

### MISSOULA

M. G. Dinius	Chief Mechanical Officer
R. L. Keller	Chief Engineer
B. P. Heikkila	Director, Training, Rules and Safety
P. L. Adams	Manager, Training, Rules and Safety
S. Pfau	Chief of Security
R. L. Strending	Trainmaster
D. S. Swanson	Trainmaster
O. P. Cantu	Roadmaster
D. J. Raber	General Mechanical Foreman
J. S. Griffin	Signal & Communication Supervisor
D. W. Cook	B & B Supervisor

### LAUREL

G. W. Harper	Assistant Superintendent
G. E. Waddell	Trainmaster
K. A. Kautzman	Trainmaster / Roadforeman
L. C. Hull	Assistant Trainmaster / Roadforeman
T. L. Benson	Roadmaster
R. W. Wegh	General Mechanical Foreman
G. E. Brown	Signal & Communications Supervisor

### LIVINGSTON

J. C. Wiesch	General Mechanical Foreman
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### HELENA

M. R. Lemm	Trainmaster
P. M. Christensen	Roadmaster
P. L. Storseth	Assistant Trainmaster / Roadforeman
C. J. Hazard	Assistant General Mechanical Foreman

### PLAINS

R. A. Woodruff	Roadmaster
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### SPOKANE

M. L. VanOrman	Trainmaster / Roadforeman
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**SAFETY  
IS AN  
ATTITUDE**



## TIMETABLE NO. 5

IN EFFECT AT 0001  
CONTINENTAL MOUNTAIN TIME

**SUNDAY  
SEPTEMBER 13, 1992**

SUPERINTENDENT

**J. L. GREWELL**



DIRECTOR OF TRAIN  
MOVEMENT

**I. J. GJERSING**












ALL SUBDIVISION SPECIAL INSTRUCTIONS

SIGNAL ASPECTS AND INDICATIONS


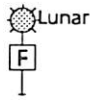
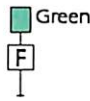
DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Name	Indication
228		DISTANT SIGNAL CLEAR	Proceed. If delayed as per rule 305 or rule 305(A) between this signal and the block or interlocking signal, proceed prepared to stop short of the next signal.
229		DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of the signal.

BLOCK AND INTERLOCKING SIGNALS

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

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

Rule	Aspects	Name	Indication
248(I)		SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
248(J)		SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
248(K)		RESUME SPEED	End of slide fence restriction; resume speed.

GENERAL SIGNAL INSTRUCTIONS







In addition to Rule 227 of the General Code of Operating Rules, the following General Signal Instructions apply on Montana Rail Link:

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

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

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

The following symbols are used in diagrams of signal aspects:

-  To indicate a number plate.
-  To indicate a color light signal head.
-  To indicate a flashing light.
-  Dark To indicate a dark signal.
-  To indicate the position of a semaphore arm.
-  Lunar To indicate a lunar signal.

## ALL SUBDIVISIONS

### 1. Speed Restrictions

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

	<b>Maximum speed permitted</b>
Freight trains up to 100 TOB .....	60 MPH
Freight trains 100 TOB and over .....	45 MPH
Loaded unit trains .....	45 MPH
Empty unit trains .....	50 MPH

Tons per operative brake (TOB) 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 a train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 car train with 9182 tons would exceed 8500 and would therefore exceed 100 tons per brake.

#### Maximum speeds permitted, unless otherwise specified:

On tracks other than main tracks, including sidings, unless otherwise specified ..... 10 MPH  
Light locomotive consist or caboose hop ..... 50 MPH

#### Weather

When the outside temperature is greater than 90 degrees Fahrenheit the maximum speed of all trains must not exceed 45 MPH. When the outside temperature is minus 10 degrees Fahrenheit or colder the maximum speed of all trains must not exceed 50 MPH. Thermometer readings and failed equipment detector transmissions will be used to determine outside temperatures.

<b>Equipment speed restrictions:</b>	<b>Main Line</b>	<b>Branch Line</b>
Ore cars, BN 99000 - 99949 .....	45 MPH	25 MPH
All other ore cars .....	40 MPH	25 MPH
Scale test cars except		
BN 979019 - 979024 and		
BN 979026 - 979036 .....	35 MPH	35 MPH
Air dump cars (loaded) .....	45 MPH	25 MPH
Wrecking derrick,		
locomotive crane, Jordan spreader .....	30 MPH	25 MPH
Log cars not equipped with permanent		
steel side stakes, loaded or empty .....	30 MPH	25 MPH
Log cars equipped with permanent		
steel side stakes, loaded or empty .....	45 MPH	45 MPH
MRL 60028 & 60033, log flats identified		
as MW cars on lists, loaded or empty ...	45 MPH	45 MPH
Ribbon rail cars (loaded) .....	35 MPH	25 MPH
Ribbon rail cars (empty) .....	45 MPH	45 MPH
Clay cars, RARW 3801 - 4199 .....	45 MPH	45 MPH
Empty bulkhead flat cars except		
BN 961302 - 961361, BN 965846 - 965945		
and cars with center bulkheads, unless		
computer generated wheel report		
indicates there is no speed restriction ...	45 MPH	45 MPH
Empty flat cars:		
NP 62300 - 62949, NP 66100 - 66249 .....	45 MPH	45 MPH
All empty gondola cars .....	45 MPH	45 MPH
Cars in the following number series,		
Loaded or Empty:		
KCS 720003 - 720011 .....	40 MPH	40 MPH
SOU 150800 - 150859 .....	40 MPH	40 MPH
SOU 151000 - 151502 .....	40 MPH	40 MPH
SOU 155000 - 155999 .....	40 MPH	40 MPH

Except on Main Lines as shown in the Timetable, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by Director of Train Movement and Roadmaster, or as covered by specific instructions.

#### Maximum speed of locomotives:

Refer to Rule 418 of the MRL Air Brake and Train Handling Rules for maximum authorized speed of locomotives.

#### 1 A. Control of Harmonic Rocking

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

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

#### 2. Restrictions on Locomotives

The maximum number of locomotives in a consist, including helpers, must not exceed 10.

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

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

#### Hauled-in-tow:

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

Locomotives not coupled to the head end or helper consist (hauled-in-tow) must have the dead engine feature cut in, and if possible be placed not more than 15 cars behind the head end consist to ensure the brakes release. If other placement is required, release of the brakes must be ensured.

#### Alignment control couplers or bolster stops:

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

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

The following MRL locomotives are not equipped with alignment control couplers or bolster stops: MRL 11 - 18, MRL 106, MRL 112, MRL 117, MRL 120, MRL 600 - 608, MRL 610, MRL 651.

The following BN locomotives are not equipped with alignment control couplers or bolster stops: BN 5 - 585, BN 1000 - 1004, BN 1400 - 1438, BN 1966 - 1970, BN 6100 - 6237, BN 9900 - 9925.

**3. Manned Helper Operations**

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

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

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

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

Helpers must be cut in ahead of loaded and empty log flats.

Helpers must not be used on the rear of trains handling empty 80 foot or longer equipment, unless Individual Subdivision Special Instructions specify a safe buffer between such cars and the rear end helpers, or specify no long car restriction is in effect.

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

Helpers of 6 powered axles or less - No placement restrictions apply.

Helpers of 12 powered axles or less - May be operated at the rear of the train, either behind or ahead of the caboose.

Helpers exceeding 12 powered axles must be cut into the train at a location which equals the tonnage rating of the helper consist. The Manager of Train Movement will advise the engineer of the tonnage rating of the helpers, when requested.

Not more than 24 powered axles can be used in helper service.

When a helper consist is added to the head end of a train, both the road and helper units must be added together in calculating total powered axles, and will then be considered as a single consist. (See Item 2, Paragraph 3, which requires all locomotives in a head end consist to be connected for MU operations.)

Not more than 24 powered axles can be used in a head end consist when helpers are being used, except:

Not more than 30 powered axles can be used in the head end consist of unit grain trains when helpers are being used.

Not more than 36 powered axles can be used in the head end consist of coal trains, coke trains, or other unit trains consisting entirely of grade "E" steel couplers, when helpers are being used.

The following coal cars are not equipped with Grade E steel couplers:

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

**3 A. 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	None
B	GP9B		GP-30	G	SD-9
	GP-5		GP-35	H	E-9
	GP-18		GP-38	I	C-30-7
C	SW-9		GP-38-2		U-30-C
	SW-10		GP-38-B		SD-19-1
	SW-12		GP-40		SD-35
D	NW-12		GP-40-2		SD-40
	MP-15		GP-50		SD-40-2
	GP-15-1		B-30-7A		SD-45
	GP-10		U-30-B		SD-60
	GP-9		B-30-7		SD-60M
	GP-19		B-30-8		
	GP-20		F-40 PH		
	GP-39-2				

**4. Restrictions On Cars**

**Head end:**

The following equipment must be placed next behind locomotives on the head end of trains when being transported:

- MRL 100256 and idlers (Wrecking Derrick)
- MRL 100503 (Jimbo Material Handler)
- Boeing Cars

**Rear end:**

The 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 of Train Movement:

- Rear end only cars.
- Empty ribbon rail car or cars.
- Rotary snowplows.
- Jordan spreaders.
- Wedge plows, dozers.
- Outfit cars except univans.
- MRL 60000 series log cars, loaded or empty.
- Scale test cars except BN 979019 - 979024 and BN 979026 - 979036.
- Scale test cars BN 979004, BN 979006, and BN 979012 are not equipped with air brakes and must be placed next ahead of the caboose, or next ahead of the last car in cabooseless trains.

**Other restrictions:**

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.

BN 466000 - 466999, grain cars with 286,000 lb. capacity, may not be operated on MRL 5th, 8th, 9th, and 11th Subdivisions when loaded to capacity. (If cars are loaded to capacity the wheel report will reflect in excess of 130 tons.)

MRL 60000 series log cars are not to be cut off in motion or allowed to run free in switching operations. Standing MRL 60000 series log cars are to be coupled into with only enough force to make the coupling. During switching, cars are not to be allowed to run free into standing MRL 60000 series log flats.

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

DODX 40000 - 40100 - Hand brakes on these cars must not be used to control movement and must be applied from a ground position while car is standing.

The restrictions in effect for placement of loaded plain flat cars next to loaded placarded cars also apply to loaded MFU flat cars (locomotive wheels); and MFV flat cars (freight car wheels).

#### 4 A. 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 8000 or greater trailing tons must handle empty cars 80 feet or longer coupled to cars 50 feet or shorter in the rear 8000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

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

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

- Cars weighing less than 50 tons, gross weight.
- Flat cars with one loaded trailer.
- Flat cars with empty trailers.

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

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

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

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

#### 4 B. Multi-Platform and Stack Intermodal Cars

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

Special Instructions All Subdivisions, Item 4A, pertaining to handling 80 feet or longer cars does not apply to multi-platform or stack cars.

##### **Description: multi-platform cars**

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

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

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

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

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

##### **Description: stack cars**

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

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

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

##### **Yard operations:**

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

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

##### **Train operations:**

When multi-platform or stack cars have any empty platform(s) and the trailing tonnage of the train does not exceed 4800 tons, no placement restrictions apply. When trailing tonnage exceeds 4800 tons, empty multi-platform or stack cars must be placed in the rear half of the trains trailing tonnage. When trailing tonnage exceeds 8500 tons, empty multi-platform or stack cars must be placed in the rear fourth of the trains trailing tonnage.

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

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

#### 5. Car Weight and Length Restrictions

##### **Cars weighing:**

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

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

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

Cars in categories a, b, c, and d are permitted on all main tracks, unless otherwise specified in Item 2 of Individual Subdivision Special Instructions.

Cars that are heavier than these restrictions, or are shorter than the minimum length specified for their weight class, are not permitted without authority of the Superintendent.

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

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

**6. Federal Railroad Administration (FRA) Excepted Track**

Where Individual Subdivision Special Instructions specify "FRA Excepted Track - see all Subdivisions Item 6", the following restrictions apply:

- a. Maximum authorized speed is 10 MPH.
- b. Revenue passenger trains are not permitted.
- c. Not more than five cars required to be placarded by Hazardous Materials Regulations may be handled in a freight train.

**7. Dimensional and Special Shipment Restrictions**

(These restrictions do not apply to auto racks, car kind FA 2 and FA 3; Hi-wide handling instructions are not required for these cars.)

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

b. Dimensional and/or oversize cars should be placed on or near head end of trains.

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

d. Before a dimensional or special shipment can be moved in a train, yard forces, or employee in charge of station where no yard forces are on duty, must obtain permission from the Manager of Train Movement. When requesting yarding instructions, crews handling Hi-wide cars in their train must notify the Assistant Trainmaster, or others who may give them yarding instructions, of any Hi-wide cars in their train. The instructions in this paragraph are in addition to Rule 106(5) of the General Code of Operating Rules.

e. Before a dimensional shipment is picked up on line, crew members must obtain permission from the Manager of Train Movement. When dimensional or special shipment is set out on line, crew member must notify Manager of Train Movement as promptly as possible.

f. Manager of Train Movement must issue appropriate Track Bulletin or message when dimensional shipment restricts opposing train and confirm message received.

g. Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the Manager of Train Movement or proper safeguards taken.

h. 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 WORDS AND APPLICABLE RESTRICTIONS USED IN HANDLING INSTRUCTIONS:**

**ALPHA through MIKE inclusive:** Handle cautiously through yards. When load is handled through turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear of other on-track equipment.

**ALPHA:** LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE  
Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 11 ft. 6 in. wide loads.

**BRAVO:** LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE  
Load must not pass or be passed by loads over 12 ft. wide on 13 ft.

track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. Observe track center restrictions for 12 ft. wide loads.

**CHARLIE:** LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE  
Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.

**DELTA:** LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE  
Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 8 in. wide loads.

**ECHO:** LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE  
Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in., track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.

**FOXTROT:** LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE  
Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 4 in. wide loads.

**GOLF:** LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE  
Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. Observe track center restrictions for 13 ft. 8 in. wide loads.

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

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

**JULIET:** Reduce speed to 5 MPH or less when meeting trains or cars on adjacent tracks. Observe movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.

**KILOGRAM:** Reduce speed to 5 MPH or less when meeting trains or cars on curved portion of adjacent tracks. Observe the movement of load and be prepared to stop if necessary. Trains passing or meeting this load must not exceed 5 MPH.

**LIMA:** Load may not clear equipment on adjacent tracks. Adjacent tracks must be clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.

**MIKE:** Load may not clear equipment on curved portion of adjacent tracks. Adjacent tracks must be kept clear when necessary and possible. Passing or meeting is permitted only if equipment on adjacent track has stopped and the oversize load has speed reduced to 5 MPH or less. If oversize load cannot be moved past the other train, then other train may attempt to move by such load at 5 MPH or less. Observe the movement of the load at all times and be prepared to stop instantly and arrange to pass safely by switching, if necessary.

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

**OSCAR:** Do not pass loads wider than \_\_\_\_ on adjacent parallel tracks.

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

**QUEBEC:** Reduce speed not to exceed 13 MPH, watching for close side or overhead clearance to bridge or structure.

**ROMEO:** Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.

**SANDWICH:** The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.

**TANGO:** Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.

**UNIFORM:** Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.

**VICTOR:** This shipment must not be detoured or rerouted without further clearances.

**WHISKEY:** No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

### 8. Track Side Failed Equipment Detectors (FED)

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

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

A speed below 8 MPH while passing a detector can produce an inaccurate reading and axle count.

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

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

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

When notified that a detector is out of service, train crew will proceed as if detector message was "...integrity failure."

#### Detector Message

#### Train Crews Actions

"...No defects"

Proceed.

"...Integrity failure"

Train may proceed unless other conditions or messages require inspection.

"...First hot box right side XXX"

Stop train; inspect near indicated axle.

"...First dragging equipment near axle XXX"

Stop train; inspect near indicated axle.

"...First hot wheel right/left side from XXX to XXX"

Stop train; inspect near indicated axle.

"...No message or incomplete message"

Stop and inspect entire train.

"...Excessive Alarms"

Stop and inspect entire train.

Detector messages may describe more than one defect such as:

"...First hot box right side XXX"

"...First hot wheel right/left side from XXX to XXX"

"...Second hot box right side XXX"

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

When a detector is out of service, or when detector message is "...integrity failure," and the previous detector reported overheated or defective equipment, crew must inspect the equipment with previously reported defect before proceeding.

When two successive detectors are out of service, or provide an "...integrity failure" status message, or any combination thereof, an inspection of the train must be made.

When a detector which protects bridge, tunnel, or other structure, is out of service, or when detector message is "...integrity failure," inspect train in advance of such structure.

Train crew must report to the Manager of Train Movement when detector message is "integrity failure."

When detector message requires an inspection, be governed as follows: only inspect side of train specified in the message; if neither side is specified, inspect both sides.

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

Only 175 degree Fahrenheit heat indicating crayons will be used to test the temperature of roller bearing journals.

If inspection does not confirm a defect, inspect at least eight axles to the front and rear of the indicated axle. If no defect, or indication of overheating is found, train may proceed. Crew must observe the indicated equipment closely for the next 25 miles unless the next FED does not give an alarm on the same axle.



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

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

Engineer will report to the Manager of Train Movement when a FED failed to detect an overheated bearing found within 25 miles of the detector. Manager of Train Movement will notify the signal supervisor and signal maintainer to have the detector inspected.

### 9. Storage of Cars Within Yard Limits Non-ABS Territory

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by Track Warrant or Track Bulletin. This does not modify requirements of Rule 93.

### 10. Commodities Insulating Track in CTC and ABS

Employees should be alert for insulating commodities such as clay, chips, oil, etc. on top of rails. This condition could possibly insulate the track and cause loss of train shunt. Such conditions should be promptly reported and trains protected per rules while in CTC and ABS territory.

### 11. Rule Books in Effect on Montana Rail Link

General Code of Operating Rules, Second Edition, effective 10/21/89.  
MRL Air Brake and Train Handling Rules, revised 5/01/90.  
BN Train Dispatchers Manual, Form 51545, revised 10/29/89.  
BN Operators Manual, Form 15472, revised 10/29/89.  
BN Maintenance of Way Rules, Form 15125, revised 10/29/89.  
MRL General Safety Rules, revised 01/01/92.

### Department of Transportation (DOT) HM-126C entitled Emergency Response Communication Standard is in effect.

All train, yard, and enginemen (TY&E) employees must be issued, and carry while on duty, a copy of the 1990 edition of the Department of Transportation Emergency Response Guidebook (DOT P 5800).

The DOT Emergency Response Guidebook must be carried at all times in all company vehicles covered by the Federal Motor Carrier Safety Regulations that are used to transport hazardous materials. The DOT Emergency Response Guidebook must be used to comply with regulations pertaining to "freight of all kinds" (FAK) shipments that include hazardous materials.

The guidebook is to be used by "First Responder" personnel responding to a hazardous material incident. See page II of guidebook for details. TY&E employees or operators of company vehicles transporting hazardous materials involved in an accident are to provide the Emergency Response Guidebook (DOT P 5800) to the first responder.

Information on how to use the book is located on page 1. Three basic steps include:

1. Identify the material;
2. Look up the material 2 digit guide number (yellow border or blue border pages);
3. Turn to the numbered guide (orange border pages).

DOT Regulation 172.600 (c) general requirements:  
No person to whom this subpart applies may offer for transportation, accept for transportation, transfer, store, or otherwise handle during transportation a hazardous material unless:

1. Emergency response information conforming to this subpart is immediately available for use at all times the hazardous material is present; and
2. Emergency response information, including the emergency response telephone number, required by this subpart is immediately available to any person who, as a representative of a federal, state or local government agency, responds to an incident involving a hazardous material, or is conducting an investigation which involves a hazardous material.

### 12. General Code of Operating Rules Changes and Additions

The following rules apply only on Montana Rail Link:

**Track and Time Limits, Track Warrants and Track Bulletins** - When verbally issuing and repeating Track and Time Limits, Track Warrants and Track Bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority, Manager of Train Movement must be advised the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Train service employees (train crews) working on Track and Time Limits will be responsible for obtaining their own Track and Time Limits, and must not work on Maintenance of Way Track and Time Limits.

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 crews Track and Time Limits, clearing with the train.

If Maintenance of Way forces have equipment on or fouling the track, whether they are in the limits of the train crews Track and Time Limits or not, they will obtain their own Track and Time Limits. Maintenance of Way forces working in conjunction with each other and under direction of one supervisor or foreman may work under the same Track and Time Limits.

Under conditions other than specified above, each supervisor or foreman must obtain separate Track and Time Limits, to protect their crews and equipment, even though they may be working in the same or overlapping limits.

#### 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.

#### Definition - Head End Restriction (HER) - Is added:

A speed that must be observed until the leading wheels of the movement have passed the limits or point of the restriction.

#### Definition - Junction - Is added:

A point where two different subdivisions, or railroads, converge.

#### Definition - Train Register - Is added:

A book or form used at designated stations for registering time of arrival and departure of trains, and such other information as may be prescribed.

**Rule G** - Is changed to read:

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

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

**Rule J** - 3rd paragraph - Is changed to read:

Employees must not exceed the hours of service laws without proper authority except: trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. If possible, train must be properly secured, including crossings cut and crossing signal circuits clear, or turned over to a relieving crew, prior to reaching the hours of service limit of duty hours. Except as provided by this rule, crew will then be considered relieved of all duties and no longer performing covered service. If you are performing service at the expiration of 12 hours you must have 10 hours rest. Waiting for a ride is not performing service, it is neither on-duty nor off-duty time.

**Rule 9** - Add the following abbreviations:

HER - Head End Restriction

**Rule 2** - Add:

CONTINENTAL MOUNTAIN TIME will be used for operating purposes on Montana Rail Link. (Jones Jct. to Sandpoint Jct., and all branch lines.)

**Rule 3** - Add:

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

**Rule 6** - Explanation of characters:

- A** - Automatic Interlocking (actuated automatically by the approach of a train).
- B** - General Orders, Notices, and Circulars.
- I** - Manual Interlocking (operated by a control operator).
- J** - Junction.
- K** - Standard clock.
- M** - Railroad crossing protected by signals or gates.
- R** - 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(E)** - Following paragraphs are added:

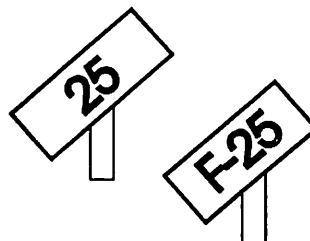
Reduced speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (rectangle) and Resume Speed Sign (vertical).

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

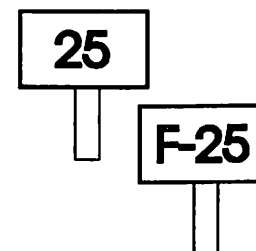
At the end of a reduced speed zone, a train or engine will be governed by a speed sign displaying a higher speed or a resume speed sign which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the Special Instructions for each subdivision, General Orders, and Track Bulletins. These signs, as illustrated, apply to train and engine movements as follows:

## ADVANCE WARNING SIGNS

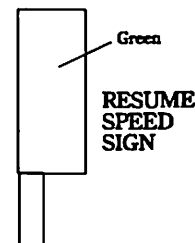


## SPEED SIGNS



## NOTE:

Advance Warning Signs and Speed Signs have yellow background and black text.



Figures preceded by the letter F, and figures not preceded by a letter, apply to all trains on Montana Rail Link.

**Rule 12** - Is changed to read:

The explosion of one or more torpedoes requires train to immediately reduce to restricted speed for a distance of two miles from the point where exploded. When placing torpedoes, two must be placed on the rail not less than 150 feet apart. They must not be placed near station buildings, crossings or on other than main tracks or sidings. When there is the possibility they may be covered by snow, a duplicate set will be placed on the opposite rail to explode simultaneously.

**Rule 25(A)** - The following new Rule 25(A) is added to the General Code of Operating Rules:

**Protection of occupied outfit cars:** This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

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

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

**Rolling equipment:** Engines, railroad cars, and one or more engines coupled to one or more cars.

**Switch providing direct access:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

**Warning signal:** A white sign with the words "Occupied Camp Car" in black lettering during daylight hours and in addition an illuminated white signal at night. When occupied outfit cars are placed on a track, protection must

be provided in accordance with one of the following methods.

**(1) On a main track** - One of the following methods of protection must be provided.

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

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

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

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

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

**(2) On other than main track** - One of the following methods of protection, or a combination thereof, must be provided:

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

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided. Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is no longer required. Control operator must maintain for 15 days a written record of each notification which must contain the following information:

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

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

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

for protection when:

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

Warning signals must be displayed at each derail.

**(3) Warning Signals** - When a warning signal is displayed for the protection of occupied outfit cars:

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

**Rule 81(A)** - Add the following to Item 5:

Track and Time Limits (Rule 351) are considered verbal authority from the control operator.

Add new Item 11:

(11) Rule S-227, Absolute block register territory.

**Rule 82** - Add the following 2 paragraphs:

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

Permission from the control operator or Manager of Train Movement to make a reverse movement in no way relieves the crew from protecting the point when making a reverse movement.

**Rule 102** - Paragraph (2) - is changed to read:

(2) The train involved must not proceed, or flagman be recalled, until it has been determined that it is safe to do so by visual inspection of the train. If known that train brake pipe pressure is being restored by observing caboose gauge, rear of train device or telemetry device in engine cab, train may be moved at not more than 10 MPH until inspection can be made. If there is any reason to suspect that it is not safe for train to proceed, a walking inspection of train and track must be made on each side of all cars and units to determine that equipment and track are in safe condition.

**Rule 102** - Add the following paragraph:

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 crew. If rear of train device or marker is missing, it must be determined that the train is complete before proceeding.

**Rule 103(L)** - Third paragraph is changed to read:

Before an engine is detached from an ascending train or cut of cars that are to be left standing on a grade, slack must be stretched and sufficient hand brakes must be applied to secure the detached portion. When engine is re-coupled to train or cars, the hand brakes must not be released until the air brake system is fully recharged. Before an engine is detached from a descending train or cut of cars that are to be left standing on a grade, slack must be bunched and a sufficient number of hand brakes must be applied on the descending end of train or cars to secure the detached portion. When engine is re-coupled to train or cars, the hand brakes must not be released until the air brake system is fully recharged.

**Rule 103(P)** - Third paragraph is cancelled.

**Rule 104(M)(4)** - Second paragraph is changed to read:

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

**Rule 153** - Add the following paragraph:

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 S-227** - is in effect on Montana Rail Link:

**ABSOLUTE BLOCK REGISTER TERRITORY:**

On subdivisions or portions thereof, designated by Timetable as Absolute Block Register (S-227) Territory, trains may be operated without Track Warrant authority, subject to the following:

A train register labeled Absolute Block Register (name or number) Subdivision will apply only to a train operating on the designated subdivision.

Before leaving the initial station of the designated territory, engineer must register train in usual manner in the register, adding Rule S-227 and the date.

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

Until a train registered out of the initial station of a territory designated as Absolute Block Register Territory has registered the return of the train to the initial station in the train register, no other train may enter the designated territory except as authorized by Track Warrant.

If it becomes necessary to authorize a second train into Absolute Block Register Territory, Manager of Train Movement may authorize a second train into the designated territory by issuing Track Warrant to both trains in the following words:

(Engine Number) (Direction) BETWEEN MP \_\_\_\_\_ AND

MP \_\_\_\_\_ MUST REMAIN AT (Location).

(Engine Number) (Direction) MAY REGISTER AND ENTER

ABSOLUTE BLOCK REGISTER TERRITORY TO REACH

(Engine Number) (Direction).

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

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

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

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

**Rule 303(D)** - Add the following paragraph:

**EXCEPTION:** Control operator may hold an absolute signal at stop, and verbally authorize movement beyond the signal, at the request of a company officer in conjunction with the performance of an operations test(s).

**Rule 312(3)** - Cancel second paragraph and add the following paragraphs:

In addition to complying with instructions in the 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 350(B)** - Change the first sentence to read:

A train or locomotive(s) must not clear any track where CTC is in effect at a hand operated switch which is not equipped with an electric lock except:

**Rule 351(C)** - Cancel second paragraph reading:

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

**Rule 400 - Track Warrant Form** - Line 15 on Track Warrant Forms should read:

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

**Rule 411** - Add to Rule 411:

When reporting clear of the limits of a Track Warrant, crew member must use the identifying engine number and, if appropriate, the direction and/or foreign company initials per GCOR Rule 24. Crew member must not use train name or ID number when reporting clear of the limits of a Track Warrant.

**Rule 450** - Example of Track Bulletin form D is shown below:

**TRACK BULLETIN FORM D**



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

TR:	AT
	AT
	AT
	AT

OK	COPIED BY	DISPATCHER
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**Rule 450(A)** - The following new rule is added to the General Code of Operating Rules:

Change of Engine: When necessary to change the address of an initial Track Warrant the identifying engine number may be corrected on verbal authority of the Manager of Train Movement. Track Warrant number, date, or direction may be changed when necessary as authorized by the Manager of Train Movement. Instructions received must be repeated to the Manager of Train Movement by receiving crew member who must notify other crew members of the correction. Rule 406 is modified accordingly.

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

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

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

**Rule 630** - Is cancelled and replaced by Dimensional and Special Shipment Instructions in All Subdivision Special Instructions.

### 13. Instructions for Agents, Control Operators, Clerks/Operators, Bridgetenders (BN Form 14572) - Changes and Additions

**Item 3E** - Is added:

When transmitting and repeating Line-Up 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 and directions must be pronounced then spelled.

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

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

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

The error correction feature, on machines so equipped, must be activated when transmitting or receiving Track Warrants, Track Bulletins, or Train Location Line-Ups. Refer to manufacturers operating manual to determine if machine is equipped with error correction feature. Track Warrants, Track Bulletins, or Train Location Line-Ups may be inserted vertically. They must not be inserted horizontally (sideways) unless the receiving machine is using 10 inch wide white paper.

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

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

**Item 5A6** - Is cancelled.

**Item 6L** - Is added:

L. When protection of occupied outfit cars is provided by control operator as prescribed by Rule 25(A)(2)(b), the written record must be maintained in the permanent message files.

**Item 6M** - Is added:

M. When protection of employee on, under or between rolling equipment is provided by control operator as prescribed by Rule 26(2)(c), the written record must be maintained in the permanent message files.

**Item 7D** - Is added.

D. Releasing: When employee releases Track and Time Limits, control operator will state:

- a. Name of employee releasing Track and Time Limits,
- b. Track and Time Limits number being released,
- c. Track Limits that were authorized,
- d. Time Track and Time Limits were released.

### 14. Maintenance of Way Rules Changes and Additions

**Track and Time Limits, Track Warrants and Track Bulletins** - When verbally issuing and repeating Track and Time Limits, Track Warrants and Track Bulletins, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first,

then spelled. The names of stations, control points and directions must be pronounced then spelled.

When requesting main track authority, Manager of Train Movement must be advised of the exact point where main track will be entered. Main track must not be entered at any other point unless otherwise authorized.

Train service employees (train crews) working on Track and Time Limits will be responsible for obtaining their own Track and Time Limits, and must not work on Maintenance of Way Track and Time Limits.

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 crews' Track and Time Limits, clearing with the train.

If Maintenance of Way forces have equipment on or fouling the track, whether they are in the limits of the train crews' Track and Time Limits or not, they will obtain their own Track and Time Limits. Maintenance of Way forces working in conjunction with each other and under direction of one supervisor or foreman may work under the same Track and Time Limits.

Under conditions other than specified above, each supervisor or foreman must obtain separate Track and Time Limits, to protect his crews and equipment, even though they may be working in the same or overlapping limits.

**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.

**Definition - Head End Restriction (HER)** - Is added:

A speed that must be observed until the leading wheels of the movement have passed the limits or point of the restriction.

**Definition - Train Register** - Is added:

A book or form used at designated stations for registering time of arrival and departure of trains, and such other information as may be prescribed.

**Rule J - 3rd paragraph** - Is changed to read:

Employees must not exceed the hours of service law without proper authority except: trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. If possible train must be properly secured, including crossings cut and crossing signal circuits clear, or turned over to a relieving crew, prior to reaching the hours of service limit of duty hours. Except as provided by this rule, crew will then be considered relieved of all duties and no longer performing covered service. If employees are performing service at the expiration of 12 hours they must have 10 hours rest. Waiting for a ride is not performing service, it is neither on-duty nor off-duty time.

**Rule 9** - Add the following abbreviations:

HER - Head End Restrictions.

**Rule 2** - Add:

CONTINENTAL MOUNTAIN TIME will be used for operating purposes on Montana Rail Link. (Jones Jct. to Sandpoint Jct.)

**Rule 3** - Add:

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

**Rule 6 - Explanation of characters:**

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

**Rule 9B - Add the following paragraph:**

Yellow flags and torpedoes as prescribed in this rule are not required if the track conditions and/or men and equipment are protected by joint Track and Time per Rule 351C in CTC territory, or a joint Track Warrant per Rule 412(2) in TWC limits. However, when joint Track and Time, or a joint Track Warrant are employed in lieu of yellow flags and torpedoes, red flag(s) must be displayed within the limits to protect the track condition and/or men and equipment per Rule 10(A).

**Rule 12 - Is changed to read as:**

The explosion of one or more torpedoes requires train to immediately reduce to restricted speed for distance of 2 miles from the point where exploded. When placing torpedoes, two must be placed on the rail not less than 150 feet apart. They must not be placed near station buildings, crossings or on other than main tracks or sidings. When there is the possibility they may be covered by snow, a duplicate set will be placed on the opposite rail to explode simultaneously.

**Rule 25(A) - The following new Rule 25(A) is added to the Rules of the Maintenance of Way:**

**Protection of occupied outfit cars:** This rule prescribes the requirements that must be followed for the protection of occupied outfit cars.

As used in this rule, the following definitions apply:

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

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

**Rolling equipment:** Engines, railroad cars, and one or more engines coupled to one or more cars.

**Switch providing direct access:** A switch which if traversed by rolling equipment could permit that rolling equipment to couple to the equipment being protected.

**Warning signal:** A white sign with the words "Occupied Camp Car" in black lettering during daylight hours and in addition an illuminated white signal at night.

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

**(1) On a main track -** One of the following methods of protection must be provided.

(a) Each manually operated switch providing direct access to that portion of main track on which occupied outfit cars are placed must

be lined against movement to that track, secured with an effective locking device and spiked or clamped. Warning signals must be displayed at or near each switch.

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

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

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

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

**(2) On other than main track -** One of the following methods of protection, or a combination thereof, must be provided:

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

(b) Where remotely controlled switches provide direct access to the track on which occupied outfit cars are placed, control operator shall line the switch against movement to that track and apply blocking devices to the control machine to prevent movement into that track. This must be done before the control operator informs the employee requesting protection that protection has been provided.

Blocking devices must not be removed until the control operator has been advised by the employee in charge of the outfit cars or his designated representative that protection is not longer required.

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

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

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

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

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

Warning signals must be displayed at each derail.

**(3) Warning Signals** - When a warning signal is displayed for the protection of occupied outfit cars:

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

**Rule 351(C)** - Cancel second paragraph reading:

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

**Track Warrant Form** - Line 15 on Track Warrant forms should read: Protection as prescribed by Rule 99 not required against following trains on the same track.

**Rule 450:** For an example of a Montana Rail Link form D Track Bulletin see the figure under Rule 450, General Code of Operating Rules changes and additions.

### 15. Air Brake and Train Handling Rules Changes and Additions

**Rule 110** - Add the following paragraph:

H. All cars equipped with friction bearings must be checked for missing or displaced components and there must be a minimum of one inch visible free oil in the journal boxes.

**Rule 111G** - New rule added:

When SD-9 locomotives are operated in multiple unit (MU) consists, the Independent Application and Release (I.A.R.) MU lines on both sides of the locomotive must be properly coupled to the adjacent locomotive and cut-out cocks opened.

**Rule 310 F** -

To that part of Rule 310F reading:

"The use of the procedure outlined in this rule to nullify the locomotive alertness control device during light engine or train operation at speeds above 10 MPH is strictly prohibited under all circumstances."

Add the following exception:

"Exception: A locomotive with an inoperative or defective alertness control device can be moved without this speed restriction to the next forward maintenance facility where repairs can be made."

**Rule 432** - Change to read:

### LOCOMOTIVE ENGINEER QUALIFICATIONS

A. In accordance with federal regulations and the MRL certification program, MRL locomotive engineers must be certified in the appropriate class of service prior to operating a locomotive (49 CFR 240). Engineers must have a locomotive engineer certificate in their possession while operating a locomotive, and must wear any required corrective devices prescribed by a medical professional to augment deficiencies in their hearing or vision.

B. Only certified train service locomotive engineers are permitted to operate locomotives outside the confines of blue signal protection, except locomotive servicing engineers are permitted to hostle locomotives.

C. Certified student engineers are permitted to operate locomotives and trains under the close supervision of a certified locomotive train service engineer. The certified engineer remains responsible for the safe and proper handling of the locomotive or train at all times except as provided in Air Brake and Train Handling Rule 433A.

D. An engineer may be assigned to a run without making a familiarization trip if he/she has worked regularly over the territory during the preceding year in any combination as either a certified train service engineer (includes certified train service engineers who worked as assistant engineers) or student engineer.

E. An engineer who has worked intermittently over the territory during the preceding year may be assigned to a run without making a familiarization trip provided he/she has operated a train or made a satisfactory familiarization trip over the territory within the previous six months.

F. An engineer who fails to meet the criteria established in paragraphs D or E must make at least one satisfactory familiarization trip over the territory with a qualified instructor engineer or designated supervisor of engineers prior to being assigned to the assignment. The instructor engineer or designated supervisor must complete, sign, and submit an MRL Operational Performance Report (form MRL TRS 134) to the Director of Training, Rules and Safety for each familiarization trip supervised to establish the familiarizing engineer has satisfactory knowledge of the physical characteristics and is qualified on the territory. If a designated supervisor of locomotive engineers accompanies an engineer on a familiarization trip, the completed locomotive engineer trip report will also satisfy the annual monitoring requirement set forth in 49 CFR 240.129(c).

G. No familiarization trips are required for yard assignments. In addition no familiarization trips are required if the assistant engineer on an assignment is a certified train service engineer and is qualified on that territory.

**Rule 433A** - Add the following exception:

Exception: Designated supervisors of locomotive engineers will be responsible for locomotive and train handling (including speed and signal compliance) while qualifying other designated supervisors of locomotive engineers as required by federal regulations and the MRL Locomotive Engineer Certification Program (LECP).

### 16. General Safety Rules Changes and Additions:

**Rule 45(b)** - Add the following:

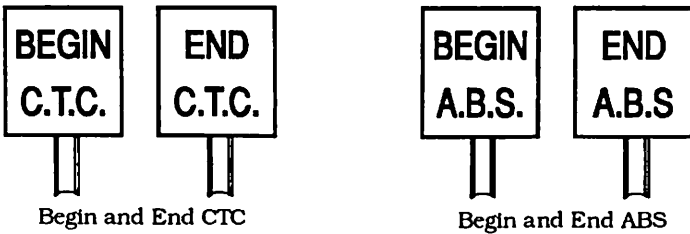
Hard hats need not be worn by train yard carmen in the normal performance of their duties.

**Rule 52** - Change the last sentence in the first paragraph to read: Track cars or on track equipment must not be operated while a train is passing on an adjacent main track. Equipment must be stopped, secured against movement, and all persons clear of tracks, unless a Form B Track Bulletin is in effect on main track(s) adjacent to the track on which equipment is being operated, the Manager of Train Movement has required trains to provide whistle warning per Rule 45 of the Rules of the Maintenance of Way, and foreman in charge has instructed train on adjacent track to pass men and equipment not exceeding 10 MPH.

**Rule 525** - Is changed to read:

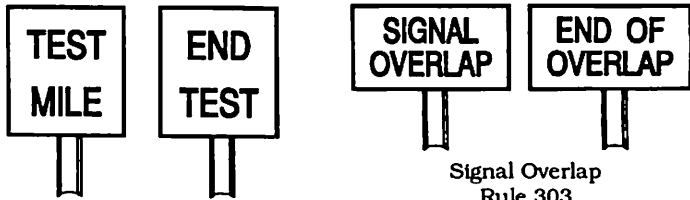
Employees subject to call must not absent themselves from their usual calling place without notice to those required to call them. While on duty, employees must not read magazines, newspapers, or other literature not concerned with their work. Employees must not have a radio or television on while on duty except those used in connection with their work, or as authorized by their department head.

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



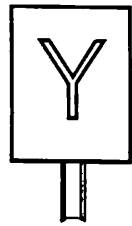
Begin and End CTC

Begin and End ABS



Begin and End Test Mile

Signal Overlap Rule 303



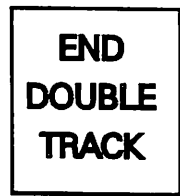
Yard Limit Rule 93



No Clearance



Derail Rule 104(L)



End Double Track



Crossing Whistle Rule 15(l)

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



18. **Reference to terms:**

Reference to the terms conductor, brakeman, fireman, train dispatcher, yardmaster, etc., exist in some publications used by Montana Rail Link and have become standards in the railroad industry. These positions do not exist on Montana Rail Link. Responsibilities traditionally associated with these positions are incorporated in positions with other titles.

19. **Train Handling:**

Dynamic braking is not to be used through, and one mile in advance of, temporary speed restriction, unless safety of train dictates.

20. **Procedures for Drug and Alcohol Testing:**

**MONTANA RAIL LINK DRUG TESTING POLICY**

Federal regulations place a strict prohibition on the use of controlled substances by covered service employees except for prescribed and over the counter drugs used properly in compliance with 49 CFR 219.103. To help ensure a drug free work place, all Montana Rail Link Inc. (MRL) employees are governed by Rule G, and/or General Safety Rule 565. These rules are identical and read as follows:

"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."

It is not MRL policy to measure degree of impairment. Therefore, the presence of alcohol in any amount, or a urine drug test result that indicates the confirmed presence of an illegal controlled substance or its metabolite will be considered a violation of Rule G and/or General Safety Rule 565 and will subject the employee to disciplinary proceedings.

Montana Rail Link has four separate drug testing programs to monitor compliance with, and enforce Rule G, and General Safety Rule 565. All four programs are conducted in accordance with the standards set forth in 49 CFR Part 40 PROCEDURES FOR THE TRANSPORTATION WORK PLACE DRUG TESTING PROGRAMS, and 49 CFR 219.103 which governs the use of prescribed and over the counter drugs. Certain program elements are conducted exclusively under the authority of MRL policy, but are subject to the same procedural and qualitative standards as those mandated by the DOT/FRA regulations. Employees must be notified in writing of the authority under which they are being tested (e.g. FRA mandatory post-accident testing). An outline of the four programs is provided below, followed by an explanation of each plan.

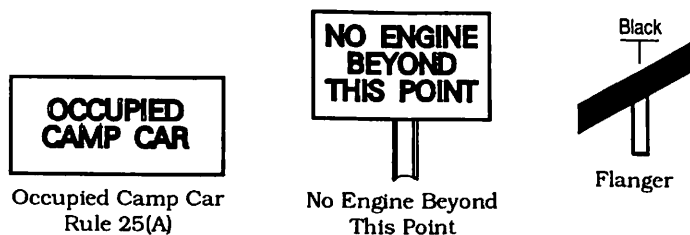
**OUTLINE OF PROGRAMS**

**I.) PRE-EMPLOYMENT; RETURN TO WORK; PERIODIC PHYSICAL EXAMINATION DRUG SCREEN:** (Urine specimen only) This program is MRL policy for all employees and is federally mandated by 49 CFR 219 Sub-part F for all employees new to covered service.

**II.) REASONABLE CAUSE AND REASONABLE SUSPICION TESTING:** (Urine specimen drug screen only. Urine specimen must not be tested for alcohol.) This program is MRL policy for all employees.

**III.) FRA MANDATORY POST-ACCIDENT TOXICOLOGICAL TESTING:** (Blood and urine specimens are both required from covered service employees after qualifying accidents or incidents.) This program is federally mandated by 49 CFR 219 Sub-part C and governs covered service employees only.

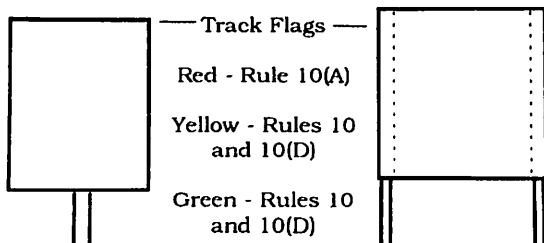
**IV.) RANDOM DRUG TESTING PROGRAM:** (Urine specimen only) This program is federally mandated by 49 CFR 219 Sub-part G and governs covered service employees only, and DOT truck drivers as defined by 49 CFR 391.85.



Occupied Camp Car Rule 25(A)

No Engine Beyond This Point

Flanger



Track Flags  
Red - Rule 10(A)  
Yellow - Rules 10 and 10(D)  
Green - Rules 10 and 10(D)

Fouling Point



**EXPLANATION OF PROGRAMS****I.) PRE-EMPLOYMENT; RETURN TO WORK; PERIODIC**

**PHYSICAL EXAMINATION DRUG SCREEN:** (Urine specimen only)  
It is MRL policy to require a pre-employment drug screen of all prospective employees. In addition, all employees who return to work after an absence of 60 days or more will have a drug screen performed on their urine specimen. A drug screen may also be required in conjunction with company required physical examinations, or as a condition of reinstatement in accordance with the terms of discipline and/or rehabilitation following a violation of Rule G or General Safety Rule 565.

•FRA regulations require a pre-employment drug screen for all new covered service employees and all existing employees upon their initial assignment to covered service.

•Do not use FRA post-accident test kits for these tests!

**II.) REASONABLE CAUSE AND REASONABLE SUSPICION TESTING:** (Urine specimen drug screen to detect the presence of controlled substances only.)

Urine specimens must not be tested for alcohol. A blood specimen for blood alcohol concentration (BAC) testing is permitted only if requested by the employee.

•Do not use FRA post-accident test kits for these tests!

**A. Reasonable Cause Drug Screen:** (Urine specimen only)

MRL policy requires an employee to provide a urine specimen at a designated collection facility after accidents, incidents, and/or rules violations when an exempt supervisor reasonably suspects that the acts or omissions of the employee contributed to the cause or severity of the accident or incident. A decision to test under this authority must be approved by the appropriate department head or his/her designee. The employee providing the urine specimen will be removed from service pending the results of the drug test. The supervisor must also make arrangements for the safe transportation of the employee to his or her residence at company expense. If the drug test result is negative, the employee will be returned to service and reimbursed for all time lost unless the terms of discipline assessed, if any, provide otherwise.

**B. Reasonable Suspicion Drug Screen:** (Urine specimen only)

MRL policy requires an employee to provide a urine specimen at a designated collection facility if an exempt supervisor suspects that employee of being under the influence of, or impaired by a controlled substance. Reasonable suspicion must be based on specific personal observations the supervisor can articulate concerning the appearance, behavior, speech, or body odors of the employee. The determination to require this type of test must be made by at least two exempt supervisors at least one of whom must have received a minimum of three (3) hours of training in the signs of drug intoxication consistent with the same standards as required under FRA regulations. The employee will be removed from service pending results of the drug test. The supervisor must also make arrangements for the safe transportation of the employee to his/her residence at company expense. If the drug test result is negative, the employee will be returned to service and reimbursed for all time lost.

**C. Reasonable Suspicion of Alcohol Impairment:**

MRL policy requires an exempt supervisor who suspects an employee of being under the influence of alcohol to remove that employee from service. The reasonable suspicion must be based on specific personal observations the supervisor can articulate concerning the appearance, behavior, speech, or body odors of the employee. If possible, the supervisor should have a witness or witnesses corroborate his/her observations. If requested, the employee must be offered an opportunity to provide a blood specimen for blood alcohol concentration (BAC) testing at a designated specimen collection facility to exonerate him/herself, but such a test is not required. Urine specimen must not be used to test for alcohol. The supervisor should make arrangements for the safe transportation of the employee to his/her residence at company expense. The employee will be cited with violation of Rule G or General Safety Rule 565 as appropriate and withheld from service pending the results of a fact finding session or blood test result if such a test is performed. If the fact finding session establishes no violation of Rule G or Safety Rule 565 occurred, or the BAC result is negative,

the employee will be returned to service and compensated for all time lost.

**III.) FRA MANDATORY POST-ACCIDENT DRUG/ALCOHOL TESTING:** (See 49 CFR 219 Sub-part C)

FRA regulations require blood and urine specimens from all covered service employees including dispatchers and signal maintainers when they are directly involved in a qualifying accident or incident. Use the nearest MRL specimen collection facility. Specimens should be collected, packaged, and shipped in the FRA tox box via express mail (airborne preferred) to:

**COMPUCHEM LABORATORIES (Attention Special Division)**  
3308 Chapel Hill/Nelson Highway  
Research Triangle Park, NC 27709  
Phone (919) 248-6888 during business hours, or (919) 248-6487 nights & weekends.  
Notify FRA at (202) 366-0501, or (800) 424-0201.

**EVENTS REQUIRING FRA MANDATORY POST-ACCIDENT TESTING****1. Major Train Accident:**

Any rail equipment accident involving damage in excess of \$6300 and one or more of the following:

- a. A fatality.
- b. A release of hazardous material from railroad equipment that results in an evacuation, or reportable injury caused by the hazardous material release.
- c. Damage to railroad property of \$500,000 or more.

**2. Impact Accident:**

Train or rail equipment accident involving damage in excess of \$6300 that results in a reportable injury, or damage to railroad property of \$50,000 or more.

**NOTE:** Impact accident in this case means head-on, rear-end, or side collisions, but does not include impacts with trees, rocks slides, livestock etc.

**3. Fatal Train Incident:**

Any train incident that involves a fatality to any on duty railroad employee.

**4. Passenger Train Accident:**

A reportable injury to any person in a train accident involving damage in excess of \$6300 that involves a passenger train.

**EXCEPTIONS:**

Do not test employees involved in a collision between railroad rolling stock and a motor vehicle or other highway conveyance at a rail/highway grade crossing.

Do not test employees involved in a qualifying incident type 2, 3, or 4, above if the railroad representative can immediately determine they played no role in the cause or severity of the incident (49 CFR 219.203 a(3)). However, all covered service employees involved in a qualifying type 1 incident must be tested regardless of the cause.

Do not test in the event of an accident or incident resulting from natural causes such as flood, tornado, or other natural disaster.

**IV.) RANDOM DRUG TESTING PROGRAM:**

Federal regulations require a random drug testing program for all covered service employees and DOT truck drivers. The MRL Random Drug Testing Program was approved by the FRA and implemented July 2, 1990. DOT truck drivers were added to the program effective January 1, 1992.

**MONTANA RAIL LINK  
RANDOM DRUG TESTING PROGRAM**

**I. CARRIER CONTACTS**

A. Program Administrator Assistant Program Administrator

Brian P. Heikkila  
Name

Theresa M. Betts  
Name

Director of Training,  
Rules and Safety  
Title

Assistant Administrator  
Drug Testing Programs  
Title

Montana Rail Link  
P. O. Box 8779  
Missoula, MT 59807  
Address

St. Patrick Hospital  
500 West Broadway  
Missoula, MT 59802  
Address

(406) 523-1500  
Phone

(406) 543-7271,  
ext. 2676  
Phone

B. Medical Review Officers Occupational Health Service

Dana Headapohl  
Name

St. Patrick Hospital  
Name

Medical Director  
Title

Occupational Health  
Service Physicians  
Title

Occupational Health  
Service  
St. Patrick Hospital  
500 West Broadway  
Missoula, MT 59802  
Address

Occupational Health  
Service  
St. Patrick Hospital  
500 West Broadway  
Missoula, MT 59802  
Address

(406) 543-7271,  
ext. 2676  
Phone

(406) 543-7271,  
ext. 2676  
Phone

**II. SELECTION PROCEDURE**

The program administrator will oversee the data base management function which will be maintained in a computer program at the Occupational Health Service offices. To ensure security and confidentiality, access to this data base will be limited to the program administrator or his designee.

A. This program only applies to hours-of-service employees, examples listed below, and will not exclude or provide variations for seasonal, part-time or intermittent employees.

Engineers; assistant engineers; engineer trainees; hostlers; lead utility operating employees; utility operating employees; utility operating employee trainees; switch foremen; switchmen; manager of control systems; signal inspectors; signal maintainers; assistant signal maintainers; signal laborers; electronics control specialist; managers of train movement; and DOT truck drivers as defined by 49 CFR 391.85.

B. Individual employees will be selected by name through the use of a computerized random selection program. Unless excused for a reason listed in paragraph E, all employees selected will be tested. The random selection of an individual operating employee will automatically select all other members of the same crew who will also be tested in accordance with the terms of this policy. Other covered employees will be tested only if individually selected.

C. Each week, the assistant administrator will utilize the computerized random selection program to make a selection from the entire hours-of-service employee data base. This program ensures that each member of the data base has an equal chance of being selected. Employees selected will remain in the data base for all future selections which ensures that all hours-of-service employees are subject to all selections.

D. Use of the computerized random selection program as the only

selection method will eliminate subjectivity in the selection process. Occupational Health Service will make all selections.

E. In the event selected employees are unavailable due to vacation, sick leave, suspension, jury duty, furlough, lay off, other leaves of absence, or insufficient time remaining to perform testing within the hours-of-service (less than 2 hours), they will be tested without advance notice sometime during the 90 day period immediately following their return to covered service. To ensure objectivity, this test day will be determined by Occupational Health Service.

F. Except as outlined in paragraph E, a substantiated medical emergency involving the selected employee or his immediate family member is the only criteria for being excluded from testing once selected. Such medical emergency is defined as an acute medical condition requiring immediate emergency care. An employee excluded under this criteria must provide substantiation from a credible outside professional, e.g., doctor, hospital, law enforcement officer, school authority, court official, etc. This substantiation must be furnished prior to his release or within a reasonable time after the emergency has been resolved.

G. The random selection computer program selects at random from the data base. The program will automatically make a permanent computer record of the weekly selection, by names, date, and time. A hard copy of each selection will also be maintained by Occupational Health Service.

**III. TESTING PLAN**

A. The computer program will determine the appropriate number of names for monthly testing and make necessary adjustments to remain in compliance with the required percentage of employees to be tested.

B. Through the Occupational Health Service computer program, Montana Rail Link will monitor the random testing program to ensure required testing levels are met. The computer program will automatically compute the total number and percentage of employees tested year to date.

**IV. EMPLOYEE PERCEPTION**

A. Employees will be unable to predict when or where testing will occur.

B. The testing procedure will be as follows:

1. The Assistant Program Administrator will make the random computer selections once a week.

2. Designated supervisors will be notified of employees to be tested.

3. Supervisors will arrange for testing as soon as possible. Under no circumstances will the employee be notified prior to the start of his or her shift on the day of the test, and only so far in advance as necessary considering availability of employee, supervisor, and or collection facility.

**V. NOTIFICATION OF EMPLOYEE**

A. The designated supervisor will notify the employee of his or her random selection for testing as required by FRA regulations both verbally and in writing. The written notice will be provided using the "Initial Notice to Covered Employees" as outlined in item IV above. Under no circumstance will the employee be informed prior to the tour of duty on the date of testing.

B. Montana Rail Link will test an employee only during his or her tour of duty not to exceed the hours-of-service requirements.

**VI. DOCUMENTING EMPLOYEE NOTIFICATION**

Initial notification to the selected employee will be given verbally by the designated supervisor. Documentation of this notification will be provided by having the employee and supervisor note the date, time, and then place their signature in the space provided on the "Initial Notice to Covered Employee." In addition, the employee will be provided with a copy of the completed Urine Custody and Control Form.

**VII. PROCEDURES AND SAFEGUARDS**

The Montana Rail Link random testing program will be administered through:

Occupational Health Service (OHS)  
St. Patrick Hospital  
500 West Broadway  
Missoula, Montana 59802  
(406) 543-7271, ext. 2676

Occupational Health Service will only use a NIDA/DHHS certified laboratory in compliance with 49 CFR 219.701b and will:

- A. Only test for the drugs listed in 49 CFR 219.705.
- B. Utilize the specimens strictly for FRA tests and no others.
- C. Use the DOT recommended standard urine custody and control form.
- D. Provide quality assurance and quality control consistent with 49 CFR 40.31 by providing the required number of blind performance tests.
- E. Report results consistent with the guidelines in 49 CFR 40.31.

Upon notification by the designated supervisor, a selected employee will be directed (and/or accompanied) to report to the Montana Rail Link designated clinic, hospital, or collection vendor site for the required specimen collection.

Montana Rail Link designated clinics, hospitals, and collection vendors will be instructed as to the proper collection procedures by Occupational Health Service in accordance with 49 CFR 40.31.

The Montana Rail Link MRO will review all random test results in accordance with 49 CFR 40.31. The Occupational Health Service staff will work in conjunction with the MRO in a manner consistent with professional standards of practice. Activities will include such things as filing, report preparation, review of test results, and notification to employees of the opportunity to discuss test results with the MRO.

**VIII. HANDLING OF TEST RESULTS**

- A. The designated NIDA/DHHS laboratory will send Occupational Health Service the results of random tests via remote printer.
- B. The MRO will notify employees of test results in writing via US Mail.
- C. Positive test results reported by the laboratory will be reviewed and interpreted by the MRO. Before verifying the laboratory results as positive, the MRO will examine alternate explanations for any positive test result, which may include conducting a medical interview or review of the employee's medical history or other relevant biomedical factors. The MRO will also review all medical records made available by the tested employee when a confirmed positive test could have resulted from legally prescribed medication.

If the MRO is unable to make contact with the employee, she will request the program administrator or his designee to direct the employee to contact the MRO immediately. If all reasonable efforts to contact the employee fail, the employee will be placed on temporary medical unqualified status and withheld from covered service until the MRO makes a final determination on the test result.

The MRO will verify the test as positive without having communicated directly with the employee about the test in the following three circumstances:

- (1) The employee expressly declines the opportunity to discuss the test with the MRO.
- (2) The employee fails to contact the MRO within five days after having been instructed to do so by the program administrator or his designee.

(3) As provided for by the drug testing regulations. The MRO may reopen the review process if she agrees circumstances unavoidably prevented the employee from contacting her and may allow the employee to present information concerning a legitimate explanation for confirmed positive test.

D. Upon verifying a positive test, the MRO will notify medical staff who will immediately inform the program administrator and appropriate management supervisor via telephone. Upon receiving notice of a positive test, the supervisor will remove the employee from service and issue the proper notice for Fact Finding Session citing violation of company policy, General Safety Rules 565, and/or Rule G as appropriate. Prior to any adverse action being taken, the employee will be provided with a copy of test results.

E. The employee will be given detailed instructions regarding the return to service procedure as described in 49 CFR 219.104d and will not be allowed to return to service until these requirements are satisfied.

**IX. CONFIDENTIALITY**

Confidentiality of random testing information will be maintained as follows:

- A. Montana Rail Link, Occupational Health Service, the designated NIDA/DHHS laboratory, and the MRO are the only parties with access to random test results. They will maintain confidentiality according to professional standards of practice in compliance with 49 CFR 219.711.
- B. The employee will receive a copy of the confidential test result from the MRO.
- C. The MRO will inform the Program Administrator or his designee of the test results in accordance with 49 CFR 219.707c and d. Test result information will be limited to the MRO, medical staff, and on a need to know basis to management employees in accordance with existing guidelines.

D. An employee who is removed from service as the result of a verified positive test may be entitled to a fact finding session if provided by agreement or may opt for the provisions of a Prevention Program Companion Agreement if available. Other post suspension requirements will include full cooperation and satisfactory compliance with all conditions and requirements set forth by the Montana Rail Link EAP coordinator. A drug free urine test will also be required prior to return to covered service. After returning to covered service, the employee will be monitored and subjected to a reasonable program of follow-up drug testing without prior notice. This process will be managed by the Montana Rail Link EAP provider and monitored by the Montana Rail Link EAP coordinator.

E. Any individual or organization who tampers with or otherwise circumvents this process, or the confidentiality of this program will be subject to discipline which may include termination of a Montana Rail Link Employee, or termination of services if an outside agency.

**X. GENERAL CONFORMITY**

Montana Rail Link will comply with all FRA statutes and regulations for Transportation Workplace Drug Testing and will insure compliance with the Drug-Free Workplace Act.

**RANDOM DRUG TESTING PROGRAM PROCEDURE  
CHECKLIST FOR EMPLOYEES**

1. Sign, date, and note the time on the written notice of your selection for testing and retain the pink copy for your records.
2. Comply with instructions from supervisor on how to proceed to the specimen collection facility. He or she may accompany you, or you may be instructed to report on your own.
3. Report to the collection site promptly, and present a photo ID to the appropriate person to verify yourself.
4. Remove any unnecessary outer garments, (e.g.: coat, jacket). All personal belongings (e.g.: purse, briefcase) must remain with outer garment(s). You may retain your wallet.
5. When instructed by collector, wash and dry your hands.
6. You may provide the specimen in the privacy of a stall or otherwise partitioned area that allows for individual privacy. It will be necessary for you to provide a specimen of at least 60 milliliters. If you are unable to provide a sufficient quantity, you will be given a reasonable period of time to provide an adequate specimen. If at the end of the waiting period you still cannot provide a specimen, drug testing will be re-scheduled by your Drug Program Coordinator.
7. You should observe the entire collection procedure.
8. Note the temperature on the bottle and verify that the temperature was correctly recorded by the collector in the proper space on the form.
9. When instructed by the collector, complete the Drug Testing Form. Lastly, read, sign, and date the certification statement certifying that the specimen in the bottle is yours, and came from your body at the time of collection.
10. Comply with your supervisor's instructions regarding a return to work or tie up as appropriate.

•If you have any questions or concerns, share them with the Site Coordinator, your supervisor, or your Drug Program Coordinator.

•The collection process is governed by the Federal Hours-of-service Act.

**MONTANA RAIL LINK  
DRUG TEST SPECIMEN COLLECTION FACILITIES**

**BILLINGS, MT**

DAYTIME = Monday through Friday 07:00-17:00:

St. Vincent Hospital  
Lifecare  
1233 North 30th  
Billings, MT  
Phone (406)657-7878

NIGHTS = Monday through Friday 17:00 - 07:00 and 24 hours a day on holidays and weekends:

St. Vincent Hospital  
Laboratory  
1233 North 30th  
Billings, MT  
Phone (406)657-7143

**LIVINGSTON, MT**

DAYTIME = Monday through Friday 08:00 - 17:00:

Park Clinic  
1001 River Drive  
Livingston, MT  
Phone (406)222-0800 (Ask for Lab. or Emergency Room)

NIGHTS = Monday through Friday 17:00 - 08:00, and 24 hours a day on holidays and weekends:

Livingston Memorial Hospital  
504 South 13th  
Livingston, MT  
Phone (406)222-3541 (Ask for Lab. or Emergency Room)

**HELENA, MT**

24 Hours a day-7 days a week:

St. Peters Hospital  
Laboratory  
2475 Broadwater  
Helena, MT  
Phone (406)442-2480

**MISSOULA, MT**

DAYTIME = Monday through Friday 07:30 - 17:00

St. Patrick Hospital  
Occupational Health Service (Old Brick Building)  
500 West Broadway  
Missoula, MT  
Phone (406)543-7271 ext. 2676

NIGHTS = Monday through Friday 17:00 - 07:30, and 24 hours a day on holidays and weekends:

St. Patrick Hospital  
Laboratory (New White Building)  
Missoula, MT  
Phone (406)543-7271 ext. 2198

**PLAINS, MT**

24 Hours a day - 7 days a week:

Clark Fork Valley Hospital  
Plains, MT  
Phone (406)826-3601 (Ask for Lab.)

**SANDPOINT, ID**

AVAILABLE Monday through Friday 09:00 - 17:00 ONLY

Dr. Rust  
302 South 1st  
Sandpoint, ID  
(208)263-5109

**SPOKANE, WA**

DAYTIME = Monday through Friday 07:30 - 17:30

Pathology Associates Medical Lab.  
Cooper George Building, Suite #7  
W 707 5th Street  
Spokane, WA  
(509)927-6255-Drawing Station or (509)926-2400-Main Lab.

NIGHTS = Monday through Friday 17:30 - 07:30 and 24 hours a day on holidays and weekends (**call lab first, their personnel will handle (509)458-7129**)

Deaconess Medical Center  
Emergency Room  
W 800 5th  
Spokane, WA  
(509)458-7100

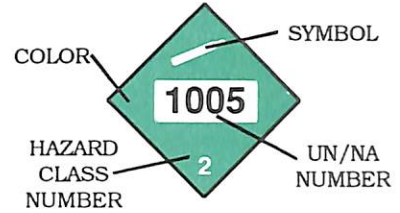
**NOTE:** Deaconess will not do random collections, but will do post-accident, reasonable cause and reasonable suspicion.

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

**(Standard)**



**(Alternate)**



1. Explosives
2. Gasses
3. Flammable Liquids
4. Flammable Solids
5. Oxidizing Materials
6. Poisonous, Infectious
7. Radioactive Materials
8. Corrosive Materials
9. ORM (Other Regulated Material)  
(-A, -B, -C, -D, -E)

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 in these instructions are for illustration purposes only.

Unless otherwise specified, the restrictions contained in the "Position In Train and Switching Restrictions for Placarded Cars" chart contained in the centerfold do not apply to rail cars, transport vehicles, freight containers, or bulk packagings placarded COMBUSTIBLE; KEEP AWAY FROM FOOD/HARMFUL; CLASS 9; or placarded for a RESIDUE of these materials. Some examples of these placards are shown below.



Except for RADIOACTIVE, EXPLOSIVES 1.1, 1.2, 1.3, 1.4, 1.5 or 1.6, or DANGEROUS placards, a placard may display the appropriate four-digit identification number assigned to the hazardous material. Cars displaying these "alternate" placards are to be positioned in trains in accordance with any corresponding PLACARD GROUP or placard type RESTRICTIONS.



Except for class 7 (Radioactive Material), text indicating a hazard ("FLAMMABLE GAS", "FLAMMABLE", "CORROSIVE", etc.) is not required to be displayed on a placard. Each placard corresponding to the primary hazard class of a material must display the class ("1", "2", "3", etc.) or division ("5.1", "5.2", etc.) in the lower corner. No class or division number may be displayed on a placard corresponding to a subsidiary hazard of a material.





**NOTES:**

- (1) Placards for Division 1.1 and 1.2 Explosives are in Placard Group 1 and must be displayed on a square white background surrounded by a black border.
- (2) Placards for Division 2.3 Hazard Zone A Poison Gasses and Division 6.1, Packing Group 1, Hazard Zone A Poisons are in Placard Group 3 and must be displayed on a square white background surrounded by a black border.
- (3) In switching operations where the use of hand brakes is necessary, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a cut of cars containing a loaded, placarded car, has its hand brakes in proper working condition before it is cut off.
- (4) A car shall not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling. If the car is a Class DOT 113 tank car placarded in Division 2.1 (flammable gas), placarded trailer-on-flat-car (TOFC), or placarded container-on-flat-car (COFC).
- (5) Restriction applies only to flat switching of loaded tank cars placarded Division 2.1 (flammable gas), Division 2.2 (Nonflammable Gas), Division 2.3 (Poison Gas), and Canadian Division 2.4 (Corrosive Gas).

**CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER**

**PLACARD GROUP 1**



Division 1.1



Division 1.2



Division 1.3



Division 2.2



Class 3



Division 5.1

**POSITION IN TRAIN RESTRICTIONS**

**RAIL CAR**

**TANK CAR**

When train length permits, placarded car must not be placed nearer than the sixth car from the engine or occupied caboose.

X

X

When train length does not permit, placarded car must be placed near the middle of the train, but no closer than the second car from an engine or occupied caboose.

X

X

Placarded car may not be transported in a passenger train.

X

X

Placarded car may not be placed next to a loaded open-top car when any of the lading protrudes beyond the car ends, or if shifted would protrude beyond the car ends. Permanent bulk-head flat cars are considered the same as open-top cars.

X

X

Placarded cars may not be placed next to a loaded flat car or loaded wheel car, except placarded car may be placed next to closed TOFC/COFC equipment, auto carriers, and other specially equipped cars with tie down devices for handling vehicles.

X

X

Placarded car may not be placed next to any rail car, transport vehicle, or freight container with temperature control equipment or internal combustion engine in operation.

X

X

Placarded cars may not be placed next to each other based on the following:

- Placarded car in Placard Group 1 may not be placed next to:
- Placarded car in Placard Group 2 may not be placed next to:
- Placarded car in Placard Group 3 may not be placed next to:
- Placarded car in Placard Group 4 may not be placed next to:

X

X

X

X

X

X

X

X

Placarded car must be separated from an engine, occupied caboose, or carload of undeveloped film by at least one non-placarded car. The undeveloped film restriction only applies to cars in Placard Group 4.

Placarded car must be next to and ahead of any car occupied by the guards or technical escorts accompanying the placarded rail car.

X

Placarded car must be the fourth car ahead of a car that has temperature control equipment in operation and is occupied by guards or technical escorts accompanying the placarded rail car.

X

**SWITCHING RESTRICTIONS**

Placarded car may not be allowed to move under its own momentum, or be coupled into or struck by any other rail car with more force than is necessary to complete the coupling.

X

X (Notes 3,4)


In a terminal, yard, side track, or siding, placarded car must be separated from the engine by at least one non-placarded rail car and must be placed in a location where it will be safe from danger of fire.

X


A loaded placarded tank car, or a cut of cars including a loaded placarded tank car, may not be cut off until the preceding rail car clears the ladder track and the restricted car(s) must clear the ladder track before another rail car is allowed to follow.

X (Note 5)

**PLACARD GROUP 2**




Division 1.4



Division 1.5



Division 2.1



Division 2.3



Oxygen 2.2



Division 2.4



Division 4.1




Division 4.2




Division 4.3



Division 5.2




Division 6.1




Class 8

**PLACARD GROUP 3**




Div. 6.1, PG1 Zone A



Div. 2.3 Zone A

**PLACARD GROUP 4**



Class 7

**CAR PLACARDED**




Division 1.6



Mixed Loads

**CAR PLACARDED "RESIDUE"**



(Example Placard)

Division 2.1  
 Division 2.2  
 Division 2.3  
 Div. 2.3, Zone A  
 Oxygen (2.2)  
 Division 2.4  
 Class 3  
 Division 4.1  
 Division 4.2  
 Division 4.3  
 Division 5.1  
 Division 5.2  
 Division 6.1  
 Div. 6.1, PG1, Zone A  
 Class 8

	RAIL CAR	TANK CAR	RAIL CAR	RAIL CAR		
		X				
		X				
	X	X	X	X	X	X
		X				
		X				
	X	X	X	X		
	X	X	X	X		
	X	X	X			
		X	X	X		X
		X	X			
	X (Notes 3,4)	X	X (Notes 3,4)	X (Note 3)	X (Note 3)	

Until October 1, 1994, placards which conform to the requirements for placards in effect on September 30, 1991, may be used in place of those specified in accordance with the following Placard Substitution Table. The proper new and old placards may be mixed on the same car.

PLACARD SUBSTITUTION TABLE

Hazard class or division number	Current placard name	Old (Sept 30, 1991) placard name
Division 1.1 .....	Explosives 1.1 .....	Explosives A.
Division 1.2 .....	Explosives 1.2 .....	Explosives A.
Division 1.3 .....	Explosives 1.3 .....	Explosives B.
Division 1.4 .....	Explosives 1.4 .....	Dangerous.
Division 1.5 .....	Explosives 1.5 .....	Blasting Agents.
Division 1.6 .....	Explosives 1.6 .....	Dangerous.
Division 2.1 .....	Flammable Gas .....	Flammable Gas.
Division 2.2 .....	Nonflammable Gas .....	Nonflammable Gas.
Division 2.3 .....	Poison Gas .....	Poison Gas.
Class 3 .....	Flammable .....	Flammable.
Combustible liquid . Liquid.	Combustible .....	Combustible.
Division 4.1 .....	Flammable Solid .....	Flammable Solid.
Division 4.2 .....	Spontaneously .....	Spontaneously
	Combustible.	Combustible.
Division 4.3 .....	Dangerous .....	Flammable
	When Wet.	Solid W.
Division 5.1 .....	Oxidizer .....	Oxidizer.
Division 5.2 .....	Organic Peroxide .....	Organic Peroxide.
Division 6.1, PG .....	Poison .....	Poison.
I and II.		
Division 6.1, PG III .	Keep Away From .....	(none required)
	Food.	
Class 7 .....	Radioactive .....	Radioactive.
Class 8 .....	Corrosive .....	Corrosive.
Class 9 .....	Class 9 .....	(none required).

## SWITCHING AND TRAIN PLACEMENT

Placarded shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations and General Code of Operating Rules, Rule 103(N) and Rule 616. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined in these instructions. If a placarded shipment of hazardous material is found to be improperly placed in a train corrective action must be taken, and the placement error must be brought to the attention of the proper authority.

## COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train consist or switch list indicate loaded, placarded cars containing hazardous materials and correspond to the Placard Endorsements found near the upper left hand corner of the waybills:

**EPG** - Explosives and Poison Gas  
**EXP** - Explosives 1.1, 1.2 (Explosives A)  
**RAM** - Radioactive Material  
**POG** - Poison Gas  
**DAN** - Dangerous

Additional codes:

**COM** - Indicates COMBUSTIBLE placards are required, but no Placard Endorsement is required.  
**NPR** - Indicates a hazardous material which does not require placards or a Placard Endorsement.  
**ORM** - Indicates an "Other Regulated Material" which does not require placards or a Placard Endorsement, but requires a shipping document.

## EXCERPTS FROM D.O.T. REGULATIONS

For complete Hazardous Materials Regulations of the Department of Transportation applying to railroad operations, refer to the current Bureau of Explosives Tariff No. BOE-6000.

## DEFINITIONS

**EPA:** U.S. Environmental Protection Agency.

**HAZARDOUS MATERIAL:** A substance or material, including a hazardous substance, which has been determined by the Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce, and which has been so designated.

**HAZARD ZONE:** One of four levels of hazard (Hazard Zones A through D) assigned to gasses and one of two levels of hazards (Hazard Zones A and B) assigned to liquids that are poisonous by inhalation as identified in the Hazardous Materials Regulations.

**HAZARDOUS SUBSTANCE:** A material, including its mixtures and solutions which is environmentally damaging in a quantity, in one package, which equals or exceeds the reportable quantity (RQ) listed in the Hazardous Materials Regulations.

**HAZARDOUS WASTE:** Any material that is subject to the Hazardous Waste Manifest Requirements of the U.S. EPA, specified in 40 CFR part 262.

**MATERIAL POISONOUS BY INHALATION:** A gas, a liquid (other than a mist) or any material as identified in the Hazardous Materials Regulations which can kill, injure or impair when drawn in by breathing.

**N.O.S.:** Not otherwise specified.

**PACKING GROUP:** A group according to the degree of danger presented by Hazardous Materials. Packing Group I indicates great danger; Packing Group II medium danger; Packing Group III minor danger.

**PLACARDED CAR:** A rail car which is placarded in accordance with the requirements of the Hazardous Materials Regulations except those cars displaying only the FUMIGATION placards.

**PRIMARY HAZARD:** The hazard class of a material as assigned in the hazardous material tables.

**RAIL FREIGHT CAR:** A car designed to carry freight of non-passenger personnel by rail, and includes a box car, flat car, gondola car, hopper car, tank car, and occupied caboose.

**RESIDUE:** The hazardous material remaining in a packaging, including a tank car, after its contents have been unloaded to the maximum extent practicable and before the packaging is either refilled or cleaned of hazardous material and purged to remove any hazardous vapors.

**RQ (Reportable Quantity):** The amount of material as identified in CFR 149 part 172.101 which when released, outside its containment, could cause environmental damage.

**SHIPPING PAPER:** A shipping order, bill of lading, manifest or other shipping document (waybill) serving a similar purpose and containing the information required by the Hazardous Materials Regulations.

**SUBSIDIARY HAZARD:** A hazard of a material other than the primary hazard.

**TECHNICAL NAME:** A recognized chemical name or microbiological name currently used in scientific and technical handbooks, journals, and texts.



**TRAIN:** 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.

**TRANSPORT VEHICLE:** A cargo carrying vehicle such as an automobile, van, tractor, truck, semi-trailer, tank car, or rail car, used for the transportation of cargo by any mode.

### DOCUMENTATION

#### Shipping papers (174.25):

A. No person may accept for transportation any hazardous material subject to the Hazardous Materials Regulations unless he has received a shipping paper prepared in the manner specified in those regulations.

B. When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching orders, switching receipt, or switching ticket or other document prepared by the shipper, or by the carrier under the shippers written authority must contain the following as defined in the Hazardous Materials Tables (172.101):

1. The proper shipping name specified for the material.
2. The Hazard Class specified for the material.
3. The four digit identification number (preceded by "UN" or "NA") as prescribed.
4. The entry RQ (reportable quantity) if the commodity is an environmentally hazardous substance as identified.
5. The placard notation specified for the applicable hazard class.
6. The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.
7. An emergency response telephone number (including the area code or international access code) for use in the event of an emergency involving the hazardous material.

C. Each waybill, switching ticket, switching order or other billing prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded must, in addition to the information specified in paragraph B item 1, through 6, above, be plainly marked with:

1. An indication of which trailers or containers contain hazardous materials in the case of flat cars carrying trailers or containers and;
2. The placard endorsement for the applicable hazardous material or class. This endorsement, when required, must be placed on the face of the shipping paper near the space provided for the car number inside a rectangle.

D. The shipping paper for a tank 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, a placard endorsement when required, and the applicable placard notation followed by the word "RESIDUE". For example, "RESIDUE: Last contained Sulfuric Acid, Corrosive Material, UN 1830, Placarded: CORROSIVE 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.

E. The shipping paper for each class DOT-113 tank car containing a flammable gas must contain an appropriate notation, such as "DOT-113A" and the statement "Do Not Hump or Cut Off Car While In Motion".

F. A member of the crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers (waybills or other documents) for the shipments of hazardous materials being transported, showing the information required by the Hazardous Materials Regulations.

G. The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous

materials, except when the placarded car is placed in the train or the location of the placarded car in the train is changed by a member of the train crew. A train consist may be used to meet this requirement.

H. At each location where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, consecutively numbered notices shall be prepared indicating the location in each train of each rail car placarded EXPLOSIVES 1.1 or 1.2 (EXPLOSIVES A) or POISON GAS (Division 2.3 Hazard Zone A and Division 6.1 PG I Hazard Zone A materials). A copy of each notice must be delivered to the train and engine crew concerned, and a copy showing delivery to the train and engine crew must be kept on file at the location where the notice was delivered. At points where train or engine crews are changed, the notice must be transferred to the relieving crew.

I. No person may offer, transport, transfer, or deliver a hazardous waste unless an EPA hazardous waste manifest is prepared in accordance with 40 CFR 262.20 and is signed, carried, and given as required by the Hazardous Materials Regulations. The requirement for a hazardous waste manifest, bearing the required dates and signatures, to accompany a hazardous waste shipment in transportation does not apply to a rail carrier when the shipment is delivered to a designated facility by railroad if:

1. All of the information required to be entered on the manifest, except generator and carrier identification numbers and the generators certification, is entered on the shipping paper accompanying the shipment; and
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

#### Marking and placarding of Rail Cars (174.59):

A. **No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by the Hazardous Materials Regulations.** 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 with either the United States placard required by the Hazardous Materials Regulations or by the Canadian placard authorized by those regulations.

- B. **Placards shall be displayed on each side and each end of:**
- (1) A rail car, trailer or container containing any quantity of Explosives 1.1, 1.2, or 1.3 (Explosives A or B), 2.3 Poison Gas, 4.3 Dangerous When Wet, 6.1-PG1 Poison Inhalation Hazard, or radioactive material that requires the Radioactive Yellow III label.
  - (2) A rail car, trailer, or container containing 1001 lbs. or more of hazardous materials other than those in B.(1) above.
  - (3) A tank car or tank container containing any quantity of hazardous material.

### INSPECTIONS

#### Inspection of Placarded Rail Cars (174.8):

A. At any point where a train is required to be inspected, each loaded placarded rail car and each immediately adjacent rail car must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in safe condition for transportation. The inspection of a rail car other than a tank car or a rail car containing Explosives Division 1.1 or 1.2 (Class A Explosive) materials 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 the Hazardous Materials Regulations.

**Inspection of Cars at Interchange (174.10 and 174.50):**

B. (1) A shipment of hazardous materials offered in interchange by a connecting carrier must comply with the Hazardous Materials Regulations, and the shipping documents accompanying the shipment must bear the prescribed placard notation and endorsement.

(2) Each rail car containing explosives requiring Explosives 1.1 or 1.2 (Explosives A) placards which is offered in interchange by a connecting line must be visually inspected externally and, if practicable, the lading should also be inspected. The car may not be forwarded until all discovered violations have been corrected. If the car shows evidence of or if there is any reason to suspect that it has received rough handling, 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.

(3) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.

(4) A tank car discovered in a leaking condition in transit may not be unnecessarily moved until the unsafe condition has been corrected. In the case of a tank car which has developed small leaks in the course of movement to an interchange point and requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely by attaching a receptacle under the leak to prevent the spread of the leaking material and protecting the movement against possible sources of ignition. A leaking tank car containing any hazardous material may be switched to a location distant from habitation and highways if the move can be safely made.

**Inspection of Tank Cars (174.9):**

C. (1) 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.

(2) An empty (residue) 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 of caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

**IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIALS MAY BE INVOLVED****Your Safety Is Of Primary Importance.**

As an employee you are not a hazardous materials emergency responder. Your role is to determine the status of the incident and provide that information to all who need it.

Train and switch crew members must determine from the train consist or switch list and shipping papers what hazardous materials may be involved and what precautions to take for personal safety. First make a preliminary report to the Manager of Train Movement or Assistant Trainmaster. Then, if personal safety permits, inspect the train for damaged or leaking cars of hazardous materials using the following guide:

1. Approach from upwind, avoiding contact with any spilled material.
  - a. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground.
  - b. Do not smoke or use fuses.

2. If the accident involves casualties, fire, and/or the release of hazardous materials, crew members must promptly notify the Manager of Train Movement or Assistant Trainmaster to call the nearest fire, police, and emergency medical agencies. Notification should include where the train crew will be and how they can be identified.

3. Avoid contact with any released hazardous material, whether liquid, solid, or gaseous.

- a. Check for casualties and remove injured if conditions require, provided it is safe to do so without jeopardy to yourself or crew.
- b. Keep public and other railroad personnel away from area of release.

4. If flammable gasses or liquids have been released, and it can be safely accomplished, eliminate all sources of ignition from the immediate area.

5. Determine status of the train and promptly notify the Manager of Train Movement, or Assistant Trainmaster if in a terminal.

- a. If fire or vapor cloud is present, remove the shipping documents and move to safety, generally upwind and to higher ground, and determine train's status from there.
- b. Use the shipping papers (waybills), wheel report (consist), and emergency response information to determine:
  - Portion of train involved.
  - Initial and number of cars involved.
  - Name, hazard class, UN/NA numbers of products involved in accident.
  - Identity of other hazardous materials in immediate vicinity of accident.
  - Necessary action to protect people in the area around accident.

6. When reporting damage or leakage information, give the Manager of Train Movement or Assistant Trainmaster as much information as possible regarding:

- a. Casualties, to include nature and extent of injuries, identification, and address of injured.
- b. Location of incident (Mile post, proximity to public access, name or number of street or highway).
- c. Location and position of derailed cars.
- d. Identification of contents of derailed cars, both hazardous and non-hazardous.
- e. Nature of damage to derailed cars.
- f. Evidence of leaking hazardous materials, and estimation of leakage.
- g. Surroundings (nearness to populated areas, residential and business exposures, terrain, bodies of water, and weather conditions).
- h. Select a safe location, accessible to arriving emergency response personnel. Inform Manager of Train Movement or Assistant Trainmaster of this location.

7. Cooperate with local emergency response personnel:

- a. Share any requested information from the shipping papers and train consist. (Provide an extra copy of the train consist, if available).
- b. Provide a copy of the emergency response information or D.O.T. Emergency Response Guidebook (DOT P 5800).
- c. Physical custody of shipping papers shall be retained by crew members and not surrendered to anyone other than a company officer.



Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	1st Subdiv MAIN LINE		Distance from MP 209.9 ↑ Eastward	
					STATIONS	Rule 6		
			10	209.9	JONES JCT (Begin MRL)		0.0	
	10,697	30829		213.1	HUNTLEY	J	CTC	3.2
				223.4	EAST BILLINGS	Y		13.5
		30837		225.8	BILLINGS	BKTXY	TWC	15.9
		30841		0.0	MOSSMAIN	AIJXY	ABS	28.0
		30852		12.1	LAUREL YARD	BJKTX		29.7
		30855		13.8	LAUREL		CTC	30.8
				14.9	SPURLING			33.6
				17.7				
		30859						

**Radio channels No. 1, No. 2, and No. 3 in service on this Subdivision. Huntley radio Manager of Train Movement call in code \*32.**

**1. Speed Restrictions - Maximum Speeds Permitted**

Zone-Between	Up to 100 TOB	Over 100 TOB
MP 213.2 and MP 217.8 .....	50 MPH	45 MPH
MP 223.4 and MP 224.0 .....	40 MPH	40 MPH
East Billings - Begin CTC .....	35 MPH	35 MPH
Billings - Over 27th, 28th and 29th Streets, all trains HER only, and do not exceed 30 MPH until entire train has cleared all three crossings .....	10 MPH	10 MPH
Between East Billings and Mossmain Trains against the current of traffic on double track .....	40 MPH	40 MPH
Westward MT MP 0.0 and MP 12.2 .....	50 MPH	45 MPH
Main 1 MP 14.6 and MP 15.2 .....	10 MPH	10 MPH
MP 15.2 and MP 15.5 .....	40 MPH	40 MPH
MP 15.5 and MP 17.7 .....	60 MPH	45 MPH
Main 2 MP 14.6 and MP 15.2 .....	10 MPH	10 MPH
MP 15.2 and MP 15.6 .....	20 MPH	20 MPH
MP 15.6 and MP 17.6 .....	40 MPH	40 MPH
Trains or engines through No. 20 turnouts at the following locations: End of double track East Billings ...	35 MPH	35 MPH
MP 17.7 .....	35 MPH	35 MPH
Huntley - east and west siding switches and crossover to BNR .....	35 MPH	35 MPH
Siding Huntley .....	35 MPH	35 MPH

**2. Dimensional Shipment Restrictions -**

Trains handling cars wider than 12 ft. 6 in. wide must not meet trains handling cars wider than 12 ft. 6 in. wide between MP 0.0 and MP 2.0 on main tracks at Billings. Crews handling dimensional shipments must notify Manager of Train Movement when coming on duty per All Subdivision Special Instructions, Item 7, paragraph c.

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

At East Billings - Exxon Refinery Track - one locomotive only permitted.

At Billings - Locomotives in Groups E, G, H, and I are prohibited on the following tracks:  
GN Yard and CBQ Yard accessed by turnout at MP 225.35.  
Sugar Factory Lead.  
New Industry Tracks.

**4. TWC Instructions -** MRL track warrant applies on MRL 1st Subdivision between Jones Jct. and Laurel Yard. MRL track warrant received at Forsyth will apply at Jones Jct. MRL track warrant received at Sheridan will apply at Huntley. TWC In effect between MP 5.5 and MP 10.9. Track warrant authority is not required for trains moving with the current of traffic. This does not modify Rule 450 of the General Code of Operating Rules requiring a track warrant at an initial station listing Track Bulletins in effect.

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

**6. Rule 350(B) -** The following switches are not equipped with electric locks:  
Airco H.B. - MP 221.55  
Dyce Chemical H.B. - MP 222.69  
Brick Spur H.B. - MP 222.73

**7. Billings -** 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 of Train Movement.

**8. Billings -** Eastward advance warning sign located at MP 225.8 is 1.7 miles in advance of reduce speed sign.

**9. Mossmain -** Automatic interlocking at MP 11.6 - The normal position for the switch will be lined out of the westbound switching lead. Release box is located at the westbound absolute signal with instructions for movement against the current of traffic, or if unable to get a proceed signal through the interlocking. Switch will be operated per Rule 312(3) of the General Code of Operating Rules if unable to get a proceed signal.

**10. Laurel Yard -** During initial terminal air brake test, carmen will release hand brakes. Trains or engines using either leg of Laurel wye track must obtain permission from the Manager of Train Movement before entering Main 2. East End Laurel Yard - The 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.

**11. Train Location Line-Ups** will be issued by the Manager of Train Movement, in accordance with Rule 35 of the Rules of the Maintenance of Way, for track occupancy not protected by track warrant authority between MP 5.5 and MP 10.9. Departure times on westward trains apply at MP 5.5. Departure times on eastward trains apply at MP 10.9.

**12. Failed Equipment Detectors -** Protecting bridges, tunnels or other structures - None.

Other failed equipment detector locations -  
East Billings - MP 219.5

**12. Failed Equipment Detectors** - Protecting bridges, tunnels or other structures - None.

Other failed equipment detector locations -  
East Billings - MP 219.5

**13. Rule 93** - Yard limits in effect at:

Billings - between MP 223.4 and MP 5.5

Laurel Yard - between MP 10.9 and MP 14.6 - and between MP 1.25 on the BN Montana Division 5th Subdivision and MP 514.1 on the BN Denver Division 8th Subdivision. There are no main tracks at Laurel Yard between MP 12.2 and MP 14.6. Rule 105 of the General Code of Operating Rules applies within these limits.

**14. FRA excepted track** - See all subdivisions item 6.

At Billings - the trackage commonly referred to as Beer House, Boise Casade, Cereal Foods, Wiseman Scrap and Steel, New Industry, New Yard 9, the Ice House Track west of Billings Piggyback Yard, and all trackage beginning at a point 30 feet north of the centerline of the westbound 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.

At Laurel Yard - The trackage commonly referred to as Shop Lead, Old Shop, Old Rip 3, 4, 5, and 6, and Top Yard 2, 3, 5, and 6 has been identified as excepted track under FRA Track Safety Standards.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	2nd Subdiv MAIN LINE		Distance from Spurling ↑	
					STATIONS	Rule 6		
		30859	11	17.7	SPURLING		0.0	
	9,143	30872		32.3	13.1	RAPIDS		13.1
	9,231	30880		40.3	8.1	COLUMBUS		21.2
	8,481	30889		47.4	8.4	CRAVER		29.6
	9,436	30897		56.8	8.3	REED POINT		37.9
	9,093	30902		62.0	5.0	QUEBEC	CTC	42.9
	9,322	30910		71.2	8.3	GREYCLIFF		51.2
	9,306	30921		80.9	10.6	BIG TIMBER		61.8
	9,274	30931		90.7	10.0	CARNEY		71.8
	10,180	30942		102.3	11.4	ELTON		83.2
	10,466	30956		115.3	13.1	LIVINGSTON	B K T Y ABS	96.3
	8,685	30968	12	127.1	MUIR		108.2	
	9,352	30970		128.5	1.2	WEST END		109.4
	10,045	30981		140.4	11.7	BOZEMAN	T	121.1
	7,053	30991		149.8	9.5	BELGRADE		130.6
	3,574	31000		159.3	9.4	MANHATTAN		140.0
	7,764	31005		164.8	5.3	LOGAN	J	145.3
	4,943	31011		170.5	5.9	TRIDENT		151.2
	6,839	31020		178.9	8.3	CLARKSTON	CTC	159.5
	8,574	31026		185.1	6.2	LOMBARD		165.7
	5,471	31035		194.2	9.1	TOSTON		174.8
	6,829	31046	13	205.2	11.1	TOWNSEND	T	185.9
	6,981	31059		218.1	13.0	WINSTON		198.9
	7,913	31068		227.4	9.2	LOUISVILLE		208.1
		31075		234.0	6.5	EAST HELENA		214.6
		31079		238.4	4.4	HELENA	BJKTY ABS	219.0
				0.0				

**Radio channels No. 2 and No. 3 in service on this Subdivision. Manager of Train Movement call in code 31 or 32, except Rapids radio is 34.**

**1. Speed Restrictions - Maximum Speeds Permitted**

Zone- Between	Up to 100 TOB	Over 100 TOB
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 40.1 and MP 42.0 .....	45 MPH	45 MPH
MP 42.0 and MP 42.8 .....	40 MPH	40 MPH

Signal 45.1 WWD, HER	55 MPH	45 MPH
Signal 50.0 EWD, HER	55 MPH	45 MPH
MP 50.7 AND MP 51.9	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 81.3	45 MPH	45 MPH
Signal 84.4 EWD, HER	55 MPH	45 MPH
Signal 88.7 WWD, HER	55 MPH	45 MPH
Signal Carney West (MP 92)		
EWD, HER	55 MPH	45 MPH
MP 98 and MP 100.2	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		
Ascending	35 MPH	35 MPH
Descending	35 MPH	20 MPH
Signal End CTC (MP 116.1)		
EWD, HER	30 MPH	20 MPH
MP 127.3 and MP 128.2	30 MPH	30 MPH
Signal Muir West (MP 127.4)		
WWD, HER	30 MPH	25 MPH
MP 128.2 and MP 135.2		
Descending	30 MPH	20 MPH
Ascending	30 MPH	30 MPH
Signal West End East (MP 128.6)		
WWD, HER	25 MPH	25 MPH
MP 135.2 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 149.2 and MP 150.5	45 MPH	45 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	40 MPH
MP 164.7 and MP 165.5	25 MPH	25 MPH
Logan switch to Fifth Subdivision	12 MPH	12 MPH
MP 169.2 and MP 169.8	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
MP 187.0 and MP 187.5, loaded		
ribbon rail trains only	10 MPH	10 MPH
Signal 192.7 WWD, HER	50 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
WWD, HER	55 MPH	45 MPH
Signal 196.8 EWD, HER	55 MPH	45 MPH
Signal 196.9 WWD, HER	55 MPH	45 MPH
Signal 202.5 WWD, HER	50 MPH	45 MPH
Signal Townsend East (MP 204)		
WWD, HER	50 MPH	40 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	40 MPH
Signal 224.7 WWD, HER	45 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	40 MPH
MP 236.7 and MP 238.4	45 MPH	45 MPH
Signal 237.0 EWD, HER	45 MPH	40 MPH
East Helena to Montana City Spur	25 MPH	25 MPH
Siding Rapids	25 MPH	25 MPH
Siding Columbus	25 MPH	25 MPH
Siding Craver	25 MPH	25 MPH
Siding Reedpoint	25 MPH	25 MPH
Siding Quebec	25 MPH	25 MPH
Siding Greycliff	25 MPH	25 MPH
Siding Big Timber	25 MPH	25 MPH
Siding Carney	25 MPH	25 MPH
Siding Elton	25 MPH	25 MPH
Long Leads Livingston	25 MPH	25 MPH
No. 1, 2, 6 and 10 tracks Livingston	10 MPH	10 MPH
Trains over 100 TOB are not allowed on any tracks except Main, Long Leads, No. 1, 2, 6, and 10 tracks at Livingston.		
Siding Muir	25 MPH	25 MPH
Siding West End	25 MPH	25 MPH
Siding Bozeman	25 MPH	25 MPH
Siding Belgrade	25 MPH	25 MPH
Siding Manhattan	10 MPH	10 MPH
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
East Long Lead Helena	35 MPH	35 MPH

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

**Locomotives in Groups G, H, and I are prohibited on the following tracks:**

At Livingston:	Sand Track
	Teslow Spur
	Brand S Track starting 500 feet from tail track
At Bozeman:	All tracks except Main Track, Siding, and Yard Tracks 1 through 5
At Belgrade:	Conagra Track
	South Industry Track beyond the first paved street
At Manhattan:	All tracks except the Main Track and Siding
At Helena:	Rip 7 and 8
	Belly Track
	Steamer Track
	Steffick Spur
	Old GN Transfer
	Slab Track

## 3. Rule 99 - When flagging is required, distance is 1.5 miles except:

Westward trains:	
MP 128.0 to MP 138.0	2.2 miles
MP 138.0 to MP 238.0	2.0 miles
Eastward trains:	
MP 239.0 (Helena east) to MP 133.5	2.0 miles
MP 128.0 to MP 115.3 (Livingston)	2.0 miles

## 4. Rule 104(S) - Concerning the normal position of switches in sidings, does not apply at Trident.

**5. Restricted Clearances -** At 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 ft. 6 in. from top of rail.

**6. Rule 350(B)** - The following switches are not equipped with electric locks:  
Stanley - MP 183.2

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

**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** - Instructions in addition to all subdivisions Item 3:

**Coal, Grain, and other Unit Train Operation:** Helpers of 24 powered axles may shove on the rear of unit trains consisting entirely of loaded cars. If unit train has a caboose, helper must be cut in ahead of caboose.

**Trailing tonnage restrictions between Livingston and Bozeman:** When all motive power is operated on the head end of a train, 36 powered axles are permitted on all trains when ascending eastbound and westbound provided trailing tonnage does not exceed 6200 tons, or 9500 tons on coal trains or other unit trains consisting entirely of grade "E" steel couplers.  
Trains exceeding these tonnage limits require helpers.

**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.

**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 of Train Movement. He will position and lock dual control switches, and display aspect per Rule 241 on signals involved. Switching operations can be carried on continuously while signals are displayed as aspect per Rule 241. A member of the crew must promptly inform the Manager of 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 of Train Movement contacted for further instructions.

**10. Handling 80 Feet or Longer Cars** - See All Subdivision Special Instructions, 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 6500 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 Subdivision Special Instructions, 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. See All Subdivision Special Instructions, Item 4A.

**Between Livingston and West End Westward** - Helpers of 12 powered axles or less may be operated at rear of train, ahead of or behind caboose, without any long car restrictions.

**11. Failed Equipment Detectors** - Protecting bridges, tunnels or other structures -  
West End - MP 131.1 - For Eastward Trains.  
Livingston East - MP 111.1 - For Westward Trains.

Other track side warning detector locations -  
Rapids - MP 36.1  
Quebec - MP 66.6  
Carney - MP 86.8  
Belgrade - MP 154.7  
Trident - MP 174.5  
Toston - MP 199.8

**12. Rule 93** - Yard limits in effect at:  
Livingston between MP 114.05 and MP 116.1  
Helena between MP 235.3 and MP 1.1

Length of siding in feet	Station numbers	Line segment	Mile Post location	3rd Subdiv MAIN LINE			Distance from Helena
				STATIONS			
Rule 6							
	31079	14	238.4 0.0	HELENA	BJKTY	ABS	0.0
	31082		2.95	HELENA JCT.	JY		2.95
	31084		5.2	TOBIN			5.2
6.825	31092		13.0	AUSTIN			13.0
	31098		18.4	SKYLINE			18.7
7.951	31100		20.5	BLOSSBURG			20.7
9.468	31108		28.9	ELLISTON			29.1
6.213	31117		37.7	AVON			37.8
7.749	31130		50.5	GARRISON	J		51.0
14.660	31134		54.7	PHOSPHATE		CTC	54.8
10.355	31142		61.6	JENS			61.7
10.366	31150		70.7	DRUMMOND	JT		69.8
12.996	31160		80.1	BEARMOUTH			80.2
8.995	31168		88.7	NIMROD			87.9
10.996	31182		102.5	CLINTON			101.8
7.839	31186		106.2	MCQUARRIE			105.5
14.455	31192		113.2	BONNER			112.4
	31198		119.3	MISSOULA	BJKTX	ABS	118.5

**Radio Channels No. 1, No. 2, and No. 3 in service on this Subdivision. Radio Channel No. 4 in service in Blossburg Tunnel. Manager of Train Movement call in code 51 or 52.**

**1. Speed Restrictions - Maximum Speeds Permitted**

Zone Between	Up to 100 TOB	Over 100 TOB
MP 0.0 MP 0.5		
Main 1, HER	10 MPH	10 MPH
MP 0.0 and MP 0.7		
Main 2, HER	25 MPH	25 MPH
West Helena through west crossover	12 MPH	12 MPH
West Helena through east crossover	25 MPH	25 MPH
MP 0.7 and MP 7.1	45 MPH	45 MPH
Tobin through turnout	35 MPH	35 MPH
MP 7.1 and MP 10.0	35 MPH	35 MPH
MP 10.0 and MP 20.4	25 MPH	25 MPH
Signal 10.6 EWD, HER	25 MPH	20 MPH
Signal Austin West EWD, HER	25 MPH	20 MPH
Signal 14.6 EWD, HER	25 MPH	15 MPH
Signal 17.0 EWD, HER	20 MPH	20 MPH
Signal 19.6 EWD, HER	20 MPH	15 MPH
MP 13.0 and MP 20.5		
Ascending	25 MPH	25 MPH
Descending	25 MPH	20 MPH
Through Mullan Tunnel	25 MPH	20 MPH

Trains descending mountain grades	25 MPH	20 MPH
Westward trains between		
Blossburg and Elliston	45 MPH	30 MPH
MP 20.4 and MP 27.3	45 MPH	45 MPH
MP 36.5 and MP 41.4	45 MPH	45 MPH
MP 41.4 and MP 44.6	35 MPH	35 MPH
MP 44.6 and MP 46.6	45 MPH	45 MPH
MP 49.0 and MP 52.4	45 MPH	45 MPH
MP 52.4 and MP 54.6	55 MPH	45 MPH
Signal 67.3 WWD, HER	55 MPH	45 MPH
MP 70 and MP 71, HER	45 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 114.2	55 MPH	45 MPH
East Missoula through turnout	30 MPH	30 MPH
Missoula over public crossings, HER	30 MPH	30 MPH
Siding Elliston	35 MPH	35 MPH
Turnout at East Garrison	12 MPH	12 MPH
Siding Garrison	25 MPH	25 MPH
Siding Phosphate	10 MPH	10 MPH
Tracks 1, 2, and 3 Phosphate	5 MPH	5 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 McQuarrie	10 MPH	10 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.  
 Drummond - Tricon Industry - Locomotives in groups G, H, and I not permitted.

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

Westward trains:	
MP 5.0 to MP 20.5	1.0 Miles
MP 20.5 to MP 32.0	2.5 Miles
Eastward trains:	
MP 27.0 to MP 20.5	1.5 Miles

**4. Rule 104(S) - Concerning the normal position of switches in sidings, does not apply at Phosphate and McQuarrie.**

**5. Restricted Clearances -**

Phosphate Lower Yard: No clearance at loading dock.

McQuarrie: Close clearance between pit and siding when filled with cars.

**6 Rule 350(B) - The following switches are not equipped with electric locks:**  
 Avon House Track - MP 37.8  
 Gold Creek Spur - MP 58.2  
 Bonita Spur - MP 95.4

**7. Helena - On switch between Main 2 and old GN Main at Benton Avenue engine must stop before occupying crossing, and movement must be protected by man on crossing.**



**8. Mullan Tunnel** - If for any reason a westward train is stopped in the tunnel in emergency conditions, and communications fail, trains may make a reverse movement out of tunnel until the locomotives have cleared the east portal, passing all signals at restricted speed.

Managers of Train Movement will not reverse the dual controlled switch at Skyline, or allow any following movement out of Weed, until westward train has cleared Mullan Tunnel unless absolutely necessary. If a following movement becomes necessary, all trains involved, and the Manager of Train Movement, will have a clear understanding of movements to be made, before the movement is allowed.

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

**9. Mountain Grade Operation** - Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Blossburg and Tobin. Ruling grade descending east is 2.2.

Ruling grade descending west between Blossburg and Elliston is 1.4

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

**Manned Helper Operation** - Instructions in addition to All Subdivision Special Instructions, Item 3:

**Coal, Grain, and other Unit Train Operation** - Helpers will be cut into train, in accordance with tonnage ratings.

**Trailing tonnage restrictions -**

**Westbound between Tobin and Blossburg:**

When all motive power is operated on the head end of a train, 36 powered axles are permitted on all westbound trains when trailing tonnage does not exceed 5000 tons, or 8150 tons on coal trains or other unit trains consisting entirely of grade "E" steel couplers.

**Eastbound between Elliston and Blossburg:**

When all motive power is operated on the head end of a train, 36 powered axles are permitted on all eastbound trains when trailing tonnage does not exceed 7500 tons, or 12000 tons on coal trains or other unit trains consisting entirely of grade "E" steel couplers.

Trains exceeding these tonnage limits require helpers.

**10. Handling 80 Feet or Longer Cars** - See All Subdivision Special Instructions, Items 3 and 4A.

**Between Tobin and Blossburg westward** - Trains of greater than 2800 trailing tons must handle empty cars 80 feet and longer in the rear 2800 tons.

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

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

When helper locomotives are cut into train in accordance with Item 3, All Subdivision Special Instructions, 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. See All Subdivision Special Instructions, Item 4A.

**Between Elliston and Blossburg eastward** - Trains of greater than 4000 trailing tons must handle empty cars 80 feet and longer in the rear 4000 tons.

Helpers of 12 powered axles or less may be operated at rear of train, ahead of or behind caboose, without any long car restrictions.

**11. West Helena** - Two Main Tracks in effect between MP 1.1 and Tobin.

**12. East Missoula** - ABS in effect on Main 1 and Main 2 from end CTC East Missoula to MP 118.7.

**13. Failed Equipment Detectors** - protecting bridges, tunnels or other structures - None.

Other failed equipment detector locations -

Elliston - MP 33.0

Jens - MP 64.6

Nimrod - MP 94.3

**14. Rule 93** - Yard limits in effect at:  
Helena between MP 235.3 and MP 1.1  
Helena Jct. on the east leg of the Wye  
Missoula between MP 117.2 and MP 122.8

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	4th Subdiv MAIN LINE			Distance from Missoula ↑
					STATIONS Rule 6			
		31198	15	119.3	MISSOULA	ABS	0.0	
		31205		125.9	DESMET	J	6.6	
	5,005	87606	16	132.2	SCHILLING	CTC	11.8	
	11,661	87610		136.6	FRENCHTOWN		16.3	
	8,883	87624		150.8	LOTHROP		30.5	
	4,834	87634		161.2	CYR		40.9	
	8,360	87641		167.6	RIVULET		47.3	
	9,547	87649		176.2	WESTFALL		55.8	
	8,280	87657		183.6	SUPERIOR		63.3	
	4,109	87662		188.8	SPRING GULCH		68.5	
	4,084	87670		197.2	ST. REGIS		76.9	
	5,422	87675		201.9	TOOLE		81.6	
	6,188	87687	214.2	QUINNS	93.9			
	12,307	31269	219.2	PARADISE	98.9			
	11,360	31275	6.0	PLAINS	104.9			
	11,227	31290	20.5	EDDY	119.4			
	11,430	31301	31.5	THOMPSON FALLS	130.4			
	7,820	31316	46.4	CHILDS	145.3			
	4,560	31323	54.0	TROUT CREEK	152.8			
	8,990	31331	61.6	TUSCOR	160.4			
	10,820	31342	72.5	NOXON	171.3			
	11,232	31349	80.1	HERON	178.9			
	12,256	31360	91.1	COLBY	189.8			
	8,845	31372	103.5	HOPE	202.0			
	16,670	31386	117.0	KOOTENAI	215.5			
	31388	01798	118.7	SANDPOINT JCT. (End MRL)	217.2			

Radio Channels No. 2 and No. 3 in service on this Subdivision. Manager of Train Movement call in code 51 or 52.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	BN 1st Subdiv MAIN LINE			Distance from Sandpoint Jct. ↑
					STATIONS Rule 6			
		01803	45	3.0	SANDPOINT	8	0.1	
		01810		10.1	ALGOMA	7.3		
	10,792	01817		17.6	COCOLALLA	14.0		
	13,297	01830		31.5	ATHOL	26.6		
	10,661	01837		37.7	RAMSEY	33.9		
	9,146	01843		45.5	RATHDRUM	39.6		
		01845		47.0	HAUSER	41.0		
		01850		51.5	HAUSER JCT.	46.6		
	10,085	01855		57.9	OTIS ORCHARDS	52.4		
		01861		63.3	IRVIN	58.3		
		01865	66.0	PARKWATER	61.6			
		01866	68.1	YARDLEY	63.1			
			69.7	NAPA ST.	64.7			
		01870	71.5	SPOKANE	66.6			

CONTINENTAL PACIFIC TIME in effect on this Subdivision  
 BN Radio Channel No. 1 in service on this Subdivision.  
 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. Current BN Timetable, General Orders and Notices, and the General Code of Operating Rules govern.

1. Speed Restrictions - Maximum Speeds Permitted

Zone-Between	Up to 100 TOB	Over 100 TOB
Missoula Public Crossings	30 MPH	30 MPH
Tracks No. 5 and No. 6		
west of MP 121.5	25 MPH	25 MPH
Through turnouts at West Missoula	25 MPH	25 MPH
MP 120.3 Main 1 at Missoula	10 MPH	10 MPH
Main 1 between		
MP 122.8 and MP 125.9	25 MPH	25 MPH
Main 2 between		
MP 121.5 and MP 126.4	50 MPH	45 MPH
Through crossover DeSmet	25 MPH	25 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 141.8	50 MPH	45 MPH
MP 141.8 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 159.2	40 MPH	40 MPH

MP 159.2 and MP 164.2	45 MPH	45 MPH
MP 164.2 and MP 165.6	35 MPH	35 MPH
MP 165.6 and MP 169.0	30 MPH	30 MPH
MP 169.0 and MP 170.9	25 MPH	25 MPH
MP 170.9 and MP 178.2	35 MPH	35 MPH
MP 178.2 and MP 185.5	40 MPH	40 MPH
MP 185. 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 194.9	40 MPH	40 MPH
MP 194.9 and MP 195.5	30 MPH	30 MPH
MP 195.5 and MP 197.2	40 MPH	40 MPH
MP 197.2 and MP 198.1	50 MPH	45 MPH
MP 210.7 and MP 215.0	40 MPH	40 MPH
MP 215.0 and MP 215.7	25 MPH	25 MPH
MP 215.7 and MP 218.5	50 MPH	45 MPH
MP 218.5 and MP 219.2	40 MPH	40 MPH
MP 219.2 and MP 2.8	50 MPH	45 MPH
MP 2.8 and MP 5.9	55 MPH	45 MPH
MP 5.9 and MP 6.4	35 MPH	35 MPH
MP 9.4 and MP 11.1	35 MPH	35 MPH
MP 17.0 and MP 18.8	35 MPH	35 MPH
MP 23.3 and MP 26.4	35 MPH	35 MPH
MP 31.0 and MP 31.9	30 MPH	30 MPH
MP 35.8 and MP 40.2	50 MPH	45 MPH
MP 40.2 and MP 41.2	55 MPH	45 MPH
MP 76.7 and MP 78.7	50 MPH	45 MPH
MP 78.7 and MP 79.3	30 MPH	30 MPH
MP 84.9 and MP 87.5	45 MPH	45 MPH
MP 87.5 and MP 88.8	40 MPH	40 MPH
MP 88.8 and MP 89.8	50 MPH	45 MPH
MP 96.9 and MP 97.8	50 MPH	45 MPH
MP 97.8 and MP 98.7	45 MPH	45 MPH
MP 102.5 and MP 106.1	50 MPH	45 MPH
MP 110.1 and MP 110.6	50 MPH	45 MPH
MP 110.6 and MP 113.2	55 MPH	45 MPH
MP 113.2 and MP 114.5	50 MPH	45 MPH
Signal 114.1 WWD, HER	50 MPH	40 MPH
Siding Schilling	10 MPH	10 MPH
Siding Frenchtown	25 MPH	25 MPH
Siding Lothrop	10 MPH	10 MPH
Siding Cyr	10 MPH	10 MPH
Siding Rivulet	10 MPH	10 MPH
Siding Westfall	25 MPH	25 MPH
Siding Superior	25 MPH	25 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	25 MPH
Siding Sandpoint	25 MPH	25 MPH

At Cedars: DAW Tracks at chip loading dock.  
 At Thompson Falls: All tracks at Thompson River Spur.  
 WI tracks past highway crossing.

**All locomotives are prohibited on the following tracks:**  
 At Thompson Falls: WI tracks past planer shed.

**3. TWC Instructions** - MRL track warrant applies on MRL 4th Subdivision between Sandpoint Jct. and Missoula.  
 MRL track warrant received at Yardley applies at Sandpoint Jct.

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

**5. Rule 104(S)** - Concerning the normal position of switches in sidings, does not apply at Trout Creek.

**6. Missoula** - ABS in effect on Main 2 (South Main) between MP 120.9 and Begin CTC West Missoula.

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.

**7. West Toole** - A manual interlocking is in service at West Toole.

**8. Sandpoint** - Switches at the west end of Sandpoint siding, and at Sandpoint Jct., are controlled by the Burlington Northern Dispatcher.

**9. Failed Equipment Detectors** - Protecting bridges, tunnels or other structures - None.

Other failed equipment detector locations -  
 Lothrop - MP 150.2  
 Rivulet - MP 171.9  
 St. Regis - MP 193.2  
 Paradise - MP 3.0  
 Woodlin - MP 28.5  
 Trout Creek - MP 54.0  
 Heron - MP 77.4  
 Kootenai - MP 111.8

**10. Rule 350(B)** - The following switches are not equipped with electric locks:  
 Paradise House Track - MP 0.3  
 Plains Spur Track - MP 6.4

**11. TWC** - In effect between CTC Superior and CTC Paradise.

**12. Train Location Line-Ups** will be issued by the Manager of Train Movement, in accordance with Rule 35 of the Rules of the Maintenance of Way, for track occupancy not protected by track warrant authority.

**13. Rule 93** - Yard limits in effect at:  
 Missoula - between MP 117.2 and MP 122.8.

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

**Locomotives in Groups G, H and I are prohibited on the following tracks:**

At Missoula: Coach tracks 1 and 2 east of Depot.  
 At Schilling: Stone container Tracks.  
 Hog Fuel.  
 All tracks beyond Mullan Road.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	5th Subdiv BRANCH LINE		Distance from Logan ↑ Eastward
					STATIONS	Rule 6	
	7,764	31005	52	0.0	LOGAN	JYR	0.0
	3,531	86906		6.6	THREE FORKS		6.6
	3,533	86913		12.6	WILLOW CREEK		12.5
	3,562	86919		19.4	SAPPINGTON	JY	19.2
	6,001	86938		39.0 0.0	WHITEHALL	JT	38.3
	1,131	87226	54	26.1	TWIN BRIDGES		74.4
	1,442	87235		35.3	SHERIDAN		83.6
	861	87245		45.6	ALDER	T	93.9

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

1. Speed Restrictions - Maximum Speeds Permitted

Zone-Between

- Logan and Whitehall ..... 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 Alder ..... 25 MPH
- MP 0.0 and MP 2.1 ..... 10 MPH
- MP 25.0 and Alder ..... 10 MPH
- Sappington and Harrison ..... 10 MPH

2. Bridge, Engine and Heavy Car Restrictions -

Between Sappington and Harrison  
Cars listed in All Subdivision Special Instructions, Item 5d, not permitted.  
Locomotives in Groups G, H and I not permitted.

Between MP 26.7 (Twin Bridges) and Alder  
Cars listed in All Subdivision Special Instructions, Item 5c and 5d, not permitted.  
Locomotives in Groups G, H and I not permitted.

3. Rule 99 - When flagging is required between Logan and Whitehall, distance is 2.0 miles.

When flagging is required between Whitehall and Alder, distance is 1.0 miles.

4. Whitehall - The west switch of the crossover at the depot is the west end of the siding.

5. 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%.

6. Rule S-227 - Absolute Block Register Territory is in effect between Logan and Alder. Register is located in CTC bungalow at West Logan.

7. Rule 93 - Yard limits in effect:  
At Sappington between MP 18.7 and MP 19.9.

8. Rule 10D - Is in effect on this subdivision

9. FRA excepted track - See all Subdivision Special Instructions item 6. The territory between Twin Bridges and Alder has been identified as excepted track under FRA Track Safety Standards.

10. Control of Harmonic Rocking - All Subdivision Special Instructions Item 1A is in effect on this subdivision.

6th and 7th Subdivision - left blank intentionally.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	8th Subdiv BRANCH LINE		Distance from Drummond ↑ Eastward	
					STATIONS	Rule 6		
	10,638	31150	55	0.0	DRUMMOND	JT	0.0	
	835	87406		6.1	HALL		6.1	
		87410		10.3	ELEPHANT		TWC	10.4
	450	87415		15.2	MAXVILLE			15.2
		87426		26.0	PHILIPSBURG		T	26.0

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

1. Speed Restrictions - Maximum speeds Permitted

Zone between

Drummond and Philipsburg ..... 10 MPH

2. Bridge, Engine, and Heavy Car Restrictions - Cars listed in All Subdivision Special Instructions, Items 5c and 5d, not permitted. Locomotives in Groups G, H, and I not permitted.

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

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

5. Derail Switches -  
Philipsburg - Derail located 650 feet east of station on main track.  
Drummond - Derail located 50 feet west of MP 1.0.

6. TWC - In effect on this subdivision.

7. FRA excepted track - See All Subdivision Special Instructions, Item 6. This subdivision has been identified as excepted track under FRA Track Safety Standards.

8. Control of Harmonic Rocking - All Subdivision Special Instructions Item 1A is in effect on this subdivision.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	9th Subdiv - BRANCH LINE		Distance from Missoula ↑ Eastward
					STATIONS	Rule 6	
		31198	56	0.0	MISSOULA	BJKTY	0.0
	592	87511		11.0	LOLO		11.5
		87530		29.2	STEVENSVILLE		29.6
		87536		35.6	VICTOR		36.0
	388	87549		47.4	HAMILTON		48.5
						Rule S-227	
	2,530	87565		64.7	DARBY	T	65.9

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

1. Speed Restrictions - Maximum Speeds Permitted

Zone Between

Missoula and Darby .....	25 MPH
Road crossing at MP 3.9, HER .....	5 MPH
Road crossing at MP 4.1, HER .....	5 MPH
Road crossing at MP 4.25, HER .....	5 MPH
MP 0.0 and MP 4.5 .....	10 MPH
Road crossing at MP 28.8, HER .....	10 MPH
MP 63.2 and MP 64.7 .....	10 MPH

2. Bridge, Engine and Heavy Car Restrictions -

Cars listed in All Subdivision Special Instructions, Item 5d, not permitted

Locomotives in Groups G, H and 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. Rule 99 - When flagging is required, distance is 1.5 miles.

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

5. Rule 93 - Yard Limits in effect at: Missoula between MP 0.0 and MP 4.5.

6. Rule 10D - Is in effect on this subdivision.

7. Control of Harmonic Rocking - All Subdivision Special Instructions Item 1A is in effect on this subdivision.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	10th Subdiv MAIN LINE		Distance from DeSmet ↑ Eastward
					STATIONS	Rule 6	
		31205	57	0.0	DESMET	JY	0.0
	2,161	31216		10.6	EVARO		10.6
		31226		21.1	ARLEE		21.1
		31236		30.8	RAVALLI		30.8
	4,489	31243		37.9	DIXON	JT	37.9
						TWC	
		31257		51.6	PERMA		51.6
	12,307	31269		64.2	PARADISE	BJKTY	CTC

Radio channel No. 2 in service on this Subdivision.

1. Speed Restrictions - Maximum Speeds Permitted

Zone Between

Through turnouts at DeSmet .....	25 MPH
MP 0.0 and MP 19.3 .....	25 MPH
MP 19.3 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
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
Through turnout at Paradise MP 64.2 .....	10 MPH
250 ton wrecking cranes over bridge 55 on Flathead River (3.6 miles west of Perma) .....	20 MPH

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

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

4. 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.

Manned Helper Operation - Instructions in addition to All Subdivision Special Instructions, Item 3:

Coal, Grain, and other Unit Train Operation: Helpers will be cut into train, in accordance with tonnage ratings.

Trailing tonnage restrictions -

Westbound between DeSmet and Evaro:

When all motive power is operated on the head end of a train, 36 powered axles are permitted on all westbound trains when trailing tonnage does not exceed 4500 tons.

Eastbound between Arlee and Evaro:

When all motive power is operated on the head end of a train, 36 powered axles are permitted on all eastbound trains when trailing tonnage does not exceed 5300 tons.

Trains exceeding these tonnage limits require helpers.

5. Handling 80 Feet or Longer Cars - See All Subdivision Special

Instructions, 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 5000 trailing tons must handle loaded cars, 80 feet and longer, in the rear 5000 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 Subdivision Special Instructions, 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.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. See All Subdivision Special Instructions, Item 4A.

**6. TWC** - Is in effect between MP 0.3 and MP 63.0.

**7. Train Location Line-up** will be issued by the Manager of Train Movement, in accordance with Rule 35 of the Rules of The Maintenance of Way, for track occupancy not protected by Track Warrant authority.

**8. Failed Equipment Detectors** - Protecting bridges, tunnels or other structures - None.

Other track side warning detector locations -  
Dixon - MP 33.7

**9. Rule 93** - Yard limits in effect at:  
DeSmet between MP 0.3 and CTC DeSmet  
Paradise between MP 63.0 and CTC Paradise

**10. Control of Harmonic Rocking** - All Subdivision Special Instructions Item 1A is in effect on this subdivision.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	11th Subdiv BRANCH LINE		Distance from Dixon ↑	
					STATIONS	Rule 6		
	4,489	31243	59	0.0	DIXON	RJT	0.0	
					13.0	CHARLO		13.0
	2,382	87813		13.0	6.9	RONAN	S-227	19.9
	1,875	87820		19.9	5.1	PABLO		25.0
	1,495	87825		25.0	0.6	DUNHAM	25.6	
		87826		25.6	7.8	POLSON	T	33.4
		87833		33.4				

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

**1. Speed Restrictions - Maximum Speeds Permitted**

**Zone Between**

Dixon and Polson ..... 25 MPH  
Trains over 100 TOB descending mountain grades ..... 25 MPH  
MP 30.1 and MP 33.4 ..... 10 MPH

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

Cars listed in All Subdivision Special Instructions, Item 5d, not permitted.

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

Westward trains:  
MP 33.0 and MP 30.0 ..... 0.5 miles  
MP 30.0 and MP 0.0 ..... 1.0 miles

Eastward trains:  
MP 0.0 and MP 30.0 ..... 1.0 miles  
MP 30.0 and MP 33.5 ..... 2.0 miles

**4. 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%.

**5. Rule S-227** - Absolute block register territory in effect between Dixon and Polson. Register located at tail of wye at Dixon.

**6. Rule 10D** - Is in effect on this subdivision.

**7. Control of Harmonic Rocking** - All Subdivision Special Instructions Item 1A is in effect on this subdivision.

**YARD LINE SEGMENTS**

Line Segment	Limits
91	Laurel
92	Helena
93	Missoula
94	Livingston

**OTHER ROAD LINE SEGMENTS**

Line Segment	Limits	Mileposts
13	East Helena-Montana City	0.0 to 5.0
53	Sappington-Harrison	0.0 to 10.1

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

Station Number	Name	Miles-Location	Capacity Cars	Switch Opens
	<b>1st Subdivision</b>			
30838	Brick Yard	0.4 west of E. Billings	4	East
30845	Siding No. 1	5.0 west of Billings	37	West
30846	Long Spur	5.2 west of Billings	35	West
30847	Rockwood Spur	5.2 west of Billings	35	East
	<b>2nd Subdivision</b>			
30863	Park City	3.5 west of Spurling	25	East
30880	Columbus - Non Controlled Siding, South Side		118	Both
30921	BigTimber - Non Controlled Siding, North Side		99	Both
30953	Downer	9.5 west of Elton	16	East
30953	Burkland Lbr. Co. Spur	10.1 west of Elton	3	East
31024	Stanley	4.3 west of Clarkston	6	East
11225	Montana City	4.2 east of E. Helena	75	Both
	<b>3rd Subdivision</b>			
31083	Fort Harrison	4.3 west of Helena	4	East
31138	Gold Creek	3.9 west of Phosphate	20	East
87300	Phosphate Lower Dock	0.3 from Phosphate	48	Both
31174	Bonita	6.7 west of Nimrod	20	East
	<b>4th Subdivision</b>			
87605	Stone Container	1.0 from Schilling	Lead	West
87619	Nine Mile	9.1 west of Frenchtown	10	East
87653	Cedars	4.5 west of Westfall	35	West
87672	Royal Logging	1.5 west of St. Regis	36	East
31282	Weeksville	7.1 west of Plains	20	West
31296	Woodlin Pit	7.2 west of Eddy	58	West
31297	Woodlin	7.5 west of Eddy	66	Both
31300	Brownman	2.3 west of Woodlin	30	West
31362	Clark Fork	2.6 west of Colby	47	Both
	<b>5th Subdivision</b>			
87110	Harrison	9.5 west of Sappington		
	<b>10th Subdivision</b>			
31205	DeSmet	at DeSmet	15	Both
	<b>11th Subdivision</b>			
87802	Agency	1.6 west of Dixon	14	West
87831	Dupuis	2.1 east of Polson	16	East

GST 012385  
 REVISED 05-09-87  
 GST CODE TO CAR KIND DESCRIPTION  
 FOR COMPANY SERVICE CARS SEE "GSTCS"

CODE	DESCRIPTION
A4	AUTO BOX LESS THAN 49'8"
A5	AUTO BOX 49'8" AND LESS THAN 59'8"
A6	AUTO BOX 59'8" AND LESS THAN 79'8"
A7	AUTO BOX 79'8" AND OVER
B1	BOX 50' 6" AND 7' SINGLE DOOR
B2	BOX 40' 6" AND 7' SINGLE DOOR
B3	BOX 50' 8" TO 12' SINGLE DOOR (PLUG OR SLIDING)
B5	BOX 50' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)
B6	BOX 40' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)
B7	BOX 50' DOUBLE SLIDING 12' OR MORE DOOR
B8	BOX 40' DOUBLE SLIDING 12' OR MORE DOOR
B9	BOX 60' 6" TO 12' AND OVER DOORS (SINGLE, DOUBLE, PLUG, COMB OR SLIDING)
BD	BOX 40' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS
BDC	BOX 40' NONINSULATED WITH MOVEABLE BULKHEADS
E	BOX 50' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS
BEC	BOX 50' NONINSULATED WITH MOVEABLE BULKHEADS
BF	BOX 60' AND OVER NONINSULATED BELT RAIL EQPD FOR CROSS BARS
BFC	BOX 60' AND OVER NONINSULATED WITH MOVEABLE BULKHEADS
BG	BOX 40' SINGLE PLUG DOOR W/GRAIN ACCESS/GENERAL PURPOSE
BS	BOX SPECIAL (SPECIFIC SERVICE OR SPECIAL DESIGN)
C2	HOPPER, COVERED LESS THAN 2200 CU CAP-50 TO 70 TON
C4	HOPPER, COVERED 2200 TO 3899 CU CAP 70 TON
C5	HOPPER, COVERED TO 3900 CU CAP OVER 175,000 LB CAP
C6	HOPPER, COVERED OVER 3900 CU CAP OVER 175,000 LB CAP
C6E	HOPPER, COVERED JUMBO WITH 'E' GRADE COUPLER
C6L	HOPPER, COVERED JUMBO LEASED
C9	HOPPER, COVERED UNIQUE DESIGN/SPEC SERV OVER 5000 CU CAP TO 190,000 LB CAP
C9M	HOPPER, COVERED EQUIPPED MECHANICAL REFRIGERATOR
CA	HOPPER, AIRSLIDE LESS THAN 3000 CU CAP
CB	HOPPER, AIRSLIDE OVER 3000 CU CAP
CR	COKE RACK
F2	FLAT BI-LEVEL STANDARD
F3	FLAT TRI-LEVEL
F3V	FLAT STAC-PAC, VERT-A-PAC, MULTI-LEVEL
F4	FLAT LESS THAN 50'
F5	FLAT 50' AND LESS THAN 59'
F6	FLAT 58' AND LESS THAN 80'
F8	FLAT 80' AND OVER
F9	FLAT ARTICULATED
FA2	FLAT BI-LEVEL FULLY ENCLOSED
FA3	FLAT TRI-LEVEL FULLY ENCLOSED
FB4	FLAT BULKHEAD LESS THAN 50'
FB5	FLAT BULKHEAD 50' AND LESS THAN 59'
FB6	FLAT BULKHEAD 59' AND LESS THAN 80'
FB8	FLAT BULKHEAD 80' AND OVER
FC6	FLAT CENTER BEAM BULKHEAD LESS THAN 70'
FC7	FLAT CENTER BEAM BULKHEAD 70' TO 80'
FC8	FLAT CENTER BEAM BULKHEAD GREATER THAN 80'
FE	FLAT CHAIN TIE DOWN, PERMANENT STAKES, ETC.
FL	FLAT LOG LOADING
FS	FLAT SPECIAL NOT CONTROLLED BY AAR ON CSD 439 (PERM STAKES OR RACKS) HEAVY DUTY
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
G1	GONDOLA 50' SOLID BOTTOM FIXED ENDS
G2	GONDOLA 40' SOLID BOTTOM FIXED ENDS
G3	GONDOLA 50' DROP BOTTOM
G4	GONDOLA 40' DROP BOTTOM
G6	GONDOLA 60' AND OVER SOLID BOTTOM FIXED ENDS
GBD	HOPPER OPEN 48' AND OVER INSIDE W/2 ROTARY COUPLERS
GBR	HOPPER OPEN 4150 CU CAP NO DOORS W/1 ROTARY COUPLER
GC	GONDOLA COVERED
GE	GONDOLA 50' SOLID BOTTOM DROP END
GF	GONDOLA 60' AND OVER SOLID BOTTOM DROP END
GS	GONDOLA SPECIAL EQUIPPED CONTAINER, PERM STAKES, ETC.
GSD	HOPPER OPEN 4000 CU CAP W/2 ROTARY COUPLERS
GSH	HOPPER OPEN FOR UNLOADING ON DUMPING MACHINE
GSR	HOPPER OPEN 4000 CU CAP W/1 ROTARY COUPLER
H1	HOPPER OPEN, ORE CAR
H2	HOPPER OPEN, 50 TON

H4	HOPPER OPEN 70 TON	RR5	ROAD RAILER - DRY VAN (MARK V)
H4D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS	SB	BOX SYSTEM STOCK CARS CONVERTED TO GRAIN USE
H4R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER	T1	TANK 7000 GAL CAPACITY
H5	HOPPER OPEN LESS THAN 3900 CU CAP OVER 175,000 LB CAPACITY	T2	TANK 8,000 TO 9,000 GAL CAPACITY
H5D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS	T3	TANK 10,000 TO 11,000 GAL CAPACITY
H5R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER	T4	TANK 12,000 TO 18,000 GAL CAPACITY
H6	HOPPER OPEN OVER 3900 CU CAP OVER 175,000 LB CAPACITY	T5	TANK 19,000 TO 21,000 GAL CAPACITY
H6D	HOPPER OPEN 4000 CU CAP WITH W/2 ROTARY COUPLERS	T6	TANK 22,000 TO 24,000 GAL CAPACITY
H6R	HOPPER OPEN OVER 3900 CU CAP W/1 ROTARY COUPLER	T7	TANK 25,000 TO 27,000 GAL CAPACITY
H9	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE	T8	TANK 28,000 TO 31,000 GAL CAPACITY
H9D	HOPPER OPEN UNIQUE DESIGN/SPECIAL W/2 ROTARY COUPLERS	T9	TANK 32,000 GAL CAPACITY AND OVER
HS	HOPPER OPEN HART SELECTIVE REVENUE OR COMPANY SERVICE	TR1	TANK 7,000 GAL CAPACITY
IC5	FLAT CONTAINER LESS THAN 80'	TR2	TANK 8,000 TO 9,000 GAL CAPACITY
IC8	FLAT CONTAINER 80' AND OVER	TR3	TANK 10,000 TO 11,000 GAL CAPACITY
IT5	FLAT TOFC LESS THAN 80'	TR4	TANK 12,000 TO 18,000 GAL CAPACITY
IT8	FLAT TOFC 80' AND OVER	TR5	TANK 19,000 TO 21,000 GAL CAPACITY
IX8	FLAT CONTAINER 80' AND OVER 3-28' PUPS	TR6	TANK 22,000 TO 24,000 GAL CAPACITY
IT9	FLAT TOFC 89' AND OVER TWIN 45'S	TR7	TANK 25,000 TO 27,000 GAL CAPACITY
IX9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS	TR8	TANK 28,000 TO 31,000 GAL CAPACITY
IF5	FLAT TOFC LESS THAN 80' FIXED HITCH	TR9	TANK 32,000 GAL CAPACITY AND OVER
IF8	FLAT TOFC 80' AND OVER FIXED HITCH	TS	TANK GLASS LINED
IF9	FLAT TOFC 89' AND OVER TWIN 45'S FIXED HITCH	WC	WOOD CHIP
IP9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS FIXED HITCH	XF4	BOX 40' EQPD W/INTERIOR TO PREVENT CONTAMINATION
IU5	FLAT TOFC/COFC DUAL PURPOSE LESS THAN 80'	XF5	BOX 50' EQPD W/INTERIOR TO PREVENT CONTAMINATION
IU8	FLAT TOFC/COFC DUAL PURPOSE 80 FT AND OVER	MA3	AIR DUMP, 30'
IU9	FLAT TOFC/COFC DUAL PURPOSE TWIN 45'S	MA4	AIR DUMP, 40'
IUX	FLAT TOFC/COFC 89' AND OVER TWIN 45'S OR 3-38' PUPS	MA5	AIR DUMP, 50'
IOD	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS DOUBLE STACK	MBA	BOX, AIR REPEATER (BNH CAR SERIES)
I1D	FLAT COFC 1 PLATFORM DOUBLE STACK	MBB	BOX, BUNK, 8 MAN, CONVERTED
I2D	FLAT COFC ARTICULATED 2 PLATFORMS DOUBLE STACK	MBC	BOX, COAL
I3D	FLAT COFC ARTICULATED 3 PLATFORMS DOUBLE STACK	MBD	BOX, DINER, CONVERTED
I4D	FLAT COFC ARTICULATED 4 PLATFORMS DOUBLE STACK	MBF	BOX, FOREMAN, CONVERTED
I5D	FLAT COFC ARTICULATED 5 PLATFORMS DOUBLE STACK	MBG	BOX, GROCER, COMMISSARY
I6D	FLAT COFC ARTICULATED 6 PLATFORMS DOUBLE STACK	MBI	BOX, ICE CARS, INSULATED
I7D	FLAT COFC ARTICULATED 7 PLATFORMS DOUBLE STACK	MBK	BOX, KITCHEN CONVERTED
I8D	FLAT COFC ARTICULATED 8 PLATFORMS DOUBLE STACK	MBL	BOX, LUBRICATOR, RAIL
I9D	FLAT COFC ARTICULATED 9 PLATFORMS DOUBLE STACK	MBM	BOX, MAIL, COMPANY
IOC	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS SINGLE STACK	MBO	BOX, OUTFIT, TOOL
I2T	FLAT TOFC ARTICULATED 2 PLATFORMS	MBR	BOX, MINI-TRAIN TRANSPORT
I3T	FLAT TOFC ARTICULATED 3 PLATFORMS	MBS	BOX, SHOWER, CONVERTED
I4T	FLAT TOFC ARTICULATED 4 PLATFORMS	MBT	BOX, TRUCK CAR, DIESEL ENGINE
I5T	FLAT TOFC ARTICULATED 5 PLATFORMS	MBV	BOX, VEGETATION CONTROL, CHEMICALS, SUPPLIES
I6T	FLAT TOFC ARTICULATED 6 PLATFORMS	MB1	BOX, 40' UNEQUIPPED, GENERAL SERVICE
I7T	FLAT TOFC ARTICULATED 7 PLATFORMS	MB2	BOX, 50' UNEQUIPPED, GENERAL SERVICE
I8T	FLAT TOFC ARTICULATED 8 PLATFORMS	MB3	BOX, 40' EQUIPPED, GENERAL SERVICE
I9T	FLAT TOFC ARTICULATED 9 PLATFORMS	MB4	BOX, 50' EQUIPPED, GENERAL SERVICE
I0U	FLAT TOFC/COFC DUAL PURPOSE 10 OR MORE PLATFORMS	MB5	BOX, SAND SERVICE
I2U	FLAT TOFC/COFC DUAL PURPOSE 2 PLATFORMS	MB6	BOX, CRANES, DERRICKS AND WRECKER SERVICE
I3U	FLAT TOFC/COFC DUAL PURPOSE 3 PLATFORMS	MC1	CRANE, 25 TON
I4U	FLAT TOFC/COFC DUAL PURPOSE 4 PLATFORMS	MC2	CRANE, 30 TON
I5U	FLAT TOFC/COFC DUAL PURPOSE 5 PLATFORMS	MC3	CRANE, 40 TON
I6U	FLAT TOFC/COFC DUAL PURPOSE 6 PLATFORMS	MC4	CRANE, 50 TON
I7U	FLAT TOFC/COFC DUAL PURPOSE 7 PLATFORMS	MC5	CRANE, 55 TON
I8U	FLAT TOFC/COFC DUAL PURPOSE 8 PLATFORMS	MC6	CRANE, 100 TON
I9U	FLAT TOFC/COFC DUAL PURPOSE 9 PLATFORMS	MCT	FLAT, CONCRETE TIE
PH	BOX, PASSENGER	MDD	DOZER, PLOW
PR	REFRIGERATOR, PASSENGER	MD1	DERRICK, 150 TON
R1	REFRIGERATOR REGULAR LESS THAN 49'	MD2	DERRICK, 160 TON
R2	REFRIGERATOR REGULAR LESS THAN 49'	MD3	DERRICK, 200 TON
R3	REFRIGERATOR MECHANICAL LESS THAN 49'	MD4	DERRICK, 250 TON
R4	REFRIGERATOR MECHANICAL LESS THAN 49'	MFA	FLAT, AUTO LOADER
R5	REFRIGERATOR INSUL 49' TO 59' BELT RAIL EQPD FOR CROSS BARS	MFB	FLAT, BOOM CAR
RSC	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD 49' TO 59'	MFC	FLAT, CATERPILLAR TRACTORS
R6	REFRIGERATOR INSUL LESS THAN 49' BELT RAIL EQPD FOR CROSS BAR	MFD	FLAT, DITCHER EQUIPMENT
R6C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD LESS THAN 49'	MFE	FLAT, EXCAVATOR EQUIPMENT
R7	REFRIGERATOR INSUL 59' TO 79'	MFF	FLAT, DEPRESSED WELL
R8	REFRIGERATOR BULK POTATO	MFG	FLAT, GENERATOR TRANSPORT, DIESEL ENGINE
R8M	REFRIGERATOR BULK POTATO	MFH	FLAT, LOCOMOTIVE TRUCKS
R9	REFRIGERATOR INSUL 59' TO 79' BELT RAIL EQPT FOR CROSS BARS	MFI	FLAT, IDLER
R9C	REFRIGERATOR INSUL W/MOVEABLE BULKHEAD 59' TO 79'	MFK	FLAT, KITCHEN, UNIVAN
RB5	REFRIGERATOR BUNKERLESS UNEQUIPPED 49' TO 59'	MFL	FLAT, DINER, UNIVAN
RB6	REFRIGERATOR BUNKERLESS UNEQUIPPED LESS THAN 49'	MFM	FLAT, BOLTED RAIL SERVICE
RB9	REFRIGERATOR BUNKERLESS UNEQUIPPED 59' TO 79'	MFO	FLAT, OUTFIT, TOOL
RCO	REFRIGERATOR CO2 FROZEN FOOD LOADING RR REFRIGERATOR W/RACK OR RAILS	MFP	FLAT, PANEL, RAIL
RR1	ROAD RAILER - DRY VAN W/ADAPTERS	MFR	FLAT, RAIL, WELDED
RR2	ROAD RAILER - CHASSIS	MFS	FLAT, LONG RAIL ONLY, ENGINEERING
RR3	ROAD RAILER - AUTO RACK	MFT	FLAT, TIE, BULKHEAD
RR4	ROAD RAILER - DRY VAN (MARK IV)	MFU	FLAT, WHEELS, DIESEL ENGINE
		MFV	FLAT, WHEELS, FREIGHT CARS
		MFW	FLAT, WHEELS, PASSENGER CARS



MFX FLAT, UNIVAN, 2 MAN  
 MFY FLAT, UNIVAN, 4 MAN  
 MFZ FLAT, UNIVAN, 6 MAN  
 MF1 FLAT, UNIVAN, 7 MAN  
 MF2 FLAT, UNIVAN, 8 MAN  
 MF3 FLAT, UNIVAN, 10 MAN  
 MF4 FLAT, 40' GENERAL SERVICE  
 MF5 FLAT, 50' GENERAL SERVICE  
 MF6 FLAT, 60' GENERAL SERVICE  
 MF7 FLAT, 70' GENERAL SERVICE  
 MF8 FLAT, 80' GENERAL SERVICE  
 MF9 FLAT, 90' GENERAL SERVICE  
 MGP GONDOLA, PANEL, RAIL OR TRACK  
 MGS GONDOLA, SCALE TEST CARS  
 MGT GONDOLA, TIE SERVICE  
 MGW GONDOLA, WEDGE PLOW  
 MG1 GONDOLA, WHEELS, SECOND HAND, ALL EQUIPMENT  
 MG4 GONDOLA, 40' GENERAL SERVICE  
 MG5 GONDOLA, 50' GENERAL SERVICE  
 MG6 GONDOLA, 60' GENERAL SERVICE  
 MG7 GONDOLA, 70' GENERAL SERVICE  
 MCA HOPPER, COVERED, SAND, BOTTOM DROP, AIR PRESSURE  
 MCC HOPPER, COVERED, SAND, CENTER BOTTOM DROP, GRAVITY UNLOAD  
 MHS HOPPER, OPEN, BALLAST HART SELECTIVES  
 MJS JORDAN SPREADER, WITHOUT DITCHER  
 MJ1 JORDAN SPREADER, WITH DITCHER  
 MLL LOCOMOTIVE, MOW  
 MLP PLOW, ROTARY  
 MPA PASSENGER, BUSINESS CARS (BNA CAR SERIES)  
 MPB PASSENGER, BUNK, 10 MAN, CONVERTED  
 MPC PASSENGER, COMBINATION KITCHEN, DINER AND BUNK  
 MPD PASSENGER, DINER, CONVERTED  
 MPG PASSENGER, GROCERY, COMMISSARY  
 MPK PASSENGER, KITCHEN, CONVERTED  
 MPL PASSENGER, BUFFET, CONVERTED  
 MPO PASSENGER, OUTFIT  
 MPS PASSENGER, STORAGE CARS  
 MPT PASSENGER, TOOL CARS  
 MP1 PASSENGER, DETECTOR CARS, MAGNETIC  
 MP2 PASSENGER, DETECTOR CARS, ULTRA-SONIC  
 MP3 PASSENGER, TRACK GEOMETRY CARS  
 MP4 PASSENGER, AIR BRAKE INSTRUCTION CARS  
 MP9 PILE DRIVERS  
 MRP PLOW, RUSSELL  
 MSB SHOULDER BALLAST CLEANER  
 MSS SCALE CARS  
 MTA TANK, FIRE CARS  
 MTC TANK, CREOSOTE  
 MTD TANK, DIESEL FUEL AND LUBE OIL  
 MTG TANK, GASOLINE ONLY  
 MTJ TANK, JOURNAL OIL  
 MTV TANK, VEGETATION CONTROL CHEMICALS  
 MTW TANK, WATER SERVICE  
 MT1 TANK, CLEANER CHEMICALS  
 MT2 TANK, DIRTY OR DRAIN OIL, WASTE DIESEL FUEL AND FURNACE OIL  
 MT3 TANK, USED MINERAL SPIRITS  
 MT4 TANK, WATER TREATMENT CHEMICALS  
 MT5 TANK, MISCELLANEOUS SERVICE  
 MUC CABOOSE CONVERSION, 4 MAN LIVING CAR

**PHONE NUMBERS**

<b>BILLINGS</b>	<b>Company</b>	<b>Bell</b>
Yard Clerk	8-526-4270	(406) 526-4270
Section Foreman	8-526-4273	

**LAUREL**

Superintendent	8-535-2256	(406) 628-7107
Asst. Superintendent	8-535-2354	(406) 628-7107
Roadmaster	8-535-2235	(406) 628-4561
Trainmaster	8-535-2255	(406) 628-4810
Asst. Trainmaster	8-535-2272	
Roundhouse	8-535-2211	(406) 628-4560
General Mech. Foreman	8-535-2201	
Yard Clerk	8-535-2218	(406) 628-4411

**LIVINGSTON**

Roundhouse	8-544-2210	(406) 222-8534
Agent	8-544-2271	(406) 222-1904

**HELENA**

Roadmaster	8-543-2235	(406) 443-5184
Trainmaster	8-543-2255	(406) 442-1610
Roundhouse	8-543-2211	(406) 442-2391
Yard Clerks	8-543-2270	(406) 442-2262

**MISSOULA**

Chief Engineer	8-523-1403	(406) 523-1403
Training, Rules, Safety	8-523-1537	(406) 523-1537
Roadmaster	8-523-1526	(406) 523-1526
Trainmaster	8-523-1531	(406) 523-1531
Asst. Trainmaster	8-523-1530	(406) 523-1530
Dir. Train Movement	8-523-1463	(406) 523-1463
Mgr. Train Mvmt. East	8-523-1461	(406) 523-1461
Mgr. Train Mvmt. West	8-523-1462	(406) 523-1462
Roundhouse	8-523-1533	(406) 523-1533
Yard Clerks	8-523-1528	(406) 523-1528
Chief of Security	8-523-1550	(406) 523-1550

**PLAINS**

Roadmaster	8-523-1469	(406) 523-1469
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**SPOKANE**

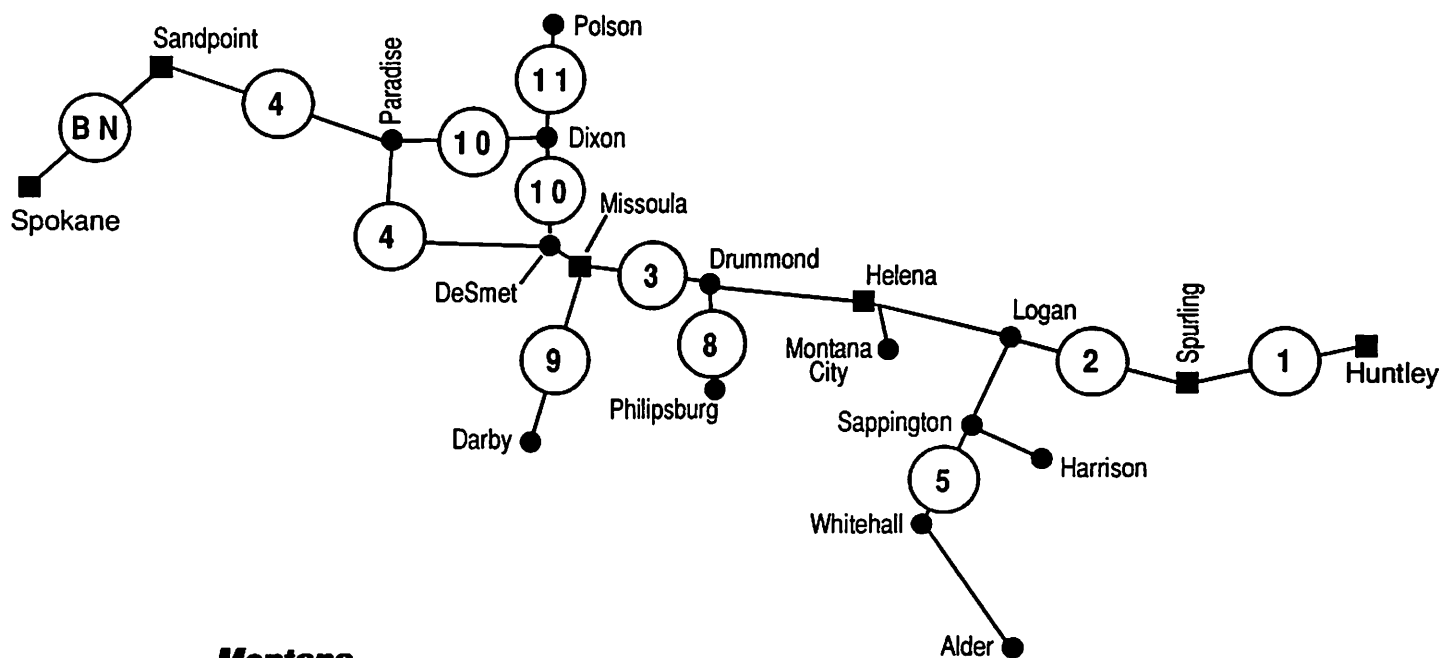
Trainmaster	8-536-2291	(509) 536-2291
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**TIME SIGNAL**

8-998-8463 (8-WWV-TIME)
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NOTES:

Index to Subdivisions & Milepost Locations



Rev. 6/10/92 RMC

Subdivision	Stations & Mileposts	Miles
1	Huntley (MP 209.91) to Billings (MP 225.8) Billings (MP 0.0) to Spurling (MP 17.7)	33.6
2	Spurling (MP 17.7) to Helena (MP 238.4)	220.7
3	Helena (MP 0.0) to Missoula (MP 119.3)	119.3
4	Missoula (MP 119.3) to Paradise (MP 219.0) Paradise (MP 0.0) to Sandpoint Junction (MP 118.7)	218.5
5	Logan (MP 0.0) to Whitehall (MP 39.0) Whitehall (MP 0.0) to Alder (MP 45.6)	84.6
6	Intentionally not used	
7	Intentionally not used	
8	Drummond (MP 0.0) to Philipsburg (MP 26.0)	26.0
9	Missoula (MP 0.0) to Darby (MP 64.7)	64.7
10	DeSmet (MP 0.0) to Paradise (MP 64.2)	64.2
11	Dixon (MP 0.0) to Polson (MP 33.4)	33.4
BN	Trackage Rights/BN Sandpoint Junction (MP 2.9) to Spokane/Yardley (MP 68.1)	63.1

**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		38
7		48
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	1	00	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	00	60.0	2	50	21.2
1	1	59.0	3	00	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	00	15.0
1	7	53.7	5	00	12.0
1	8	52.9	6	00	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	00	6.0

**TRACK BULLETIN FORM B**

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

Engineer will state: "Montana Rail Link engineer, (train designation), calling foreman in charge of Track Bulletin Form B No. \_\_\_\_, line no. \_\_\_\_. My location is MP \_\_\_\_ on (specific track), over."

In granting verbal authority the following words will be used:

"This is Montana Rail Link foreman (name) (or Gang No. \_\_\_\_ ) using 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 employee giving them before they are acted upon.

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