

LAUREL

R. J. Stoeckly	Assistant Superintendent
G. E. Waddell	Trainmaster
J. W. Maxson	Trainmaster
K. A. Kautzman	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. L. Storseth	Roadforeman
P. M. Christensen	Roadmaster
C. J. Hazard	Assistant General Mechanical Foreman

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
G. T. Hagemo	Trainmaster / Roadforeman
O. P. Cantu	Roadmaster
D. J. Raber	General Mechanical Foreman
J. S. Griffin	Signal & Communications Supervisor
D. W. Cook	B & B Supervisor

PLAINS

R. A. Woodruff	Roadmaster
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**FOCUS
ON
SAFETY**



TIMETABLE NO. 6

IN EFFECT AT 0001
CONTINENTAL MOUNTAIN TIME

**SUNDAY
APRIL 10, 1994**

SUPERINTENDENT

J. L. GREWELL



DIRECTOR OF TRAIN
MOVEMENT

D. R. SMITH

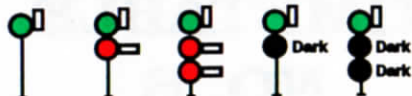

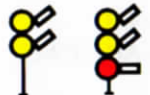






ALL SUBDIVISION SPECIAL INSTRUCTIONS

SIGNAL ASPECTS AND INDICATIONS

DISTANT SIGNALS

Rule	Aspects of Color Light and Semaphore Signals	Name	Indication
9.1.1		DISTANT SIGNAL CLEAR	Proceed. If delayed per rule 9.9 or rule 9.9.1 between this signal and the block or interlocking signal, proceed prepared to stop short of the next signal.
9.1.2		DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of the signal.

BLOCK AND INTERLOCKING SIGNALS

9.1.3		* CLEAR	Proceed.
9.1.4		* ADVANCE APPROACH	Proceed prepared to stop at the second signal.
9.1.5		* APPROACH DIVERGING	Proceed prepared to advance on diverging route at the next signal at prescribed speed through the turnout.
9.1.6		* APPROACH MEDIUM	Proceed prepared to pass the next signal not exceeding 35 MPH.
9.1.7		* APPROACH RESTRICTING	Proceed prepared to pass the next signal at restricted speed.
9.1.8		* APPROACH	Proceed prepared to stop at the next signal. Trains exceeding 35 MPH immediately reduce to that speed.
9.1.9		DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through the turnout.
9.1.11		DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through the turnout prepared to pass the next signal not exceeding 35 MPH.
9.1.12		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.

NOTE:

* ASPECTS SHOWN IN RULES 9.1.3 THROUGH 9.1.8 MAY BE DISPLAYED ON SIGNALS WITH OR WITHOUT A NUMBER PLATE ON THE SIGNAL MAST.

SIGNAL ASPECTS AND INDICATIONS

BLOCK AND INTERLOCKING SIGNALS (CONTINUED)

Rule	Aspects of Color Light and Semaphore Signals	Name	Indication
9.1.13		RESTRICTED PROCEED	Proceed at restricted speed.
9.1.14		STOP	Stop.

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

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

GENERAL SIGNAL INSTRUCTIONS

In addition to Rule 9.1 of the General Code of Operating Rules, the following General Signal Instructions apply on Montana Rail Link: Dwarf signals will display the same aspects and indications as high signals.

The following symbols are used in diagrams of signal aspects:

- Indicates a number plate.
- Indicates a flashing light.
- Indicates the position of a semaphore arm.
- Indicates a color light signal head.
- Indicates a dark signal.
- Indicates a lunar signal.

ALL SUBDIVISIONS

1. Speed Restrictions

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

	Maximum speed permitted
Freight trains up to 100 TOB	60 MPH
Freight trains 100 TOB and over	45 MPH
Loaded unit trains	45 MPH
Empty unit trains	50 MPH
Light locomotive consist or caboose hop	50 MPH
On tracks other than main tracks, including sidings, unless otherwise specified	10 MPH
Within Mechanical Department Limits	5 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 the 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 operative brake.

Temperature speed restrictions:

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.

Equipment speed restrictions:

	Main Line	Branch Line
Ore cars, BN 99000 - 99949, and BN 551000 - 55551520	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
Maintenance of Way Kershaw, P811, Loram and Plasser Machines, moving on their own wheels in trains	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 cars with center bulkheads, and BN 961302 - 961361, BN 965846 - 965945, unless a different speed is specified on computer generated wheel report	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

Maximum speed of locomotives:

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

1A. Control of Harmonic Rocking:

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

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. Locomotive Restrictions:

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 brake operation.

MRL SD-9's and SD-7's cannot be operated in multiple behind any unit equipped with dynamic brakes. Severe electrical damage will result. MRL SD-9's and SD-7's can be operated leading in any consist, but the dynamic brakes on all trailing locomotives will be inoperative.

Exception: MRL 651 and MRL 652 can be operated in any position in any consist without damage, and all dynamic brakes will operate.

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. Exception: These instructions do not apply on MRL 1st Subdivision between Laurel and Billings:

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:

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 so equipped.

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

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

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

When helpers are added to the rear of a train, a buffer of at least one car is required between the helper and any empty or partially loaded flat car.

Helpers must be cut in ahead of any caboose on trains consisting entirely of cars 80 feet and longer.

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

Helpers of 6 powered axles or less - May be operated at the rear of a train, either behind or ahead of the caboose, without any long car restrictions on any subdivision.

Helpers of 8 to 12 powered axles - May be operated at the rear of a train, either behind or ahead of the caboose, **except:** Helpers of 8 to 12 powered axles 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. When applying these instructions all FC7 cars are to be considered less than 80 feet long, and the "L" in the length category of the tonnage chart for FC7 cars is to be disregarded.

Helpers exceeding 12 powered axles must be cut into the train. Tonnage should be divided between the head end and helper consists in proportion to their ratings.

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.

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

4. Restrictions On Cars and Equipment:

A car or piece of equipment may be listed under more than one restriction category.

Head end only:

The following equipment must be placed next behind locomotives on the head end of trains.

Boeing Cars.

MRL 100256 and idlers (Wrecking Derrick).

MRL 100503 (Jimbo Material Handler)

Rear end only:

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.

Retired passenger equipment. (May be identified as car type PO or MIS on wheel report).

Maintenance of Way Kershaw, P811, Loram, and Plasser machines moving on their own wheels in trains.

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:

Boeing cars, loaded or empty, must not be cut off while in motion.

MRL 100503 (Jimbo Material Handler) must not be in a train being switched, and must not be kicked.

Maintenance of Way Kershaw, P811, Loram, and Plasser Machines moving coupled with Maintenance of Way tool cars must remain coupled.

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

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

Except on Main Lines as shown in the Timetable 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.

BN 466000 - 468999, grain cars with 286,000 lb. capacity, may not be operated on MRL 5th, 9th, and 11th Subdivisions when loaded to capacity. (If cars are loaded to capacity the wheel report will reflect in excess of 130 tons.)

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.

Car Weight and Length Restrictions, and car weight categories:**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 Individual Subdivision Special Instructions.

Cars that are heavier than these restrictions, or 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**.

Handling 80 Feet or Longer Cars:

During either throttling or braking, trailing tonnage may cause lateral force sufficient to cause a derailment, when cars 80 feet or longer are coupled to cars 50 feet or shorter, and the grade and track 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 arranged so 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 of other restrictions are listed under Individual Subdivision Special Instructions.

The tonnage distribution profile chart on the bottom of the wheel report designates cars 50 feet or shorter 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.

Multi-Platform and Stack Intermodal Cars:

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

All Subdivision Special Instructions pertaining to handling 80 feet or longer cars do 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:

Multi-platform or stack 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 two or more consecutive empty platforms switching movements must be made with no more than 12 powered axles.

Train operations:

When multi-platform or stack cars have two or more consecutive empty platforms, and the trailing tonnage of the train does not exceed 4800 tons, no placement restrictions apply. When trailing tonnage exceeds 4800 tons, multi-platform or stack cars with two or more consecutive empty platforms must be placed in the rear half of the trains trailing tonnage. When trailing tonnage exceeds 8500 tons multi-platform or stack cars with two or more consecutive empty platforms 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 multi-platform or stack cars with two or more empty platforms.

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

c. Before a dimensional or special shipment can be moved in a train, yard forces, or employee in charge of station where no yard forces 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 1.36 of the General Code of Operating Rules.

d. Before a dimensional shipment is picked up on line, crew members must obtain permission from the Manager 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.

e. Manager of Train Movement must issue appropriate track bulletin or message when dimensional shipment restricts opposing train and confirm message received.

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

g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, train, engine 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. Advise yard forces and train and engine crews handling this equipment.

6. Track Side Wide Load Detectors:

Wide Load Detectors are devices that detect excessive dimensions on cars and locomotives. They are located beside the track at locations shown under Individual Subdivision Special Instructions.

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.

Train crew must be alert for and monitor detector radio reports.

The following are examples of wide load detector messages transmitted by wide load detectors and the actions required of the train crew. When notified that a wide load detector is out of service, train crew will proceed as if detector message was "...Detector malfunction."

<u>Detector Message</u>	<u>Train Crews Action</u>
"...No defect"	Proceed
"...Detector malfunction"	Train may proceed unless other conditions or messages require inspection.
"...Stop your train, defect on north/south side"	Stop train as soon as possible consistent with good train handling and inspect indicated side.
"...No message or incomplete message"	Stop train as soon as possible consistent with good train handling and inspect entire train.

Train crew must report to the Manager of Train Movement when detector message is "...detector malfunction" or "...no message or incomplete message."

7. Track Side Failed Equipment Detectors:

Failed Equipment Detectors, (FED's), 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 FED's 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 FED until entire message has been received from that FED.

The FED 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 FED's, 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 FED is out of service, train crew will proceed as if detector message was "...Integrity failure."

<u>Detector Message</u>	<u>Train Crews Action</u>
"...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 FED 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 three successive FED's, (not counting Wide Load 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 FED 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.

8. Commodities Insulating Track in CTC and ABS:

Employees should be alert for insulating commodities such as clay, chips, oil, etc. on top of rails. When on the rail, these materials can insulate the track and cause loss of train shunt. Such conditions should be promptly reported.

9. Rule Books in Effect on Montana Rail Link:

General Code of Operating Rules, Third Edition, effective 4/10/94.
MRL Air Brake and Train Handling Rules, effective 5/01/90.
BN Train Dispatchers Manual, effective 4/10/94.
BN Maintenance of Way Operating Rules, effective 4/10/94.
MRL General Safety Rules, revised 01/01/92.
DOT Form RSPA P 5800.6, Emergency Response Guidebook.

Required emergency response information -

All train, yard, and enginemen (TY&E) employees must be issued, and carry while on duty, a current 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 shipments of hazardous materials.

The guidebook is intended for emergency response personnel responding to a hazardous materials incident. Refer to guidebook for instructions on use. 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 emergency response personnel on the scene.

10. General Code of Operating Rules Changes and Additions:

The following rules apply only on Montana Rail Link:

Track and Time Limits, Track Warrants, Track Bulletins, and Occupancy Control System (OCS) -

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

Definition - 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 - Unit train - Is added:

A train consisting of like cars, equipped with high tensile couplers, assigned to haul a single bulk commodity. Examples include grain, clay, ore, and coal trains.

Rule 1.33 - The last paragraph is changed to read:

Freight car with bad order tags indicating that the car is safe to move may be moved to nearest car repair point. (The last two sentences are deleted).

Rule 1.5 - Is changed to read:

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property.

Rule 3.1 - Add:

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

Rule 3.3 - Add:

Time signals received from WWV Time may be used to compare watches and clocks with 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 4.3 - 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.
- T** - Turntable or wye.
- X** - Crossover.
- Y** - Yard limits.

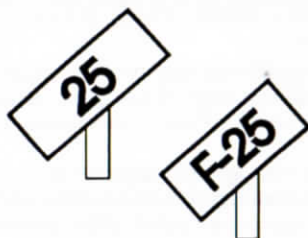
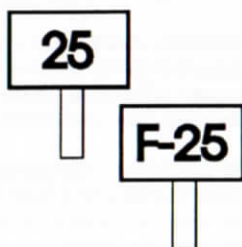
Rule 5.5 - Following paragraphs are added:

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

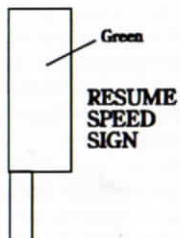
The Advance Warning Sign will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. Lower speed will be in effect until a Resume Speed Sign, or a Speed Sign posting a higher speed, 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 5.10 - 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 5.17 - Is added:

Utility employees: A utility employee is a railroad employee assigned to and functioning as a temporary member of a train or yard crew whose primary function is to assist the train or yard crew in the assembly, disassembly or classification of rail cars, or operations of trains.

The utility employee shall perform service as a member of only one train or yard crew at any given time. Service with more than one crew may occur during the same shift or tour of duty, but may not occur at the same time. No more than three utility employees may be attached to one train or yard crew at any given time.

The utility employee may be assigned to and serve as a member of a train or yard crew without blue signal protection only under the following conditions:

- The train or yard crew is assigned a controlling locomotive that is under the actual control of the assigned engineer of that crew.
- The engineer is in the car of the controlling locomotive. However, when the locomotive is stationary, the engineer may be replaced by another member of the same crew.
- The utility employee establishes communication with the crew by contacting the ranking crew member of the train or yard crew before commencing any duties with the crew.
- Before each utility employee commences duties, the ranking crew member shall provide notice to each crew member of the presence and identity of the utility employee. Once all crew members have acknowledged this notice, the ranking crew member will advise the utility employee that he is authorized to work as part of the crew. Thereafter, communication shall be maintained in such a manner that each member of the crew understands the duties to be performed and whether any of those duties will cause any crew member to be on, under or between rolling equipment.
- The utility employee is performing one or more of the following functions:
 - Set or release hand brakes,
 - Couple or uncouple air hoses and other electrical or mechanical connections.
 - Prepare rail cars for coupling,
 - Set wheel blocks or wheel chains,
 - Conduct air brake tests, including cutting air brake components in or out and positioning retaining valves,
 - or
 - Inspect, test, install, remove or replace a rear end marking device or end of train device.

When the utility employee has ceased all work in connection with that train or yard crew and is no longer on, under, or between the equipment, the utility employee shall notify the ranking crew member. The ranking crew member shall then provide notice to each crew member that the utility employee is being released from the crew. Once each crew member has acknowledged the notice, the ranking crew member shall then notify the utility employee that he is released from the train or yard crew.

Communications required by this instruction shall be conducted between the utility employee and the ranking crew member either through direct verbal contact or by radio.

Any employee who is not assigned to a train crew or authorized to work with a crew under the conditions outlined above must be protected by blue signal when working on, under or between rolling equipment.

Rule 6.23 - Instructions for Inspection of Cars, Units, Equipment, and track:

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

Rule 6.26 - Add the following paragraph:

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

Rule 7.6 - Add the following paragraph:

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 10.3.3 - Add the following Paragraph:

Before proceeding from a stop indication over a dual control switch or derail when entering or within joint track and time limits, crew member must proceed the movement and examine the dual control switch or derail, see that it is properly lined and that selector lever or hand crank, if so equipped, is in proper position and remain at switch or derail until leading wheels have passed the signal governing movement over the switch or derail.

Rule 14.10 - Add the following paragraph:

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 5.11. Crew member must not use train name or ID number when reporting clear of the limits of a Track Warrant.

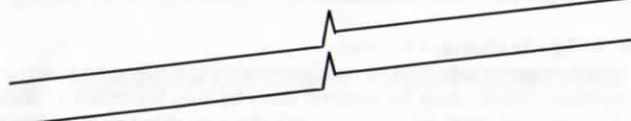
Rule 15.1 - Track Bulletin Form D is in use on Montana Rail Link.

TRACK BULLETIN FORM D



No. _____ Date _____ 19__

ID:	AT
	AT
	AT
	AT



OK	COMD BY	DISPATCHER
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11. Maintenance of Way Operating Rules Changes and Additions:

Track and Time Limits, Track Warrants, Track Bulletins, and Occupancy Control System (OCS) -

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

Definition - 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.

Rule 1.5 - Is changed to read:

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property.

Rule 3.1 - Add:

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

Rule 3.3 - Add:

Time signals received from WWV Time may be used to compare watches and clocks with 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 4.3 - 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.
- T** - Turntable or wye.
- X** - Crossover.
- X(2)** - Multiple crossovers.
- Y** - Yard limits.

Rule 6.31 - Add the following paragraph:

On-track equipment must comply with the requirements of restricted speed within yard limits.

Rule 15.1 - Track Bulletin Form D is in use on Montana Rail Link. For an example of a form D see figure under GCOR Rules Changes and Additions.

12. 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 111R - New rule added:

Any locomotive, whether a single unit or multiple locomotive consist that sustains an impact collision of greater than 4 MPH, must have the diesel engine(s) shut down immediately, and if weather conditions require, cooling water drained to prevent freezing. In addition, all affected locomotives must be tagged in accordance with ABTH Rule 116 and a report of the incident must be made to the manager of train movement by the quickest available means. An F-27 report must also be submitted prior to the completion of the tour of duty, or as soon thereafter as possible.

Rule 116B - New rule added:

DIESEL ENGINE CRANKCASE OVERPRESSURE: Should a crankcase protective device be tripped, do not try to restart the engine. Leave the engine room immediately. Make the proper report on the Locomotive Malfunction Report.

Rule 310F -

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 428B - Add the following:

In addition, this information must be given to the Assistant Trainmaster or their representative when calling for a track at the final terminal.

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.

C. Certified student engineers are permitted to operate locomotives and trains under the close supervision of a certified train service engineer. The certified train service engineer remains responsible for the safe and proper handling of the locomotive or train at all times.

D. An engineer may be assigned to a run without making a familiarization trip if he/she has worked over the territory during the preceding 12 months 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 fails to meet the criteria established in paragraph D 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).

F. 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).

Rule 434B - Add the following:

If the road engineer requests that the helper engineer(s) provide shoving assistance to maintain train speed on a descending grade, helper(s) must not exceed #3 throttle.

Rule 439A - Add the following:

Exception: A brake pipe reduction is not required on a descending mountain grade if available dynamic braking will effectively control train speed and is used within the permissible limits outlined in ABTH Rules 512C and 512F.

13. General Safety Rules Changes and Additions:

Rule 45b - Add the following:

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

Rule 47 - Add the following paragraph:

e. When required, respirators must be properly worn by employees to control exposure to contaminants.

1. Fit testing, training, and certification of respirator users will be required.

2. Facial hair including beards, mustaches, or more than one day of stubble growth are not permitted for employees whose duties may require the use of a respirator.

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 6.3.3 of the Maintenance of Way Operating Rules, and foreman in charge has instructed train on adjacent track to pass men and equipment not exceeding 10 MPH.

Rule 217g - Is changed to read:

Do not pour water into acid. A safe method is to apply acid to water. (Exception: Water may be poured directly into batteries.) Wear proper personal protective equipment when working with acids of any kind.

Rule 416 - Is changed to read:

When stored, oxygen and flammable gas cylinders must be separated a minimum distance of 20 feet, or have an approved barrier between them.

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.

Rule 541 - Is changed to read:

An F-27 wire report must be completed by the engineer or crew member in charge for all on-track rail equipment incidents (collisions, derailments, rail-highway grade crossing accidents, fire, explosions, acts of god or other events) involving railroad on-track equipment, whether standing or moving.

Rule 542 - Is changed to read

a: An employee having any knowledge or information concerning an accident or injury to himself or others must complete a "Report of Personal Injury" form before his tour of duty ends supplying the information required.

b: The original must be sent to the appropriate department head. A copy must be faxed to the Director of Train Movement in Missoula as soon as possible, but no later than the conclusion of the shift or tour of duty in which the injury occurred.

c: In addition, a copy must be faxed or hand delivered to the employee's immediate exempt supervisor and every effort made to relate an account of the events of the injury to that supervisor in person or by phone prior to the conclusion of the shift or tour of duty in which the injury occurred.

Rule 565 - Is changed to read:

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property.

The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property.

14. 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.

15. Train Handling:

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

16. Employee/Attorney Communications:

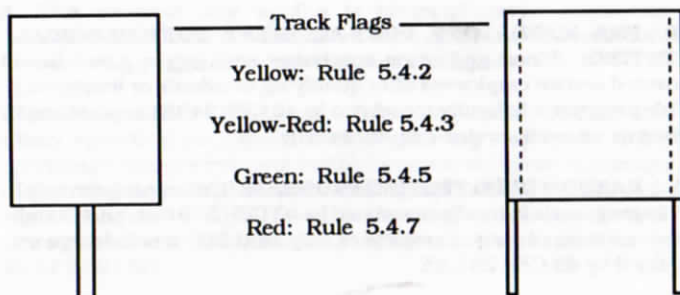
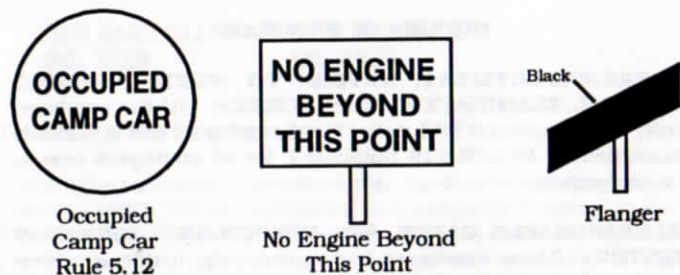
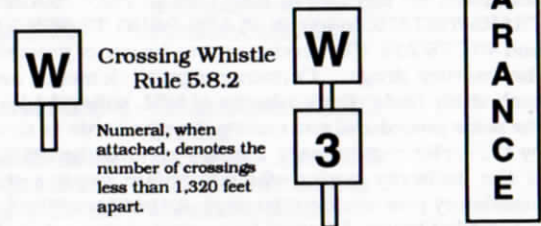
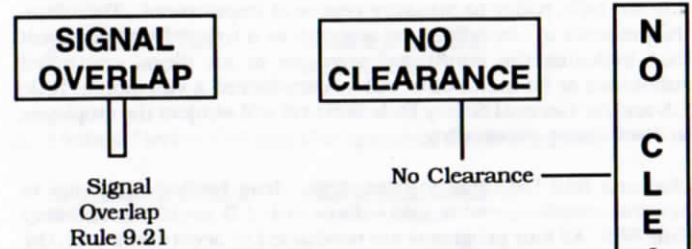
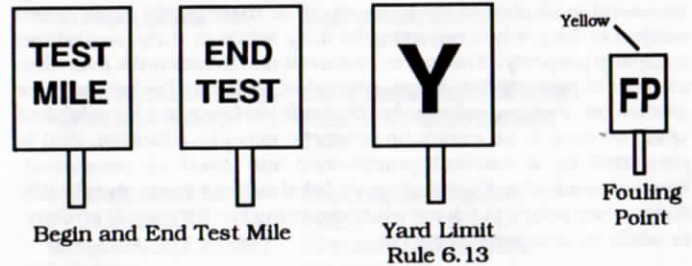
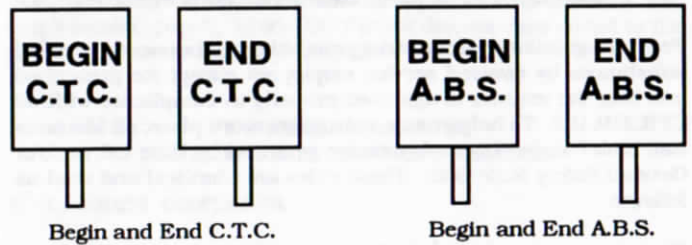
Montana Rail Link employees are not obligated to talk to claimant, his attorney, his representative or his investigator, nor are you obligated to allow them to take statements or have you acknowledge statements to them. You are entitled, if you desire, to have a company attorney present during any interview or statement that you voluntarily consent to.

You are not precluded from talking to any claimant, attorney or investigator if you do so consensually. You are precluded from providing any copies or originals of documents which are the property of Montana Rail Link without the company's prior consent.

If you have any questions concerning this policy, please contact your supervisor or department head.

17. Roadway Signs:

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



18. 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 1.5, and/or General Safety Rule 565. These rules are identical and read as follows:

The use or possession of alcoholic beverages while on duty or on company property is prohibited. Employees must not have any measurable alcohol in their breath or in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property. The use or possession of intoxicants, over-the-counter or prescription drugs, narcotics, controlled substances, or medication that may adversely affect safe performance is prohibited while on duty or on company property, except medication that is permitted by a medical practitioner and used as prescribed. Employees must not have any prohibited substances in their bodily fluids when subject to duty, when reporting for duty, while on duty, or while on company property.

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 1.5 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 1.5, 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 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.

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 1.5 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.

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. A 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 1.5 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 1.5 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

<u>Brian P. Heikkila</u>	<u>Theresa M. Betts</u>
Name	Name

<u>Director of Training, Rules and Safety</u>	<u>Assistant Administrator Drug Testing Programs</u>
Title	Title

<u>Montana Rail Link P. O. Box 8779 Missoula, MT 59807</u>	<u>St. Patrick Hospital 500 West Broadway Missoula, MT 59802</u>
Address	Address

<u>(406) 523-1500</u>	<u>(406) 542-0001, ext. 2681</u>
Phone	Phone

B. Medical Review Officers Occupational Health Service

<u>Dana Headapohl</u>	<u>St. Patrick Hospital</u>
Name	Name

<u>Medical Director</u>	<u>Occupational Health Service Physicians</u>
Title	Title

<u>Occupational Health Service St. Patrick Hospital 500 West Broadway Missoula, MT 59802</u>	<u>Occupational Health Service St. Patrick Hospital 500 West Broadway Missoula, MT 59802</u>
Address	Address

<u>(406) 543-7271, ext. 2676</u>	<u>(406) 543-7271, ext. 2676</u>
Phone	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; student engineers; 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 specialists; 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 Medical Review Officer (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 1.5 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.

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 procedure:

1. Approach from upwind, avoiding contact with any released material.
 - Be alert for unusual odors, vapors, and liquids or solids on the ground.
 - 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.
 - Check for casualties and remove injured if conditions require, **provided it is safe to do so** without jeopardy to yourself or crew.
 - 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 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 commodities involved in the incident.
 - Identity of other hazardous materials in immediate vicinity of incident.
 - Necessary action to protect people in the vicinity of the incident.
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, etc.)
 - c. Location and position of derailed cars.
 - d. Identification of contents of derailed cars, both hazardous and non-hazardous, including:
 - Nature of damage to derailed cars.
 - Evidence of leaking hazardous materials, and estimation of leakage.

- Surroundings (nearness to populated areas, residential and business exposures, terrain, bodies of water, and weather conditions).
- e. Select a safe location, accessible to arriving emergency response personnel. Inform Manager of Train Movement, or Assistant Trainmaster, and all crew members of this location.

7. Cooperate with 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 (RSPA P 5800.6).
 - c. Physical custody of shipping papers shall be retained by crew members and not surrendered to anyone other than a company officer.

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: A level of hazard assigned to gasses and liquids that are poisonous by inhalation.

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).

HAZARDOUS WASTE: Any material that is subject to the Hazardous Waste Manifest Requirements of the EPA.

MARKING: A descriptive name, identification number, specification, UN mark or other information required by the regulations on outer packagings of hazardous materials.

MATERIAL POISONOUS BY INHALATION: A gas or liquid that meets the definition of poisonous by inhalation and is assigned a Hazard Zone of A, B, C, or D.

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 or 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:

(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 a description of hazardous material is required to be included on a shipping paper, **the shipping description must include** the following as specified in the Hazardous Materials Tables.

(1) The proper shipping name prescribed for the material in the Hazardous Materials Table of the Regulations. If n.o.s. (not otherwise specified) is part of the proper shipping name, technical names must be entered within parenthesis in association with the basic description (proper shipping name, hazard class, identification number and packing group);

(2) The hazard class or division prescribed for the material in the Hazardous Materials Table of the Regulations;

(3) The identification number (preceded by "UN" or "NA") as prescribed in the Hazardous Materials Table of the Regulations;

(4) The packing group (e.g., PG I, PG II, or PG III), except for Class 2 and Class 7, as specified in the Hazardous Materials Table of the Regulations;

(5) The total quantity of the hazardous material (by weight, volume, or as otherwise appropriate), including the unit of measurement (e.g., 800 LBS or 55 gal); and

(6) An emergency response telephone number as prescribed in the regulations.

(c) **Additional information** that is **not always required** on shipping papers includes the following:

(1) The letters "RQ" must be entered either before or after the basic description if the commodity is a hazardous substance and is present in one package in a quantity that equals or exceeds the reportable quantity;

(2) The notation "Placarded" followed by the name of the placard required for a placarded rail car containing a hazardous material must be entered following the description of the hazardous material; and

(3) The notation "DOT-113A", and the statement "Do Not Hump or Cut Off Car While in Motion" must be entered in association with the basic description on the shipping paper for a Class DOT-113 tank car containing a flammable gas.

(4) When required, the words "Dangerous When Wet," "Marine Pollutant" or "HOT" in association with the basic description.

(d) Each waybill, switching ticket, switching order or other billing

used in their place, 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 (b)(1) through (c)(4) above, **be plainly marked with the following:**

(1) An entry to indicate which trailers or containers are loaded with hazardous materials in the case of a flat car carrying trailers or containers; and

(2) The placard endorsement for the applicable hazardous material or hazard class, when required, must be placed on the face of the shipping paper near the car initial and number inside a rectangle made with a symbol such as asterisk (*), dollar sign (\$), etc.

(e) **The shipping paper for a tank car that contains only the residue of a hazardous material must** contain the words "RESIDUE: Last Contained - - -", followed by the basic description of the hazardous material last contained in the tank car and the applicable placard notation followed by the word "RESIDUE." For example, "RESIDUE: Last Contained Naptha, 3, UN2553, PG II, Placarded: FLAMMABLE 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.

(f) 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 specified 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.

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

(1) The basic description of the shipment consisting of the proper shipping name, hazard class or division, identification number and packing group when required as specified in the Hazardous Materials Tables;

(2) The total quantity by weight, volume, or as otherwise appropriate of the hazardous material covered by the description;

(3) The shippers certification and signature, except when a certified bill of lading is tendered to the carrier;

(4) The applicable placard notation specified in the Hazardous Material Regulations; and

(5) The letters "RQ" either before or after the basic description if the material is a hazardous substance.

(h) When shipments of hazardous materials are transported in a train:

(1) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing information required by the Hazardous Materials Regulations.

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

(3) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movements of cars, the carrier shall execute consecutively numbered notices showing 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 thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew.

NOTE: The wheel report format implemented in 1992 satisfies the requirements in both (h)(1) and (2) above if the appropriate information has been entered in the system, and it will also satisfy the requirements in (h)(3) if copies are given to both the train crew and engine crew.

PLACARDING

Marking and placarding of Rail Cars:

(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 placard required by the United States 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 Division 1.1 or 1.2 (Explosives A), Division 1.3 (Explosives B), Division 2.3 (Poison Gas), Division 4.3 (Dangerous When Wet), Division 6.1, PG I, Inhalation hazard (Poison), or Class 7 (Radioactive Material) that requires a Radioactive Yellow III label;
- (2) A rail car, trailer or container containing 1.001 pounds or more of hazardous materials other than those in (b)(1) above, excepting some Combustible liquids and Division 1.4 explosives; or
- (3) A tank car or tank container containing any quantity of hazardous material.

COMPASS SPECIAL HANDLING CODES

The following codes appear in the special handling column of a train wheel report or switch list and reflect the placard endorsement, or absence of a placard endorsement, in the hazardous material shipping paper (waybill) information on the wheel report. The placard endorsement is the rectangle of asterisks around the word "Dangerous" or other applicable word(s) immediately below the rail car, trailer or container initial and number. **Not all hazard classes require a placard endorsement.** The Canadian Regulations do not require placard endorsements for any hazard classes. On shipments of hazardous materials for which no placard endorsement is required, there will be a rectangle of asterisks with no word(s) printed inside the rectangle. There should be only one hazardous material special handling code per car. If more than one hazardous material special handling code is shown for one car, the placard endorsement and other shipping paper information must be used in making position in train and switching restriction decisions.

Special Hdlg Code	Placard Endorsement	HM-181 Hazard Class
EXP	Explosives	1.1
EXP	Explosives	1.2
EPG	Explosives and poison gas	1.1 or 1.2 and 2.3
DAN	Dangerous	1.3
DAN	Dangerous	1.4
DAN	Dangerous	1.5
NPE	No placard endorsement	1.6
DAN	Dangerous	2.1
DAN	Dangerous	2.2
PGA	Poison gas Zone A	2.3 Zone A
DAN	Dangerous	2.3 other than Zone A
DAN	No placard endorsement	2.4 (Canadian)
DAN	Dangerous	3
NPE	No placard endorsement	Combustible liquid
DAN	Dangerous	4.1
DAN	Dangerous	4.2
DAN	Dangerous	4.3
DAN	Dangerous	5.1
DAN	Dangerous	5.2
PIA	Poison PG I Zone A	6.1 PG I Zone A
DAN	Dangerous	6.1 PG I and II other than PG I Zone A
NPE	No placard endorsement	6.1 PG III
NPR	No placards required	6.2
RAM	Radioactive material	7
DAN	Dangerous	8
NPE	No placard endorsement	9
ORM	No placard endorsement	ORM-D
DAN	Dangerous	Mixed hazard classes displaying Dangerous placards
DAN	Dangerous	Tank cars displaying Residue placards for other than Combustible liquid, 6.1 PG III, or 9 materials

INSPECTIONS

(a) Inspection of Placarded Rail Cars:

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 Division 1.1 or 1.2 (Explosives A) material 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.

(b) Inspection of Tank Cars:

(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.

(c) Inspection of Cars at Interchange:

(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 (Explosive 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 treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights must not be used.

(3) A car containing packages of hazardous materials other than Class 1 (Explosives) may not be offered in interchange if the packages are in a leaking condition.

(d) Leaking tank Cars:

(1) 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 small leak, short movements may be made if a receptacle is attached under the leak to prevent the spread of the liquid over tracks.

(2) Each leaking tank car must be protected against ignition of the liquid or vapor by flame from sources such as lanterns, torches, flares, fuses, switch lights, switch thawing flames, fires on sides of tracks, hot coals, lighted pipes, cigars, or cigarettes. All bystanders should be kept at a safe distance. Open-flame lights must not be brought near a placarded tank car that is leaking.

(3) 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.

SWITCHING AND TRAIN PLACEMENT

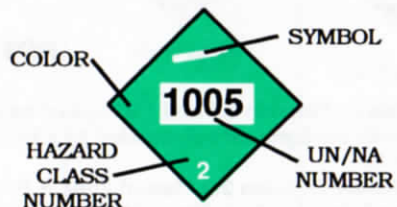
Placarded shipments of hazardous materials must be switched and placed in trains as prescribed by the Hazardous Materials Regulations and General Code of Operating Rules, Rule 1.3.1. Train and engine service employees must familiarize themselves with the switching and train placement restrictions outlined 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.

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

(Standard)



(Alternate)



1. Explosive
2. Gas
3. Flammable Liquid
4. Flammable Solid
5. Oxidizing Material
6. Poisonous Material
7. Radioactive Material
8. Corrosive Material
9. Miscellaneous Hazardous Material

UN/NA numbers (example 1005) are used for emergency response operations to assist in commodity identification. They may be displayed either on an orange panel adjacent to a "standard" placard or in the center rectangle of an alternate placard. UN/NA numbers shown 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 center-fold **do not apply** to rail cars, transport vehicles, freight containers, or bulk packagings placarded or marked COMBUSTIBLE; KEEP AWAY FROM FOOD/HARMFUL; CLASS 9; HOT; MARINE POLLUTANT, DIVISION 1.6, or placarded RESIDUE of these materials. Some examples of these placards and markings are shown below.



No Restrictions

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 (e.g. "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 (e.g. "1", "2", "3", etc.) or division (e.g. "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).

- **CARS WITH SAME PLACARDS MAY BE PLACED NEXT TO EACH OTHER.**
- **IN DETERMINING PROPER POSITION IN TRAIN, EACH UNIT OF AN ARTICULATED CAR SHALL BE CONSIDERED AS ONE CAR.**

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 car 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:	X
	Placarded car in Placard Group 2 may not be placed next to:	X
	Placarded car in Placard Group 3 may not be placed next to:	X
	Placarded car in Placard Group 4 may not be placed next to:	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	(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

RESTRICTIONS FOR PLACARDED CARS

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

 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		TANK 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			
	(3) (4)	X	(3) (4)	(3) (4)	(3) (4)	

Length of siding in feet	Station numbers	Line segment	Mile Post location	1st Subdiv MAIN LINE		Distance from MP 209.9	
				STATIONS	Rule 4.3		
		10	209.9	JONES JCT (Begin MRL)		0.0	
10,697	30829		213.1	HUNTLEY	J CTC	3.2	
	30837		223.4	EAST BILLINGS	Y	13.5	
	30841		225.8	BILLINGS	BTXY TWC ABS	15.9	
	30853		12.1	MOSSMAIN	AIJTXY	28.0	
	30855		13.8	LAUREL YARD	BJTX	29.7	
			14.9	LAUREL		30.8	
			17.7	SPURLING	CTC	33.6	

Radio channels in service on this Subdivision:
No. 1, (AAR 66 TX & RX) - Road Channel.
No. 3, (AAR 19 TX & RX) - Switching Channel.
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
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 12.0	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

Turnouts, Sidings, and Other Tracks -

Through turnouts at the following locations:

Huntley - east siding switch and crossover to BNRR	30 MPH	30 MPH
West siding switch Huntley	35 MPH	35 MPH
End of double track East Billings	35 MPH	35 MPH
MP 224.3	10 MPH	10 MPH
MP 0.1	10 MPH	10 MPH
MP 1.3	10 MPH	10 MPH
MP 5.0	10 MPH	10 MPH
MP 7.4	10 MPH	10 MPH
Spurling - MP 17.7	35 MPH	35 MPH
Siding Huntley	35 MPH	35 MPH

2. 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.

At Mossmain - Trains over 100 TOB are not permitted on the east leg of the wye.

At Laurel - Locomotives in Groups G, H, and I are prohibited on the following tracks:
 Fox Lumber Spur.
 Cenex Refinery.

3. 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 must notify Manager of Train Movement when coming on duty if they will be handling dimensional shipments.

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 begins at MP 209.9 at Jones Jct.

MRL track warrant received at Sheridan will apply at Huntley.

MRL track begins at MP 213.22 (the westbound absolute signal) at East Huntley.

TWC is 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 15.1 of the General Code of Operating Rules requiring a track warrant at an initial station listing Track Bulletins in effect.

5. Rule 6.19 -

When flagging is required, flagging distance is 2.0 miles.

6. Rule 10.2 -

The following main track switches are not equipped with electric locks:

- Airco - MP 221.55
- Dyce Chemical - MP 222.69
- Brick Spur - MP 222.73
- West leg of wye, on Main 2 - MP 15.55

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.

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

When spotting Quality Concrete the outlet pipes for unloading are to be spotted facing south.

8. 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 9.12.3 of the General Code of Operating Rules if unable to get a proceed signal.

9. 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 and locked for the lead.

Arriving trains will be left with slack bunched.

At Laurel Auto Facility there is a box on the telephone pole west of the crossing on No. 1 track containing a tape measure and rope for spotting Convoy cars. Return these items and lock the box after use.

10. Train Location Line ups -

Train Location Line-ups will be issued by the Manager of Train Movement, in accordance with Rule 11.0 of the Maintenance of Way Operating Rules, 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.

11. Failed Equipment Detectors -

Protecting bridges, tunnels or other structures:

None.

Other failed equipment detector locations:

East Billings - MP 219.5

12. Rule 6.13 -

Yard limits in effect at:

East Billings/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 6.28 of the General Code of Operating Rules applies within these limits.

13. FRA excepted track - in effect:

At Billings - the trackage commonly referred to as Boise Casade, Wiseman Scrap and Steel, New Industry (individual leads), 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 3, 5, and 6 has been identified as excepted track under FRA Track Safety Standards.

14. Train arrivals and departures -

All eastbound trains leaving Laurel Yard on the MRL 1st Subdivision will immediately notify Billings Yard, by radio, of their departure time.

All BN crews arriving and departing Laurel Yard and the First Subdivision of MRL must be conversant with and have in their possession the current train brief schedule.

BN trains must not arrive Laurel Yard more than 2 hours early without direct authorization from the Laurel Yard Assistant Trainmaster. Prior warning must be given via radio in advance of arrival in order for measures to be taken to hold the train out of the yard if necessary.

BN trains departing Laurel Yard destined to Great Falls and Greybull will not depart Laurel Yard more than 2 hours early without authority from the Laurel Yard Assistant Trainmaster.

BN trains departing Laurel Yard destined Sheridan and Forsyth will not depart MRL property more than 2 hours early without authority from the MRL First Subdivision Manager of Train Movement.

BN Conductors and Engineers will be jointly held responsible for all of the above mentioned compliances.

Copies of the current train brief may be obtained from the MRL Trainmaster, the BN Laurel Yard Crew Hauler, or the respective BN home terminals.

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	2nd Subdiv MAIN LINE		Distance from Spurling ↑ Eastward
					STATIONS Rule 4.3		
		30859	11	17.7	SPURLING 13.1		0.0
9,143	30872	32.3		RAPIDS 8.1		13.1	
9,231	30880	40.3		COLUMBUS 8.4		21.2	
8,481	30889	47.4		CRAVER 8.3		29.6	
9,436	30897	56.8		REED POINT 5.0	CTC	37.9	
9,093	30902	62.0		QUEBEC 8.3		42.9	
9,322	30910	71.2		GREYCLIFF 10.6		51.2	
9,306	30921	80.9		BIG TIMBER 10.0		61.8	
9,274	30931	90.7		CARNEY 11.4		71.8	
10,180	30942	102.3		ELTON 13.1		83.2	
10,466	30956	115.3		LIVINGSTON 11.9	B T Y ABS	96.3	
8,685	30968	127.1	MUIR 1.2		108.2		
9,352	30970	128.5	WEST END 11.7		109.4		
10,045	30981	140.4	BOZEMAN 9.5	T	121.1		
7,000	30991	149.8	BELGRADE 9.4		130.6		
3,574	31000	159.3	MANHATTAN 5.3		140.0		
7,764	31005	164.8	LOGAN 5.9	J	145.3		
4,943	31011	170.5	TRIDENT 8.3	CTC	151.2		
8,835	31020	178.9	CLARKSTON 6.2		159.5		
8,574	31026	185.1	LOMBARD 9.1		165.7		
5,471	31035	194.2	TOSTON 11.1		174.8		
6,829	31046	205.2	TOWNSEND 13.0	T	185.9		
6,981	31059	218.1	WINSTON 9.2		198.9		
7,913	31068	227.4	LOUISVILLE 6.5		208.1		
	31075	234.0	EAST HELENA 4.4		214.6		
	31079	238.4 0.0	HELENA	BJTY ABS	219.0		

Radio channels in service on this Subdivision:
No. 1, (AAR 66 TX & RX) - Road Channel.
No. 3, (AAR 19 TX & RX) - Switching Channel.
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
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	25 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	25 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
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 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
MP 190.4 and MP 191.1	40 MPH	40 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
MP 231.3 AND MP 236.7	40 MPH	40 MPH
MP 236.7 and MP 238.4	45 MPH	45 MPH
Signal 237.0 EWD, HER	45 MPH	40 MPH

Turnouts, Sidings, and Other Tracks -

Through turnout at Spurling	35 MPH	.....	35 MPH
Siding Rapids	25 MPH	.....	25 MPH
Siding Columbus	25 MPH	.....	25 MPH
Siding Craver	25 MPH	.....	25 MPH
Siding Reed Point	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	30 MPH	.....	25 MPH
Siding Belgrade	30 MPH	.....	25 MPH
Siding Clarkston	20 MPH	.....	20 MPH
Siding Lombard	25 MPH	.....	25 MPH
Siding Townsend	25 MPH	.....	25 MPH
East Helena to Montana City Spur	25 MPH	.....	25 MPH
East Long Lead Helena	20 MPH	.....	20 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: Agri-Basic 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 6.19 -

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 8.11 -

Rule 8.11, concerning the normal position of switches in sidings, does not apply at Trident.

5. Restricted Clearances -

- At Bozeman - B & G Grain, building overhang too close.
- At Bozeman - Weissman, ladders on side of building too close.
- 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 height greater than 9 ft. 6 in. from top of rail.
- At Helena - Watkins Sheppard, building too close.
- At Helena - Northern Energy, unloading rack too close.

6. Rule 10.2 -

The following main track switches are not equipped with electric locks:

- Roscoe Steel - MP 4.85
- Stanley - MP 183.2

7. Helena -

Eastward freight trains use lead extension when moving from yard, unless otherwise instructed.

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, eastward and westward -

Trains exceeding these tonnage limits must have helpers.

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.

Between Bozeman and West End eastward -

When helpers exceeding 6 powered axles are used at the rear of the train a buffer of at least 900 tons must be provided to separate helper from the rearmost empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with All Subdivision Special Instructions, and cuts exceed 4300 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4300 tons of such cuts.

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.

9. West End -

Holding signals are located approximately 2000 feet east of west switch of siding.

10. Muir -

Holding signals are located approximately 2000 feet west of east switch of siding.

11. Livingston -

Runaway Track at east end of Livingston yard will normally have switch lined for this track. The Runaway 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 the east end of Livingston yard authority must be obtained from the Manager of Train Movement, who will position and lock dual control switches, and display aspect per Rule 9.1.13 on signals involved. Switching operations can be carried on continuously while signals are displayed as per Rule 9.1.13. A member of the crew must promptly inform the Manager of Train Movement when switching operations have been completed. When an aspect per Rule 9.1.14 is displayed, the track between the interlocking signals must be cleared immediately and the Manager of Train Movement contacted for further instructions.

When making a setout at Livingston from MRLML to Track 5 leave the setout at least 10 cars in the clear, if track room permits, to avoid blocking the view of the lead for trains coming through Track 6.

12. Handling 80 Feet or Longer Cars -

Instructions in addition to All Subdivision Special Instructions, Items 3 and 4.

Between Bozeman and West End eastward - Trains of greater than 4300 trailing tons must handle empty cars, 80 feet and longer, in the rear 4300 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.

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

13. Failed Equipment Detectors and Wide Load Detectors -

Protecting bridges, tunnels or other structures:

Craver - MP 46.6 - For Westward Trains.
Reed Point - MP 54.8 - For Eastward Trains.
Livingston East - MP 111.1 - For Westward Trains.
West End - MP 131.1 - For Eastward Trains.

Other track side failed equipment 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 6.13 -

Yard limits in effect at:

Livingston between MP 114.05 and MP 116.1
Helena between MP 235.3 and MP 1.1

← Westward	Length of siding in feet	Station numbers	Line segment	Mile Post location	3rd Subdiv MAIN LINE			Distance from Helena →
					STATIONS	Rule 4.3		
		31079	14	238.4 0.0	HELENA	BJTY	ABS	0.0
		31082		2.95	HELENA JCT.	JTY		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
9,401		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	BJTY	ABS	118.5

Radio Channels in service on this Subdivision:
No. 2, (AAR 70 TX & RX) - Road Channel.
No. 3, (AAR 10 TX & RX) - Switching Channel.
No. 4, (AAR 18 TX and 56 RX) - In Mullan 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
Main 1		
MP 0.0 and MP 0.5	10 MPH	10 MPH
MP 0.5 and MP 1.1	20 MPH	20 MPH
MP 1.1 and MP 3.1	25 MPH	25 MPH
MP 3.1 and MP 5.2	45 MPH	45 MPH
Main 2		
MP 0.0 and MP 0.5, HER	10 MPH	10 MPH
MP 0.5 and MP 1.1, HER	20 MPH	20 MPH
MP 0.0 and MP 5.2	45 MPH	45 MPH
MP 5.2 and MP 7.1	45 MPH	45 MPH
MP 7.1 and MP 10.3	35 MPH	35 MPH
MP 10.3 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
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 50.9 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 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
Main 1		
MP 117.2 and MP 118.5	30 MPH	30 MPH
MP 118.5 and MP 119.3	20 MPH	20 MPH
Main 2		
MP 118.5 and MP 119.3	25 MPH	25 MPH

Turnouts, Sidings, and Other Tracks -

West Helena through west crossover	12 MPH	12 MPH
West Helena through east crossover	25 MPH	25 MPH
Through turnout at Tobin	35 MPH	35 MPH
Through turnout at West Austin	10 MPH	10 MPH
Siding Austin	25 MPH	25 MPH
Through turnout at West Blossburg	10 MPH	10 MPH
Siding Blossburg	25 MPH	25 MPH
Siding Elliston	30 MPH	25 MPH
Siding Garrison	30 MPH	25 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 Bonner	30 MPH	25 MPH
Through turnout at East Missoula	30 MPH	30 MPH

2. Bridge, Engine and Heavy Car Restrictions -

Locomotives in Groups G, H and I are not permitted on the following tracks:

- Fort Harrison.
- Drummond - Tricon Industry.
- Bonner - Stimson Lumber.

3. Dimensional Shipment Restrictions -

Trains handling cars with PAPA restriction for the Mullan Tunnel must observe QUEBEC guidelines. In addition, a crew member will monitor the movement from inside a trailing locomotive cab with the rear headlight on bright whenever possible.

4. Rule 6.19 -

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

5. Rule 8.11 -

Rule 8.11, concerning the normal position of switches in sidings, does not apply at Phosphate and McQuarrie.

6. Restricted Clearances -

Phosphate Lower Yard: No clearance at loading dock.

Drummond: Tricon Industries - No clearance.

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

7. Rule 10.2 -

The following main track switches are not equipped with electric locks:

Avon House Track - MP 37.8

Gold Creek Spur - MP 58.2

Bonita Spur - MP 95.4

8. 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.

9. Mullan Tunnel -

If a westward train is stopped in the tunnel in emergency conditions, and communications fail, the train may make a reverse movement out of tunnel until the locomotives have cleared the east portal, passing all signals at not more than 10 MPH. The provisions of GCOR Rules 6.4 and 6.4.1 will not apply.

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.

Maintenance of way forces using a Track Bulletin Form B must not foul the track between West Weed and East Blossburg until they have ascertained that any westward trains have cleared Mullan Tunnel.

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.

10. 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 between Blossburg and Tobin is 2.2.

Ruling grade descending west between Blossburg and Elliston is 1.4.

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 Subdivision Special Instructions, Item 3:

Coal, Grain, and other Unit Train Operation -

One helper consist will cut into train from one-half to two-thirds deep, and the other consist will shove on the rear of the train. Helpers of 24 powered axles may shove on the rear of unit trains consisting entirely of loaded cars, except helper must be cut in ahead of any caboose.

Trailing tonnage restrictions -

Trains exceeding these tonnage limits must have helpers.

Westbound between Tobin and Blossburg -

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

When helper locomotives of more than 6 powered axles are used at the rear of the 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

Eastbound between Elliston and Blossburg -

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

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

11. Handling 80 Feet or Longer Cars -

Instructions in addition to All Subdivision Special Instructions, Items 3 and 4.

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 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. These cars are listed in All Subdivision Special Instructions, Item 4.

Between Elliston and Blossburg eastward -

Trains of greater than 4300 trailing tons must handle empty cars 80 feet and longer in the rear 4300 tons.

12. West Helena -

Two main tracks in effect between MP 0.0 and Tobin.

13. East Missoula -

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

14. Failed Equipment Detectors -

Protecting bridges, tunnels or other structures:

None.

Other track side failed equipment detector locations:

Elliston - MP 33.0.

Jens - MP 64.6.

Nimrod - MP 94.3.

15. Rule 6.13 -

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.

16. Joint Operations -**Montana Rail Link/Montana Western Railway (MWRR) at Garrison -**

Montana Rail Link crews are authorized to use the MWRR main track at Garrison only within MWRR yard limits for the purpose of interchanging cars. MWRR yard limits extend less than one-half mile east of Garrison to their MP 50.7, at which point a yard limit sign is posted. Rule books and hazardous material instructions currently in effect for MRL employees will govern when using this trackage and no MWRR timetable is required.

Verbal permission will be required to use the MWRR main track at Garrison, Monday through Saturday, between the hours of 0800 and 1700, and can be obtained through the MRL Manager of Train Movement. At other times no verbal permission is required.

Montana Rail Link/Burlington Northern Railroad (BN) at Helena Jct. -

Montana Rail Link crews are authorized to use the BN main track and wye at Helena Jct. only within BN yard limits.

INDIVIDUAL SUBDIVISION SPECIAL INSTRUCTIONS

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	4th Subdiv MAIN LINE			Distance from Missoula ↑
					STATIONS Rule 4.3			
		31198	15	119.3	MISSOULA	BJTXY	ABS	0.0
		31205		125.9	DESMET	J		6.6
	5,005	87606	16	132.2	SCHILLING			11.8
	11,661	87610		136.6	FRENCHTOWN			16.3
	8,883	87624		150.8	LOTHROP		CTC	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		TWC	76.9
	5,422	87675		201.9	TOOLE	I	ABS	81.6
	6,188	87687	214.2	QUINNS			93.9	
	12,307	31269	219.2	PARADISE			98.9	
			0.0		BJT			
	11,360	31275	17	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		CTC	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	18	117.0	KOOTENAI			215.5
		31388		118.7	SANDPOINT JCT.	J		217.2
		01798			(End MRL)			

Radio Channels in service on this Subdivision:
 No. 2, (AAR 70 TX & RX) - Road Channel.
 No. 3, (AAR 19 TX & RX) - Switching Channel

Westward ↓	Length of siding in feet	Station numbers	Line segment	Mile Post location	BN Pend Oreille Subdiv MAIN LINE			Distance from Sandpoint Jct. ↑
					STATIONS Rule 4.3			
		01798	45	2.9	SANDPOINT JCT.	J		0.0
		01803		3.0	SANDPOINT	B		0.1
		01810		10.1	ALGOMA		2MT	7.3
	10,792	01817		17.6	COCOLALLA			14.0
	13,287	01830		31.5	ATHOL			26.6
	10,661	01837		37.7	RAMSEY			33.9
	9,146	01843		45.5	RATHDRUM		CTC	39.6
		01845		47.0	HAUSER			41.0
		01850		51.5	HAUSER JCT.	J		46.6
	10,095	01855		57.9	OTIS ORCHARDS			52.4
		01861	63.3	IRVIN			58.3	
		01865	66.6	PARKWATER		2MT	61.6	
		01866	68.1	YARDLEY	XY	DT	63.1	
					BITXY	ABS		

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, Notices, and General Code of Operating Rules govern.

1. Speed Restrictions - Maximum Speeds Permitted

Zone-Between	Up to 100 TOB	Over 100 TOB
Main 1		
MP 119.3 and MP 120.6	20 MPH	20 MPH
MP 120.6 and MP 121.4	10 MPH	10 MPH
MP 122.8 and MP 125.9	35 MPH	35 MPH
Main 2		
MP 119.3 and MP 121.6	25 MPH	25 MPH
MP 121.6 and MP 126.4	50 MPH	45 MPH
MP 126.4 and MP 126.9	40 MPH	40 MPH
MP 126.9 and MP 129.5	45 MPH	45 MPH
MP 135.4 and MP 141.9	50 MPH	45 MPH
MP 141.9 and MP 143.1	40 MPH	40 MPH
MP 143.1 and MP 143.4	30 MPH	30 MPH
MP 143.4 and MP 147.5	40 MPH	40 MPH
MP 147.5 and MP 149.2	35 MPH	35 MPH
MP 149.2 and MP 152.6	45 MPH	45 MPH
MP 152.6 and MP 152.8	25 MPH	25 MPH
MP 152.8 and MP 153.8	35 MPH	35 MPH
MP 153.8 and MP 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 185.5 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 196.6	40 MPH	.....	40 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	50 MPH	.....	45 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	45 MPH	.....	45 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

Turnouts, Sidings, and Other Tracks -

Tracks No. 5 and No. 6 west of MP 121.6	25 MPH	.....	25 MPH
Through turnouts at West Missoula ...	25 MPH	.....	25 MPH
Through crossover at DeSmet	25 MPH	.....	25 MPH
Siding Frenchtown	25 MPH	.....	25 MPH
Siding Lothrop	30 MPH	.....	25 MPH
Siding Westfall	30 MPH	.....	25 MPH
Siding Superior	30 MPH	.....	25 MPH
Through turnout at East Siding Switch Paradise	10 MPH	.....	10 MPH
Siding Paradise	30 MPH	.....	25 MPH
Siding Plains	25 MPH	.....	25 MPH
Siding Eddy	25 MPH	.....	25 MPH
Siding Thompson Falls	30 MPH	.....	25 MPH
Siding Childs	30 MPH	.....	25 MPH
Siding Tuscor	30 MPH	.....	25 MPH
Siding Noxon	30 MPH	.....	25 MPH
Siding Heron	30 MPH	.....	25 MPH
Siding Colby	30 MPH	.....	25 MPH
Siding Hope	25 MPH	.....	25 MPH
Siding Kootenai	30 MPH	.....	25 MPH

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.
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 -

TWC is in effect between CTC Superior and CTC Paradise.

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 6.19 -

When flagging is required, distance will be 2.0 miles.

5. Rule 8.11 -

Rule 8.11, concerning the normal position of switches in sidings, does not apply at Trout Creek.

6. Missoula -

ABS in effect on Main 2 between MP 120.9 and Begin CTC West Missoula.

Main 2 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. Schilling -

Due to a line change, the distance from MP 130 to MP 132 is 1 mile. MP 131 does not exist.

8. West Toole -

A manual interlocking is in service at West Toole.

9. Bridges 207 and 208 -

Do not use dynamic braking between MP 207 and MP 210 because of bridge conditions.

10. Sandpoint Jct. -

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

Eastbound Montana Rail Link train or engine movements operating over Burlington Northern Railroad Co., Spokane Division, Pend Oreille Subdivision, Passing Signal 5.2 displaying approach medium per Rule 9.1.6 of the General Code of Operating Rules must proceed prepared to pass next signal not exceeding 25 MPH, HER.

11. Failed Equipment Detectors and Wide Load Detectors -

Protecting bridges, tunnels or other structures:

Trout Creek - MP53.0 - For Westward Trains.
Tuscor - MP 59.8 - For Eastward Trains.

Other track side 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.

12. Rule 10.2 -

The following main track switches are not equipped with electric locks:

Roscoe Steel - MP 124.5.
Paradise House Track - MP 0.3.
Plains Spur Track - MP 6.4.

13. Train Location Line-Ups -

Train location line-ups will be issued by the Manager of Train Movement, in accordance with Rule 11.0 of the Maintenance of Way Operating Rules, for track occupancy not protected by track warrant authority.

14. Rule 6.13 -

Yard limits in effect at:

Missoula - between MP 117.2 and MP 122.8.

Westward ↓ Length of siding in feet	Station numbers	Line segment	Mile Post location	5th Subdiv BRANCH LINE		Distance from Logan ↑ Eastward
				STATIONS Rule 4.3		
7,764	31005	52	0.0	LOGAN	JY	0.0
3,531	86906		6.8	THREE FORKS		6.6
3,533	86913		12.6	WILLOW CREEK	TWC	12.5
3,562	86919		19.4	SAPPINGTON	JY	19.2
6,001	86938		39.0	WHITEHALL	YJT	38.3

Radio Channels in service on this Subdivision.
No. 1, (AAR 66 TX & RX) - Road Channel.
No. 3, (AAR 19 TX & RX) - Switching Channel.

1. Speed Restrictions - Maximum Speeds Permitted

Zone-Between

- Logan and Whitehall:
 - MP 0.0 and MP 21.0 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
- Sappington and Harrison, industry track 10 MPH
- Whitehall and Alder, industry track:
 - MP 0.0 and MP 2.1 10 MPH
 - MP 2.1 and MP 25 25 MPH
 - MP 25.0 and Alder 10 MPH
- Whitehall and Spire Rock, industry track:
 - MP 37.7 to MP 38.9 10 MPH
 - MP 38.9 to MP 45.3 25 MPH
 - MP 45.3 to MP 51.0 10 MPH

2. Bridge, Engine and Heavy Car Restrictions -

- Between Sappington and Harrison:
 - Cars listed in All Subdivision Special Instructions, Item 4, category d, 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 4, category c and d, not permitted.
 - Locomotives in Groups G, H and I not permitted.

3. Rule 6.19 -

When flagging is required between Logan and Whitehall, distance is 2.0 miles.

4. Restricted Clearances -

- Three Forks: at Harvest States.
- Three Forks: at Luzenac America.
- Sappington: at Montana Tale.

Harrison: at dock on siding.

Pipestone Quarry, MP 46.7: clearance does not allow person to ride on the north side of a car.

5. Whitehall -

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

6. Pipestone -

Switch point derails have been installed on the main track at MP 46.3 and on the siding at MP 44.7.

7. Mountain Grade Operations -

Air Brake and Train Handling Rules for mountain grade operation apply on:

Mountain grade between Sappington and Harrison MP 2.0 - MP 8.0. Ruling grade descending east 2.2%.

Mountain grade between Whitehall and Pipestone MP 42.3 - MP 51. Ruling grade descending east 2.2%.

8. TWC -

TWC is in effect on this subdivision.

9. Train Location Line-ups -

Train location line-ups will be issued by the Manager of Train Movement, in accordance with Rule 11.0 of the Maintenance of Way Operating Rules, for track occupancy not protected by Track Warrant authority.

10. Rule 6.13 -

- Yard limits in effect:
 - At Sappington between MP 18.7 and MP 19.9.
 - At Whitehall between MP 37.6 and MP 39.3.

At Whitehall between MP 0.0 and MP 0.4 on Whitehall to Alder industry track.

11. Rule 5.4.4 -

Rule 5.4.4 is in effect on this subdivision

12. FRA excepted track -

The territory between Twin Bridges and Alder has been identified as excepted track under FRA Track Safety Standards.

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

Length of siding in feet	Station numbers	Line segment	Mile Post location	9th Subdiv BRANCH LINE		Distance from Missoula	
				STATIONS	Rule 4.3		
	31198	56	0.0	MISSOULA	BJTXY	0.0	
	87511		11.0	LOLO			11.5
	87530		29.2	STEVENSVILLE			29.6
	87536		35.6	VICTOR		TWC	36.0
388	87549		47.4	HAMILTON			48.5
2,530	87565		64.7	DARBY		T	65.9

Radio Channels in service on this Subdivision:

No. 2, (AAR 70 TX & RX) - Road Channel.

No. 3, (AAR 19 TX & RX) - Switching Channel.

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 4, category d, not permitted.

Locomotives in Groups G, H and I not permitted over bridge 0 and beyond.

Over bridges 0, 4 and 16 cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs., must be preceded and followed by a car weighing under 177,000 lbs.

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 6.19 -

When flagging is required, distance is 1.5 miles.

6. TWC -

TWC is in effect on this subdivision.

7. Train Location Line-ups -

Train location line-ups will be issued by the Manager of Train Movement, in accordance with Rule 11.0 of the Maintenance of Way Operating Rules, for track occupancy not protected by Track Warrant authority.

8. Rule 6.13 -

Yard Limits in effect at:

Missoula between MP 0.0 and MP 4.5.

9. Rule 5.4.4 -

Rule 5.4.4 is in effect on this subdivision.

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	10th Subdiv MAIN LINE		Distance from DeSmet ↑	
					STATIONS	Rule 4.3		
		31205	57	0.0	2MT	DESMET	0.0	
							JY	
	2,161	31216			10.6		EVARO	10.6
		31226			21.1		ARLEE	21.1
		31236			30.8		RAVALLI	30.8
			58					
		31243			37.9		DIXON	37.9
	4,489						JT	
		31257			51.6		PERMA	51.6
		31269			64.2		PARADISE	64.2
						BJTY	CTC	

Radio channels in service on this Subdivision:
No. 2, (AAR 70 TX & RX) - Road Channel.
No. 3, (AAR 19 TX & RX) - Switching Channel.

1. Speed Restrictions - Maximum Speeds Permitted

Zone Between

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

Turnouts, Sidings, and Other Tracks -

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

2. Bridge, Engine and Heavy Car Restrictions -

None.

3. Rule 6.19 -

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:

When helpers exceeding 6 powered axles are used at the rear of the 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.

Coal, Grain, and other Unit Train Operation -

One helper consist will cut into train from one-half to two-thirds deep, and the other consist will shove on the rear of the train. Helpers of 24 powered axles may shove on the rear of unit trains consisting entirely of loaded cars, except helper must be cut in ahead of any caboose.

Trailing tonnage restrictions -

Trains exceeding these tonnage limits must have helpers.

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.

5. Handling 80 Feet or Longer Cars -

See All Subdivision Special Instructions, Items 3 and 4.

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.

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

6. TWC -

TWC is in effect between MP 0.3 and MP 63.0.

7. Train Location Line-ups -

Train location line-ups will be issued by the Manager of Train Movement, in accordance with Rule 11.0 of the Maintenance of Way Operating Rules, 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 6.13 -

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 ↑ Eastward
				STATIONS Rule 4.3		
4,489	31243	59	0.0	DIXON	JT	0.0
2,382	87813		13.0	CHARLO		13.0
1,875	87820		19.9	RONAN		19.9
1,495	87825		25.0	PABLO	TWC	25.0
990	87826		25.6	DUNHAM		25.6
	87833		33.4	POLSON	T	33.4

8. Control of Harmonic Rocking -

All Subdivision Special Instructions Item 1A is in effect on this subdivision.

Radio Channels in service on this Subdivision:
No. 2, (AAR 70 TX & RX) - Road Channel
No. 3, (AAR 19 TX & RX) - Switching Channel

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 4, category d, not permitted.

3. Rule 6.19 -

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, rulling grade descending west 2.0%.

5. TWC -

TWC is in effect on this subdivision.

6. Train Location Line-ups -

Train location line-ups will be issued by the Manager of Train Movement, in accordance with Rule 11.0 of the Maintenance of Way Operating Rules, for track occupancy not protected by Track Warrant authority.

7. Rule 5.4.4 -

Rule 5.4.4 is in effect on this subdivision.

CODE TO CAR KIND DESCRIPTION

CODE	DESCRIPTION		
A4	AUTO BOX LESS THAN 49'8"	H4	HOPPER OPEN 70 TON
A5	AUTO BOX 49'8" AND LESS THAN 59'8"	H4D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS
A6	AUTO BOX 59'8" AND LESS THAN 79'8"	H4R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER
A7	AUTO BOX 79'8" AND OVER	H5	HOPPER OPEN LESS THAN 3900 CU CAP OVER 175,000 LB CAPACITY
B1	BOX 50' 6" AND 7' SINGLE DOOR	H5D	HOPPER OPEN TO 3899 CU CAP W/2 ROTARY COUPLERS
B2	BOX 40' 6" AND 7' SINGLE DOOR	H5R	HOPPER OPEN TO 3899 CU CAP W/1 ROTARY COUPLER
B3	BOX 50' 8' TO 12' SINGLE DOOR (PLUG OR SLIDING)	H6	HOPPER OPEN OVER 3900 CU CAP OVER 175,000 LB CAPACITY
B5	BOX 50' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	H6D	HOPPER OPEN 4000 CU CAP WITH W/2 ROTARY COUPLERS
B6	BOX 40' 12' AND OVER DOOR (DOUBLE, PLUG OR COMBINATION)	H6R	HOPPER OPEN OVER 3900 CU CAP W/1 ROTARY COUPLER
B7	BOX 50' DOUBLE SLIDING 12' OR MORE DOOR	H9	HOPPER OPEN UNIQUE DESIGN/SPECIAL SERVICE
B8	BOX 40' DOUBLE SLIDING 12' OR MORE DOOR	H9D	HOPPER OPEN UNIQUE DESIGN/SPECIAL W/2 ROTARY COUPLERS
B9	BOX 60' ,6' TO 12' AND OVER DOORS (SINGLE, DOUBLE, PLUG, COMB OR SLIDING)	HS	HOPPER OPEN HART SELECTIVE REVENUE OR COMPANY SERVICE
BD	BOX 40' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	IC5	FLAT CONTAINER LESS THAN 80'
BDC	BOX 40' NONINSULATED WITH MOVEABLE BULKHEADS	IC8	FLAT CONTAINER 80' AND OVER
E	BOX 50' NONINSULATED BELT RAIL EQUIPPED FOR CROSS BARS	IT5	FLAT TOFC LESS THAN 80'
BEC	BOX 50' NONINSULATED WITH MOVEABLE BULKHEADS	IT8	FLAT TOFC 80' AND OVER
BF	BOX 60' AND OVER NONINSULATED BELT RAIL EQPD FOR CROSS BARS	IX8	FLAT CONTAINER 80' AND OVER 3-28' PUPS
BFC	BOX 60' AND OVER NONINSULATED WITH MOVEABLE BULKHEADS	IT9	FLAT TOFC 89' AND OVER TWIN 45'S
BG	BOX 40' SINGLE PLUG DOOR W/GRAIN ACCESS/GENERAL PURPOSE	IX9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS
BS	BOX SPECIAL (SPECIFIC SERVICE OR SPECIAL DESIGN)	IF5	FLAT TOFC LESS THAN 80' FIXED HITCH
C2	HOPPER, COVERED LESS THAN 2200 CU CAP-50 TO 70 TON	IF8	FLAT TOFC 80' AND OVER FIXED HITCH
C4	HOPPER, COVERED 2200 TO 3899 CU CAP 70 TON	IF9	FLAT TOFC 89' AND OVER TWIN 45'S FIXED HITCH
C5	HOPPER, COVERED TO 3900 CU CAP OVER 175,000 LB CAP	IP9	FLAT TOFC 89' AND OVER TWIN 45'S OR 3-28' PUPS FIXED HITCH
C6	HOPPER, COVERED OVER 3900 CU CAP OVER 175,000 LB CAP	IU5	FLAT TOFC/COFC DUAL PURPOSE LESS THAN 80'
C6E	HOPPER, COVERED JUMBO WITH 'E' GRADE COUPLER	IU8	FLAT TOFC/COFC DUAL PURPOSE 80 FT AND OVER
C6L	HOPPER, COVERED JUMBO LEASED	IU9	FLAT TOFC/COFC DUAL PURPOSE TWIN 45'S
C9	HOPPER, COVERED UNIQUE DESIGN/SPEC SERV OVER 5000 CU CAP TO 190,000 LB CAP	IUX	FLAT TOFC/COFC 89' AND OVER TWIN 45'S OR 3-38' PUPS
C9M	HOPPER, COVERED EQUIPPED MECHANICAL REFRIGERATOR	IOD	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS DOUBLE STACK
CA	HOPPER, AIRSLIDE LESS THAN 3000 CU CAP	I1D	FLAT COFC 1 PLATFORM DOUBLE STACK
CB	HOPPER, AIRSLIDE OVER 3000 CU CAP	I2D	FLAT COFC ARTICULATED 2 PLATFORMS DOUBLE STACK
CR	COKE RACK	I3D	FLAT COFC ARTICULATED 3 PLATFORMS DOUBLE STACK
F2	FLAT BI-LEVEL STANDARD	I4D	FLAT COFC ARTICULATED 4 PLATFORMS DOUBLE STACK
F3	FLAT TRI-LEVEL	I5D	FLAT COFC ARTICULATED 5 PLATFORMS DOUBLE STACK
F3V	FLAT STAC-PAC, VERT-A-PAC, MULTI-LEVEL	I6D	FLAT COFC ARTICULATED 6 PLATFORMS DOUBLE STACK
F4	FLAT LESS THAN 50'	I7D	FLAT COFC ARTICULATED 7 PLATFORMS DOUBLE STACK
F5	FLAT 50' AND LESS THAN 59'	I8D	FLAT COFC ARTICULATED 8 PLATFORMS DOUBLE STACK
F6	FLAT 58' AND LESS THAN 80'	I9D	FLAT COFC ARTICULATED 9 PLATFORMS DOUBLE STACK
F8	FLAT 80' AND OVER	I0C	FLAT COFC ARTICULATED 10 OR MORE PLATFORMS SINGLE STACK
F9	FLAT ARTICULATED	I2T	FLAT TOFC ARTICULATED 2 PLATFORMS
FA2	FLAT BI-LEVEL FULLY ENCLOSED	I3T	FLAT TOFC ARTICULATED 3 PLATFORMS
FA3	FLAT TRI-LEVEL FULLY ENCLOSED	I4T	FLAT TOFC ARTICULATED 4 PLATFORMS
FB4	FLAT BULKHEAD LESS THAN 50'	I5T	FLAT TOFC ARTICULATED 5 PLATFORMS
FB5	FLAT BULKHEAD 50' AND LESS THAN 59'	I6T	FLAT TOFC ARTICULATED 6 PLATFORMS
FB6	FLAT BULKHEAD 59' AND LESS THAN 80'	I7T	FLAT TOFC ARTICULATED 7 PLATFORMS
FB8	FLAT BULKHEAD 80' AND OVER	I8T	FLAT TOFC ARTICULATED 8 PLATFORMS
FC6	FLAT CENTER BEAM BULKHEAD LESS THAN 70'	I9T	FLAT TOFC ARTICULATED 9 PLATFORMS
FC7	FLAT CENTER BEAM BULKHEAD 70' TO 80'	I0U	FLAT TOFC/COFC DUAL PURPOSE 10 OR MORE PLATFORMS
FC8	FLAT CENTER BEAM BULKHEAD GREATER THAN 80'	I2U	FLAT TOFC/COFC DUAL PURPOSE 2 PLATFORMS
FE	FLAT CHAIN TIE DOWN, PERMANENT STAKES, ETC.	I3U	FLAT TOFC/COFC DUAL PURPOSE 3 PLATFORMS
FL	FLAT LOG LOADING	I4U	FLAT TOFC/COFC DUAL PURPOSE 4 PLATFORMS
FS	FLAT SPECIAL NOT CONTROLLED BY AAR ON CSD 439 (PERM STAKES OR RACKS) HEAVY DUTY	I5U	FLAT TOFC/COFC DUAL PURPOSE 5 PLATFORMS
FSA	FLAT SPECIAL CONTROLLED BY AAR ON CSD 439 WELL DEPRESSED (PERM STAKES OR RACKS) HEAVY DUTY AND GEN PURPOSE FLATS OVER 200,000 LB CAP	I6U	FLAT TOFC/COFC DUAL PURPOSE 6 PLATFORMS
G1	GONDOLA 50' SOLID BOTTOM FIXED ENDS	I7U	FLAT TOFC/COFC DUAL PURPOSE 7 PLATFORMS
G2	GONDOLA 40' SOLID BOTTOM FIXED ENDS	I8U	FLAT TOFC/COFC DUAL PURPOSE 8 PLATFORMS
G3	GONDOLA 50' DROP BOTTOM	I9U	FLAT TOFC/COFC DUAL PURPOSE 9 PLATFORMS
G4	GONDOLA 40' DROP BOTTOM	PH	BOX, PASSENGER
G6	GONDOLA 60' AND OVER SOLID BOTTOM FIXED ENDS	PR	REFRIGERATOR, PASSENGER
GBD	HOPPER OPEN 48' AND OVER INSIDE W/2 ROTARY COUPLERS	R1	REFRIGERATOR REGULAR LESS THAN 49'
GBR	HOPPER OPEN 4150 CU CAP NO DOORS W/1 ROTARY COUPLER	R2	REFRIGERATOR REGULAR LESS THAN 49'
GC	GONDOLA COVERED	R3	REFRIGERATOR MECHANICAL LESS THAN 49'
GE	GONDOLA 50' SOLID BOTTOM DROP END	R4	REFRIGERATOR MECHANICAL LESS THAN 49'
GF	GONDOLA 60' AND OVER SOLID BOTTOM DROP END	R5	REFRIGERATOR INSUL 49' TO 59' BELT RAIL EQPD FOR CROSS BARS
GS	GONDOLA SPECIAL EQUIPPED CONTAINER, PERM STAKES, ETC.	RSC	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD 49' TO 59'
GSD	HOPPER OPEN 4000 CU CAP W/2 ROTARY COUPLERS	R6	REFRIGERATOR INSUL LESS THAN 49' BELT RAIL EQPD FOR CROSS BAR
GSH	HOPPER OPEN FOR UNLOADING ON DUMPING MACHINE	R6C	REFRIGERATOR INSUL BOX W/MOVEABLE BULKHEAD LESS THAN 49'
GSR	HOPPER OPEN 4000 CU CAP W/1 ROTARY COUPLER	R7	REFRIGERATOR INSUL 59' TO 79'
H1	HOPPER OPEN, ORE CAR	R8	REFRIGERATOR BULK POTATO
H2	HOPPER OPEN, 50 TON	R8M	REFRIGERATOR BULK POTATO
		R9	REFRIGERATOR INSUL 59' TO 79' BELT RAIL EQPT FOR CROSS BARS
		R9C	REFRIGERATOR INSUL W/MOVEABLE BULKHEAD 59' TO 79'
		RB5	REFRIGERATOR BUNKERLESS UNEQUIPPED 49' TO 59'
		RB6	REFRIGERATOR BUNKERLESS UNEQUIPPED LESS THAN 49'
		RB9	REFRIGERATOR BUNKERLESS UNEQUIPPED 59' TO 79'
		RCO	REFRIGERATOR CO2 FROZEN FOOD LOADING RR REFRIGERATOR W/RACK OR RAILS
		RR1	ROAD RAILER - DRY VAN W/ADAPTERS
		RR2	ROAD RAILER - CHASSIS
		RR3	ROAD RAILER - AUTO RACK
		RR4	ROAD RAILER - DRY VAN (MARK IV)

RR5	ROAD RAILER - DRY VAN (MARK V)	MFX	FLAT, UNIVAN, 2 MAN
SB	BOX SYSTEM STOCK CARS CONVERTED TO GRAIN USE	MFY	FLAT, UNIVAN, 4 MAN
T1	TANK 7000 GAL CAPACITY	MFZ	FLAT, UNIVAN, 6 MAN
T2	TANK 8,000 TO 9,000 GAL CAPACITY	MF1	FLAT, UNIVAN, 7 MAN
T3	TANK 10,000 TO 11,000 GAL CAPACITY	MF2	FLAT, UNIVAN, 8 MAN
T4	TANK 12,000 TO 18,000 GAL CAPACITY	MF3	FLAT, UNIVAN, 10 MAN
T5	TANK 19,000 TO 21,000 GAL CAPACITY	MF4	FLAT, 40' GENERAL SERVICE
T6	TANK 22,000 TO 24,000 GAL CAPACITY	MF5	FLAT, 50' GENERAL SERVICE
T7	TANK 25,000 TO 27,000 GAL CAPACITY	MF6	FLAT, 60' GENERAL SERVICE
T8	TANK 28,000 TO 31,000 GAL CAPACITY	MF7	FLAT, 70' GENERAL SERVICE
T9	TANK 32,000 GAL CAPACITY AND OVER	MF8	FLAT, 80' GENERAL SERVICE
TR1	TANK 7,000 GAL CAPACITY	MF9	FLAT, 90' GENERAL SERVICE
TR2	TANK 8,000 TO 9,000 GAL CAPACITY	MGP	GONDOLA, PANEL, RAIL OR TRACK
TR3	TANK 10,000 TO 11,000 GAL CAPACITY	MGS	GONDOLA, SCALE TEST CARS
TR4	TANK 12,000 TO 18,000 GAL CAPACITY	MGT	GONDOLA, TIE SERVICE
TR5	TANK 19,000 TO 21,000 GAL CAPACITY	MGW	GONDOLA, WEDGE PLOW
TR6	TANK 22,000 TO 24,000 GAL CAPACITY	MG1	GONDOLA, WHEELS, SECOND HAND, ALL EQUIPMENT
TR7	TANK 25,000 TO 27,000 GAL CAPACITY	MG4	GONDOLA, 40' GENERAL SERVICE
TR8	TANK 28,000 TO 31,000 GAL CAPACITY	MG5	GONDOLA, 50' GENERAL SERVICE
TR9	TANK 32,000 GAL CAPACITY AND OVER	MG6	GONDOLA, 60' GENERAL SERVICE
TS	TANK GLASS LINED	MG7	GONDOLA, 70' GENERAL SERVICE
WC	WOOD CHIP	MCA	HOPPER, COVERED, SAND, BOTTOM DROP, AIR PRESSURE
XF4	BOX 40' EQPD W/INTERIOR TO PREVENT CONTAMINATION	MCC	HOPPER, COVERED, SAND, CENTER BOTTOM DROP, GRAVITY UNLOAD
XF5	BOX 50' EQPD W/INTERIOR TO PREVENT CONTAMINATION	MHS	HOPPER, OPEN, BALLAST HART SELECTIVES
MA3	AIR DUMP, 30'	MJS	JORDAN SPREADER, WITHOUT DITCHER
MA4	AIR DUMP, 40'	MJ1	JORDAN SPREADER, WITH DITCHER
MA5	AIR DUMP, 50'	MLL	LOCOMOTIVE, MOW
MBA	BOX, AIR REPEATER (BNH CAR SERIES)	MLP	PLOW, ROTARY
MBB	BOX, BUNK, 8 MAN, CONVERTED	MPA	PASSENGER, BUSINESS CARS (BNA CAR SERIES)
MBC	BOX, COAL	MPB	PASSENGER, BUNK, 10 MAN, CONVERTED
MBD	BOX, DINER, CONVERTED	MPC	PASSENGER, COMBINATION KITCHEN, DINER AND BUNK
MBF	BOX, FOREMAN, CONVERTED	MPD	PASSENGER, DINER, CONVERTED
MBG	BOX, GROCER, COMMISSARY	MPG	PASSENGER, GROCERY, COMMISSARY
MBI	BOX, ICE CARS, INSULATED	MPK	PASSENGER, KITCHEN, CONVERTED
MBK	BOX, KITCHEN CONVERTED	MPL	PASSENGER, BUFFET, CONVERTED
MBL	BOX, LUBRICATOR, RAIL	MPO	PASSENGER, OUTFIT
MBM	BOX, MAIL, COMPANY	MPS	PASSENGER, STORAGE CARS
MBO	BOX, OUTFIT, TOOL	MPT	PASSENGER, TOOL CARS
MBR	BOX, MINI-TRAIN TRANSPORT	MP1	PASSENGER, DETECTOR CARS, MAGNETIC
MBS	BOX, SHOWER, CONVERTED	MP2	PASSENGER, DETECTOR CARS, ULTRA-SONIC
MBT	BOX, TRUCK CAR, DIESEL ENGINE	MP3	PASSENGER, TRACK GEOMETRY CARS
MBV	BOX, VEGETATION CONTROL, CHEMICALS, SUPPLIES	MP4	PASSENGER, AIR BRAKE INSTRUCTION CARS
MB1	BOX, 40' UNEQUIPPED, GENERAL SERVICE	MP9	PILE DRIVERS
MB2	BOX, 50' UNEQUIPPED, GENERAL SERVICE	MRP	PLOW, RUSSELL
MB3	BOX, 40' EQUIPPED, GENERAL SERVICE	MSB	SHOULDER BALLAST CLEANER
MB4	BOX, 50' EQUIPPED, GENERAL SERVICE	MSS	SCALE CARS
MB5	BOX, SAND SERVICE	MTA	TANK, FIRE CARS
MB6	BOX, CRANES, DERRICKS AND WRECKER SERVICE	MTC	TANK, CREOSOTE
MC1	CRANE, 25 TON	MTD	TANK, DIESEL FUEL AND LUBE OIL
MC2	CRANE, 30 TON	MTG	TANK, GASOLINE ONLY
MC3	CRANE, 40 TON	MTJ	TANK, JOURNAL OIL
MC4	CRANE, 50 TON	MTV	TANK, VEGETATION CONTROL CHEMICALS
MC5	CRANE, 55 TON	MTW	TANK, WATER SERVICE
MC6	CRANE, 100 TON	MT1	TANK, CLEANER CHEMICALS
MCT	FLAT, CONCRETE TIE	MT2	TANK, DIRTY OR DRAIN OIL, WASTE DIESEL FUEL AND FURNACE OIL
MDD	DOZER, PLOW	MT3	TANK, USED MINERAL SPIRITS
MD1	DERRICK, 150 TON	MT4	TANK, WATER TREATMENT CHEMICALS
MD2	DERRICK, 160 TON	MT5	TANK, MISCELLANEOUS SERVICE
MD3	DERRICK, 200 TON	MUC	CABOOSE CONVERSION, 4 MAN LIVING CAR
MD4	DERRICK, 250 TON		
MFA	FLAT, AUTO LOADER		
MFB	FLAT, BOOM CAR		
MFC	FLAT, CATERPILLAR TRACTORS		
MFD	FLAT, DITCHER EQUIPMENT		
MFE	FLAT, EXCAVATOR EQUIPMENT		
MFF	FLAT, DEPRESSED WELL		
MFG	FLAT, GENERATOR TRANSPORT, DIESEL ENGINE		
MFH	FLAT, LOCOMOTIVE TRUCKS		
MFI	FLAT, IDLER		
MFK	FLAT, KITCHEN, UNIVAN		
MFL	FLAT, DINER, UNIVAN		
MFM	FLAT, BOLTED RAIL SERVICE		
MFO	FLAT, OUTFIT, TOOL		
MFP	FLAT, PANEL, RAIL		
MFR	FLAT, RAIL, WELDED		
MFS	FLAT, LONG RAIL ONLY, ENGINEERING		
MFT	FLAT, TIE, BULKHEAD		
MFU	FLAT, WHEELS, DIESEL ENGINE		
MFV	FLAT, WHEELS, FREIGHT CARS		
MFW	FLAT, WHEELS, PASSENGER CARS		

LOCOMOTIVE GROUP CHART

This chart must be used when restrictions are shown in Individual Subdivision Special Instructions.

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		

PHONE NUMBERS

BILLINGS	Company	Bell
Yard Clerk	8-526-4270	(406) 526-4270
Section Foreman	8-526-4273	

LAUREL

Superintendent	8-628-3256	(406) 628-3256
Asst. Superintendent	8-628-3234	(406) 628-3234
Roadmaster	8-628-3235	(406) 628-3235
Trainmaster	8-628-3255	(406) 628-3255
Asst. Trainmaster	8-628-3272	(406) 628-3272
Roundhouse	8-628-3211	(406) 628-3211
General Mech. Foreman	8-628-3201	(406) 628-3201
Yard Clerk	8-628-3218	(406) 628-3218

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	8-523-1549	(406) 523-1549
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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TIME SIGNAL

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

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

Station Number	Name	Mile Post Location	Length	Switch Opens
1st Subdivision				
30829	Coors	211.54	1110'	West
30837	Airco	221.57	1105'	East
30837	East Billings	222.63	Yard	West
30837	Dyce Chemical	222.69	765'	East
30838	Brick Yard	222.73	279'	East
30848	Elk River Concrete	7.01	510'	West
30848	Yegen - Siding	7.8	4517'	Both
2nd Subdivision				
30863	Park City	22.43	650'	East
30880	Columbus - Non Controlled Siding, South Side	39.9	6124'	Both
30921	Big Timber - Non Controlled Siding, North Side	80.8	5209'	Both
30953	Northern Energy	112.15	839'	East
30953	Burkand Lbr. Co.	112.61	640'	East
30968	Muir - Non Controlled Siding, North Side	127.1	1431'	Both
30970	West End - Non Controlled Siding, North Side	129.1	1846'	Both
31024	Stanley	183.15	385'	East
31046	Continental Lime	206.46	Lead	East
11225	Montana City Industry Track	234.74	4.2 Mi.	West
3rd Subdivision				
31083	Fort Harrison	4.24	Lead	East
31098	Skyline	18.58	1530'	West
31100	Blossburg - Non Controlled Siding/Wye, North Side	20.9	3225'	Both
31134	Phosphate Spur	54.97	Lead	West
31138	Gold Creek	58.23	1015'	East
31174	Bonita	95.41	430'	East
31192	Bonner - Non Controlled Siding, South Side	112.7	3254'	Both
31192	Stimson Lumber Co. Spur	113.68	Lead	West
4th Subdivision				
31203	Rainglow	123.78	Lead	West
31204	Roscoe Steel	124.32	1082'	East
87605	Stone Container	132.12	Lead	West
87619	Nine Mile	145.71	1430'	East
87653	Cedars	179.62	Lead	West
87672	Tricon Timber	198.47	1934'	East
31282	Weeksville	13.47	1365'	West
31296	Thompson River Lumber	27.71	Lead	West
31297	Woodlin - Non Controlled Siding, South Side	28.1	3778'	Both
31300	Crown Pacific	30.34	Lead	West
31362	Clark Fork	93.8	1992'	Both

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

Station Number	Name	Mile Post Location	Length	Switch Opens
5th Subdivision				
Harrison Industry Track		19.65	9.5 Mi.	East
87110	Harrison	10.1		
Alder Industry Track		38.24	45.6 Mi.	East
87212	Brodsky	11.42	640'	East
87226	Twin Bridges	26.1	1131'	Both
87235	Sheridan	35.3	1142'	Both
87245	Alder	45.6	861'	
Spire Rock Industry Track		39.0	12.0 Mi.	
86945	Pipestone	45.0	2837'	Both
86950	Spire Rock	50.3	2650'	Both
9th Subdivision				
87526	Bass	25.53	365'	East
87565	Darby Lumber, Lead/wye	63.28	Lead	Both
10th Subdivision				
31205	DeSmet - Non Controlled Siding, North Side	0.2	1168'	Both
31257	Perma	51.68	1200'	West
11th Subdivision				
87802	Agency	1.5	662'	West

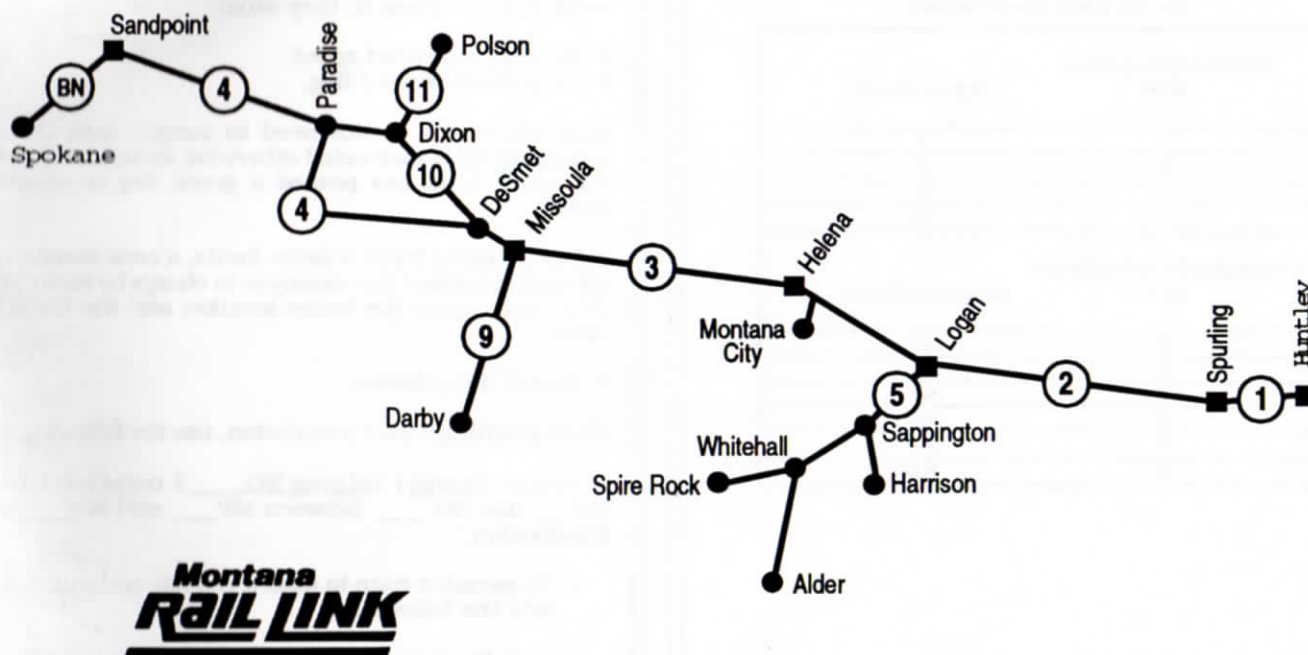
YARD LINE SEGMENTS

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

Index to Subdivisions & Milepost Locations



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)	38.3
6 - 7 - 8	Not Used	
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

Protection by Track Bulletin Form B

Display yellow-red flags as specified in Rule 5.4.3 (Display of Yellow-Red Flag).

While trains are within the limits during the time stated in track bulletin Form B, they must:

- Move at restricted speed
- Stop short of a red flag.

However, trains do not need to comply with the above requirements if instructed otherwise as stated below, or if the entire train has passed a green flag or cleared the limits.

Before entering track bulletin limits, a crew member must attempt to contact the employee in charge by radio to avoid delay and report the trains location and the track being used.

A. Verbal Permission

When granting verbal permission, use the following words:

"Foreman (name) (of gang NO.) using track bulletin NO. line NO. between MP and MP on Subdivision."

1. To permit a train to pass a red flag without stopping, add the following:

- "(Train) may pass red flag, located at MP without stopping.

The train may pass the red flag at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add the following:

- "(Train) may proceed through the limits at MPH (or at maximum authorized speed).

The train may move through the limits at the speed specified, unless otherwise restricted.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- "(Train) must proceed at restricted speed but not exceeding MPH." (Specify distance if necessary.)

The train must proceed at restricted speed and not exceed the speed specified.

B. Repeat Instructions

A crew member must repeat the above instructions, and the employee giving the instructions must acknowledge them before they can be followed.

C. Stop Column

When "STOP" is written in the Stop column, a red flag must be displayed at the beginning of the limits. The train must not enter the limits until authorized by the employee in charge.