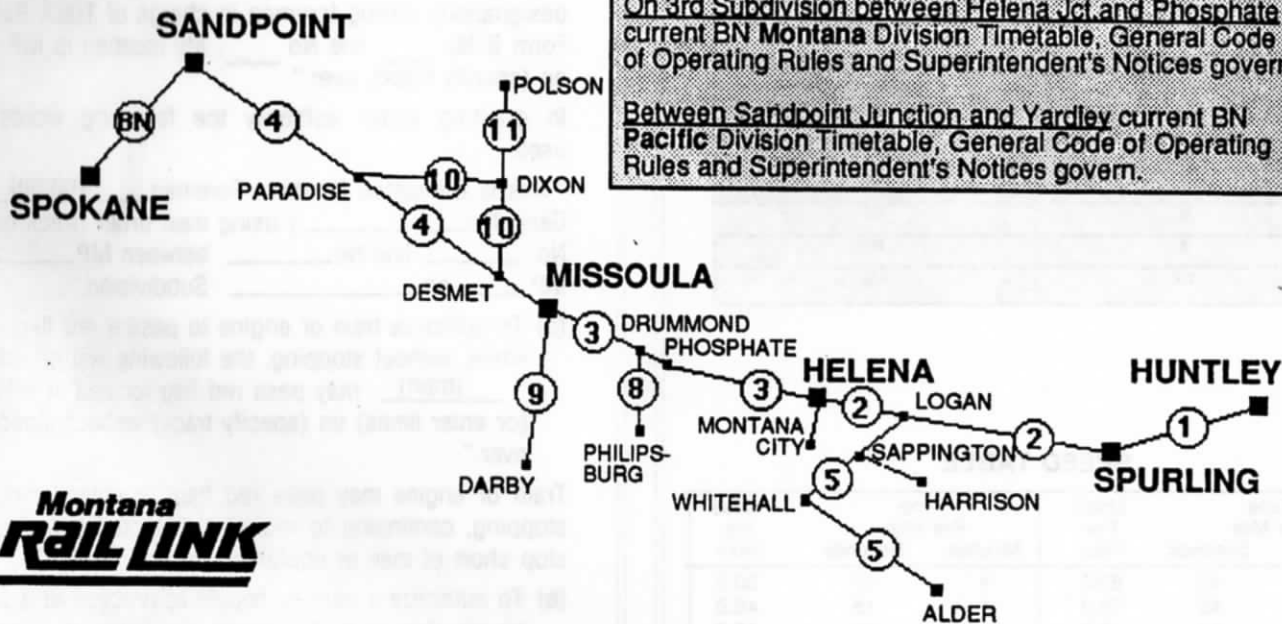
Manager Train Movement (West) MRAS "STAR 1-32"	8-728-2332	(406) 523-1462
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Crew Caller	8-728-2335	(800) 346-4977
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**Spokane**

B. C. Bidwell	8-455-7291	(509) 455-7291
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**Index to Subdivisions & Milepost Locations**



Rev. 1/1/89 rmc

Subdivn	Stations & Mileposts	Miles	Page
1	Huntley (MP 209.91) to Billings (MP 225.2) Billings (MP 0.0) to Spurling (MP 17.7)	29.8	17
2	Spurling (MP 17.7 to Helena (MP 238.4)	220.7	18
3	Helena (MP 0.0) to Missoula (MP 119.3) see note above	119.3	20
4	Missoula (MP 119.3) to Paradise (MP 219.0) Paradise (MP 0.0) to Sandpoint Jct. (MP 118.7)	218.5	21
5	Logan (MP 0.0) to Whitehall (MP 39.0) Whitehall (MP 0.0) to Alder (MP 45.6)	84.6	22
6	Intentionally not used		
7	Intentionally not used		
8	Drummond (MP 0.0) to Philipsburg (MP 26.0)	26.0	23
9	Missoula (MP 0.0) to Darby (MP 64.7)	64.7	23
10	DeSmet (MP 0.0) to Paradise (MP 64.2)	64.2	23
11	Dixon (MP 0.0) to Polson (MP 33.4)	33.4	24
BN	Trackage Rights/BN Sandpoint Jct. (MP 2.9) to Spokane/Yardley (MP 68.1)	63.1	Note



**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**

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: "Burlington Northern engineer, (train designation), calling foreman in charge of Track Bulletin Form B No \_\_\_\_\_, line No \_\_\_\_\_. My location is MP \_\_\_\_\_ on (specify track), over."

In granting verbal authority the following words will be used:

"This is Burlington Northern Foreman \_\_\_\_\_ (name) (or Gang No \_\_\_\_\_) using train order (track bulletin) No. \_\_\_\_\_ line No \_\_\_\_\_ between MP \_\_\_\_\_ and MP \_\_\_\_\_ on \_\_\_\_\_ Subdivision."

(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.