

**BURLINGTON
NORTHERN
INC.**

**ROCKY MOUNTAIN
DIVISION**

**Special
Instructions
No. 1**

**IN EFFECT AT 12:01 A.M.
Mountain Standard Time
and
Pacific Standard Time**

Friday May 10, 1968

ALL SUBDIVISIONS

- 1. Speed Restrictions—** Maximum Speeds Permitted
- | | |
|--------------------------------------|---------|
| Passenger trains | 79 MPH. |
| Freight trains | 65 MPH. |
| Handling phosphate in open cars..... | 50 MPH. |
- The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.
- All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise..... 12 MPH.
- Engines running light or with caboose only 50 MPH unless otherwise provided.

	Main Line	Branch Line
Equipment		
Ore cars	45 MPH.	20 MPH.
Wrecking derricks	30 MPH.	15 MPH.
Loco cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells & shovels.....	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Scale test cars.....	35 MPH.	20 MPH.
Air dump cars (loaded).....	35 MPH.	20 MPH.
Rotary plows, wedge plows & dozers....	30 MPH.	15 MPH.
Log trains	30 MPH.	15 MPH.

- 2. Movement of engines dead in trains—**
- Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.
- Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

Diesel units not equipped with alignment control devices—

GN	1 through 195
CBQ	9103 through 9106 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9300 through 9308, 9310 through 9321
NP	99 through 177 400-429 500-501-525-551-555 through 558 602-603-651-700 through 724 750-800 through 803-850 through 853 900 through 912
SPS	11 through 55 856-869

Diesel units equipped with coupler alignment lock blocks—

GN	550 through 599
CBQ	200 through 267, 270 through 287 300 through 374, 400 through 411 430 through 459
NP	200 through 375, 552 through 554 562 through 569
SPS	60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead In Tow—

CBQ 9103 through 9106.....	30 MPH.
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292, 9300 through 9308..	50 MPH.
100 through 999.....	65 MPH.
9916 through 9993.....	79 MPH.

NP	99, 100 Series, 400 Series, 600 Series.....	40 MPH.
	700 Series, 5400 Series.....	50 MPH.
	100 Series (except 100), 525, 800 through 803	60 MPH.
	200 Series, 300 Series, 500, 501, 550 through 569, 850 Series, 860 Series, 900 Series, 2500 Series, 2800 Series, 3600 Series, 6000 Series, 7000 Series.....	65 MPH.
	6500 Series, 6600 Series, 6700 Series.....	79 MPH.
	Budd Cars B-30, B-31, B-32, B-40, B-41, B-42, on rear of train only.....	79 MPH.
GN	1 through 195.....	50 MPH.
	200 through 209, 227 through 230, 262 through 279 (A&B), 307 through 317 (ABC), 430 through 474 (ABCD), 550 through 915, 2000 through 2035, 3000 through 3025.....	65 MPH.
	320 through 333, 350 through 375, 400 through 417, 500 through 512, 679, 680 2500 through 2538, 3026 through 3040.....	79 MPH.
	Budd Car 2350, on rear of train only.....	79 MPH.
SPS	11, 22 through 28, 40 through 45, 50 through 55.....	50 MPH.
	60 through 98, 154 through 327, 856, 869.....	65 MPH.
	330 through 335, 150 through 153, 750, 800 through 806.....	79 MPH.

- When NP road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.
- Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit cars

Tie flats (GN X4800 to X4975, X4410)

Scale test cars (next ahead of caboose)

Wrecking derricks

Pile drivers

Loco cranes

Rotary Snow Plows, dozers, wedge plows

Jordan spreaders

Air dump cars loaded or empty

Log flats—NP 117002 to 117892

In helper territory, helper engines must be cut in ahead of above equipment.

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivision have curves of 6° or more on grades of 1% or more:

2nd Subdivision	11th Subdivision
3rd Subdivision	12th Subdivision
4th Subdivision	13th Subdivision
6th Subdivision	14th Subdivision
7th Subdivision	15th Subdivision
9th Subdivision	17th Subdivision
10th Subdivision	18th Subdivision

In helper territories, helper engines must be cut in ahead of such equipment unless otherwise provided.

Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

5. Heavy Cars:

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.

EXCEPT: On mainline subdivisions cars at least 64' 8" over strikers with minimum axle spacing of 6' 0", minimum truck centers of 53' 7" and minimum wheel diameter of 38".....315,000 lbs.

6. **Rule 223**—Unless otherwise provided lights will not be displayed on Branch Line Subdivisions. Trains will be governed by the day indication of these train order signals.

7. **Mountain Grade Operation**—

At meeting points established by train orders, the train order must specify which train will take siding. Unless otherwise directed, the ascending train will take the siding.

Descending freight or mixed trains holding main track at the meeting point must not pass the upper switch of siding until the ascending train is clear of the main track.

To the extent practical, empty cars must not be handled in head 15 cars of trains descending mountain grades.

All 80 foot or longer cars, loaded or empty, should be placed on rear of trains for movement over the mountain grade. These cars should not be near head end of train when descending steep grades in dynamic braking.

Ninety pound (90#) brake pipe pressure must be maintained on all freight trains unless otherwise provided.

Conductor must know that required brake pipe pressure is being maintained before passing summit.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grades.

Unless otherwise specified the use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.

Retaining valves shall be used when requested by enginemen. If dynamic brake becomes inoperative, train must be stopped and retaining valves used as outlined for handling train with engine having no dynamic brake.

In the event of failure of the dynamic brake on any unit of diesel-electric engine or when proper control of speed cannot be maintained, engineer must take action promptly to stop the train by use of the train brakes and instruct head brakeman to notify conductor that retaining valve handles must be turned up on cars in train to the requirement specified for trains handled by engines having no dynamic brake. Conductor shall instruct the brakeman accordingly and notify the engineer when specified number of retaining valve handles have been turned up, and train may proceed.

Descending trains handled by engine having no dynamic brake or when engine does not have dynamic brake in effective operation on all units, retaining valve handles will be turned up on all loads and one-half of empty cars, alternating the empties.

To avoid derailing cars in the head portion of freight trains while descending grades 2.2% or greater, engineers must limit maximum dynamic braking amperage, in line with the number and type of diesel units in the engine consist, to that shown in the following tables:

Table 1

Any combination of four-motored diesel units, equipped with dynamic brakes, coupled in multiple

Number of Units	Maximum Allowable Amperage
3	700
4	650
5	580
6	540
7	500
8	460
9	430
10	410

Table 2

All six-motored diesel units coupled in multiple

Number of Units	Maximum Allowable Amperage
3	575
4	480
5	430
6	400
7	375
8	350
9	330
10	310

When any NP 5400 or NP 6000 series units are in an engine consist, to avoid overloading and damaging the electrical equipment, the maximum dynamic brake amperage must not exceed 540 ampere, regardless of the number or type of other units in the engine consist.

When six-motored diesel units are coupled in multiple with four-motored diesel units, each six-motored diesel unit must be counted as two units to arrive at the number of units to use in determining the maximum allowable dynamic brake amperage permissible as shown under Table 1. Example: engine consist of two NP 2500 series units and two NP 200, NP 300 or NP 7000 series units, a total of four units operating the train, but a total of six units for use in determining maximum allowable dynamic brake amperage permissible under Table 1, which would be 540 amperes. In no event shall the total tonnage exceed 75 tons per brake.

If engine is to be detached, trainmen must not close the angle cock on car or engine until whistle signal has been given. After recoupling and opening the angle cock, brake system must be recharged to the required pressure and upon receipt of proper signal, application and release test of brakes on rear car shall be made from the engine as outlined in Air Brake Rules.

The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

When necessary to make a backup movement on ascending mountain grade sufficient hand brakes must be set on rear end to hold up the slack; then when ready to proceed ahead, hand brakes must be released starting from the rear car first and working toward the head end of train so the slack will run out gradually and avoid break-in-two.

If stop is made on descending grade, sufficient time must be allowed to recharge the train brake system which shall not be less than ten minutes after brake valve handle is placed in running position.

If stop is made on descending grade and engine brake only is not sufficient to hold the train, hand brakes must be applied to hold the train and to allow sufficient time to fully charge the train brake system.

Conductors of trains using helper engine will determine the location of the helper engine in the train on each trip. Helper engine may shove against caboose in either direction with the following exceptions:

Do not shove against passenger equipment, 80 foot or longer cars or wooden underframe equipment.

Air must be cut in on all helper engines and engine must not be cut off while train is in motion.

8. Log Instructions—

Rule 805E will not apply to trains handling only logs in the consist. Conductors must personally know that cars are not overloaded or improperly loaded and are safe to move without loss of lading, giving particular attention to maximum width of load.

Top or "peaker" logs will not be handled on loads of thirteen or more logs in order that binders will bear on all outside logs instead of being held away from sides of logs by a top log.

Cars must not be accepted for movement when loaded to a height exceeding 13 feet above top of rail, except where height of not more than one log extends above 13 foot limit to a maximum height of not more than 14 feet above top of rail.

A careful running inspection must be made before entering tunnels, and if visibility is such as to prevent a good running inspection, stop for inspection must be made prior to entering tunnels.

TRAINS HANDLING LOGS, WOOD BOLTS, OR VENEER BLOCKS, LOADED ON FLAT CARS WILL BE GOVERNED BY THE FOLLOWING INSTRUCTIONS:

Loaded log flats will not be handled in trains unless logs are secured with at least two log binder cables, or two 2" x .050" high tension steel bands, or two 1 1/4" x .065" high tension steel bands, with binder cables or steel bands so placed that they will bear on each end of all top logs. Such bands or cables must extend around the entire load. In addition, where logs of less than full length are loaded on top of the so-called bunk log, there must be additional binder cables or bands as necessary so that

cables or bands will bear on each end of such short logs. Band and cables must be tight.

When necessary to cut cable binders, they should be securely fastened to deck of car to avoid possibility of loose binders catching in switch points. Such trains must, when running between stations, have a trainman stationed on rear platform or in cupola or caboose to watch for logs, wood bolts or veneer blocks that may be lost from cars, and obstruct other tracks, and prompt action must be taken to protect trains in case of obstruction. After dark such trainmen must be provided with lighted electric lamp, lantern or fuseses to watch for logs.

Double Track—Conductors will notify train dispatcher when logs, wood bolts, or veneer blocks, loaded on flat cars are in their train and secure train order that trains, except work trains, on opposite track will be held at the next station until they have arrived. Trains handling logs loaded on flats must not meet or be passed by trains, except work trains, between stations on opposite track of double track; must be standing when passenger trains on opposite track meet or pass such train; and if practicable, must be standing when freight trains are met, or passed on opposite track; but if not practicable, will pull by standing freight trains at reduced speed. When meeting or passing work trains between stations, one train must, when practicable, be standing.

Exception—

When loaded in compliance with the following instructions, logs in gondolas, skeletonized gondolas, permanent side stake log cars (SBF cars) and high stake log flats equipped with bunks may be handled in double track territory and through tunnels without log orders:

1. Bands on SBF log loads or bands and stakes on gondolas are not required when outside logs are loaded with more than $\frac{1}{3}$ their diameter below top side of gondola or top of stakes on SBF cars. Inside logs must have good lay with four inches of log below end of gondola. Inside logs on SBF cars must have good lay and no short logs near car ends or used as top logs.
2. Two 2" x .050", or 1 $\frac{1}{4}$ " x .065" high tension bands per pile of logs must be used when outside logs are loaded with two-thirds or more of their diameter above top side of gondola. Inside logs must be well pyramided with each log to have good lay and no portion of any log resting on top side of gondola. No top logs are permitted on small to medium pulp and paper logs. Bands should be placed about 6 feet from ends of logs, being around and over all logs with two-thirds or more of log above gondola sides. When short logs are loaded above gondola sides, such logs must be secured as above by at least two bands.
3. When loaded in gondolas, two 8-ft. stakes with diameter per Rule 10, Sec. 1, of AAR loading rules on each side of an two 2-inch bands per pile of logs may be used with logs loaded one foot below top of stakes, with five strands No. 9 wire or $\frac{3}{4}$ -inch band across top of load between stakes.
4. When loaded in gondolas, four 8-ft. stakes with diameter per Rule 10, Sec. 1, of AAR loading rules on each side of car may be used with strands No. 9 wire or $\frac{3}{4}$ -inch band across top of load between stakes. No bands around logs are required.
5. Car length logs loaded on high stake log flats equipped with bunks must have good lay on bunks and outside logs held in place by four stakes per side. Short length logs loaded on high stake log flats must have good lay on at least 2 bunks and outside logs held in place by at least 2 stakes per side and with no part of a log extending beyond car side. Stakes must be connected together at stake top with either chain or cable across car. Chain or cable passing through log load to be positioned so top logs have good lay and top logs must have sufficient weight to hold side stakes vertical. Side logs must not extend more than $\frac{1}{2}$ their diameter above stake tops. Inside logs must be well pyramided with no short top logs. When loaded as above, no bands are required for logs loaded on high stake flat cars.
6. Eight foot logs loaded crosswise in gondola cars must have side protection of wire mesh or boards per Figure 11 of the AAR loading rules unless that portion loaded above gondola

side is made up in bundles of not more than 1¼ cords secured with two ¾" x .028" steel bands and loaded with the lower edge of bundles not less than six inches below top of car side. When loaded in this manner, eight foot pulpwood of uniform size must be placed vertically to provide a solid wall at each end of the car and these vertical pieces secured with one ¾" x .028" high tension band encircling all of the vertical pieces in a figure eight fashion so as to prevent lateral movement.

9. **Rules 200 and 83(B)** and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.

Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

FIRST SUBDIVISION

1. **Speed Restrictions** Maximum Speeds Permitted
- | Zone—Between | Passenger | Freight |
|--|-----------|---------|
| East Billings and Livingston except as indicated below | 75 MPH. | 65 MPH. |

East Billings and Livingston—

Against the current of traffic on double track—

Freight trains 49 MPH.

Passenger trains 59 MPH.

At Billings, eastward advance warning sign located at east switch of eastward auxiliary track is 2209 feet in advance of reduce speed sign.

At Billings, between crossover at east end of auxiliary freight tracks and 29th street, all trains.....Reduced Speed.

Over 27th, 28th, and 29th streets, all trains 10 MPH.

On Long Spur (Between Billings and Yegen) 10 MPH.

At Laurel Yard, all westward trains departing on westward freight main will not exceed 15 MPH with entire train while passing through Hi-Wide Load Detector structure located 4600 feet west of yard office.

At Columbus, between Pratten Street and crossing just west of passenger station 35 MPH.

2. **At Billings—**

Portable train order stand located between eastward main track and auxiliary track at a point about 12 feet west of 29th Street will not clear man on side of car when placed for use.

Tracks will be designated as follows, numbering southward from passenger station:

Track No. 1—Depot track.

Track No. 2—WESTWARD MAIN TRACK.

Track No. 3—EASTWARD MAIN TRACK.

Track No. 4—Westward Auxiliary freight track.

Track No. 5—Eastward Auxiliary freight track.

Through freight trains will use main tracks except when instructed to use auxiliary freight tracks account passenger trains at the station.

Westward freight trains finding Signal 2253 at stop will remain at the signal until signal indicates proceed or cross over to westward auxiliary track. When it is necessary for a westward second-class or inferior train to clear a westward first-class train and there is an eastward first-class train due or overdue, cross-over movement to the westward auxiliary freight track will be made after first protecting against such eastward first-class train, as prescribed by Rule 99.

Through freight trains stopping at Billings for meals and westward freight trains terminating in new yard Billings will use auxiliary freight tracks. Trains stopping for meals will notify the Yardmaster in addition to notifying train dispatcher as required by Rule 711.

Westward through freight trains setting out will set out on west end of No. 8 track in the old yard, unless otherwise instructed.

Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it

is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner prescribed by the rules.

3. **At Yegen**—Trains may expect to find westward siding blocked at all times.
4. **Laurel Yard Limits**—Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard.
5. **At Mossmain**—Trains entering or leaving Laurel Yard, or entering the First Subdivision from the east leg of the wye may operate electric switch locks on the time of first class trains if the indicator on the lock indicates "PROCEED" or displays the word "UNLOCKED." If the indicator does not indicate "PROCEED" or if the indicator displays the word "LOCKED" and a first class train is due or overdue, the movement must be protected as prescribed by Rule 99.
6. **At Mossmain**—
Trains from Nineteenth Subdivision must not enter First Subdivision until authority is received from the train dispatcher.
7. **Between Mossmain and Laurel Yard**—Westward trains making crossover movement to Laurel Yard and eastward trains making crossover movement to the west leg of the wye must stop within 200 feet of the governing signal in order to unlock the electric switch locks on the crossover.
8. **At Laurel Yard**—
Because of grade conditions and possibility of cars running out, trainmen will not release brakes until it is known that road engine is on train.
Eastward First Subdivision trains departing from the Eastbound Yard or the Middle Yard will use the east lead of the Middle Yard. Normal position of the switch where the east lead from the Middle Yard connects with the east lead from the Westbound Yard is for this movement and target displays yellow indication.
Trains using the main track will sound whistle signal 15 (1) approaching yard office.
9. **Laurel**—
The dual control switches controlled by operator at passenger station are equipped with special locks, the key being kept in the possession of the operator. When necessary to operate these switches by hand in emergencies, key to special locks and permission to operate switches by hand must be secured from the operator. Key must be returned to operator immediately after it has been used.
Westward First Subdivision trains entering Seventh Subdivision and eastward Seventh Subdivision trains entering the First Subdivision will use the interlocked crossovers west of the passenger station. Movements from First Subdivision will be governed by interlocking signals at "Begin CTC" signs east of passenger station. Movements from Seventh Subdivision will be governed by interlocking signal located just east of First Avenue underpass.
Trains or engines using west leg of wye track must obtain permission from the Dispatcher before entering long lead.
10. **At Big Timber**—Crossing at McLeod Street west of passenger station must not be blocked for more than ten minutes.
11. **At Livingston**—Second Subdivision instructions govern.
12. **Switches equipped with electric switch locks**—
At East Billings:
Lovell-Clay Brick Yard Spur Switch.
East and west switches Humble Oil Siding.
Humble Oil Bulk Plant spur switch.
Trekker Chemical Company Spur Switch.
Mossmain—Derails east and west legs of wye, switches each end of crossover between main tracks at west leg of wye, west end of crossover from yard to eastward track.

Laurel—house track and elevator track, east end of crossover east of yard office.

Park City—house track.

Columbus—west switch of house track and both switches of non-controlled siding.

Big Timber—both switches non-controlled siding.

Springdale—house track switch.

Mission—siding switch.

13. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

At Billings, at east end of auxiliary main track to eastward main track, not equipped with facing point lock.

At Mossmain, at east lead from eastbound yard to eastward main track, not equipped with facing point lock.

14. Sidings—

Columbus, non-controlled auxiliary siding on south side, capacity 118 cars and Big Timber, non-controlled siding on north side capacity 99 cars may be used when so directed by train dispatcher.

15. Train Register Exceptions—

Laurel Yard for extra trains originating or terminating.

Laurel for first class trains and extra passenger trains, who may register by ticket.

At Billings only first class trains, extra passenger trains and freight trains originating will register.

16. Clearance Provisions and Exceptions Rule 83(B)—

East Billings.

Between Laurel and Huntley train order authority is not required for extra trains.

At Billings first class trains must secure clearance.

Mossmain.

At Mission, trains originating.

At other locations in CTC Territory Rule 83 (B) will not apply when authorized by train dispatcher.

17. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger trains	All Freight and Mixed trains
Livingston to Missoula except as indicated below	75 MPH.	65 MPH.
Livingston and Muir		
Ascending	40 MPH.	40 MPH.
Descending	35 MPH.	25 MPH.
Muir and West End.....	30 MPH.	30 MPH.
West End and 1400 feet West of MP 135 (3 miles West of Chestnut)		
Ascending	30 MPH.	30 MPH.
Descending	35 MPH.	25 MPH.
Fourteenth Subdivision Crossing Interlocking	50 MPH.	50 MPH.
Birdseye (east Switch) and Austin		
Ascending	35 MPH.	30 MPH.
Descending	35 MPH.	20 MPH.
Austin and Blossburg		
Ascending	30 MPH.	30 MPH.
Descending	25 MPH.	20 MPH.
Blossburg and MP 51 (Garrison).....	70 MPH.	
At Missoula, within city limits,		
Over public crossings.....	30 MPH.	30 MPH.
Elsewhere	45 MPH.	45 MPH.
Handling phosphate in open cars not weighed—will stop to inspect cars every 35 miles.....		35 MPH.

2. **Bridge and Engine Restrictions—**

At Livingston—On track No. 18 impaired clearances at new diesel washing facilities.

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

At Avon, engines must not pass, and trainmen must not ride platform side of cars passing ore loading platform.

At McQuarrie Gravel Pit, engines or high cars must not be moved under gravel hopper located 1400 feet from head block. Hopper will not clear man on side of car.

3. **At Helena—**

Eastward freight trains use lead extension when moving from yard.

End of two main tracks is at spring switch west of Montana Avenue crossing. Movements from south main track to freight yard will be made through crossover at MP 1 west end of yard. Trains arriving Helena on the time of superior trains are authorized to proceed on the main track inside yard limits if controlled signals at end of CTC limits indicate "proceed."

Westward starting signals are located at Roberts Street and at yard office. Trainmen will press button to indicate the train is ready to move, and if the dispatcher wishes train to leave, he will authorize their movement by giving them a steady lunar white light. If flashing lunar light is displayed after the crew member has pushed the button on the starting indicator a member of the crew must call the dispatcher on CTC phone located at the indicator for further instructions. The button on the starting indicator must not be pushed until train is complete and ready to go.

Eastward trains and engines must not exceed 10 MPH from a point 500 feet west of Montana Avenue until engine reaches crossing at Roberts Street.

Westward trains and engines must not exceed 10 MPH from a point 500 feet east of Roberts Street until engine reaches crossing at Roberts Street.

Passenger trains making station stop at Helena must stop to clear the insulated joint located approximately fifty (50) feet east of Roberts Street Crossing.

4. **At Clinton—**

Westward trains occupying either the main track or siding, when standing, will stop east of the crossing a sufficient distance to afford motorists good vision of either track.

5. **At Missoula**—Third Subdivision Instructions Govern.
6. **Mountain Grade Operation**—(See Mountain Grade Operations All Subdivisions)

Mountain Grade between Livingston and 1400 feet west of MP 135, three (3) miles west of Chestnut. Ruling grade descending east 1.8%, west 1.9%.

Eastward freight or mixed trains handled by engines which does not have dynamic brake in effective operation on all units and/or brake pipe maintaining feature in operative condition will stop at Bozeman or before leaving West end to make brake pipe test and turn up retaining valves.

Retaining valve handles will be turned down when stop is made at Livingston Yard.

Trains not requiring the use of retaining valves, need not stop at Bozeman or West End to make brake pipe test if consist of train has not been changed or angle cock closed after leaving terminal where terminal test was made.

Westward freight or mixed trains handled by engines which do not have dynamic brake in effective operation on all units and/or brake pipe maintaining feature in operative condition, and when tonnage exceeds 55 tons per brake, retaining valve handles must be turned up on one-half of the cars starting at the head end of train, at Livingston or before leaving Muir and turned down at Bozeman. When tonnage is less than 55 tons per brake, use no retaining valves.

Mountain Grade Operation between east switch Blossburg and Birdseye. Ruling grade descending: east 2.2%, west 1.4%.

On eastward freight and mixed trains, the feed valve on engine must be adjusted to allow the brake system to charge to ninety pounds before passing Blossburg and conductor must know by observing the caboose gauge that this rule is being complied with.

Trains requiring the use of retaining valves, will stop at Elliston to make a brake pipe test and turn up retaining valve handles. On trains of all empty cars, retaining valve handles will be turned up on one-third of the cars, alternating, beginning with the head car.

On these trains, stop must be made at Austin to cool wheels and inspect train and at Fort Harrison to turn down retaining valve handles and inspect train.

Trains, not requiring the use of retaining valves, need not stop at Austin or Fort Harrison.

At Missoula—Car men will know that 90 pounds brake pipe pressure is obtained before making terminal test and will make a complete record of the test on prescribed record of terminal test.

In event terminal test is required at points other than Missoula, conductor will make a complete record of the test on prescribed form.

7. **Pusher District**—Between Livingston and Bozeman.
Helper District—Between Helena and Blossburg.

At Helena, when diesel-electric engines are used as helpers Helena to Blossburg, those consisting of two units or less will be placed behind caboose and those consisting of three or more units will be placed ahead of 40 per cent of train tonnage.

At Blossburg—When two helper engines, returning to Helena, are available for movement at the same time, they should be coupled together, unless otherwise instructed.

8. **Between Livingston and Helena**—

Employes must not enter Bozeman Tunnel unless authorized by the train dispatcher. Before authorizing occupancy of the tunnel or closing the tunnel doors, the train dispatcher must reverse and block the tunnel lever in the control machine and specify the time limit authority. After tunnel clear, or doors open, employe to whom authority was granted, must promptly advise train dispatcher who must then restore the tunnel lever in control machine to normal position.

Positive block must be maintained between West End and Muir. Between east switch at West End and west switch at Muir, protection as prescribed by Rule 99 is not required.

At West End, holding signals are located approximately 2000 feet east of west switch of siding.

At Muir, holding signals are located approximately 2000 feet west of east switch of siding. A descending freight or mixed train may pass the upper switch of the siding at West End and

Muir and proceed to the holding signals, being governed by the signal aspects at these holding signals.

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

When necessary to switch over dual control switches at east end of Livingston yard, authority must be obtained from Glendive dispatcher. He will position and lock dual control switches as required and then display a flashing red signal indication on the signals involved. Switching operations can be carried on continuously while signals are flashing red. A member of the switch crew must promptly inform the train dispatcher at Glendive when switching operations have been completed. When a steady red (STOP) indication is displayed, the track between interlocking signals must be cleared immediately and the Glendive dispatcher contacted for further instructions.

Trains arriving Livingston on the time of superior trains are authorized to proceed on the main track within yard limits if control signal located at end of CTC limits indicates "proceed".

Westward starting indicator installed west of MP 115 just east of underpass, opposite signal 1154. This starting indicator affects trains moving from the yard tracks west and does not affect trains yarded on old main track or the main track.

When a train is ready to leave one of the yard tracks a member of the crew must push the button on the starting indicator, and if the Dispatcher wishes train to leave he will authorize their movement by giving them a steady lunar light. If flashing lunar light is displayed after the crew member has pushed the button on the starting indicator a member of the crew must call the Dispatcher on CTC phone located at the indicator for further instructions. The button on the starting indicator must not be pushed until train is complete and ready to go.

Between Helena and Missoula—

Employees must not enter Mullan tunnel unless authorized by the train dispatcher. Before authorizing occupancy of the tunnel or closing the tunnel doors, the train dispatcher must reverse and block the tunnel lever in the control machine and specify the time limit authority. After tunnel clear or doors open, employe to whom authority was granted must promptly advise train dispatcher who must then restore the tunnel lever in control machine to normal position.

Positive block must be maintained between Blossburg and Skyline.

Between east switch at Blossburg and west switch at Skyline, protection as prescribed by Rule 99 is not required.

Eastward trains, except light engines or engines and caboose only, are not permitted to follow passenger trains from any station between Blossburg and Tobin until passenger train is clear of next station in advance.

9. Hand operated switches equipped with electric switch locks:

Muir	East end short north siding
	West end short north siding
West End	East end short north siding
	West end short north siding
Chestnut	Spur track
Bozeman	East end yard lead
	East end cross-over
	West end yard
	Old coal dock
	Carter Oil Spur (West of Bozeman)
Belgrade	Mill track
Manhattan	East end wye Fourteenth Subdivision
	East end house track
	West end wye Fourteenth Subdivision
Trident	East end siding
	West end siding
Stanley	Spur track
Toston	East house track
Holker	Spur track
Townsend	East house track
	East north siding (East switch)
	West north siding (West switch)
Penwell	Spur track
East Helena	East end short south siding
	East end short north siding

	West end short south siding
	East end yard
	West end short north siding
	West end yard
Helena	East interchange track switch
	West interchange track switch
Rimini	Spur track
Fair Ground	Spur track
Fort Harrison	Spur track
Austin	Spur track
Blossburg	East end short north siding
	West end short north siding
Calcium	Spur track
Avon	East house track switch
	West house track switch
Garrison	East and west end of house track and east end wye track
Phosphate	East and west end of Non-Controlled siding
Gold Creek	Spur track
Drummond	East and west end of house track
Bradman	Spur track
Bonita	Spur track
McQuarrie	East and west end of Non-Controlled siding
Clinton	Spur track and both ends of storage track
Bonner	East and West switch of storage track

10. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

At Helena—

East end of two main tracks just west of Montana Avenue equipped with facing point lock. Normal position of switch for north main track. At west end of yard lead connection with north main track equipped with facing point lock. Normal position of switch for yard lead.

At Garrison—west end of passenger siding equipped with facing point lock and electric lock on hand throw lever.

11. At Logan: Fourth Subdivision trains arriving will be governed by CTC signal indication.

12. Train Register Stations—

Bozeman for trains originating and terminating.

Garrison for trains originating and terminating.

13. Clearance Provisions and Exceptions Rule 83(B)—

At Logan—Eastward trains from Fourth Subdivision.

Muir, West End, Bozeman and Blossburg—Helper engines originating.

At Manhattan—Trains from the Fourteenth Subdivision.

At Phosphate—Trains from Eighteenth Subdivision.

At other locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.

14. Automatic Interlocking not indicated at station.

Helena.....2.8 miles west, Thirteenth Subdivision Crossing

15. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

THIRD SUBDIVISION

- 1. Speed Restrictions—**
- | Zone—Between | Passenger
trains | All Freight
and
Mixed trains |
|---|---------------------|------------------------------------|
| Missoula and Sand Point except as indicated below | 75 MPH. | 65 MPH. |
| Missoula and DeSmet—Both tracks..... | 70 MPH. | |
| One mile West of DeSmet and Evaro | | |
| Descending | 30 MPH. | 20 MPH. |
| Ascending | 30 MPH. | 30 MPH. |
| Evaro and MP 19 (East of Arlee) | | |
| Descending | 35 MPH. | 20 MPH. |
| Ascending | 35 MPH. | 30 MPH. |
| At Missoula, within city limits, over public crossing and first crossing East and West of stockyards..... | 30 MPH. | 30 MPH. |
| Elsewhere | 45 MPH. | 45 MPH. |
- Advance warning 40 MPH. speed sign on Fifth Subdivision located 2439 feet West of MP 125 on westward track and Reduce 40 MPH. speed sign located 1473 feet West of MP 126 on the North side of Third Subdivision main track govern speed restrictions on both Fifth and Third Subdivisions.
- At Thompson Falls within corporate limits
- | | | |
|--|---------|---------|
| | 30 MPH. | 30 MPH. |
|--|---------|---------|
- At Plains within corporate limits.....
- | | | |
|--|---------|---------|
| | 35 MPH. | 35 MPH. |
|--|---------|---------|
- 2. Bridge and Engine Restrictions—**
- Missoula, diesel road engines not permitted on coach tracks 1 and 2 east of passenger station and coach Track 2, west of passenger station.
- 250-ton wrecking cranes over Bridge 55, Flathead River
- | | |
|--|---------|
| | 20 MPH. |
|--|---------|
- 3. Switches—**
- Hand operated switches equipped with electric switch locks—**
- Missoula—West Leg of wye track to TOFC spur track
East Leg of wye track to house track
- 4. At Missoula—**Yard engines desiring to move through interlocking at Missoula must call train dispatcher and advise route to be used.
- When necessary to switch over dual control switches from yard lead to hump lead, or from yard lead to north main track, or from single track to the Tenth Subdivision, authority must be obtained from the train dispatcher. He will position and lock dual control switches as required and then display a flashing red signal indication on the signals involved. Switching can be carried on continuously while signals are flashing red. A member of crew must promptly inform the train dispatcher when switching operations have been completed. When a steady Red (Stop) indication is displayed, the track between interlocking signals must be cleared immediately and the train dispatcher contacted for further instructions.
- Trains arriving Missoula on the time of superior trains are authorized to proceed on main track if interlocking signal located at End of CTC indicates proceed.
- Trains departing Missoula on the time of superior trains are authorized to proceed on main track if interlocking signal located at End of CTC indicates proceed.
- Trains departing Missoula on the time of superior trains are authorized to proceed on main track to the beginning of CTC territory if governing interlocking signal indicates proceed.
- 5. Between Missoula and DeSmet—**Two main track operation between End of CTC at East end of Missoula and Missoula interlocking. Single track operation between Missoula interlocking and End of CTC at West end of Missoula. Two main track operation between End of CTC at West end of Missoula and DeSmet.
- 6. At Arlee—**Normal position of switch at east end of siding is for house track.
- 7. At Ravalli—**Normal position of switch at west end of siding is for house track.

8. **At Sand Point—Spokane Division Instructions govern.**
9. **Mountain Grade Operation—(See Mountain Grade Operation All Subdivisions)**
 Between one mile west of DeSmet and two miles East of Arlee. Ruling grade descending: East 2.2%, West 2.2%.
 Freight trains handled by engines which do not have dynamic brake in effective operation on all units, and/or brake pipe maintaining feature in operative condition, will turn up retaining valve handles on all cars for movement between Evaro and MP 3, west of DeSmet and Evaro and Arlee.
 Stop will be made at Arlee or DeSmet to turn down retaining valve handles.
 At Missoula—Carmen will know that 90 pounds brake pipe pressure is obtained before making terminal test and will make a complete record of the test on prescribed Form.
 In event terminal test is required at points other than Missoula, Conductor will make a complete record of the test on prescribed Form 3797.
10. **Sidings—**
 At Paradise, unless otherwise instructed, first class trains taking siding will use house track.
 Kootenai: Siding east of Kootenai station sign.
11. **Train Register Stations—**
 Thompson Falls and Noxon for trains originating or terminating.
12. **Clearance Provisions and Exceptions Rule 83(B)—**
 At DeSmet, trains from Fifth Subdivision.
 Dixon.
 Sand Point.
 At other locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
Logan to Garrison except as indicated	Passenger trains	All Freight and Mixed trains
below	75 MPH.	65 MPH.
At Sappington—Interlocking	55 MPH.	45 MPH.
At Whitehall, over Street Crossing.....	30 MPH.	30 MPH.
MP 43 and Spire Rock		
Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	20 MPH.
Spire Rock and Homestake		
Ascending	30 MPH.	30 MPH.
Descending	25 MPH.	20 MPH.
Homestake and Skones.....		15 MPH.
Homestake and MP 68 (east of MU Transfer)		
Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	20 MPH.
MP 68 and Butte.....	60 MPH.	35 MPH.
Butte and Hackney.....	60 MPH.	60 MPH.
Dempsey—Interlocking	60 MPH.	45 MPH.
At Butte, within city limits, all trains.		
On Main track		20 MPH.
On other tracks		15 MPH.
All trains approaching and over Kaw Ave.....		10 MPH.
Approach passenger station at.....		Reduced Speed
At Deer Lodge when discharging or receiving mail.....		35 MPH.
Trains handling 315,000 lb. cars.....		20 MPH.

2. **At Silver Bow**—Train order signal does not govern eastward Union Pacific Trains.
Hand operated switches equipped with electric switch locks—
Silver Bow—Both ends of siding
3. **At Whitehall**—
The west switch of the cross-over at the passenger station is the west end of the siding.
4. **Double Track**—The normal position of switches at MU Transfer and Butte is for westward track.
5. **Spring Switches**—
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
Unless otherwise specified, the normal position of spring switches is for main track.
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
MU Transfer, one at end of double track equipped with facing point lock, normal position for westward main track.
6. **Mountain Grade Operation**—Mountain grade between two (2) miles east of Pipestone and two (2) miles east of MU Transfer. Ruling grade descending: east 2%, west 2%.
(See Mountain Grade Operation All Subdivisions)
Ninety pounds brake pipe pressure must be maintained on freight and mixed trains in both directions, between Whitehall and Butte.
Freight, and mixed trains handled by engines which do not have dynamic brake in effective operation on all units, and/or brake pipe maintaining feature in operative condition will be governed as follows:
Eastward: At Butte, after terminal air test has been completed, retaining valve handles will be turned up on all cars, and turned down at Whitehall.
Westward: Stop at Whitehall or Homestake to make brake pipe test and turn up retaining valve handles on all cars, and turn down on arrival Butte.
Eastward freight or mixed trains, requiring the use of retaining valves, will stop at Spire Rock to cool wheels and inspect train.
7. **Yard Limits**—
Tracks between yard limit signs east of MU Transfer and west of Butte operated as one yard.
8. **Train Register Stations**—
Whitehall for second class and extra trains.
Silver Bow for UP trains.
9. **Train Register Exceptions**—
At Silver Bow, Union Pacific trains may register by ticket and a check of register may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
10. **Clearance Provisions and Exceptions Rule 83(B)**—
At Butte—Union Pacific trains must secure both BN and Union Pacific clearance before leaving.
At Sappington—Trains from Fifteenth Subdivision.
11. **At Garrison**—Second Subdivision instructions govern.
At Logan—Fourth Subdivision trains arriving will be governed by CTC signal indication.
12. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

FIFTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger trains	All Freight and Mixed trains
DeSmet and Paradise	60 MPH.	60 MPH.
Except Huson Interlocking, 4.5 miles west of Frenchtown.....	50 MPH.	45 MPH.

Advance warning 40 MPH speed sign located on Fifth Subdivision 2439 feet West of MP 125 on westward track and Reduce 40 MPH speed sign located 1473 feet West of MP 126 on the North side of Third Subdivision main track govern speed restrictions on both Fifth and Third Subdivisions.

2. **Spring Switches—**

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

Rivulet—east end of siding, equipped with facing point lock.

Westfall—west end of siding, equipped with facing point lock.

Spring Gulch—west end of siding, equipped with facing point lock.

Hand operated switches equipped with electric switch locks—

Schilling—East end siding

West end siding

3. **Clearance Provisions and Exceptions Rule 83(B)—**At DeSmet, trains from Third Subdivision.

At other locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.

4. **Automatic Interlocking not indicated at station.**

Frenchtown 4.5 miles west.....Huson CMSTP&P Crossing.

5. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

SIXTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
Hesper and Rapelje	25 MPH.
Diesel engine units and cars weighing over 248,000 lbs.	20 MPH.

2. **Bridge and Engine Restrictions—**

Wrecking cranes 250-ton.....Not Permitted

U25C, U28C and SD45 engines.....Not Permitted

3. **Clearance Provisions and Exceptions Rule 83(B)—**At Rapelje, clearance will not be required except during assigned hours of telegraph service.

Hesper.

4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on this Subdivision.

SEVENTH SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Laurel and Fromberg.....	50 MPH.	40 MPH.
Fromberg:		
Over Junction Switch.....	15 MPH.	15 MPH.
Within Yard Limits,	Reduced Speed	
When handling CB&Q		
Derrick 204620		15 MPH.
Fromberg and Bridger.....	30 MPH.	25 MPH.
Silesia and Joliet	35 MPH.	35 MPH.
Joliet and Red Lodge—		
Descending	30 MPH.	20 MPH.
Ascending	35 MPH.	30 MPH.
On west leg of wye at Red Lodge.....	8 MPH.	

2. **Bridge and Engine Restrictions—**
 U25C, U28C and SD45 engines over Bridges Nos.
 19 and 29 10 MPH.

Heavy Car Restrictions:

Bridges 19 and 29 between Joliet and Roberts

250 ton wrecking cranes and cars over 40 ft. long
 weighing between 220,000 lbs. and 263,000 lbs.
 in groups of two or more..... 10 MPH.

Cars under 40 ft. long weighing between 177,000
 lbs. and 220,000 lbs. in groups of two or more.... 20 MPH.

If above cars are not coupled together, the restriction does not apply.

3. **At Laurel—**Train order signal does not govern Seventh Subdivision trains. First Subdivision instructions will govern.

4. **At Silesia—**There is no superiority of trains between west switch of siding and west switch of industry track.
 Normal position of Junction switch is for the Fromberg Line.

5. **At Blum—**Trains may expect to find siding blocked at all times.

6. **At Fromberg—**There is no superiority of trains between junction switch and west yard limit sign.
 Normal position of junction switch is for Twenty-First Subdivision.

When meeting, train taking siding will use Seventh Subdivision main track between Junction Switch and Crossover east of Passenger Station.

7. **At Red Lodge—**Normal position of stock spur switch is for stock spur, to provide derail protection.

8. **Mountain Grade Operation—(See Mountain Grade Operation All Subdivisions)**

Mountain grade between Red Lodge and Joliet. Ruling grade descending west 1.9%. Terminal test of air brakes must be made in accordance with Air Brake Rules before leaving Red Lodge. When necessary to use retaining valves, after brakes have been released and following the air test, retaining valves must be turned up on all cars and freight trains will stop at Roberts to cool wheels and inspect train.

Except—trains of fifteen (15) cars or less not necessary to use retaining valves. Before proceeding under this arrangement it must be known positively by terminal brake test that all air brakes are in good working condition.

When trains are directed by train order to meet at Joliet, Boyd, Roberts and Fox, eastward trains will take siding, except that eastward light engines will take siding.

9. **Yard Limits—**

At Fromberg—Tracks between yard limit signs east and west of passenger station on the Seventh Subdivision and Twenty-First Subdivision will be operated as one yard.

10. **Train Register Exceptions—**

At Laurel, and at Fromberg during assigned hours of telegraph service, trains may register by ticket. A check of register may be issued by operator when authorized by the train dispatcher, either instead of, or in addition to, train order check. At Silesia, trains will not register unless directed by train order

to do so. Signals will not be displayed to or taken down at Silesia.

- Clearance Provisions and Exceptions Rule 83(B)**—At Laurel all eastward Seventh and Twenty-First Subdivision trains must secure a Seventh Subdivision and Twenty-First Subdivision clearance.
At Fromberg—Trains to and from Twenty-First Subdivision will not require clearance if train order signal indicates proceed. At Bridger and Red Lodge clearance required only during assigned hours of telegraph service.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Seventh Subdivision between Silesia and Red Lodge, and between Fromberg and Bridger.

EIGHTH SUBDIVISION

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Mission and Wilsall 25 MPH.
Diesel engine units and cars weighing over 248,000
lbs. 20 MPH.
- Bridge and Engine Restrictions—**
U25C, U28C and SD45 engines.....Not Permitted
- Clearance Provisions and Exceptions Rule 83(B)**—At Mission and Wilsall.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eighth Subdivision.

NINTH SUBDIVISION

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Livingston and Gardiner 30 MPH.
except trains handling gravel and rock..... 20 MPH.
At Gardiner, on circle 10 MPH.
- Bridge Restrictions—**
U25C, U28C & SD45 diesel engines not permitted.
- At Electric**—Siding is one (1) mile west of station.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Ninth Subdivision.

TENTH SUBDIVISION

- Speed Restrictions—** Maximum Speeds Permitted
Zone—Between
Missoula and Darby 30 MPH.
Trains handling loaded chip cars in the series
118000 and 119000 series 25 MPH.
At Stevensville—Over highway crossing 1817 feet east
of passenger station 10 MPH.
- Bridge and Engine Restrictions—**
U25C, U28C and SD45 series diesel engines not permitted.
Heavy car restrictions—
Over Bridges 0, 4 and 16, cars less than 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing under 177,000.
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.
- At Darby**—Normal position of west switch of siding is for siding.
Normal position of spur switch is for spur.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Tenth Subdivision.

ELEVENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Dixon and Polson	25 MPH.
- Clearance Provisions and Exceptions Rule 83(B)—**
Dixon.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eleventh Subdivision.

TWELFTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Haugan and Saltese	25 MPH.
At Mullan, over public crossings	10 MPH.
At Wallace, over public crossings	5 MPH.

Descending—

Saltese and Lookout	20 MPH.
Lookout and MP 44	15 MPH.
MP 44 and Mullan	20 MPH.
Mullan and Wallace	25 MPH.

Ascending—

Saltese and Lookout	25 MPH.
Lookout and MP 44	15 MPH.
MP 44 and Wallace	25 MPH.
- Heavy Car Restrictions—**
Cars with total weight exceeding 177,000 pounds must be separated from engine with car 40 feet long with total weight under 177,000 pounds. Cars less than 40 feet long with total weight exceeding 177,000 pounds also must be separated from each other with one car 40 feet long with total weight under 177,000 pounds.
- At Lookout—**Rule 91 is modified to require trains and engines descending in same direction to keep not less than twenty (20) minutes apart.
South siding is eastward, north siding is westward.
- A runaround track 1350 feet in length is located 1350 feet west of MP 43. End of track is located 2950 feet west of MP 43. Trains must be runaround and movement must be made in reverse direction at this location.
- Mountain Grade Operation** between Saltese and Mullan.
(See Mountain Grade Operation All Subdivisions)
A brake pipe test to be made at Lookout.
Retaining valves must be used on all cars, Lookout to Saltese and Lookout to Mullan.
Diesel engines will not exceed 8 MPH when handling Rotary Snow Plow or other snow equipment in service while descending the 4 percent grade both east and west of Lookout and this speed must be maintained by use of air brakes entirely.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Twelfth Subdivision between Haugan and Wallace.
- Railroad Crossings Not Indicated at Station—**
Wallace, 0.4 miles East, UP.

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
W.S. Jct. and Butte.....	59 MPH.	40 MPH.
Helena		15 MPH.
2. At Butte train and engine movements over crossings must be protected by a crew member on the ground at the crossing except during assigned hours of watchmen.
3. **Automatic Interlockings Not Indicated at Station—**
 Helena, 2.5 miles east, Second Subdivision Crossing.
 Butte 1.5 miles east, Fourth Subdivision Crossing.
4. **Railroad Crossings Protected by Gates—**
 Helena, 1.8 miles east, Industry track. Normal position is clear for Fourteenth Subdivision.
5. At Great Falls—Montana Division Instructions govern.

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
Manhattan and Anceney	25 MPH.	
2. At Anceney—Derail located on main track three hundred thirty (330) feet east of east switch. Derail to be left in derail position and east switch of industry track lined for main track when occupied by cars.
3. **Clearance Provisions and Exceptions Rule 83(B).—**
 At Anceney.
4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Fourteenth Subdivision.
5. **Railroad Crossing Not Indicated at Station—**
 Manhattan, 1.5 miles west, CMStP&P.

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
Sappington and Norris	25 MPH.	
except MP 2 to MP 8—Descending	15 MPH.	
MP 8 to MP 14 diesel units and cars in excess of 248,000 lbs.	20 MPH.	
2. **Bridge and Engine Restrictions—**
 Trains over Bridge 14
 10 MPH. | |
- 250 Ton Wreckers and Cars heavier than 220,000 lbs. not permitted over Bridge 14.
3. **Mountain Grade—(See Mountain Grade Operation All Subdivisions) MP 2 and MP 8 between Sappington and Harrison.**
 Ruling grade descending: East 2.2%
 West 1.3%

 Freight trains handled by engines which do not have dynamic brake in effective operation on all units, and/or brake pipe maintaining feature in operative condition, will turn up retaining valve handles on all cars for movement between Harrison and Sappington.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Sappington.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Fifteenth Subdivision.

SIXTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Whitehall and Alder	25 MPH.
MP 2 to Alder: Diesel engine units and cars in excess of 248,000 lbs.....	20 MPH.
- At Whitehall—**

Fourth Subdivision instructions govern.
- At Alder—**When cars are left on stock yard track, derail on west end of house track must be set in derailing position, the west house track switch left lined for the house track, the east wye switch left lined for the wye and the stockyard switch left lined for the stockyard.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Sixteenth Subdivision.
- Interlocking Not Indicated at Station—**

Whitehall, 2 miles west, CMStP&P.

SEVENTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Drummond and Philipsburg	25 MPH.
except Drummond—Interlocking	20 MPH.
Elephant to end of track (Ascending)	25 MPH.
End of track to Elephant (Descending)	20 MPH.
- At Elephant—**At Mill site engines are not permitted on loading track under tipple account no clearance.
- Derail Switches—**

Philipsburg, 650 feet east of station on main track.
On Main Track, Fifty feet west of MP 1.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Seventeenth Subdivision.

EIGHTEENTH SUBDIVISION

- Speed Restrictions—**

	Maximum Speeds Permitted
Phosphate to MP 4	20 MPH.
- Mountain Grade Operation—(See Mountain Grade Operation All Subdivisions)**

Mountain grade 2400 feet west of the junction switch to end of track. Ruling grade descending: east 4.0%, west 4.0%.
Retaining valve handles to be turned up to horizontal position descending.
When shoving cars on descending grade a trainman must ride the leading car and sufficient hand brakes must be set on low end of cut to control slack.
- At Phosphate—**Trains from Eighteenth Subdivision must receive permission from dispatcher before entering siding.
- At MP 4—**At loading dock close clearance exists. Trainmen must not ride side of cars passing dock, nor stand between dock and moving cars.
- Derail Switches—**

In Lower Phosphate Yard—20 feet east of headblock just west of Highway No. 10.
At MP 4—On the main track 20 feet east of the east switch, and east end of track No. 3 in Middle Yard.
- Yard Limits—**At Phosphate from 1075 feet west of junction switch with Second Subdivision to 300 feet east of MP 1.
- Clearance Provisions and Exceptions Rule 83(B)—**Phosphate and MP 4.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eighteenth Subdivision.

NINETEENTH AND TWENTIETH SUBDIVISIONS

1. **Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Great Falls and Mossmain.....	59 MPH.	49 MPH.
Lewiston and Moccasin		35 MPH.
2. **Train Register Exceptions—**
Moccasin register only for trains originating and terminating.
3. **Clearance Provisions and Exceptions Rule 83(B)—**
Moccasin, Hesper.
Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station must obtain clearance from BN dispatcher.
Clearance received at Billings and Laurel will clear trains at Mossmain.
Eastward trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct.
Lewistown, westward trains must also obtain clearance from CMStP&P dispatcher.
4. **Great Falls—Montana Division Instructions govern.**
Normal position of Montana Division and Rocky Mountain Division Jct. Switch is lined for the Rocky Mountain Division.
5. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on: Twentieth Subdivision..between Spring Creek Jct. and Moccasin

TWENTY-FIRST SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Greybull and Fromberg	59 MPH.	49 MPH.
M.P. 413.6 and M.P. 414.2.....	20 MPH.	20 MPH.
M.P. 423.4 and M.P. 423.8.....	20 MPH.	20 MPH.
M.P. 424.8 and M.P. 425.4.....	20 MPH.	20 MPH.
M.P. 465.2 and M.P. 466.1.....	50 MPH.	40 MPH.

An Octagonal Yellow Sign with horizontal black stripe displayed on the right of the track will indicate the beginning of Slow Track.
2. **Bridge and Engine Restrictions—**
SD-24, U25C and U28C engines between
Greybull and M.P. 428.00..... 40 MPH. 40 MPH.
SD-24, U25C and U28C engines between
M.P. 433.00 and Fromberg..... 40 MPH. 40 MPH.
3. **Train Register Exceptions—**
At Frannie—No. 1017 and No. 1018 will register at east siding switch. Other trains will register at east siding switch when instructed to do so.
4. **Clearance Exceptions and Provisions Rule 83(B)—**
At Greybull westward trains secure Seventh Subdivision clearance.
5. **At Fromberg—Seventh Subdivision Instructions govern.**

TWENTY-SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds	Permitted
	Passengers	Freight
Bonneville and Greybull	59 MPH.	49 MPH.
Through Boysen Tunnel	30 MPH.	30 MPH.
M.P. 319.8 and M.P. 331.0.....	30 MPH.	30 MPH.
M.P. 336.7 and M.P. 337.3	30 MPH.	30 MPH.
Worland: Engine or leading car between M.P. 367.3 and M.P. 368.8.....	50 MPH.	
M.P. 399.6 and M.P. 400.0.....	50 MPH.	45 MPH.

2. **Bridge and Engine Restrictions—**

SD-24, U25C and U28C engines:

Bonneville and M.P. 370.0.....	40 MPH.	40 MPH.
M.P. 391.0 and Greybull.....	40 MPH.	40 MPH.

An Octagonal Yellow Sign with horizontal black stripe displayed on the right of the track will indicate the beginning of Slow Track.

3. **Clearance Provisions and Exceptions Rule 83(B)—**

At Bonneville—Trains must secure Clearance. Unless otherwise provided, conductor or engineer or both, arriving at Bonneville on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.

4. **At Bonneville**—Alliance Divisions Instructions govern.

TWENTY-THIRD SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds	Permitted
Frannie and Cody		35 MPH.
Powell: Engine or leading car over Main Street crossing		10 MPH.
Cody: Engine or leading car over road crossings, opposite Husky Refinery		10 MPH.

2. **Engine Restrictions—**

SD-24, U25C and U28C engines, Series 500, must not operate on the following tracks:

Cody	Track 8	Roundhouse No. 2 Track	
		Main Track West of M.P. 42.5	
Cody	Track 15	Pullman Track	
Vocation	Track 1	Industry Track	
O'Donnell	Track 1	Industry Track	

3. **At Cody**—Normal position of switch at west leg of wye is for wye. Normal position of west storage track switch is for storage track.

4. **Train Register Exceptions—**

At Frannie—Trains will register at east siding switch.

5. **Clearance Exceptions and Provisions Rule 83(B)—**

At Frannie—Operator on duty 7:45 a.m. to 4:45 p.m. daily except Saturday and Sunday.
Train order signal does not govern Twenty-Third Subdivision. Trains must secure Clearance when operator is on duty.

6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this Subdivision.