

MONTANA DIVISION

J. D. Yeager—Division Superintendent, Havre

J. W. DUFFY	Asst. Supt. Transportation	Havre
W. C. BUSH	Asst. Supt. Administration	Havre
E. C. GALLAGHER	Asst. Supt. Roadway Maintenance	Havre
R. A. MORELLI	Chief Dispatcher	Havre
J. L. REINKE	Chief Dispatcher	Minot
E. J. BEIL	Trainmaster	Great Falls
L. D. HUNTER	Trainmaster	Glasgow
W. R. WALTERS	Trainmaster	Havre
E. L. HENCZ	Trainmaster	Havre
T. G. ROSS	Road Foreman	Glasgow
D. L. SCHUCH	Road Foreman	Great Falls
J. L. KIME	Road Foreman	Whitefish
R. L. REED	Road Foreman	Havre

YELLOWSTONE DIVISION

J. R. Reynolds—Division Superintendent, Billings

M. C. NYBERG	Asst. Supt. Transportation	Billings
E. J. THOMAS	Asst. Supt. Administration	Billings
M. L. PLOTT	Asst. Supt. Roadway Maintenance	Billings
R. E. SCHULTZ	Chief Dispatcher	Glendive
W. L. WATLAND	Regional Chief Dispatcher	Minneapolis
R. P. OLSEN	Asst. Supt. Transportation	Laurel
R. W. WARD	Trainmaster	Laurel
D. M. NORTHUP	Trainmaster	Laurel
P. R. ALAMAN	Asst. Trainmaster	Laurel
J. A. MARTIN	Trainmaster	Mandan
M. W. SANDAL	Asst. Trainmaster	Mandan
D. M. WILEY	Trainmaster	Glendive
A. W. MYDLAND	Trainmaster	Forsyth
G. A. NEWELL	Trainmaster	Sheridan
M. S. DANIELS	Asst. Trainmaster	Sheridan
S. L. McLAUGHLIN	Trainmaster-Road Foreman	Dickinson
M. J. KOSANDIA	Road Foreman	Glendive
D. D. HALL	Road Foreman	Forsyth
A. P. HUSCHKA	Road Foreman	Sheridan
A. H. GOMER	Trainmaster	Hettinger

ROCKY MOUNTAIN DIVISION

G. E. Thiel—Division Superintendent, Billings

C. J. FERDERER	Asst. Supt. Transportation	Billings
A. E. DUNAWAY	Asst. Supt. Roadway Maintenance	Billings
C. C. STENGEM	Chief Dispatcher	Missoula
R. E. SCHULTZ	Chief Dispatcher	Glendive
S. G. BUNTIN	Chief Dispatcher	Spokane
J. L. GREWELL	Trainmaster	Greybull
D. C. DAVIS	Trainmaster	Livingston
D. J. BANKE	Trainmaster	Helena
G. W. HOVE	Trainmaster-Road Foreman	Missoula
A. M. RIO	Trainmaster	Missoula
J. W. ROBINSON	Asst. Trainmaster	Missoula
J. F. WHITE	Road Foreman	Helena
R. K. FREY	Road Foreman	Livingston

Printed in U.S.A.

BURLINGTON NORTHERN RAILROAD CO. BILLINGS REGION

**MONTANA, YELLOWSTONE AND
ROCKY MOUNTAIN DIVISIONS**

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 1

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

Sunday, October 31, 1982

Including National Railroad Passenger Corporation (NRP) Trains

Vice President And General Manager W. A. THOMPSON	Assistant General Manager M. E. HAGEN
Vice President Transportation—System T. C. WHITACRE	

MONTANA DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Williston	1st Subdivn MAIN LINE STATIONS Office Calls	FIRST CLASS	EASTWARD
				7					8	
				NRPC Daily					NRPC Daily	
	BKRTY		01036	As 11:00AM	35	121.1		WT WILLISTON CST	6:40PM	
		20,215		10:05			0.0	WT WILLISTON 12.0	As 5:35	
		15,021	01049			133.2	12.0	TRENTON 13.9		
	JT	12,267	01063			147.2	25.9	SNOWDEN 12.0		
	JKT	8,552	01075	10:40		159.2	37.9	B BAINVILLE 14.3	4:49	
		8,437	01089			173.5	52.2	CU CULBERTSON 5.5		
		8,430	01095			179.1	57.7	BLAIR 13.7		
		12,990	01108			192.8	71.4	BROCKTON 14.0		
		8,422	01122			206.8	85.4	POPLAR 15.4		
		8,424	01138			222.1	100.8	MACON 5.8		
		14,025	01144	s 11:50		227.3	106.6	WO WOLF POINT 11.3	s 3:50	
		8,422	01155			239.2	117.9	OSWEGO 7.3		
			01162			246.7	125.2	FRAZER 5.1		
		8,495	01167			251.8	130.3	KINTYRE 11.4		
		8,431	01179			263.2	141.7	NASHUA 14.5		
	BKR	11,700	01192	s 12:40PM		277.5	156.2	GS GLASGOW 11.8	s 3:00	
		8,431	01205			289.4	168.0	TAMPICO 14.1		
		13,183	01219			303.5	182.1	HINSDALE 12.7		
	J	10,169	01232			316.2	194.8	SACO 13.7		
		8,000	01245			330.7	208.5	BOWDOIN 13.3		
		8,418	01259	s 1:50		343.3	221.8	MF MALTA 9.6	s 1:40	
		10,389	01268			352.8	231.4	WAGNER 7.9		
		7,264	01276			360.7	239.3	DODSON 15.3		
		8,456	01291			376.0	254.6	SAVOY 11.8		
		7,463	01303			387.8	266.4	HM HARLEM 11.8		
		10,302	01315			399.6	278.2	ZURICH 9.3		
		7,525	01324			408.8	287.5	CK CHINOOK 8.1		
		10,109	01332			416.7	295.6	LOHMAN 13.6		
	BKRTX		01345	As 3:15PM		430.4	309.2	HA HAVRE	12:15PM	

EXCEPT IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

MONTANA DIVISION

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WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	FIRST CLASS	Line Segment	Mile Post Location	Distance From Havre	2nd Subdivn MAIN LINE STATIONS Office Calls		FIRST CLASS	EASTWARD
				7						8	
				NRPC Daily						NRPC Daily	
BKRTX			01345	3:30PM	35	430.4	0.0	2MT	HA HAVRE	As 11:59AM	CTC
J			01350			434.0			4.0		
	8,431	01356				964.0	4.0		PACIFIC JCT.		
	8,574	01365				970.9	9.7		5.7		
	8,577	01375				980.1	19.3	KN	BURNHAM		
		01381				990.7	29.4	GR	9.6		
	8,579	01387				996.8	35.3	HG	KREMLIN		
		01394				1002.7	41.3	RU	10.1		
		01397				1009.0	47.5	RN	GILDFORD		
	7,221	01400				1012.8	51.3	JO	5.9		
	8,552	01407				1015.8	54.3		HINGHAM		
	8,585	01420				1022.9	61.4	CH	6.0		
		01426				1035.6	74.5		RUDYARD		
	8,556	01432				1041.7	80.5		6.2		
	9,062	01441				1047.6	86.5		INVERNESS		
BJKRTX		01451		s 5:20		1056.3	95.1		3.8		
X						1065.4	104.6	SL	JOPLIN		
X		01464				1068.4	107.3	2MT	3.0		
BKR	12,150	01475		s 5:50	36	1078.7	117.6	DT	BUELOW		CTC
T	W6,255	01501				1090.1	128.8	CT	CHESTER		
	12,183	01508		6:23		1116.2	155.0	DT	13.1		
	9,165	01517		6:45		1123.9	162.3		LOTHAIR		
	4,631	01522				1133.5	171.3		6.0		
	9,536	01525				1138.1	175.7		GALATA		
XT						1144.0	181.0		6.0		
X		01540				1149.8	187.3	2MT	DEVON		
		01548				1151.8	189.3		8.6		
TX		01552				1157.6	194.3		DUNKIRK		
		01558				1165.2	201.6		9.5		
						1169.1	205.5	2MT	2.7		
						1173.2	209.6		TETON		
						1177.6	213.9		10.3		
						1185.2	221.4	2MT	ETHRIDGE		
	10,232	01578		s 8:30		1180.0	224.2		11.2		
	11,157	01586				1196.1	231.9		CUT BANK		
		01590		8:50PM		1204.9	239.8		26.2		
						1208.3	244.2		BLACKFOOT		
									7.3		
									BROWNING		
									9.0		
									SPOTTED ROBE		
									4.4		
									GLACIER PARK		
									5.3		
									BISON		
									6.3		
									SUMMIT		
									2.0		
									MARIAS		
									5.0		
									BLACKTAIL		
									7.3		
									JAVA		
									3.9		
									ESSEX		
									4.1		
									PINNACLE		
									4.3		
									PAOLA		
									7.5		
									RED EAGLE		
									2.9		
									NYACK		
									7.7		
									BELTON		
									7.9		
									CORAM		
									4.4		
									CONKELLEY		
										6:56AM	

EXCEPT ON DOUBLE TRACK OR IN CTC TERRITORY, WHEN IN SERVICE, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

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

WESTWARD
↑ EASTWARD

↑ EASTWARD

↑ EASTWARD

↑
EASTWARD

BN Radio Channel No. 1 in service on these Subdivisions.

BN Radio Channel No. 1 in service on these Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				5th Subdivision			
01047 Phillips Petroleum	2.5 miles east of Trenton...	Yard	Both	32561 Baseline	2.0 miles east of Rimrock ..	10	West
01053 Marley Beet Track	3.9 miles west of Trenton ..	47	Both	32575 Acton	12.0 miles west of Rimrock	18	Both
01068 Lakeside	5.7 miles west of Snowden	10	West	32581 Comanche	8.5 miles east of Broadview	30	Both
01116 Sprole	6.5 miles east of Poplar	20	West	32587 New Montana Spur	3.1 miles east of Broadview	30	East
01129 Chelsea	6.8 miles west of Poplar	19	West	32622 Franklin	12.6 miles east of Hedgesville	18	Both
01196 Brazil Creek	3.9 miles west of Glasgow ..	Yard	East	32648 Oxford	6.8 miles east of Judith Gap	10	East
01210 Vandalia (2 Tracks)	8.7 miles east of Hinsdale	100	Both	32754 Wayne	4.9 miles west of Belt	27	Both
01257 Malta Stock Yards	2.0 miles east of Malta	46	Both	32758 Fife	7.0 miles west of Belt	19	Both
01286 Coburg	4.9 miles east of Savoy	165	Both	32763 Bovey's Elevator Spur	13.1 miles west of Belt	15	East
01304 Harlem Beet Track	0.7 mile west of Harlem	36	East	32767 Lavin Spur	0.1 mile west of Gerber	Yard	West
2nd Subdivision				6th Subdivision			
01361 Fresno	5.2 miles west of Burnham	15	West	59079 Navajo	6.5 miles west of Redstone	18	Both
01413 Tiber (2 Tracks)	5.5 miles west of Chester ..	135-32	Both	59089 Madoc	7.4 miles east of Scobey	24	Both
01470 Union Oil Spur (3 Tracks)	4.6 miles east of Cut Bank	8-11-17	East	9th Subdivision			
01484 Sundance Storage Track ...	9.6 miles west of Cut Bank	30	Both e w trk	61506 Cordova	5.7 miles west of Power	9	Both
01486 Pardue Sammons Spur	10.4 miles west of Cut Bank	11	East e w trk	61512 Cleiv	17.3 miles west of Power	23	Both
01495 Meriwether—storage track	5.9 miles east of Blackfoot	34	East e w trk	61520 Flume Spur	7.7 miles east of Choteau	13	East
01555 Essex Pit	2.9 miles west of Essex	50	No. main	61525 Hobson Elevator Spur	3.7 miles east of Choteau	15	West
3rd Subdivision				61536 Koyle Spur	7.8 miles west of Choteau	7	East
11056 Lippard	5.9 miles east of Chappell ..	20	West	61542 Bynum	13.7 miles west of Choteau	34	Both
11080 Kershaw	5.0 miles west of Fort Benton	61	Both	10th Subdivision			
11085 Tunis	5.6 miles east of Carter	8	West	61711 Williams	10.5 miles west of Valier Jct.	20	West
11095 Floweree	7.5 miles east of Portage	37	Both	11th Subdivision			
4th Subdivision				61320 Kingston	1.1 miles west of Spring Creek Jct.	2	Both 61314
32784 Manchester	3.9 miles west of Emerson Jct.	7	East	13th Subdivision			
32817 Acme	3.9 miles west of Dutton	9	East	61818 Ware	3.7 miles west of Amherst ..	20	Both
				61830 Hoosac	8.3 miles west of Danvers ..	22	East
				61843 Coffee Creek	6.4 miles west of Denton ...	32	Both

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
700	Williston	
701	Havre	
702	Havre Diesel Shop	
703	Great Falls	
704	Lewistown Yard	

BALLAST PITS

Line Segment	Yard	Limits
706	Essex	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
358	Brazil Creek Spur	0.0 to 18.3
365	Lavin Spur	0.0 to 4.4

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BN Radio Channel No. 1 and No. 2 in service on these Subdivisions.

BN Radio Channel No. 1 in service on these Subdivisions.

YELLOWSTONE DIVISION

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Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Beach	6th Subdivn BRANCH LINE STATIONS Office Calls	
JRT		03607	305	0.5	0.0	B	BEACH
		85708		8.4	8.4		THELAN
	1,493	85713		13.0	13.3		GOLVA

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Glendive	10th Subdivn BRANCH LINE STATIONS Office Calls	
BJKRTY		03649	312	0.0	0.0	GI	GLENDIVE
	1,599	85924		22.2	24.4		LINDSAY
	2,171	85952		50.0	52.1		CIRCLE
T	1,765	85964		62.0	64.2		BROCKWAY

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Glendive	7th Subdivn BRANCH LINE STATIONS Office Calls	
BJKRTY		03649	306	0.0	0.0	GI	GLENDIVE
	1,745	85811		10.0	10.9		STIEK
	2,062	85820		18.8	20.1		INTAKE
	1,631	85835		33.7	35.0		SAVAGE
JY	1,589	85836		34.9	36.2		CECIL JCT.
	1,401	85840		38.0	39.8		HOFFMANVILLE
	1,917	85844		43.3	44.6		CRANE
JY		59229		49.6	50.9		NEWLON JCT.
BKRTY		59225		53.9	55.2	SY	SIDNEY
JRTY		59215		64.4	65.7	FA	FAIRVIEW
		59209		69.6	70.9		DORE
JT	12,267	01063		78.6	80.0		SNOWDEN

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Nichols Wye	11th Subdivn BRANCH LINE STATIONS Office Calls	
JRT		03778	313	0.0	0.0		NICHOLS WYE
	6,984	86017		17.0	17.2		MOON
RY		86029		29.1	29.3		COLSTRIP
R		86034		33.1	33.1		COW CREEK
TY		86039		40.5	39.1		BIG SKY

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Newton Jct.	8th Subdivn BRANCH LINE STATIONS Office Calls	
JY		59229	310	15.3	0.0		NEWLON JCT.
	2,084	59251		37.0	21.7		LAMBERT
T		59274		60.7	45.1		RICHEY

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sarpy Jct.	12th Subdivn BRANCH LINE STATIONS Office Calls	
J		03795	315	0.0	0.0		SARPY JCT.
	7,400	03918		18.3	18.3		BOB
RY	7,362	03936		37.4	35.9		KUEHN

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Watford City	9th Subdivn BRANCH LINE STATIONS Office Calls	
T		59337	311	36.6	0.0		WATFORD CITY
		59329		29.0	7.4		ARNEGARD
		59319		18.9	17.6		ALEXANDER
		59313		13.0	23.5		CHARBONNEAU
		59306		5.1	31.4		CARTWRIGHT
JRTY		59215		0.0	37.2	FA	FAIRVIEW

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dutch	13th Subdivn BRANCH LINE STATIONS Office Calls	
JRTY		30689	314	0.0	0.0	DU	DUTCH
				14.7			14.7
Y	6,660	33218	320	14.7	14.7	DK	DECKER
		33228		22.6	22.6		NERCO

BN Radio Channel No. 1 in service on these Subdivisions.

WEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mobridge	14th Subdivn MAIN LINE STATIONS Office Calls
BKRT	13,061	08405	2005	805.0	0.0	MOBRIDGE 8.2
		08413		813.2	8.2	MOREAU JCT. 3.8
	7,570	08417		817.0	12.0	WAKPALA 18.4
	9,685	08435		835.4	30.4	McLAUGHLIN 15.2
	4,689	08451		850.6	45.6	WALKER 13.0
	7,748	08464		863.6	58.6	McINTOSH 9.7
	6,281	08473		873.3	68.3	WATAUGA 8.8
	7,680	08482		882.1	77.1	MORRISTOWN 12.5
	6,520	08495		894.6	89.6	THUNDERHAWK 9.2
T	4,697	08504		903.8	98.8	LEMMON 5.9
	8,344	08510		909.7	104.7	PETREL 9.6
	4,618	08519		919.3	114.3	HAYNES 8.2
BR	4,702	08527		927.5	122.5	HG HETTINGER 8.6
	8,078	08536		936.1	131.1	BUCYRUS 13.1
		08549		949.2	144.2	KNIFE RIVER 1.9
	4,611	08551		951.1	146.1	GASCOYNE 8.5
	7,850	08560		959.6	154.6	BUFFALO SPRINGS 7.8
	4,732	08567		967.4	162.4	BOWMAN 13.2
	6,662	08581		980.6	175.6	RHAME 14.5
TY		08595		995.1	190.1	MARMARTH 20.5
	11,424	08615		1015.6	210.6	BAKER 12.5
	4,616	08628		1028.1	223.1	PLEVNA 15.8
	6,534	08644		1043.9	238.9	ISMAY 15.0
	8,946	08659		1058.9	253.9	MILDRED 14.4
	6,542	08673		1073.3	268.3	BLUFFPORT 7.3
JR	4,600	03688		1080.6	275.6	TY TERRY

EAST
WARD

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
730	Bismarck	
731	Mandan	
732	Mandan Shop	
733	Dickinson	
734	Glendive	
735	Billings	
736	Laurel	
737	Laurel Shop	
738	Laurel Welding Plant	
739	Sheridan	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
304	Truax Jct.—Truax	0.0 to 6.4
307	Cecil Jct.—Cecil	0.0 to 4.7
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
320	Nerco	14.7 to 28.7

BALLAST PITS

Line Segment	Yard	Limits
750	Sheridan	

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				59228	Riverview	1.4 miles west of Newlon Jct.	14 Both
03463	Judson	6.5 miles east of New Salem	18 Both	59227	Montana-Dakota Utilities Spur	2.6 miles west of Newlon Jct.	90 West
03475	North Almont	4.6 miles west of New Salem	24 Both	59221	Wooley Beet Track	6.4 miles east of Fairview ..	32 Both
03583	Little Missouri	1.1 miles west of Medora ..	54 West	59218	Ridgelawn	4.1 miles east of Fairview ..	11 Both
03594	Demores	6.0 miles west of Rider	10 West	59216	Luddington Beet Track	1.5 miles east of Fairview ..	36 Both
2nd Subdivision				59211	Cowles Beet Track	2.3 miles east of Dore	16 Both
03783	Maudru	3.8 miles east of Finch	22 West	8th Subdivision			
03860	Wyne Spur	1.6 miles east of Huntley ..	20 West	59258	Enid	7.4 miles west of Lambert ..	41 Both
30837	Brick Yard	0.4 miles west of E. Billings	16 East	9th Subdivision			
30845	Siding No. 1	5.0 miles west of Billings ..	37 West	59301	Hardy Beet Track	1.4 miles east of Fairview ..	59 Both
30846	Long Spur	5.2 miles west of Billings ..	35 West	59324	Rawson	4.8 miles east of Alexander	30 Both
30847	Rockwood Spur	5.2 miles west of Billings ..	35 East	10th Subdivision			
30850	Siding No. 2	2.4 miles west of Yegen	35 West	85907	Western Gravel Co.	8.3 miles west of Glendive	20 Both
3rd Subdivision				85933	Rimroad	8.6 miles west of Lindsay ..	18 Both
30626	Croton	5.8 miles west of Echeta ..	2 West	11th Subdivision			
30653	Big Corral	6.0 miles west of Kendrick	20 Both	86015	Dowlin	2.5 miles east of Moon	14 Both
30686	Arno	7.5 miles west of Verona ..	11 Both	86036	Nitrate Spur	0.3 miles east of Big Sky ..	3 West
30779	Reno	9.2 miles west of Crow Agency	18 Both	12th Subdivision			
5th Subdivision				03911	Mike	6.9 miles east of Bob	7 East
85403	Standard Oil Refinery	3.3 miles west of Mandan ..	37 East	03927	Walt	9.1 miles west of Bob	7 East
85404	Duke Spur	3.4 miles west of Mandan ..	5 West	13th Subdivision			
85405	Montana-Dakota Utility	3.8 miles west of Mandan ..	55 East	33207	Countant Creek	6.8 miles west of Dutch	7 East
85478	Republic	2.0 miles east of Zap	172 Both	14th Subdivision			
	Beulah Mine	4.1 miles from Beulah	300 Both	08428	Mahto	10.6 miles west of Wakpala	54 East
	Antelope Valley Spur	4.5 miles west of Beulah ..	East	08514	White Butte	4.0 miles west of Petrel	33 West
6th Subdivision				08545	Reeder	8.5 miles west of Bucyrus ..	43 Both
85709	Ekre	1.0 mile west of Thelan	6 East	08555	Scranton	3.9 miles west of Gascoyne	66 Both
7th Subdivision				08575	Griffin	7.4 miles west of Bowman	58 Both
85805	Glendive Pit	3.6 miles west of Glendive	2 West	08586	Ives	5.0 miles west of Rhame	49 East
85806	West Glendive Spur	4.3 miles west of Glendive	35 West	08636	Westmore	7.6 miles west of Plevna	12 West
85838	Cecil Spur	5.0 miles from Cecil Jct.	36 Both	08651	Lacomb	6.9 miles west of Ismay	65 West
85846	Piche	2.6 miles west of Crane	8 West				
59226	Holly Spur	0.3 miles west of Newlon Jct.	8 West				

ROCKY MOUNTAIN DIVISION

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Laurel	1st Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							Office Calls	Office Calls	
	JY		30855	41	14.9	0.0	KD LAUREL		
			30859		17.7	4.2	4.2 SPURLING		
		5,935	30863		22.6	7.7	3.5 PARK CITY		
		9,247	30872		32.3	17.3	9.6 RAPIDS		
		9,376	30880		40.3	25.4	8.1 CO COLUMBUS		
		8,587	30889		47.4	33.8	8.4 CRAVER		
		9,679	30897		56.8	42.1	8.3 REED POINT	CTC	
		9,191	30902		62.0	47.1	5.0 QUEBEC		
		9,411	30910		71.2	55.4	8.3 GREYCLIFF		
		9,425	30921		80.9	66.0	10.6 BD BIG TIMBER		
		9,494	30931		90.7	76.0	10.0 CARNEY		
		10,387	30942		102.3	87.4	11.4 ELTON		
	JT		30950		109.7	94.8	7.4 MISSION		
	BKRTY	10,466	30956		115.3	100.5	5.7 VS LIVINGSTON	ABS	

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Missoula	3rd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							Office Calls	Office Calls	
	BJKRTY		31198	42	119.3	0.0	2MT MA MISSOULA	ABS	
					125.9		6.6 DE SMET	CTC	
	JY	934	31205	43	0.0	6.6	6.2 NAGOS		
		2,129	31211		6.2	12.8	4.4 EVARO		
		2,161	31216		10.6	17.2	10.5 ARLEE		
			31226		21.1	27.7	9.7 RAVALLI		
			31236		30.8	37.4	7.1 DIXON	ABS	
	JT	4,489	31243		37.9	44.5	6.6 McDONALD		
		1,189	31250		44.5	51.1	7.1 PERMA		
		1,892	31257		51.6	58.2	12.6 PD PARADISE		
	BJKRTY	9,214	31269		64.2	70.8	6.0 PD PARADISE		
				44	0.0	70.8	14.5 PLAINS		
		11,440	31275		6.0	76.8	11.0 EDDY		
		11,355	31290		20.5	91.3	14.9 FN THOMPSON FALLS		
		11,665	31301		31.5	102.3	7.5 CHILDS		
		8,022	31316		46.4	117.2	7.6 TROUT CREEK		
			31323		54.0	124.7	10.9 TUSCOR		
		12,301	31331		61.6	132.3	7.6 NOXON		
		11,121	31342		72.5	143.2	10.9 HERON		
		11,321	31349		80.1	150.8	12.2 COLBY		
		12,347	31360		91.1	161.7	13.8 HOPE		
		8,900	31372	45	103.5	173.9	0.9 KOOTENAI		
					115.9		0.6 SANDPOINT SIDING		
		8,425	31386		0.0	187.7	0.6 SANDPOINT JCT.		
		7,176	01803		2.1	188.6			
	J		01798		2.9	189.2			

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Livingston	2nd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
							Office Calls	Office Calls	
	BKRTY	8,632	30956	41	115.3	0.0	VS LIVINGSTON	ABS	
					127.1	11.9	11.9 MUIR		
		8,920	30968		128.5	13.1	11.7 WEST END		
		9,443	30970		140.4	24.8	9.5 BZ BOZEMAN		
T		10,166	30981		149.8	34.3	9.4 BR BELGRADE		
		6,899	30991		159.3	43.7	5.3 MN MANHATTAN		
JT		3,653	31000		164.8	49.0	5.9 LOGAN		
J		7,757	31005		170.5	54.9	8.3 RT TRIDENT	CTC	
		4,943	31011		178.9	63.2	6.0 CLARKSTON		
		6,894	31020		184.8	69.2	9.3 LOMBARD		
		7,008	31026		194.2	78.5	11.1 TS TOSTON		
		5,419	31035		205.2	89.6	13.0 TN TOWNSEND		
T		7,086	31046	42	218.1	102.6	9.2 WINSTON		
		7,028	31059		227.4	111.8	6.5 LOUISVILLE		
		7,958	31068		234.0	118.3	4.4 JN EAST HELENA		
J		3,452	31075		238.4			ABS	
					0.0	122.7	5.2 HY HELENA		
BJKRTY		6,660	31079		5.0	127.9	3.0 TOBIN		
			31084		8.1	130.9	4.8 BIRDSEYE		
		4,803	31087		13.0	135.7	3.4 AUSTIN		
		6,825	31092		16.3	139.1	2.3 WEED		
		4,503	31095		18.4	141.4	2.0 SKYLINE		
		4,802	31098		20.5	143.4	8.4 BLOSSBURG		
T		7,951	31100		28.9	151.8	8.7 ELLISTON		
		W4,816 E3,099	31108		37.7	160.5	5.7 AVON		
		6,213	31117		43.4	166.2	7.5 BRADLEY		
		4,709	31123		50.5	173.7	3.8 GR GARRISON		
JKT		7,749	31130		54.7	177.5	7.9 PHOSPHATE		
		14,660	31134		62.6	185.4	8.1 JENS		
		10,669	31142		70.7	193.5	10.4 D DRUMMOND		
JT		10,638	31150		81.1	203.9	7.6 BEARMOUTH		
		14,103	31160		88.7	211.5	13.9 NIMROD		
		9,358	31168		102.5	225.4	10.6 CLINTON		
		11,114	31182		113.2	236.0	6.1 BN BONNER		
		10,074	31192		119.3	242.1	2MT MA MISSOULA	ABS	
BJKRTY			31198						

BN Radio Channel No. 1 and No. 2 in service on these Subdivisions.

ROCKY MOUNTAIN DIVISION

13

WEST WARD	4th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Logan	
	J	7,757	31005	326	0.0	0.0	ABS
		3,531	86906		6.8	6.6	
		3,533	86913		12.6	12.5	
	AJT	3,562	86919		19.4	19.2	
		3,524	86931		31.4	31.3	
	JTY	6,001	86938		38.5	38.3	
		2,837	86945		45.0	45.1	
		2,650	86950		50.3	50.2	
		2,554	86960		60.7	60.5	
					70.6		
	BKRTY	4,851	86971	327	0.0	70.4	ABS
	ABJRTY	3,732	86979		7.0	77.4	
		2,354	86998		25.2	95.6	
		2,030	87015		40.5	110.9	
		2,387	87020		45.7	116.1	
	JKRTY	7,749	31130		51.1	121.9	

BN Radio Channel No. 1 and No. 2 in service on 4th Subdivision.

WEST WARD	5th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From De Smet	
	J		31205	42	125.9	0.0	CTC
		5,025	87606		132.2	5.2	
		11,895	87610		136.6	9.7	
		6,319	87624		150.8	23.9	
		4,812	87634		161.2	34.3	
		6,449	87641		167.6	40.7	
		6,548	87649		176.2	49.2	
		6,198	87657		183.6	56.7	
		4,184	87662		188.8	61.9	
		4,105	87670		197.2	70.3	
		5,408	87675		201.9	75.0	
		3,846	87679		206.4	79.4	
		6,197	87687		214.2	87.3	
	BJKRTY		31269		219.2	92.3	

BN Radio Channel No. 1 in service on 5th Subdivision.

WEST WARD	6th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Casper	
	BKRTY		32236	5	202.2	0.0	ABS
		5,726	32247		213.0	11.1	
	JR		32251		217.6	15.4	
		4,100	32257		223.9	21.7	
		2,290	32263		229.8	27.9	
		5,661	32275		241.5	39.3	
		3,616	32286		252.5	50.0	
	T	4,650	32294		260.4	58.3	
		3,660	32307		273.8	71.8	
		4,249	32318		284.1	81.9	
		3,928	32325		290.4	89.0	
	JRY		32338		303.9	102.4	
	BKRTY	6,884	32339		304.0	102.9	
		5,027	32349		314.7	113.7	
		4,345	32358		323.2	121.7	
		2,687	32366		331.7	130.4	
	Y	4,750	32370		336.0	134.8	
		3,290	32377		343.1	141.9	
	T	3,622	32382		348.0	146.8	
		2,117	32388		353.6	152.3	
		3,650	32394		359.9	158.6	
	Y	3,516	32403		368.4	167.1	
		1,082	32411		376.7	174.9	
		2,550	32415		381.0	179.8	
		3,464	32422		387.2	186.0	
		3,078	32431		396.2	194.9	
	BKRTY	2,534	32438		403.9	202.7	
		4,192	32450		415.3	214.2	
		3,696	32456		422.0	220.8	
		3,654	32466		431.7	230.6	
	Y	4,894	32476		441.7	240.5	
		4,440	32481		447.2	245.9	
		4,075	32487		452.9	251.7	
	JRTY	4,780	32493		458.9	258.0	
		2,033	32500		465.2	264.1	
		5,613	32511		476.1	274.9	
		2,323	32521		486.8	285.6	
	R	5,000	32528		493.7	292.5	
		3,152	32534		499.6	298.4	
	R	2,561	32541		506.1	304.9	
		4,345	32546		511.2	310.0	
	JY		30855		515.6	314.4	

BN Radio Channel No. 1 and No. 2 in service on 6th Subdivision.

ROCKY MOUNTAIN DIVISION

WEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Frannie	8th Subdivn BRANCH LINE STATIONS Office Calls	
JRTY	4,780	32493	330	0.8	0.0	FN	FRANNIE 9.6
	1,035	86509		9.6	9.6		MANTUA 4.9
	1,668	86514		14.5	14.5		GARLAND 5.0
	1,742	86519		19.5	19.5	K	POWELL 6.0
	1,911	86525		25.5	25.5		RALSTON 5.2
	2,476	86530		31.0	30.7		VOCATION 5.8
	517	86536		36.8	36.5		TROTTER 5.9
BKRTY		86542		42.7	42.4	CY	CODY

EAST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Great Falls	15th Subdivn BRANCH LINE STATIONS Office Calls	
BJKRTY		32777	336	115.6	0.0	GR	GREAT FALLS 14.2
	2,213	11133		129.8	14.2		ULM 14.5
	2,271	11148		144.3	28.7		CASCADE 8.2
	1,854	11156		152.5	36.9		HARDY 7.6
	2,208	11164		160.1	44.5		MID CANON 7.1
	6,100	11171		167.2	51.6		CRAIG 8.1
	2,488	11179		175.1	59.7		WOLF CREEK 9.1
	2,276	11188		184.4	68.8		SIEBEN 12.5
			42	196.9			SILVER CITY 16.8
	5,112	11200		211.0	81.3		
				2.7			
				0.0			
BJKRTY	2,160	31079	41	238.4	98.1	HY	HELENA 4.4
			336	234.8			
J	3,452	31075		218.1	102.5	JN	EAST HELENA 4.2
	5,850	11225		222.3	106.7		MOUNTAIN CITY

EAST
WARDWEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mission	10th Subdivn BRANCH LINE STATIONS Office Calls	
JT		30950	331	0.0	0.0		MISSION 8.5
	910	86608		8.5	8.5		CHADBORN 6.2
	1,608	86614		14.7	14.7		CLYDE PARK 8.3
T	1,976	86623		23.0	23.0		WILLSALL

EAST
WARDWEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Manhattan	12th Subdivn BRANCH LINE STATIONS Office Calls	
JT	3,653	31000	337	0.0	0.0	MN	MANHATTAN 4.5
		86805		4.8	4.5		BUELL 2.2
	1,595	86807		7.0	6.7		AMSTERDAM 8.5
	798	86815		15.4	15.2		ANCENEY

EAST
WARDWEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sappington	13th Subdivn BRANCH LINE STATIONS Office Calls	
JT	3,562	86919	338	0.0	0.0		SAPPINGTON 9.5
		87110		10.1	9.5		HARRISON

EAST
WARDWEST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Whitehall	14th Subdivn BRANCH LINE STATIONS Office Calls	
JT	6,001	86938	339	0.0	0.0	WH	WHITEHALL 11.5
		87212		11.3	11.5		WATERLOO 4.2
		87216		15.7	15.7		SILVER STAR 10.4
	1,131	87226		26.1	26.1		TWIN BRIDGES 9.2
	1,442	87235		35.3	35.3		SHERIDAN 10.3
T	861	87245		45.6	45.6	AD	ALDER

EAST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Drummond	16th Subdivn BRANCH LINE STATIONS Office Calls	
JT	10,638	31150	340	0.0	0.0	D	DRUMMOND 6.1
	835	87406		6.1	6.1		HALL 4.3
		87410		10.3	10.4		ELEPHANT 4.8
	450	87415		15.2	15.2		MAXVILLE 10.8
T		87426		26.0	26.0		PHILIPSBURG

EAST
WARD

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Missoula	17th Subdivn BRANCH LINE STATIONS Office Calls	
BJKRTXY		31198	333	0.0	0.0	MA	MISSOULA 11.5
	592	87511		11.0	11.5		LOLO 18.1
		87530		29.2	29.6		STEVENSVILLE 6.4
	1,422	87536		35.6	36.0		VICTOR 7.9
	666	87544		43.5	43.9		CORVALLIS 4.6
T	388	87549		47.4	48.5	HA	HAMILTON 2.9
		87552		50.2	51.4		GRANTS DALE 14.5
T	2,530	87565		64.7	65.9	DA	DARBY

EAST
WARD

BN Radio Channel No. 1 and No. 2 in service on this Subdivision.

7th, 9th and 11th Subdivisions not in use.

BN Radio Channel No. 1 in service on these Subdivisions.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dixon	18th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
	JT	4,489	31243		0.5	0.0			
		1,030	87806		5.0	5.0		DIXON 5.0	
			87809		8.7	8.7		MOIESE 3.7	
		2,382	87813	334	13.0	13.0		D'ASTE 4.3	
		1,875	87820		19.9	19.9		CHARLO 6.9	
		1,495	87825		25.0	25.0		RN RONAN 5.1	
			87826		25.6	25.7		PABLO 0.7	
			87833		33.4	33.4		DUNHAM 7.7	
	T							S POLSON	

LINE SEGMENT NUMBERS

YARD LINE SEGMENTS

Line Segment	Yard	Limits
469	Missoula Hump	
710	Livingston	
711	Livingston Shop	
712	East Helena	
713	Helena	
714	Butte	
715	Bonner Industry Track	
716	Missoula	
717	Greybull	
718	Paradise Tie Plant	
724	Deer Lodge	
728	Bonner	

BALLAST PITS

Line Segment	Yard	Limits
719	McQuarrie	
720	Warren	
721	Hardy	
722	Wolf Creek	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
329	Fromberg—Bridger	12.2 to 19.5
341	Sherry Spur	
342	Phosphate Spur	

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Location	Capacity Cars	Switch Opens	Name	Location	Capacity Cars	Switch Opens
1st Subdivision				5th Subdivision			
3880	Columbus—Non Controlled Siding, South Side	118	Both	87605	Hoerner-Waldorf	1.0 miles from Schilling	Lead West
30921	Big Timber—Non Controlled Siding, North Side	99	Both	87619	Nine Mile	9.1 miles west of Frenchtown	10 East
30936	Springdale	28	West	87629	Plateau	4.6 miles west of Lothrop	80 Both
30953	Downer	16	East	87637	Fish Creek	4.2 miles west of Cyr	34 East
30953	Burkland Lbr. Co. Spur	3	East	87653	Cedars	4.5 miles west of Westfall	35 West
2nd Subdivision				87672	Royal Logging	1.5 miles west of St. Regis	36 East
31024	Stanley	6	East	6th Subdivision			
31072	Penwell	8	West	32269	Sodium	5.5 miles west of Petrie	17 East
31083	Fort Harrison	4	East	32440	Magnet Cove	2.2 miles west of Greybull	112 Both
31138	Gold Creek	20	East	32446	Stucco	7.7 miles west of Greybull	50 Both
87300	Phosphate Lower Dock	48	Both	32473	Quality	7.0 miles west of Kane	24 Both
87305	M. P. 4	39	East	32479	Sage Creek Spur	2.4 miles west of Lovell	9 East
31155	Bradman	18	West	86419	Bridger	7.0 miles from Fromberg	76 Both
31174	Bonita	20	East	32400	Geddes	5.3 miles west of Pulliam	17 West
31186	McQuarrie	150	Both	32405	Coors	2.5 miles west of Worland	28 Both
3rd Subdivision				32412	Eccles	13.9 miles west of Worland	30 West
31226	Arlec	55	West	8th Subdivision			
31282	Weeksville	118	Both	85722	O'Donnell	2.5 miles west of Powell	17 Both
31296	Woodlin Pit	58	West	15th Subdivision			
31297	Woodlin	66	Both	11155	Mortenson's Spur	1.1 miles east of Hardy	143 West
31297	Hartman	34	West	11180	Wolf Creek Quarry	1.1 miles west of Wolf Creek	18 Both
31300	Brownman	30	West	16th Subdivision			
31632	Clark Fork	47	Both	87455	Elephant Mill Site	5.0 miles from Elephant	105 Both
4th Subdivision				17th Subdivision			
86955	Welch	18	West	87526	Bass	3.5 miles east of Stevensville	6 East
86965	Skones	18	East	18th Subdivision			
86976	Rocker	14	East	87831	Dupuis	2.1 miles east of Polson	16 East
87003	Galen	20	West	87830	Ready Mix Spur	3 miles east of Polson	1 East

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

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

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB*	60 MPH
Freight trains over 100 Tons/OB*	50 MPH

*Tons per operative brake (Tons/OB) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equals 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains	40 MPH
Loaded unit coal and grain trains	45 MPH
Empty unit coal trains	50 MPH
Engines running light or with caboose only	50 MPH

All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise	12 MPH
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When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psg. Trains	Frt. Trains
Zero degrees to 10 below zero	65 MPH	50 MPH
11 degrees below zero and colder	60 MPH	45 MPH

Equipment	Main Line	Branch Line
Ore cars	45 MPH	20 MPH
Scale test cars EXCEPT WO 3, 4, 5, BN 979019, 979020, 979021, SLSF 99161 and FWD S780	35 MPH	20 MPH
Air dump cars (loaded)	35 MPH	20 MPH
Wedge plow or dozer (dead in tow)	35 MPH	20 MPH
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH	15 MPH
Log cars not equipped with permanent steel side stakes	30 MPH	15 MPH
Ribbon rail cars (loaded)	35 MPH	25 MPH

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed—	
Locomotives with friction bearings	35 MPH

1A. Control of Harmonic Rocking—

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

Trains, other than unit coal trains, ore trains, or trains consisting entirely of empty equipment, which cannot maintain speed of 21 miles per hour, must reduce speed to not exceed 13 miles per hour until movement can again exceed 21 miles per hour.

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead units.

Diesel units not equipped with alignment control couplers when dead in tow in freight trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes diesel unit or units not equipped with alignment control couplers, only the three rear units will be allowed to work power when the train is to make a back-up movement. Other units must be isolated.

Diesel units NOT equipped with alignment control couplers:

All switcher units

Road and road switcher diesel units: 600, 775, 833, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1955-1962, 1964-1980, 6000-6059, 6070-6089, 6100-6206, 6215-6237

3. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See Item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

600, 775, 833, 1400-1436, 1556-1608, 1610, 1612-1617, 1619, 1621-1623, 1670-1673, 1833-1839, 1968-1980, 1990-1997

Exception—Single, non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops.

Locomotive units including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

When cars listed in first sentence of Item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)

BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 540000-540210 (CBQ 163000-163209)

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 3—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97.	198-200
B	SW-1 NW-5 GP-5 GP-7 GP-9 GP-18	102. 987-995. 1350-1365. 1553-1555, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623, 1670, 1671, 1673. 600-602, 1723-1760, 1808-1830, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1991-1997.	216-260
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9	98, 99, 101. 100. 106, 162-166, 170-259. 75-79, 108-134, 137-142. 146-161, 167-169, 260-269. 375-394, 427-449, 574-585. 400-406, 410-425, 488-498, 517-573, 586-595. 775, 833.	232-251
D	NW-12 SW-7 NW-2 GP-7	1, 5, 14, 19. 135, 136, 143-145. 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1589, 1591, 1593-1595, 1598-1602, 1604, 1605, 1608, 1611, 1613, 1617, 1618, 1622, 1626-1640.	243-262

Group	Types	Unit Numbers	Weight (000)
D	GP-9 SW-7 MP-15	1761-1807, 1886, 1890, 1959, 1965, 1970. 107. 1000-1004.	243-262
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-39-2 GP-40 U-28B U-30B B-30-7 GP-40-2 GP-50 B-30-7A	20-65. 300-324. 1375-1399. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138, 2600. 2078-2109, 2150-2154, 2255-2369, 2601. 2200-2254. 2500-2545, 2550-2582. 2700-2739. 3000-3039. 5450-5459. 5470-5484, 5770-5799. 5485-5492. 3040-3064. 3100-3109. 4000-4052.	255-276
F	SD-7	6048-6059.	297-298
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206, 6215-6237.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	C-30-7 U-23C U-30C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	5000-5141, 5500-5599. 5200-5208. 4500, 5300-5394, 5396-5399, 5800-5944. 5700-5765. 6300-6324, 6335-6347, 6394-6399. 6325-6334, 6348-6385, 6700-8181. 6400-6599, 6650-6696. 6600-6645. 6260-6263.	369-423

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit cars

Scale test cars (next ahead of caboose) EXCEPT WO-3, 4, 5, BN 979019, 979020, 979021, SLSF 99161, FWD S780.

Pile drivers

Locomotive cranes

Rotary snowplows, wedge plows, dozers

Jordan spreaders

Former FRISCO or SLSF empty ribbon rail cars

Rear end only cars.

Handling 80 Foot or Longer Cars—

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

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special

Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

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

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

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

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

5. Repeater Relay Air Car Operation—

When repeater relay air car is to be operated in train, it must be placed approximately in the middle of the train.

6. Dimensional and Special Shipment Restrictions—

- a. All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- b. Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- c. Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 900.
- d. Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- e. Train dispatcher must issue appropriate train order 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 dispatcher or proper safeguards taken.
- g. Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, engineers and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
CHARLIE	LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. Observe track center restrictions for 12 ft. 4 in. wide loads.
DELTA	LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. 8 in. wide loads.
ECHO	LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. wide loads.
FOXTROT	LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE Handle cautiously through yards enroute. 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. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 4 in. wide loads.
GOLF	LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 13 ft. 8 in. wide loads.
HOTEL	Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.
INDIA	Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.
JULIET	When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.
KILOGRAM	Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 11 ft. 6 in. wide loads.
BRAVO	LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers. When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear. Observe track center restrictions for 12 ft. wide loads.

CODE	RESTRICTION APPLICABLE
	MPH, keeping train under close observation on curved part of adjacent tracks.
LIMA	Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass by switching, if necessary.
MIKE	Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When pass or meet of trains is involved, load should be set on track with ample clearance when possible. When this cannot be done, pass or meet is permitted with train or cars on adjacent curved tracks stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing train handling oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange safe pass 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	Handle at reduced speed. Watch 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/loads of wire mesh that is/are 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. See given best possible handling consistent with safety and restrictions. See not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces, train and engine crews handling.

7. Train Inspection and Failed Equipment Detector Instructions—

Except in emergency, radios must not be used while train is within 150 feet of failed equipment detector and/or until entire message is received from that detector site.

Conductors of freight trains will determine when train is required to reduce speed or stop to afford proper inspection when:

- Conditions restrict visibility to the point that proper running inspection cannot be made.
- Notified that a failed equipment detector is out of service.
- Failed equipment detector may be ineffective account blowing snow.

Inspection intervals must not exceed 35 miles which includes those made by crew or employees on the ground.

Crews will inspect train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

The location of failed equipment detectors which protect bridges, tunnels or other structures is shown under Individual Subdivision Special Instructions.

When notified a failed equipment detector is out of service, the requirements of operating rules or instructions will be suspended for the defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train and location of failed equipment detector which failed to detect the hot bearing, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances and notify the communication and signal supervisors and the superintendent of signals.

Failed Equipment Wayside Display—

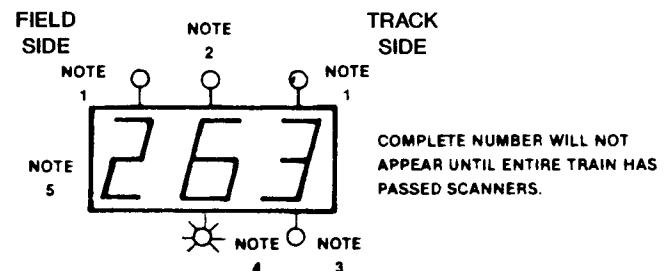
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

FAILED EQUIPMENT DISPLAY AS VIEWED FROM PASSING TRAIN



Note 1—Hot bearing indicator light. When illuminated hot bearing detected. The hot bearing is located on right side of train when right light is illuminated, and on left side when left light is illuminated.

Note 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected.

Note 4—Flashing train inspection light. When flashing, train is being checked for hot bearing and dragging equipment. After rear of train has passed, if train inspection light is not flashing while numbers are displayed, stop and inspect train.

Note 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least eight (8) axles both directions from indicated number.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivision Special Instructions convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

A four second warning tone is issued immediately upon each defect detected.

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed
" . . . Integrity failure"	Stop train for inspection
" . . . First hot box right side XXX"	Stop train for inspection near indicated axle
" . . . First dragging equipment near axle XXX"	Stop train for inspection near indicated axle
" . . . First hot wheel near axle XXX"	Stop train for inspection near indicated axle
" . . . (No detector status message)"	Stop train for inspection*

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

- " . . . First hot box left and right side XXX"
- " . . . First hot wheel near axle XXX"
- " . . . Second hot box right side XXX"
- " . . . Third hot box left side XXX"

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

XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least eight (8) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

When failed equipment is indicated, train crew must stop train for inspection and advise dispatcher reason for delay by first available means of communication.

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

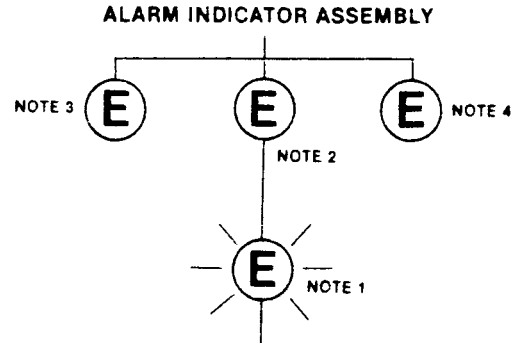
Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond Failed Equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated, engine crew must be notified to stop train for inspection. A walking inspection must be made of both

sides of entire train and also a walking inspection must be made if there is evidence of dragging equipment. Advise dispatcher reason for delay by first available means of communication.

Rules 501S and 501T are in effect.



Note 1—Failed equipment indicator light. When illuminated continuously or when not illuminated, stop train and inspect for hot bearing or dragging equipment. When flashing, no defect has been detected.

Note 2—Dragging equipment indicator light. When illuminated, stop train and inspect for dragging equipment.

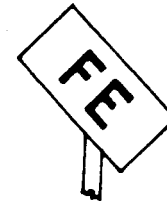
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

Note 4—Right hot bearing indicator light. When illuminated, defect is on right side of train.

A radio tone while passing through the detector indicates defective equipment has been detected. Crew member hearing a continuous radio tone should immediately start to count telephone poles or signs from point of detection to determine location of defect in train.

An intermittent radio tone immediately after train has passed detector site indicates no defects were detected. Whenever this intermittent radio tone is not present stop train and inspect for failed equipment.

FAILED EQUIPMENT SIGN—



Failed Equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

8. Storage of Cars Within Yard Limits Non-ABS Territory—

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

9. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

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

10. Commodities Insulating Track in CTC and ABS—

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

11. Rules Changes and Modifications—

The first paragraph of Consolidated Code Rule 271(A) is changed to read as follows:

271(A). Track and time limits per Rule 271 may be issued to Maintenance of Way employees or equipment only when they are to work in the same or overlapping limits with train(s) or engine(s) which must also be authorized by track and time limits.

Consolidated Code of Operating Rule 718 and BN Safety Rule 592 are modified to read:

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

BN Safety Rule 597 is changed to read:

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

12. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338, are in effect. Employees whose duties are in any way affected by these rules must have a current copy of this book available while on duty.

13. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

14. Helper Behind Caboose—

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

15. Hazardous Materials—

Employees governed by the Consolidated Code of Operating Rules must have BN Form 15907 3/82, Instructions For Handling Hazardous Materials, in their possession while on duty and must be conversant with and obey instructions contained therein.

All loaded tank cars placarded "flammable gas", "non-flammable gas" or "chlorine" and all tank carloads of compressed gasses bearing Canadian placards must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

MONTANA DIVISION

(Williston to Havre)

FIRST SUBDIVISION**1. Speed Restrictions— Maximum Speeds Permitted**

Passenger trains	79 MPH.
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Over 100 tons per Op. Brake
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The following head end restrictions are in effect:

Head end of westward trains:

Signal 430.1	30 MPH.
Signal 431.0	30 MPH.
Signal 431.82	30 MPH.
Signal 433.1	40 MPH.

Head end of Eastward Trains

Signal 433.4	40 MPH.
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Trains or engines through No. 20 turnouts at following locations:	35 MPH.
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Havre East

East and West siding Switches at:

Trenton	Macon	Glasgow	Dodson
Snowden	Wolf Point	Hinsdale	Lohman
Bainville	Oswego	Saco	
Brockton	Kintyre	Bowdoin	
Poplar	Nashua	Malta	

West siding switch at Williston.

West siding switch at Blair.

East siding switch at Savoy, Harlem and Culbertson.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Glasgow—First class trains need not register.

Williston—Through freight trains need not register.

4. Clearance Provisions and Exceptions, Rule 83(B)—

Dakota Division clearance and train orders will govern between Williston and Bainville.

Dakota Division clearance received at Havre will apply at Bainville.

Montana Division freight trains which do not change crews at Williston and passenger carrying trains will obtain their Montana Division clearance at Soo Tower which will apply at Bainville.

Dakota Division clearance received at Soo Tower will clear the train at Williston.

Incoming engineers and conductors on passenger crews at Williston must deliver all train orders, clearances and messages personally to relieving engineers and conductors.

Montana Division freight trains originating at Williston will obtain their Montana Division clearance at Williston which will apply at Bainville.

Unless otherwise provided all trains arriving at Glasgow must deliver all clearances, train orders and messages to relieving conductor, engineer or both.

At Glasgow, if a connecting crew is not rested, conductor and engineer will turn their clearances, orders and messages over to an operator who will be on call under these conditions. These orders will then be delivered by the operator to the outgoing train and engine crew when called.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. Rule 99—When flagging is required, flagging distance is 2.0 miles.**6. Test Mile Locations—**

Trenton— MP 139.4 and 140.4

Nashua— MP 259.0 and 260.0

Glasgow— MP 269.6 and 270.6

Glasgow— MP 283.1 and 284.1

Chinook— MP 411.6 and 412.6

7. Following tracks are not equipped with electric locks, Rule 268(A) applies.

Lakeside

Culbertson—Safflower Spur

Sprole

Macon—Petrofuels Refining Co. Spur

Chelsea

Bowdoin

8. Account electronic scales, do not exceed 5 MPH over scales on industry track at Macon and Oswego.**9. Hotbox Detector Locations—**

Trenton— MP 142.8

Culbertson— MP 167.2

Sprole— MP 202.5

Wolf Point— MP 234.2

Nashua— MP 269

Vandalia— MP 293

Saco— MP 323

Malta— MP 347

Harlem— MP 383.5

Chinook— MP 404

The Following Failed Equipment Detectors Protect Bridges, Tunnels or Other Structures—

Culbertson— MP 175.5

Blair— MP 182.1

Poplar— MP 203.7

Poplar— MP 210.0

Glasgow— MP 282.2

Hinsdale— MP 307.5

Saco— MP 313.2

Malta— MP 340.9

Malta— MP 346.1

MONTANA DIVISION

(Havre to Conkelley)

SECOND SUBDIVISION**1. Speed Restrictions— Maximum Speeds Permitted**

Passenger trains	79 MPH.
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Against current of traffic on Double Track

Passenger	59 MPH.
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Freight	49 MPH.
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End of two main tracks at Nyack	45 MPH.
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The following head end restrictions are in effect

	Up to 100 Tons Op. Brake	Over 100 Tons per Op. Brake
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Head end of Westward Trains

Signal 987.1	55 MPH.	
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Signal 1037.9	55 MPH.	45 MPH.
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Signal 1135.3	45 MPH.	40 MPH.
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Signal 1189.5		40 MPH.
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Head end of Eastward Trains

Signal 1130.0		40 MPH.
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Signal 1128.2		40 MPH.
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Signal 1118.4		45 MPH.
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Signal 1059.8	55 MPH.	
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Signal 1048.09	55 MPH.	
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Signal 1005.0	55 MPH.	45 MPH.
Signal 982.6	55 MPH.	45 MPH.
Signal 973.2	55 MPH.	45 MPH.

Trains or engines through No. 20 turnouts at following locations: 35 MPH.

Pacific Jct. switch and end of two main tracks.

West end Havre yard, lead switch to A track.

End of two main tracks at Shelby.

Through east and west crossovers at Teton.

End of two main tracks at Cut Bank.

End of two main tracks at Blackfoot.

End of two main tracks at Summit.

End of two main tracks at Java.

End of two main tracks at Pinnacle.

End of two main tracks at Paola.

End of doubletrack at Conkelley.

East and west siding switches at:

Burnham	Chester	Dunkirk	Belton
Gildford	Lothair	Browning	Bison
Buelow	Devon	Spotted Robe	Coram

Cut Bank—MP 1088.0 to West end Bridge 1090.8 ... 30 MPH.

Shelby—Engine or leading cars over footwalk to depot and over crossing east of depot 40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Cut Bank, Shelby—Register only for trains originating or terminating.

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

Conkelley—Montana Division clearance obtained at Whitefish will apply at Conkelley.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

5. Rule 99—When flagging is required, flagging distance is as follows:

Flagging against westbound trains is 2.0 miles.

Flagging against eastbound trains:

MP 1208.2 to MP 1164.0 2.0 miles

MP 1164.0 to MP 1152.0 1.0 miles

MP 1152.0 to MP 430.2 (Summit to Havre) 2.0 miles

6. Test Mile Locations—

Burnham—MP 973.0 and MP 974.0

Ethridge—MP 1077.0 and MP 1078.0

Spotted Robe—MP 1130.0 and MP 1131.0

7. When track and time limits granted between Teton and end of two main tracks Shelby and the absolute holding signals between these two points indicate stop, such indication may be considered as stop and proceed during the time that "Track and Time" limits are in effect.

8. Main track switches to tracks shown below are not equipped with electric locks. Rule 268(A) applies.

Fresno Industry track spur

Joplin Elevator spur north of main line

9. Crossovers on Double Track not Indicated at Station—

Trailing Point

MP 1100 Sundance

MP 1110 Meriwether

10. Between Teton and Blackfoot which is Rule 251-254 territory, running orders or numbered clearances will not be required for trains or engines moving with the current of traffic.

11. Two main tracks known as NORTH MAIN and SOUTH MAIN signaled for movement in both directions extend between:

Pacific Jct. and crossovers at Havre West.

End of two main tracks Shelby and Teton.

End of two main tracks Summit and end of two main tracks at Nyack.

12. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply on mountain grade between Summit and Java MP 1151-1165.

Ruling Grade Descending Westward is 1.8%

Ruling Grade Descending Eastward between MP 1146 and MP 1141 (Bison) is 1.2%.

13. Manned Helper Operation—

(See Manned Helper Operation, All Subdivisions, Item 3)

Between Whitefish and Browning—

Locomotives equipped with bolster stops may be coupled to cars in manned helper service between Whitefish and Browning.

14. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions, Items 3 and 4.)

Java to Summit—

Trains of greater than 4250 trailing tons must handle empty cars 80 feet and longer in the rear 4250 tons.

Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives of twelve powered axles are used at rear of 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 Item 3, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

Helper locomotives up to 18 powered axles may be cut into train with less than the rated tonnage of the helper locomotives behind the helpers, provided that following restrictions are observed:

Helper Powered Axles	Tonnage Behind Helper	Buffer Required*
12-14	0-1,000	900 tons
	1,001-2,000	450 tons
	Above 2,000	None
16	0-1,000	2,250 tons
	1,001-2,500	1,250 tons
	Above 2,500	None
18	0-1,000	Prohibited
	1,001-2,000	2,100 tons
	2,001-3,500	1,100 tons
	Above 3,500	None

*Buffer to separate helper from next empty car, 80 feet or longer, ahead of the helper.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

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

15. Account electronic scales, do not exceed 5 MPH over scales at NFO spur at Inverness.

16. Hotbox Detector Locations—

Kremlin—	MP 981.7	Dunkirk—	MP 1059.3
Inverness—	MP 1009.3	Blackfoot—	MP 1118.9
Lothair—	MP 1030.8	Bison—	MP 1145.5

The Following Failed Equipment Detectors Protect Bridges, Tunnels or Other Structures—

Burnham—	MP 969.7	Java—	MP 1162.1
Cut Bank—	MP 1086.3	Pinnacle—	MP 1175.1
Sundance—	MP 1099.2	Nyack—	MP 1188.0
	Eastward track only	Belton—	MP 1198.9
Spotted Robe—	MP 1133.9	Conkelley—	MP 1208.3
		Bison—	MP 1142.5

MONTANA DIVISION**THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH, TENTH, ELEVENTH, TWELFTH, THIRTEENTH, FOURTEENTH AND FIFTEENTH SUBDIVISIONS****1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Pacific Jct. and Great Falls	40 MPH.
Great Falls and Shelby	49 MPH.
Shelby and Sweet Grass	25 MPH.
Great Falls and Mossmain	49 MPH.
Bainville and Opheim	35 MPH.
Saco and Hogeland	10 MPH.
Power and Choteau	25 MPH.
Eastham Jct. and Fairfield	25 MPH.
Choteau and Pendroy	10 MPH.
Valier and Valier Jct.	25 MPH.
Lewistown and Moccasin	25 MPH.
Spring Creek Jct. and Geraldine	10 MPH.
Heath and Lewistown	25 MPH.
Moore and Lewistown	25 MPH.
Lewistown City Limits	8 MPH.
All sidings and industry tracks Thirteenth, Fourteenth and Fifteenth Subdivision	5 MPH.
All bridges Thirteenth, Fourteenth and Fifteenth Subdivision	10 MPH.
Hesper and Rapelje	10 MPH.
Item 1A, All Subdivisions, applies on Sixth, Seventh, Ninth, Eleventh, Twelfth, Thirteenth, Fourteenth and Fifteenth Subdivisions.	
Item 1A, All Subdivisions, applies on Fourth Subdivision from MP 100.0 to MP 138.9.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Except on Third Subdivision between Pacific Jct. and Great Falls and Fourth Subdivision between Great Falls and Shelby cars 52.5 feet and longer 315,000 lbs.

Except on Seventh and Twelfth Subdivisions cars heavier than 220,000 lbs. not permitted.

250-ton wrecking cranes not permitted on Sixth, Seventh, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth and Fifteenth Subdivisions.

Engines heavier than Group E are not permitted on Fourth Subdivision between Shelby and Sweetgrass.

Engines heavier than Group D are not permitted on Sixth, Seventh, Eleventh, Twelfth, Thirteenth, Fourteenth, and Fifteenth Subdivisions.

Engines heavier than Group E are not permitted on Ninth and Tenth Subdivisions.

3. Train Register Exceptions—

Bainville, Plentywood, Scobey, Hesper, Eastham Jct., Power, Geraldine, Pendroy, Sweetgrass, Heath, Moore, Valier, Rapelje, Valier Jct., Moccasin and Spring Creek Jct.—Register when directed by train order.

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

Bainville, Pacific Jct., Power, Saco, Moccasin, Hesper, Spring Creek Jct., Eastham Jct., and Valier Jct.—Rule 83(B) does not apply.

Between Bainville and Opheim—Dakota Division clearance and train orders will govern.

Mossmain—Rule 83(B) does not apply, obtain Montana Division clearance at Billings or Laurel yard.

Shelby—Fourth Subdivision trains require a clearance.

5. Rule 99—Unless otherwise instructed, protection against following trains is not required. When flagging is required, flagging distance is as follows:

Third Subdivision—Flagging distance is 1.5 miles.

Fourth Subdivision—Flagging distance is as follows:

MP 0.0 to MP 99.8 2.0 miles
MP 102.4 to MP 138.9 1.0 miles

Fifth Subdivision—Flagging distance is 2.0 miles.

Sixth Subdivision—Flagging distance is 1.5 miles.

Seventh Subdivision—Flagging distance is 1.0 miles.

Eighth Subdivision—Flagging distance is 1.0 miles.

Ninth Subdivision—Flagging distance is 1.0 miles.

Tenth Subdivision—Flagging distance is 1.0 miles.

Eleventh Subdivision—Flagging distance is 1.0 miles.

Twelfth Subdivision—Flagging distance is 1.0 miles.

Thirteenth Subdivision—Flagging is required between Lewistown and Spring Creek Jct. Flagging distance is 1.0 miles.

Fourteenth Subdivision—Flagging distance is 1.0 miles.

Fifteenth Subdivision—Flagging distance is 1.0 miles.

Maintenance of Way Rule 14 exception applies on Sixth, Seventh, Eighth, Ninth, Tenth, Twelfth, Fourteenth and Fifteenth Subdivisions.

6. Test Mile Locations—

Laredo— MP 5.1 and MP 6.1

Sheffels— MP 106 and MP 107

Vaughn— MP 9.1 and MP 10.1

Gerber— MP 216.8 and MP 215.8

Hesper— MP 3.5 and MP 4.5

7. Sixth Subdivision—Crews on all eastward trains handling 10 or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release these retainers at Redstone.**8. Eastham Jct.—Normal position of switch is for Power to Choteau line.**

YELLOWSTONE DIVISION

(Bismarck to Glendive)

FIRST SUBDIVISION

- 1. Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted | |
|--|------------------------------|-----------------------------|
| | Up to 100 tons per Op. Brake | Over 100 tons per Op. Brake |
| Bismarck and Glendive | | 40 MPH. |
| Beaver Hill and Wibaux, MP 169 (east of Beach) and Medora, Fryburg and Belfield, MP 81 (east of Richardton) and Hebron, New Salem and Mandan | | 35 MPH. |
| Between Bismarck and Mandan MP 192 to MP 199 | 35 MPH. | 35 MPH. |
| Dickinson—Over street crossings | 25 MPH. | 25 MPH. |
| Beach—Over first crossings east and west of depot | 50 MPH. | 40 MPH. |
| Trains or engines through No. 20 turnouts at the following locations: | | |
| Taylor, South Heart, Fryburg, Sully Springs, Sentinel Butte, Yates, Hodges and Curry | 35 MPH. | 35 MPH. |
| Dickinson—Engines backing over foot crossing near Montana Dakota Power and Light Co. plant, must stop before passing over this crossing. | | |
- 2. Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
- 3. Train Register Exceptions—None.**
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
Bismarck—Rule 83(B) does not apply. Trains for which Bismarck is initial station may proceed on clearance received on Dakota Division.
All trains between Bismarck and Mandan will operate on Dakota Division clearance and train orders.
Mandan and Dickinson—all trains require clearance.
- 5. Rule 99**—When flagging is required, flagging distance is 2.0 miles.
- 6. Mandan**—Main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.
- 7. Sidings**—Freight trains over 100 Tons/O.B. must not use the following sidings: Eastward siding Glen Ullin, Eland and Belfield.
Mandan—The first track south of depot is passenger track; the second track is main track.
Glen Ullin—North siding is westward; south siding is eastward.
Dickinson—First track south of depot is main track; the second track is passenger siding.
- 8. Gladstone**—The normal position of the west switch of the crossover is for the spur track.
Demores—Westward advance warning sign located at east switch is 6000 feet in advance of the reduce speed sign.

Glendive—Eastward advance warning sign located at east switch is 2200 feet in advance of the reduce speed sign.

9. Hotbox Detector Locations—

New Salem— MP 32.8	South Heart— MP 124.8
Eagle Nest— MP 61.8	Rider— MP 154.3
Richardton— MP 87.9	Yates— MP 178.9

The Following Failed Equipment Detectors Protect Bridges, Tunnels or Other Structures—None.

YELLOWSTONE DIVISION

(Glendive to Laurel)

SECOND SUBDIVISION

- 1. Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted | |
|--|------------------------------|-----------------------------|
| | Up to 100 tons per Op. Brake | Over 100 tons per Op. Brake |
| Glendive and Laurel | | 40 MPH. |
| Against the current of traffic on double track | 49 MPH. | 40 MPH. |
| Glendive —Over Allard Street . . . | 30 MPH. | 30 MPH. |
| Westward | | |
| Allard Street to yard office . . . | 10 MPH. | 10 MPH. |
| Eastward | | |
| Barry Street underpass to yard office | 10 MPH. | 10 MPH. |
| Miles City —Between Leighton Boulevard crossing and Tongue River bridge | 20 MPH. | 20 MPH. |
| Head end restrictions for westbound freight trains: | | |
| Signal 211.7 between Jones Jct. and Huntley | 55 MPH. | 40 MPH. |
| Signal 222.1 between Lockwood and Billings | 55 MPH. | 40 MPH. |
| Signal 10.1 between Billings and Laurel | 55 MPH. | 40 MPH. |
| Signal 13.3 between Billings and Laurel | 55 MPH. | 40 MPH. |
| Head end restrictions for eastbound freight trains: | | |
| Signal 154.2 between Hysham and Myers | 50 MPH. | 40 MPH. |
| Signal 196.8 between Pompeys Pillar and Newton | 45 MPH. | 35 MPH. |
| Signal 216.8 between Huntley and Lockwood | 50 MPH. | 40 MPH. |
| Signal 221.6 between Lockwood and Billings | 50 MPH. | 40 MPH. |
| Signal 13.8 between Billings and Laurel | 55 MPH. | 40 MPH. |
| Billings —Over 27th, 28th, and 29th Streets, all trains head end restriction only | 10 MPH. | 10 MPH. |
| On long spur (between Billings and Yegen) | 10 MPH. | 10 MPH. |
| Trains or engines through No. 20 turnouts at following locations: | | |
| Finch | 35 MPH. | 35 MPH. |
| Sarpy Jct. | 35 MPH. | 35 MPH. |
| Hysham East Siding Switch | 35 MPH. | 35 MPH. |
| Jones Jct. | 35 MPH. | 35 MPH. |

Huntley—East and west siding switches and crossover to Third Subdivision	35 MPH.	35 MPH.
East Billings—Begin CTC	35 MPH.	35 MPH.
Trains or engines through No. 16 turnouts at following locations:		
Laurel crossover	30 MPH.	30 MPH.
Laurel—West end passenger main	30 MPH.	30 MPH.
Laurel—Eastbound freight to passenger main	30 MPH.	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Billings and Laurel Yard—All originating or terminating trains will register.

Nichols Wye—Trains register when directed by train order.

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

Forsyth—All trains will require clearance.

Sarpy Jct. and Mossmain—Rule 83(B) does not apply.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

Huntley—Rule 83(B) does not apply. Trains moving on Second Subdivision and trains moving between Second Subdivision and Third Subdivision via Huntley and Moran Jct. will be governed by train order signal at Huntley. Trains moving between Second Subdivision and Third Subdivision via Jones Jct. and Moran Jct. must obtain clearance at Huntley.

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

6. Between Billings and Huntley—Electric switch locks have been removed at the following locations and Rule 268(A) applies:

Stockyard H.B.—1799 feet west of MP 221.

Dyce Chemical H.B.—3661 feet west of MP 222.

Brick Spur H.B.—3861 feet west of MP 222.

7. Between Laurel and end of double track East Billings—

Train order authority not required for extra trains moving with current of traffic.

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

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

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.

Movement of westward train 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 and under protection of yardmaster.

Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner prescribed by the rules.

9. Spring Switches—

Billings—Switch at east end of auxiliary main track to eastward main track (MP 224.4) is not equipped with facing point lock.

10. Special Track Circuit—

Miles City—a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.

11. Sidings—Freight trains over 100 Tons/O.B. must not use following sidings: Fallon, Westward siding Terry, Miles City, Rosebud, Big Horn, Westward siding Custer, Pompey's Pillar, Newton and Yegen.

Glendive—The first track south of depot is passenger siding; the second track is main track.

Terry—North siding is eastward; south siding is westward.

Miles City—The first track south of the main track is siding. The second track is designated Old Pass Track.

Custer—North siding is westward; south siding is eastward.

12. Glendive—Main track not protected by a continuous automatic block signal system. Trains leaving Glendive must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.

13. Colgate—Westward advance warning sign located at east switch of back track, is 5850 feet in advance of reduce speed sign.

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

14. Hysham—Westward train requiring train order authority to proceed beyond Hysham will be authorized to proceed on main track from end CTC limits to train order station Hysham if control signal located at end CTC limits Hysham indicates proceed.

15. Laurel Yard Limits—Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard.

16. Mossmain—Trains entering the Second Subdivision from the east leg of the wye may operate electric switch locks if the indicator on the lock indicates "PROCEED" or displays the word "UNLOCKED." Otherwise apply Rule D-152.

17. 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 Second 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) continuously from yard office crossing to east switch shanty located just west at highway overpass.

Trains or engines using either leg of wye track must obtain permission from the dispatcher before entering long lead.

18. Hotbox Detector Locations—

Fallon—	MP 34.1	Sarpy Jct.—	MP 144.9
Shirley—	MP 57.3	Waco—	MP 177.9
Hathaway—	MP 95.9	Newton—	MP 200.2

The Following Failed Equipment Detectors Protect Bridges, Tunnels or Other Structures—None.

(Gillette to Huntley)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted
Gillette and Huntley	49 MPH.
Curve between: MP 675.2 and MP 676.2	45 MPH.
Sheridan —Over First Street crossing with engine or leading car	15 MPH.
Hardin —Over Center Street west of depot with Engine or leading car	15 MPH.
Freight trains over 100 Tons/O.B.	40 MPH.
Freight trains over 100 Tons/O.B. without dynamic availability between: Parkman and Aberdeen	35 MPH.
Curve between MP 707.90 and MP 708.11	35 MPH.
Ulm and Clearmont	25 MPH.
Clearmont and Arvada	30 MPH.
MP 603 and Gillette	30 MPH.
Through all turnouts	10 MPH.
Except east and west siding switches through No. 20 turnouts at following locations:	
Oriva, Echeta, Lariat, Kendrick, Clearmont, Ulm, Ranchester and Moran Jct	35 MPH.
Hardin North Line —Maximum speed	10 MPH.
2. Bridge, Engine and Heavy Car Restrictions—	
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:	
220,000 lbs. or less, minimum length 38 ft.	
263,000 lbs. or less, minimum length 44 ft.	
315,000 lbs. or less, minimum length 52 ft.	
Except—Maximum gross weight of cars handled on Hardin North Line spur beyond MP 1.60 and on Fort McKenzie spur must not exceed 220,000 lbs.	
Engines heavier than Group E not permitted on following tracks:	
Kiewit	Power house lead, beyond R.R. crossing.
Hardin Line North	Main track Bridge 2.09 and beyond.
Sheridan	L-3 track beyond switch to No. 109 track M tracks beyond Grinell Street City 4 track City 2 track City 3 track Sugar factory spur
Fort McKenzie spur	Bridge 0.48 to end of track
Hardin —Cars must not be moved beyond engine limit sign on track No. 7 (Rock Track) servicing Holly Sugar Company.	
3. Train Register Exceptions—None.	
4. Clearance Provisions and Exceptions Rule 83(B)—	
Sheridan —all trains must receive clearance.	
Huntley —Rule 83(B) does not apply. Trains moving on Second Subdivision and trains moving between Second Subdivision and Third Subdivision via Huntley and Moran Jct. will be governed by train order signal at Huntley. Trains moving between Second Subdi- vision and Third Subdivision via Jones Jct. and Moran Jct. must obtain clearance at Huntley.	
5. Rule 99 —Flagging distance against westbound trains is as follows:	
MP 597.2 to MP 694.0	2.0 miles
MP 694.0 to MP 700.0	2.5 miles
MP 700.0 to MP 829.3	2.0 miles

6. Sidings—Freight trains over 100 Tons/O.B. must not use following sidings: Verona, Wakeley, Kewet, Kileenburn, Parkman, Wyola, Spear, Lodgegrass, Crow Agency, Hardin and Anita.

(Mandan to Mott)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
MP 0 and MP 41.5	25 MPH.
MP 41.5 and MP 91.1	10 MPH.

Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Engines heavier than Group E not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83 (B)—None.**
5. **Rule 99—**Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.5 miles.
6. **Mandan—**First Subdivision instructions govern.

(Mandan to Killdeer)

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
MP 0 and MP 81.0	30 MPH.
MP 81.0 and MP 121.4	10 MPH.
Glenharold— Trains unloading coal over hopper . . .	3 MPH.
Trains using Loop Track	10 MPH.
Hazen— First crossing west of depot (Central Ave.)	
westbound trains	15 MPH.
Antelope Valley Spur	10 MPH.
Item 1A, All Subdivisions, applies.	
2. Bridge, Engine and Heavy Car Restrictions—	
Cars heavier than the following for minimum lengths shown, not permitted without authority of Superintendent:	
220,000 lbs. or less, minimum length 38 ft.	
263,000 lbs. or less, minimum length 44 ft.	
Zap to Killdeer and Hazen to Truax, engines heavier than Group E not permitted.	

3. Train Register Exception—

Beulah—only trains originating or terminating will register.

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

Killdeer—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise instructed, flagging is not required between Zap and Killdeer. When flag protection is required, distance is 1.5 miles.**6. Staff Operation—**Movement of all trains or engines in both directions between Beulah and South Beulah is governed by staff operation. Staff box located at the Beulah depot and contains one staff. Any train or engine leaving Beulah for South Beulah must have this staff in their possession which will be their authority to move between these points. On return to Beulah staff must be placed in proper staff box and box locked.

Movement of all trains or engines in both directions between switch at MP 77.14 and end of Antelope Valley Spur is governed by Staff Operations. Staff box is located at the Beulah depot and contains one staff. Any train or engine leaving main track at MP 77.14 and entering Antelope Valley Spur must have this staff in their possession which will be their authority to move on this spur. On return to Beulah, staff must be placed in proper staff box and box locked.

7. Mandan—Std. Oil Refinery track gate must be kept locked except when opened for switching.**8. Glenharold—**Men not permitted to ride on cars over open pit. Hand rail on walk over United Power unloading hopper will not clear man on side of car.

Cars and engines not permitted beyond 577 feet from head block of switch on United Power Construction Spur.

9. Hazen—Siding extends between east switch and east crossover switch.

Cars left on House Track must be left not less than 150 feet west of depot.

10. Beulah—Engines must not pass under tipple tracks 2, 3 and 4.

Tipples, slack bin over track 4 and car pullers between tipple tracks will not clear man on top and/or side of car.

Inside switch of crossover west of stockyard must be left lined and locked for stockyard track.

Private crossing east of storage track switch must not be blocked.

South Beulah—Engines must not pass under tipple. Tipple will not clear man on top or side of car.

Trains approaching State Highway 49 crossing located 5,100 feet west of MP 72 from South Beulah Mine Spur must know crossing gates are down before occupying crossing.

11. Republic—Engines must not pass under tipple. Tipple will not clear man on top and/or side of car.**2. Bridge, Engine and Heavy Car Restrictions—**

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Engines heavier than Group E not permitted.

3. Trains Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**None.**5. Rule 99—**Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.5 miles.**YELLOWSTONE DIVISION**

(Glenville to Snowden)

SEVENTH SUBDIVISION**1. Speed Restrictions—****Zone—Between****Maximum Speeds Permitted**

Glenville and Savage (MP 34) 25 MPH.

Savage (MP 34) and MP 53 45 MPH.

MP 53 and Snowden 30 MPH.

Sidney over main street and third street N.E. crossings 15 MPH.

Glenville to Savage—Diesel units and cars in excess of 248,000 lbs 25 MPH.

Cecil Jct. and Cecil (spur) 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Engines heavier than Group E not permitted.

Sidney—engines must not be operated over the hoppers at Holly Sugar Corporation plant trestles.

3. Train Register Exceptions—

Fairview—Trains register when directed by train order.

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

Snowden—Trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.

5. Rule 99—Flagging distance is 1.5 miles.**6. Glenville—**trains will get authority from train dispatcher before entering Second Subdivision.**7. Cecil—**Engines or cabooses will not clear mine tipple on spur.**8. Between Newlon Jct. and Sidney—**Track will be operated as one yard. Train and engine movements will be made under Rule 93.**YELLOWSTONE DIVISION**

(Beach to Carlyle)

SIXTH SUBDIVISION**1. Speed Restrictions—****Zone—Between****Maximum Speeds Permitted**

Beach and Golva 10 MPH.

Highway 16 west of MP 1 5 MPH.

YELLOWSTONE DIVISION

(Newlon Jct. to Richey)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Newlon Jct. and Richey 20 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Engines heavier than Group D not permitted, Except 1700-1722, 1831-1883, and 1892-1901.
3. **Train Register Exceptions—None.**
4. **Clearance provisions and exceptions Rule 83(B)—**
 Newlon Jct.—Westward trains originating Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 0.5 miles.

YELLOWSTONE DIVISION

(Watford City to Fairview)

NINTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Fairview and Watford City 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Engines heavier than Group D not permitted, Except 1700-1722, 1831-1883, and 1892-1901.
3. **Train Register Exceptions—**
 Fairview—Trains will register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Fairview—Eastward trains originating Rule 83(B) does not apply.
5. **Rule 99—**Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.0 miles.

YELLOWSTONE DIVISION

(Glendive to Brockway)

TENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Glendive and Brockway 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
 Engines heavier than Group E not permitted.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—**Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.5 miles.
6. **Sidney Branch Junction—**Normal position of switch is for Seventh Subdivision.
7. **Lindsay—**In order to provide derail protection to cars on elevator track, the west switch of house track must always be left lined and locked for the house track.

YELLOWSTONE DIVISION

(Nichols to Big Sky)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Nichols and Big Sky 25 MPH.
 Cow Creek Yard over all Turnouts 5 MPH.
 Colstrip and Big Sky Loop Tracks 5 MPH.
 Train speed while loading will be 0.5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.
3. **Train Register Exceptions—**
 Cow Creek, Colstrip, Nichols, Wye—Trains register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Nichols—Rule 83(B) does not apply.
5. **Rule 99—**Flagging distance is 1.5 miles.
6. **Nichols—**Normal position of tail track switch is for East Leg of Wye.
7. **Cow Creek—**coal tipple Western Energy Company has restricted overhead clearance. Engines and cabooses will not clear and must not be operated under tipple. Employees are forbidden from riding cars while passing under tipple.

8. **Big Sky**—unit coal trains will leave Big Sky with white stripe headed east, therefore, either entrance to loop track may be used. If necessary to use right entrance to loop track to have cars in proper direction it will be necessary to reverse the caboose and engine.

A member of the crew with radio will locate himself in the control house during loading.

Trains will only be weighed loaded and at a speed not to exceed 4 MPH over the scale. Reverse movements over scale must not be made after train has started to weigh unless authorized by mine personnel.

Spring switch is located at entrance to loop track at Big Sky Mine. Normal position of switch is for left entrance to loop track. All trains must stop and examine spring switch at entrance to loop track.

9. **Colstrip**—All inbound trains will use left leg of the loop track.

A member of the crew with radio will locate himself in the control house during loading.

YELLOWSTONE DIVISION

(Sarpy Junction to Kuehn)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**

Sarpy Junction and Kuehn 40 MPH.
Kuehn around Loop Track 4 MPH.

Train speed while loading will be .05 MPH.

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

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. **Train Register Exceptions—**

Kuehn—Trains register when directed by train order.

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

Sarpy Junction—Rule 83(B) does not apply.

5. **Rule 99**—Flagging distance is 2.0 miles.

6. **Kuehn**—all inbound trains will use left leg of the loop track. A member of the crew with radio will locate himself in the control house during loading.

7. All trains delayed at Sarpy Jct. beyond 15 minutes will stop their leading engine west of the cattle crossing and will have to cut the first private crossing around the curve one quarter of a mile west of the junction.

YELLOWSTONE DIVISION

(Dutch to Decker)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**

Dutch and MP 15.95 40 MPH.
MP 15.95 and Nerco 35 MPH.
Speed around Loop Track Decker 10 MPH.
Speed around Loop Track East Decker 5 MPH.
Speed around Loop Track Nerco 5 MPH.
Train speed while loading will be 0.5 MPH.

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

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. **Train Register Exceptions—**

Decker—train register is located in company telephone booth and trains will register when directed by train order.

4. **Clearance Provisions and Exceptions Rule 83(B)**—None.

5. **Rule 99**—Flagging distance is 2.0 miles.

6. **Decker**—All inbound trains will use the right leg of the loop track.

A red-green signal light is mounted on the in-bound side of the loading structure and will indicate as follows:

Green light signal indicates that the loading chute is retracted (to the side) to permit safe passage of the engines.

Red light signal indicates the chute is not retracted for proper clearance and engines must stop until chute is safely repositioned.

Nerco—The Loop Track has the capacity to hold two unit coal trains, and the normal position for the Loop Track Switch is for an outbound movement. Verbal authority must be received from the tippie operator before trains move under tippie. Tippiie operator will bring out the Nerco radio for the conductor's use while loading. Trains will load counterclockwise.

YELLOWSTONE DIVISION

(Mobridge to Terry)

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**

Mobridge and Terry 30 MPH.

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

Cars heavier than the following for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

3. **Train Register Exceptions—**

Mobridge and Terry—Trains originating or terminating will register.

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

Rule 83(B) does not apply to through trains.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.

- 5. Rule 99—**When flagging is required, flagging distance is 2.0 miles.
- 6. Freight trains over 100 tons per operative brake** are restricted to the main track between Mobridge and Terry and on Mine Loop at Gascoyne.
- 7. Empty Gascoyne-Big Stone coal trains** will report to train dispatchers when clear of main track at Knife River and also contact train dispatchers when ready to re-enter main track.
- 8. Bucyrus, Gascoyne, Buffalo Springs and Bowman—**When trains meet, the train holding the main track will not pass the automatic block signal at the near end of the siding until the train taking siding has arrived.
- 9. Eastward trains** required to wait at Knife River for westward trains will remain west of west signal Gascoyne until opposing train is clear of main track Knife River.
- 10. In CTC territory,** Rule 268(A) does not apply.
- 11. Signals** are controlled by the operator at Aberdeen under the supervision of the dispatcher at Minneapolis, Minnesota. Aberdeen Control Operator can be reached through Phone Number 1-800-843-1760.
- 12. CMSTP&P Railroad Signal Aspects and Indications** are in effect. Refer to Pages 100 through 105, and 120 and 121 of the Consolidated Code of Operating Rules.

ROCKY MOUNTAIN DIVISION

(Laurel to Livingston)

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake

Columbus—Between Pratten Street and crossing just west of depot	35 MPH.	35 MPH.
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The following head end restrictions
are in effect:

Head end of Westward Trains:

MP 15.1 to 15.5 (5th Avenue Crossing, Laurel)	50 MPH.	45 MPH.
Signal 16.5	50 MPH.	40 MPH.
Signal 16.7	50 MPH.	40 MPH.
Signal 21.1	55 MPH.	45 MPH.
Signal 29.5	55 MPH.	45 MPH.
Signal 36.9	55 MPH.	45 MPH.
Signal 43.5	55 MPH.	50 MPH.
Signal 45.1	55 MPH.	50 MPH.
Signal 53.3	55 MPH.	50 MPH.
Signal 60.1	55 MPH.	45 MPH.
Signal 88.7	55 MPH.	45 MPH.
Signal 100.3	55 MPH.	45 MPH.
Signal 108.7	55 MPH.	50 MPH.
Signal 110.3	55 MPH.	50 MPH.

Head end of Eastward Trains:

Signal end CTC (MP 116.1)	30 MPH.	20 MPH.
Signal 92.0 (Carney East)	55 MPH.	50 MPH.
Signal 84.4	55 MPH.	45 MPH.
MP 81.2 to MP 80.8 (Highway Crossing, Big Timber)	45 MPH.	45 MPH.
Signal 73.0	55 MPH.	45 MPH.
Signal 64.8	50 MPH.	45 MPH.
Signal 58.4	50 MPH.	40 MPH.
Signal 53.4	55 MPH.	45 MPH.
Signal 50.0	55 MPH.	45 MPH.
Signal 43.4	55 MPH.	50 MPH.
Signal 41.8	55 MPH.	45 MPH.
Signal 34.4	50 MPH.	40 MPH.
Signal 25.4	55 MPH.	45 MPH.
Signal 21.2	55 MPH.	50 MPH.
Signal 19.4	55 MPH.	50 MPH.
Signal 16.6	50 MPH.	40 MPH.

Through turnouts of controlled sidings	30 MPH.	30 MPH.
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Through sidings at Park City, Columbus, Big Timber and Livingston	20 MPH.	20 MPH.
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Through old eastward main at Laurel	20 MPH.	20 MPH.
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2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not
permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**

Laurel—Rule 83(B) does not apply. Trains will receive their clear-
ance at Laurel yard unless otherwise instructed.

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

5. **Rule 99**—When flagging is required, flagging distance is 1.5 miles.

6. **Rule 268(A)**—Applies when train or engine enters track leading off
of sidings at Rapids, Reed Point, Quebec, Greycliff, Carney and
Elton.

7. Hotbox Detector Locations—

Rapids—MP 36.1

Quebec—MP 66.6

Carney—MP 86.8

The Following Failed Equipment Detectors Protect
Bridges, Tunnels or Other Structures—None.

ROCKY MOUNTAIN DIVISION

(Livingston to Missoula)

SECOND SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake

Livingston and Muir		
Ascending	40 MPH.	40 MPH.
Descending	35 MPH.	20 MPH.
Muir and West End	30 MPH.	20 MPH.

West End and 1400 feet West of

MP 135		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.

Birdseye (east Switch) and Austin

Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.

Austin and Blossburg

Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.

Between Livingston and Helena:

The following head end restrictions
are in effect:

Head End of Westward Trains:

Signal 139-L (Muir West)	30 MPH.	25 MPH.
Signal 135-L (West End, East) ..	25 MPH.	25 MPH.
Signal 137.1	45 MPH.	35 MPH.
Signal 161.7	45 MPH.	40 MPH.
Signal 176.9	55 MPH.	45 MPH.
Signal 105-L (Clarkston East) ...	50 MPH.	40 MPH.
Signal 183.5	50 MPH.	45 MPH.
Signal 101-L (Lombard East) ...	50 MPH.	40 MPH.
Signal 192.7	55 MPH.	45 MPH.
Signal 97-L (Toston East)	45 MPH.	40 MPH.
Signal 202.5	55 MPH.	45 MPH.
Signal 93-L (Townsend East) ...	55 MPH.	45 MPH.
Signal 89-L (Winston East) ...	55 MPH.	45 MPH.
Signal 224.7	50 MPH.	40 MPH.
Signal 85-L (Louisville East) ...	50 MPH.	40 MPH.
Signal 231.5	50 MPH.	45 MPH.
Signal 234.5	45 MPH.	40 MPH.

Head End of Eastward Trains:

Signal 237.0	45 MPH.	40 MPH.
Signal 229.4	55 MPH.	45 MPH.
Signal 87-R (Winston West)	50 MPH.	40 MPH.
Signal 91-R (Townsend West) ...	50 MPH.	40 MPH.
Signal 196.8	55 MPH.	50 MPH.
Signal 95-R (Toston West)	40 MPH.	35 MPH.
Signal 187.4	45 MPH.	40 MPH.
Signal 99-R (Lombard West)	50 MPH.	45 MPH.

Signal 181.2	50 MPH.	40 MPH.
Signal 103-R (Clarkston West) . .	55 MPH.	45 MPH.
Signal 123.6	35 MPH.	30 MPH.
Signal 119.4	35 MPH.	30 MPH.

Between Helena and Missoula:

The following head end restrictions are in effect:

Head end of Westward Trains:

Signal 6.1	45 MPH.	40 MPH.
Signal 25.5	40 MPH.	30 MPH.
Signal 19-L (Bradley West)	45 MPH.	40 MPH.
Signal 45.3	45 MPH.	35 MPH.
Signal 46.5	45 MPH.	40 MPH.
Signal 67.3	55 MPH.	45 MPH.
Signal 115.5	55 MPH.	45 MPH.

Head end of Eastward Trains:

Signal 25-R (Avon East)	55 MPH.	50 MPH.
Signal 19.6	20 MPH.	15 MPH.
Signal 17.0	20 MPH.	20 MPH.
Signal 14.6	25 MPH.	15 MPH.
Signal 59-R (Austin West)	25 MPH.	20 MPH.
Signal 10.6	25 MPH.	20 MPH.
Signal 9.2	25 MPH.	20 MPH.
Signal 65-R (Birdseye West)	25 MPH.	20 MPH.
Signal 67-R (Birdseye East)	25 MPH.	20 MPH.

Through Mullan tunnel 25 MPH. 20 MPH.

Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.

Westbound freight trains over 100 tons per operative brake must not exceed 30 MPH between Blossburg and Elliston.

Phosphate to MP 4 20 MPH. 20 MPH.

Missoula—Within city limits,
Over public crossings 30 MPH. 30 MPH.

Helena—Train and engines must not exceed 45 MPH between MP 2.2 and MP 236.7 except do not exceed 25 MPH between Benton Street and Roberts Street.

Through turnouts of controlled sidings, except east switch Muir, west switch West End and east switch Garrison 30 MPH. 30 MPH.

Through sidings at Bozeman, Garrison (we and siding), Townsend, Drummond and Jens 20 MPH. 20 MPH.

East and west switches of the following controlled sidings: Belgrade, Manhattan, Logan, Clarkston, Lombard, Toston, Winston, Louisville, Birdseye, Austin, Weed, Skyline, Blossburg, Elliston, Avon, Bradley, Bearmouth, Nimrod, Clinton, Bonner, speed restricted to 12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Fort Harrison—Engines heavier than Group E not permitted.

3. Train Register Exceptions—

Bozeman—Trains originating or terminating will register.

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

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

Livingston—Unless otherwise provided, clearance received at Livingston will clear trains at Helena.

Missoula—Unless otherwise provided, clearance received at Missoula will clear trains at Helena.

Helena—Unless otherwise provided all trains arriving Helena must deliver all clearances, train orders and messages to relieving conductor, engineer or both. If a connecting crew is not called, conductor and engineer will turn their clearances, train orders and messages over to the operator. Their clearances, train orders and messages will then be delivered by the operator to the outgoing train and engine crew when called.

5. Rule 99—When flagging is required, flagging distance against west bound trains is:

MP 115.3 to MP 128.0 (Livingston)	1.5 miles
MP 128.0 to MP 138.0	2.2 miles
MP 138.0 to MP 238.0	2.0 miles
MP 0.0 to MP 5.0 (Helena West)	2.0 miles
MP 5.0 to MP 20.5	1.0 miles
MP 20.5 to MP 32.0	2.5 miles
MP 32.0 to MP 119.3 (Missoula)	2.0 miles

Flagging distance against eastbound trains is:

MP 119.3 to MP 27.0 (Missoula East)	2.0 miles
MP 27.0 to MP 20.5	1.5 miles
MP 20.5 to MP 0.0 (Helena)	2.0 miles
MP 239.0 to MP 133.5 (Helena East)	2.0 miles
MP 133.5 to MP 128.0	1.5 miles
MP 128.0 to MP 115.3 (Livingston)	2.0 miles

6. Restricted Clearances—

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

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.

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.

Bradman—Ramps will not clear man on side of car.

MP 4—At loading dock close clearance. Trainmen must not ride side of cars passing dock, nor stand between dock and moving cars.

Phosphate Lower Yard—No clearance at loading dock.

7. Between Livingston and Missoula—

Electric switch locks have been removed at the following locations and Rule 268(A) applies.

Stanley Spur—800 feet west of MP 183
Penwell Spur—1,475 feet west of MP 231
Austin Set Out Track off Siding
Gold Creek Spur—1,200 feet west of MP 58
Bradman Spur—2,900 feet west of MP 75
Bonita Spur—2,200 feet west of MP 95
Clinton Ore Spur—3,300 feet west of MP 102

8. Helena—Eastbound 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.

9. 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. Ruling grade descending east 1.8%, west 1.9%.

Mountain Grade between Blossburg and Tobin. Ruling grade descending: east 2.2%.

Ruling grade descending westbound between Blossburg and Elliston is 1.4%.

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

10. **West End**—Holding signals are located approximately 2000 feet east of west switch of siding.

Muir—Holding signals are located approximately 2000 feet west of east switch of siding. A descending freight or mixed train may pass the upper switch of the siding at West End and Muir and proceed to the holding signals, being governed by the signal aspects at these holding signals.

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

When necessary to switch over dual control switches at east end of Livingston yard, authority must be obtained from the Glendive train dispatcher. He will position and lock dual control switches and display a 501K aspect on signals involved. Switching operations can be carried on continuously while signals are displaying 501K aspect. A member of the crew must promptly inform the train dispatcher at Glendive when switching operations have been completed. When a 501L Aspect is displayed the track between the interlocking signals must be cleared immediately and the Glendive train dispatcher contacted for further instructions.

11. **Handling 80 Foot or Longer Cars—**

(See Handling 80 Foot or Longer Cars, All Subdivisions, Items 3 and 4.)

Between Bozeman and West End—Eastbound—

Trains of greater than 4250 trailing tons must handle empty cars, 80 feet and longer, in the rear 4250 tons.

Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 900 tons must be provided to separate helper from the rear most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

Between Helena and Blossburg—Westbound—

Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

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

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

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

12. **Hotbox Detector Locations—**

Belgrade— MP 154.0	Elliston— MP 33.0
Trident— MP 174.5	Jens— MP 64.6
Toston— MP 199.8	Nimrod— MP 94.3

The Following Failed Equipment Detectors Protect Bridges, Tunnels or Other Structures—None.

13. **ABS Rules** are in effect between MP 235.6 and MP 0.2. There are two main tracks (north and south main) with CTC Rules in effect between MP 0.2 and MP 5.1.

There are two main tracks with ABS Rules in effect between MP 117.2 and MP 118.9 at Missoula.

ROCKY MOUNTAIN DIVISION

(Missoula to Sandpoint Jct.)

THIRD SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Zone—Between		
One mile West of DeSmet and Evaro		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Evaro and MP 19 (East of Arlee)		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Between Paradise and Sandpoint Jct.:		
The following head end restrictions are in effect:		
Head end of westward trains:		
Signal 4.7	55 MPH.	45 MPH.
Signal 29.5	55 MPH.	50 MPH.
Signal 114.1	50 MPH.	40 MPH.
Head end of eastward trains:		
Signal 106.0	55 MPH.	50 MPH.
Signal 49.2	55 MPH.	45 MPH.
Signal 23.8	55 MPH.	50 MPH.
Signal 3.8	55 MPH.	45 MPH.
Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.		
Missoula —Over public crossings within corporate limits	30 MPH.	30 MPH.
Missoula —Yard movements over yard tracks at Van Evans Crossing	10 MPH.	10 MPH.
Entering or departing yard, between crossover at MP 120 and East switch No. 9 track	10 MPH.	10 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.		
Thompson Falls —Over public crossings within corporate limits	30 MPH.	30 MPH.
Plains —Over public crossings within corporate limits	35 MPH.	35 MPH.

250-ton wrecking cranes over Bridge 55 Flathead River (3.6 miles west of Perma)	20 MPH.	20 MPH.
Through turnouts of controlled sidings except East switch Paradise	30 MPH.	30 MPH.
Through sidings at Plains, Kootenai, Thompson Falls, Childs, Tuslor, Noxon, Heron, Colby, Hope and Eddy	20 MPH.	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Missoula diesel engines heavier than Group E not permitted on coach tracks 1 and 2 east of Depot and coach track 2 west of Depot.

3. Train Register Exceptions—

Paradise—Trains operating between Missoula and Spokane register by register ticket.

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

Dixon, Kootenai, DeSmet and Sandpoint Jct.—Rule 83(B) does not apply.

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

5. Rule 99—When flagging is required, flagging distance against west-bound trains is:

MP 119.3 to MP 2.0 (DeSmet West)	2.0 miles
MP 2.0 to MP 10.0	1.0 miles
MP 10.0 to MP 23.0	2.0 miles
MP 23.0 to MP 115.3 (Kootenai)	2.0 miles
MP 0.0 to MP 2.9 (Kootenai and Sandpoint Jct.)	2.5 miles

Flagging distance against eastbound trains is:

MP 115.3 to MP 19.0 (Kootenai East)	2.0 miles
MP 19.0 to MP 12.0	1.0 miles
MP 12.0 to MP 125.0 (DeSmet East)	2.0 miles
MP 125.0 to MP 119.3 (Missoula)	2.0 miles
MP 0.0 to MP 2.9 (Sandpoint Jct. and Kootenai)	2.5 miles

6. Rule 268(A)—Applies when train or engine enters track leading off siding at Eddy, Thompson Falls, Childs, Tuscor, Noxon, Heron, Colby, Hope and Plains.

7. Paradise—Fifty foot log flats of the BN 640,000 series will not clear man on side of car on adjacent tracks.

8. 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%.

9. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions, Items 3 and 4.)

Between DeSmet and Arlee—

Trains of greater than 2800 trailing tons must handle empty cars, 80 feet and longer, in the rear 2800 tons.

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

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

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 2800 tons between lead locomotives

and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts. A buffer of at least 2300 tons must be provided to separate the lead locomotive from the first empty car 80 feet and longer.

10. Hotbox Detector Locations—

Woodlin—	MP 28.5	Heron—	MP 76.6
Trout Creek—	MP 54.0	Kootenai—	MP 111.8

The Following Failed Equipment Detectors Protect Bridges, Tunnels or Other Structures—None.

11. There are two main tracks designated as yard tracks between MP 118.9 and MP 120.8.

ABS rules are in effect between MP 120.8 and MP 122.8.

There are two main tracks (north and south main) with CTC Rules in effect between MP 122.8 and DeSmet.

12. Between Kootenai and Sandpoint Jct., MP 0.0 and MP 2.9—Supervised and maintained by Superintendent Spokane.

ROCKY MOUNTAIN DIVISION

(Logan to Garrison)

FOURTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Logan and Garrison	50 MPH.	40 MPH.
MP 43 and MP 46.4		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.
MP 46.4 and Homestake	25 MPH.	20 MPH.
Homestake and Skones	15 MPH.	15 MPH.
Skones and MP 68		
Ascending	25 MPH.	25 MPH.
Descending	20 MPH.	20 MPH.
Head end restriction for WESTWARD trains Logan to Butte:		
Signal 17.1	40 MPH.	30 MPH.
Signal 18.3	55 MPH.	45 MPH.
Signal 69.3	40 MPH.	35 MPH.
Signal 70.9	20 MPH.	15 MPH.
Head end restriction for EASTWARD trains Butte to Logan:		
Signal 21.0	40 MPH.	30 MPH.
Head end restriction for WESTWARD trains Butte to Garrison:		
Signal 30.7	55 MPH.	45 MPH.
Signal 33.5	55 MPH.	45 MPH.
Head end restriction for EASTWARD trains Garrison to Butte:		
Signal 33.6	50 MPH.	40 MPH.
Signal 1.2	30 MPH.	20 MPH.
Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.		

Butte—Within city limits, all trains

On main track	20 MPH.	20 MPH.
On other tracks	15 MPH.	15 MPH.
Kaw Avenue 2,213 feet west of MP 0	10 MPH.	10 MPH.
Trains handling 315,000 lb. cars . . .	20 MPH.	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Engines heavier than Group E not permitted on the following tracks:

Deerlodge House track, lumber spur and stockyards.

3. Train Register Exceptions—

Silver Bow—Union Pacific trains must register. Burlington Northern trains will register when directed by train order.

Garrison—Trains will register when directed by train order.

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

Butte—All trains must receive clearance.

Logan—Rule 83(B) does not apply. Trains entering Fourth Subdivision at Logan will receive their clearance at Livingston, Bozeman, Manhattan or Trident.

Garrison—Rule 83(B) does not apply. Trains entering Fourth Subdivision at Garrison will receive their clearance at Missoula, Drummond, Helena or Garrison.

Sappington and Whitehall—Rule 83(B) does not apply.

5. Rule 99—When flagging is required, flagging distance against westbound trains is:

MP 0.0 to MP 44.0	2.0 miles
MP 44.0 to MP 61.0	1.0 miles
MP 61.0 to MP 70.5 (Butte East)	1.5 miles
MP 0.0 to MP 51.0 (Garrison)	2.0 miles

Flagging distance against eastbound trains is:

MP 51.0 to MP 0.0 (Garrison East)	2.0 miles
MP 70.5 to MP 61.0 (Butte East)	1.0 miles
MP 61.0 to MP 0.0	2.0 miles

6. Butte—Trains and engines approaching Kaw Avenue crossing eastbound on main line, watch to see gates come down before occupying crossing. Movements westbound on freight lead and in any direction on house track must stop at start circuit sign next to the crossing and wait until gates come down before occupying crossing.

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

8. Mountain Grade Operations—

Air brake and train handling rules apply for mountain grade operations between four (4) miles west of Whitehall and MP 68.9. Ruling grade descending: east 2.2%, west 2.2%.

9. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions, Items 3 and 4.)

Between Whitehall and Butte—

Trains greater than 2450 trailing tons must handle empty cars, 80 feet and longer, in the rear 2450 tons.

Trains of greater than 3750 trailing tons must handle loaded cars, 80 feet and longer, in the rear 3750 tons.

When helper locomotives are used at rear of train, empty cars 80 feet or longer may not be handled.

When helper locomotives are cut into train in accordance with item 3, All Subdivisions, and cuts exceed 2450 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2450 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

ROCKY MOUNTAIN DIVISION

(DeSmet to Paradise)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
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The following head end restrictions are in effect:

Head End of Westward Trains:

Signal 134.9	55 MPH.	45 MPH.
Signal 139.7	50 MPH.	45 MPH.
Signal 170.1	50 MPH.	40 MPH.
Signal 190.5	50 MPH.	45 MPH.
Signal 211.5	40 MPH.	30 MPH.
Signal 212.5	40 MPH.	30 MPH.
Signal 214.7	50 MPH.	45 MPH.

Head End of Eastward Trains:

Signal 215.6	40 MPH.	35 MPH.
Signal 212.2	55 MPH.	45 MPH.
Signal 190.0	35 MPH.	30 MPH.
Signal 185.0	45 MPH.	35 MPH.
Signal 171.4	55 MPH.	45 MPH.
Signal 169.2	35 MPH.	30 MPH.
Signal 147.6	55 MPH.	45 MPH.
Signal 141.2	40 MPH.	30 MPH.

Between Schilling and Hoerner Waldorf Plant

10 MPH. 10 MPH.

Trains or engines through No. 16 turnouts at the following locations:

Frenchtown, east and west switch 30 MPH. 30 MPH.

Advance warning speed sign located 2439 feet west of MP 125 on westward track and reduce speed sign located 1473 feet west of MP 126 on Third Subdivision govern speed on both Fifth and Third Subdivisions

40 MPH. 40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. Train Register Exceptions—

Paradise—Trains operating between Missoula and Spokane register by register ticket.

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

DeSmet—Rule 83(B) does not apply. Trains entering Fifth Subdivision at DeSmet will receive their clearance at Missoula.

At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by the train dispatcher.

5. **Rule 99**—When flagging is required, flagging distance is 2.0 miles.
6. **Rule 268(A)**—Applies when train or engine enters track leading off siding at Frenchtown.
7. **Hotbox Detector Locations**—

Lothrop—MP 150.2
Rivulet—MP 172.0
St. Regis—MP 193.2

The Following Failed Equipment Detectors Protect Bridges, Tunnels or Other Structures—None.

ROCKY MOUNTAIN DIVISION

SIXTH AND EIGHTH SUBDIVISIONS

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted
Casper and Laurel	49 MPH.
Eastward trains approaching MP 204.85	25 MPH.
MP 224 to MP 257.3	35 MPH.
MP 258.9 to MP 277.3	35 MPH.
MP 278.5 to MP 279.6	35 MPH.
MP 282.3 to MP 297.0	35 MPH.
MP 298.2 to MP 301.1	35 MPH.
MP 303.7 to Boysen Tunnel	35 MPH.
Through Boysen Tunnel	30 MPH.
MP 317.8 to MP 319.8	35 MPH.
MP 319.8 to MP 337.4	30 MPH.
MP 337.4 to MP 347	35 MPH.
MP 347 to MP 370	30 MPH.
MP 392 to MP 413.6	35 MPH.
MP 413.6 to MP 414.2	25 MPH.
MP 414.2 to MP 415.3	35 MPH.
MP 415.3 to MP 422	40 MPH.
MP 422 to MP 423.4	30 MPH.
MP 423.4 to MP 425	10 MPH.
MP 427.25 to MP 428	35 MPH.
MP 465.2 to MP 491	35 MPH.
MP 515 to MP 515.6	10 MPH.
Fromberg and Bridger (Spur)	25 MPH.
Frannie and Cody	25 MPH.
Powell—Leading car or engine over Main Street Crossing	10 MPH.
Cody—Leading car or engine over road crossing opposite Husky Refinery	10 MPH.
Worland city limits (MP 367.72 to MP 368.84)	25 MPH.

2. **Bridge, Engine and Heavy Car Restrictions**—
- Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
- 220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
- Engines heavier than Group E not permitted on following tracks.
- Cody: Tracks No. 8-15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.
- Vocation—No. 1 and Industry track.
- O'Donnell—No. 1 and Industry track.
3. **Train Register Exceptions**—
- Ilco and Shobon—Trains will register when directed by train order.

Frannie—Trains will register at the east siding switch when directed by train order.

Silesia and Fromberg—Trains will register when directed by train order.

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

Casper—Unless otherwise provided, clearance received at Casper will clear trains at Bonneville, except such trains must receive a clearance at Bonneville when operator on duty 7:01 a.m. to 3:59 p.m. daily except Saturday and Sunday.

Greybull—Unless otherwise provided, clearance received at Greybull will clear trains at Bonneville, except such trains must receive a clearance at Bonneville when operator on duty 7:01 a.m. to 3:59 p.m. daily except Saturday and Sunday.

Bonneville—Unless otherwise provided, all trains arriving Bonneville must deliver all train orders, clearances and messages personally to relieving conductor and engineer. If connecting crew is not available, conductors will leave such train orders, clearances and messages in envelope on conductor's desk and engineer will leave same in envelope on engine. Both conductor and engineer will show on the front of the envelope the correct designation of train, date, location and signature.

Conductor of relieving crew must compare order numbers with engineer and unless otherwise instructed, conductor must contact train dispatcher before proceeding.

Frannie—Rule 83(B) does not apply except when operator on duty 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday.

Laurel—Trains will receive their clearance at Laurel Yard unless otherwise instructed.

5. Rule 99—Sixth Subdivision—Flagging distance is 2.0 miles.

Eighth Subdivision—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.0 mile.

6. Restricted Clearance—

Stucco—Loading ramp will not clear man on side of car.

Ilco—The junction switch of BN and C&NW is equipped with controlled electric switch lock and signals. C&NW trains in both directions must stop clear of absolute signals and be governed by instructions posted in box.

If absolute signals on BN fail to clear, trains may proceed examining junction switch and complying with Rule 509 within absolute signal limits.

ROCKY MOUNTAIN DIVISION

TENTH SUBDIVISION

1. **Speed Restrictions**—
- | Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| Mission and Wilsall | 20 MPH. |
| Diesel units and cars in excess of 248,000 lbs. | 15 MPH. |
2. **Bridge, Engine and Heavy Car Restrictions**—
- Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
- 220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
- On Tenth Subdivision engines heavier than Group D not permitted without authority of superintendent.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**

Dixon—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is as follows:

Seventeenth Subdivision—Flagging distance is 1.5 miles.

Eighteenth Subdivision—Flagging distance against westbound trains is:

MP 33.0 to MP 30.0 0.5 miles
MP 30.0 to MP 0.0 1.0 miles

Flagging distance against eastbound trains is:

MP 0.0 to MP 30.0 1.0 miles
MP 30.0 to MP 33.5 2.0 miles

6. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operations apply on following grades:

Dixon and Polson MP 30-33.

Rule Grade Descending West 2.0%.

CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer St. Paul, Mn.
Dr. Robert D. Hart, Asst. Chief Medical Officer St. Paul, Mn.

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. Nicholas J. Riesland Basin
Dr. Howard T. Willson Basin
Dr. Eugene V. Kronmiller Billings
Dr. J. H. Schaeffer Billings
Dr. R. J. Dunnigan Bismarck
Dr. R. L. Jennings Bismarck
Dr. D. C. Epler Bozeman
Dr. R. J. Best Butte
Dr. George M. Gilboy Butte
Dr. J. E. McGreevey Butte
Dr. J. L. Patterson, Jr. Butte
Dr. Richard S. Buker, Jr. Chester
Dr. Robert H. Leeds Chinook
Dr. R. D. Buchanan Columbia Falls
Dr. Douglas J. Pitman Columbia Falls
Dr. Robert S. Hamilton Conrad
Dr. L. M. Benjamin Deer Lodge
Dr. Francis L. Bertoglio Deer Lodge
Dr. Hans E. Guloien Dickinson
Dr. A. C. Sawchuk Dickinson
Dr. James Cope Forsyth
Dr. J. E. Taylor Gillette
Dr. Paul E. Kauffman Gillette
Dr. David Gregory Glasgow
Dr. Leonard Klassen Glasgow
Dr. T. J. Malee Glendive
Dr. John Margaris Great Falls
Dr. John Ross Great Falls
Dr. Robert Skinner Great Falls
Dr. J. C. Wolgamot Great Falls
Dr. Ronald A. McLean Greybull
Dr. A. S. Rogers Greybull
Dr. Donald MacLean Hamilton
Dr. James E. Elliott Havre
Dr. James N. Kelley Havre
Dr. R. C. McCroskey Havre
Dr. Stuart A. Reynolds Havre

Dr. John W. Richardson Havre
Dr. John R. Burgess Helena
Dr. D. W. Bossler Helena
Dr. A. R. Little Helena
Dr. James R. Markette Kalispell
Dr. M. W. Calvert Laurel
Dr. Robert Van Nice Laurel
Dr. J. G. Allison Livingston
Dr. L. M. Baskett Livingston
Dr. Thomas Rowe Livingston
Dr. D. A. Carlsen Mandan
Dr. P. M. Ocampo Mandan
Dr. E. L. King Manhattan
Dr. M. D. Winter, Jr. Miles City
Dr. J. E. Gouaux Missoula
Dr. C. P. Brooke Missoula
Dr. J. A. Evert Missoula
Dr. N. S. Green Missoula
Dr. W. F. Morrison Missoula
Dr. Leonard M. Linde Mobridge
Dr. Jack Lulack Plains
Dr. E. D. Coriell Polson
Dr. F. Deiss Powell
Dr. P. M. Riisager Richardson
Dr. S. T. McDonald Ronan
Dr. R. J. Stanchfield Shelby
Dr. J. J. Batty Sheridan
Dr. J. R. Rhodes Sheridan
Dr. W. M. Swager Sheridan
Dr. C. E. Rosdahl Thompson Falls
Dr. V. L. Swenson Townsend
Dr. R. B. Beithon Twin Bridges
Dr. R. J. Hill Whitehall
Dr. Gayle Sacry Whitehall
Dr. J. E. Adducci Williston
Dr. Edward J. Hagan Williston
Dr. Robert C. Koch Williston

Other physicians in the above offices are authorized to perform examinations.

3. Train Register Exceptions—None.**4. Clearance Provisions and Exceptions Rule 83(B)—**

Dixon—Rule 83(B) does not apply.

5. Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is as follows:

Seventeenth Subdivision—Flagging distance is 1.5 miles.

Eighteenth Subdivision—Flagging distance against westbound trains is:

MP 33.0 to MP 30.0 0.5 miles
MP 30.0 to MP 0.0 1.0 miles

Flagging distance against eastbound trains is:

MP 0.0 to MP 30.0 1.0 miles
MP 30.0 to MP 33.5 2.0 miles

6. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operations apply on following grades:

Dixon and Polson MP 30-33.

Rule Grade Descending West 2.0%.

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Dr. Thomas Rowe Livingston
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Dr. P. M. Ocampo Mandan
Dr. E. L. King Manhattan
Dr. M. D. Winter, Jr. Miles City
Dr. J. E. Gouaux Missoula
Dr. C. P. Brooke Missoula
Dr. J. A. Evert Missoula
Dr. N. S. Green Missoula
Dr. W. F. Morrison Missoula
Dr. Leonard M. Linde Mobridge
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RADIO INFORMATION

YELLOWSTONE DIVISION

Base Stations	Channel	Hours in Operation
Glendive Disprs. Office	1	Continuous
Wayside Stations		
Beulah	1	8:00 am-5:00 pm Mon. thru Fri.
Mandan	2 for yard forces in Mandan	Continuous
New Salem	1	Continuous
Glen Ullin	1	Continuous
Hebron	1	Continuous
Richardson	1	Continuous
Dickinson	1	Continuous
Fryburg	1	Continuous
Beach	1	Continuous
Wibaux	1	Continuous
Glendive	1	Continuous
Sidney	1	6:00 am-10:00 pm Mon. thru Fri.
Terry	1	Continuous
Shirley	1	Continuous
Miles City	1	Continuous
Hathaway	1	Continuous
Forsyth	1	Continuous
Hysham	1	Continuous
Custer	1	Continuous
Pompeys Pillar	1	Continuous
Huntley	1	Continuous
Billings	1	Continuous
Laurel	1	Continuous
	2 for yard forces in Laurel	Continuous
Gillette	1	Continuous
Echeta	1	Continuous
Arvada	1	Continuous
Clearmont	1	Continuous
Ulm	1	Continuous
Arno	1	Continuous
Decker	1	Continuous
Sheridan	1	Continuous
Parkman	1	Continuous
Lodge Grass	1	Continuous
Hardin	1	Continuous
Rowley (10 miles west)	1	Continuous

MONTANA DIVISION

Base Stations	Channel	Hours in Operation
Havre Disprs. Office	1	Continuous
Minot Disprs. Office	1	Continuous
Wayside Stations		
Williston	1	Continuous
Snowden	1	Continuous
Bainville	1	Continuous
Plentywood	1	8:00 am-4:00 pm Mon. thru Fri.
Scobey	1	7:00 am-9:00 am 11:30 am-4:00 pm Mon. thru Fri.
Opheim	1	7:00 am-2:30 pm Mon. thru Fri.
Culbertson	1	Continuous
Poplar	1	Continuous
Wolf Point	1	Continuous
Frazier	1	Continuous
Glasgow	1	Continuous
Hinsdale	1	Continuous
Saco	1	Continuous
Malta	1	Continuous
Dodson	1	Continuous
Harlem	1	Continuous
Chinook	1	Continuous
Havre	1	Continuous

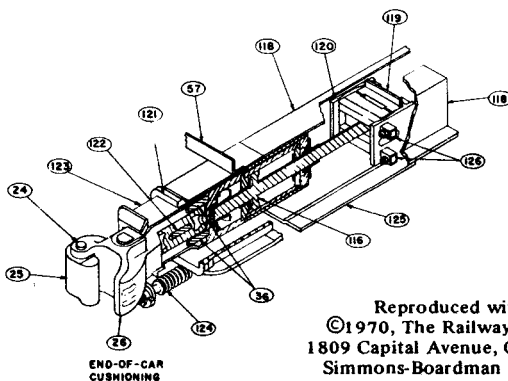
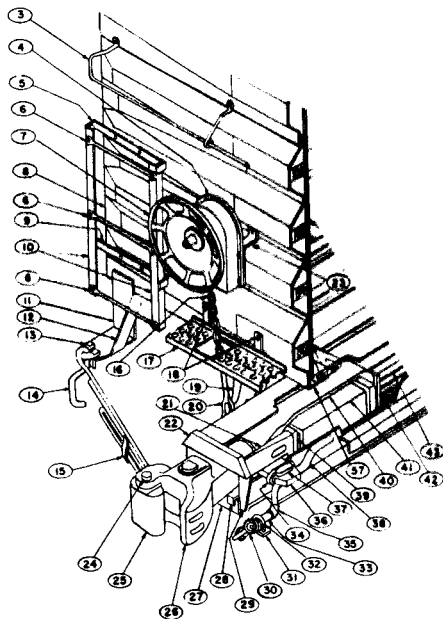
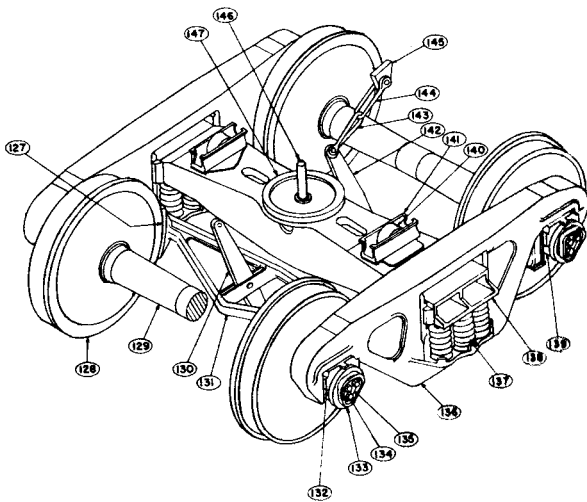
Wayside Stations

Wayside Stations	Channel	Hours in Operation
Broadview	1	Continuous
Judith Gap	1	Continuous
Stanford	1	Continuous
Big Sandy	1	Continuous
Fort Benton	1	Continuous
Great Falls	1	Continuous
Dutton	1	Continuous
Conrad	1	Continuous
Valier	1	8:00 am-4:30 pm Mon. thru Fri.
Shelby	1	Continuous
Kremlin	1	7:00 am-8:30 am 1:15 pm-4:00 pm Mon. thru Fri.
Rudyard	1	7:00 am-8:30 am 1:00 pm-4:00 pm Mon. thru Fri.
Chester	1	7:00 am-4:00 pm Mon. thru Fri.
Tiber	1	Continuous
Devon	1	Unattended
Cut Bank	1	Continuous
Browning	1	Continuous
Glacier Park	1	Continuous
Summit	1	Continuous
Blacktail	1	Continuous
Essex	1	Continuous
Red Eagle	1	Continuous
Belton	1	Continuous

ROCKY MOUNTAIN DIVISION

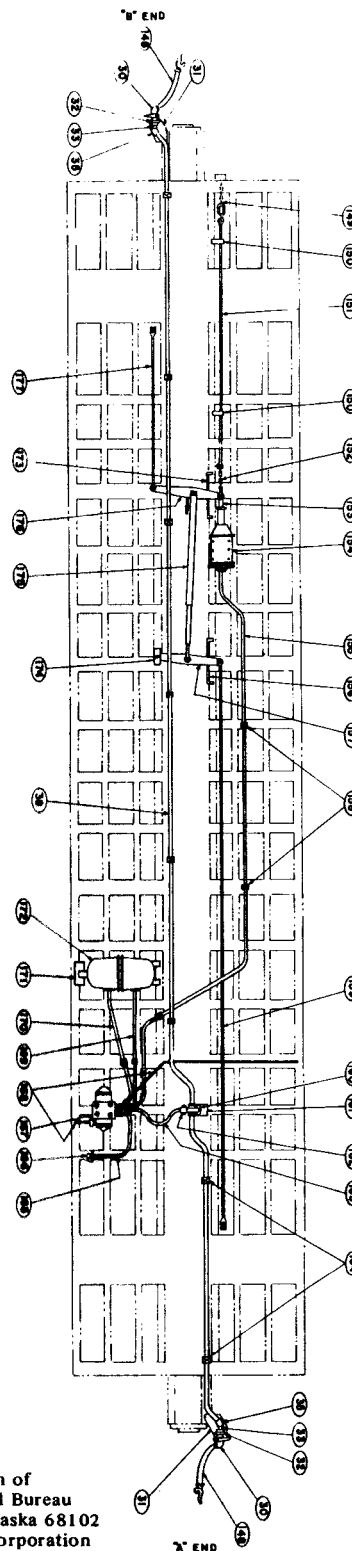
Base Stations	Channel	Hours in Operation
Missoula Disprs. Office	1	Continuous
Spokane Disprs. Office	1	Continuous
Glendive Disprs. Office	1	Continuous
Wayside Stations		
Frannie	1	Continuous
Lovell	1	Continuous
Greybull	1	Continuous
Worland	1	Continuous
Thermopolis	1	Continuous
Bonneville	1	Continuous
Arminto	1	Continuous
Casper	1	Continuous
Cody	1	6:45 am-3:15 pm Mon. thru Fri.
Columbus	1	Continuous
Reed Point	1	Continuous
Greycliff	1	Continuous
Big Timber	1	Continuous
Springdale	1	Continuous
Livingston	1	Continuous
Bozeman	1	Continuous
Trident	1	Continuous
Clarkston	1	Continuous
Lombard	1	Continuous
Brewer Dam	1	Continuous
Townsend	1	Continuous
Helena	1	Continuous
Butte	1	6:00 am-2:00 pm 3:00 pm-11:00 pm
Blossburg	1	Continuous
Garrison	1	Continuous
Drummond	1	Continuous
Bonita	1	Continuous
Clinton	1	Continuous
Bonner	1	9:00 am-6:00 pm Mon. thru Fri.
Missoula	1	Continuous
Superior	1	Continuous
Paradise	1	Continuous
Weeksville	1	Continuous
Thompson Falls	1	Continuous
Noxon	1	Continuous
Colby	1	Continuous

CAR CHART

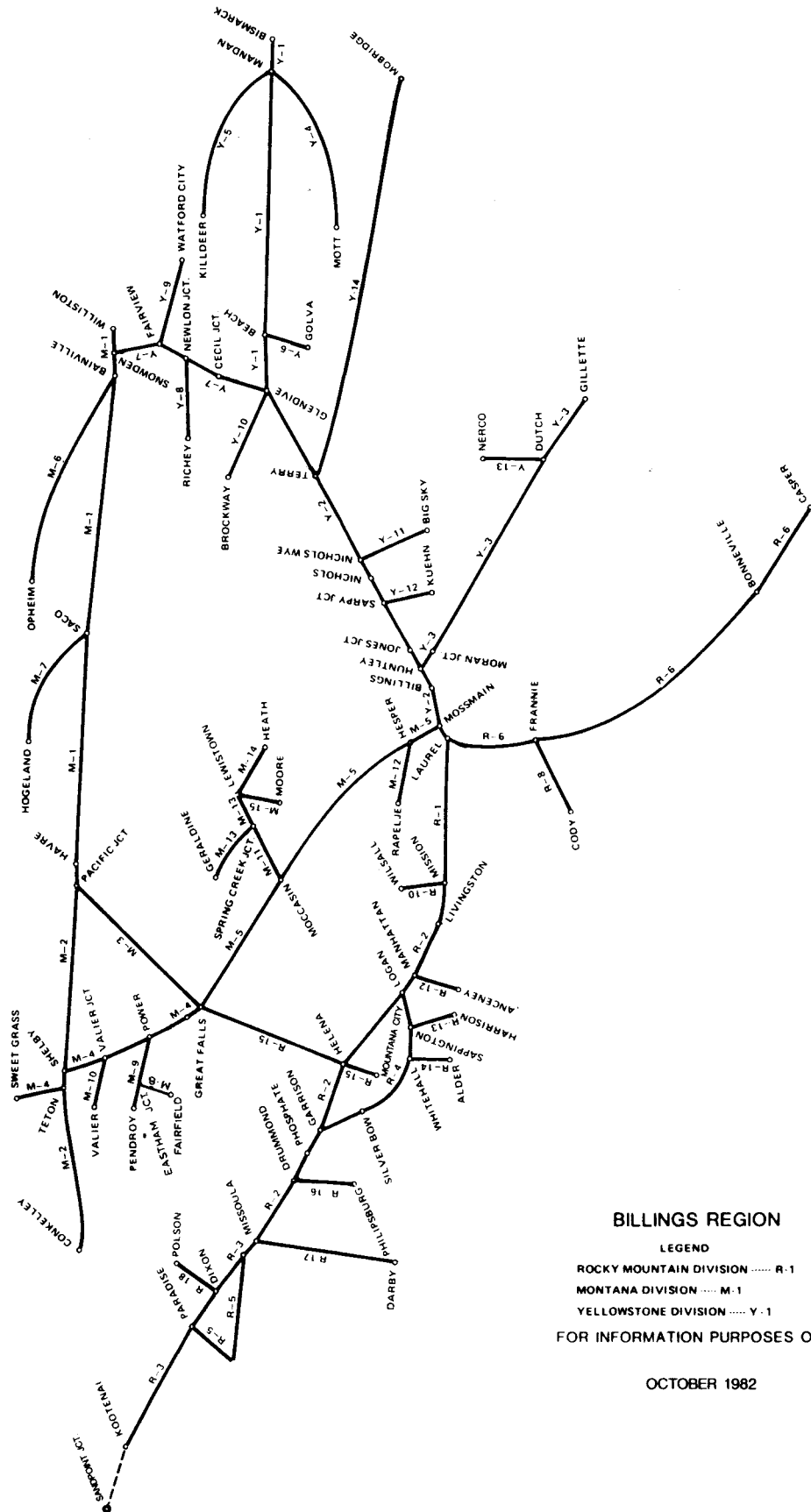


END-OF-CAR
CUSHIONING

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



Attach Form 15907, Instructions for Handling Hazardous Materials, to this page.

**PERFORM SWITCHING IN A MANNER
WHICH WILL AVOID DAMAGE TO
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
5	25
6	36
7	49
8	64
9	81
10	100

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Minutes	Seconds		Minutes	Seconds	
0	45	80.0	1	12	50.0
0	46	78.3	1	15	48.0
0	47	76.6	1	20	45.0
0	48	75.0	1	25	42.3
0	49	73.5	1	30	40.0
0	50	72.0	1	40	36.0
0	51	70.6	1	45	34.3
0	52	69.2	1	50	32.7
0	53	67.9	2	...	30.0
0	54	66.6	2	10	27.6
0	55	65.4	2	15	26.6
0	56	64.2	2	20	25.7
0	57	63.1	2	30	24.0
0	58	62.0	2	40	22.5
0	59	61.0	2	45	21.8
1	...	60.0	2	50	21.2
1	1	59.0	3	...	20.0
1	2	58.0	3	9	19.0
1	3	57.1	3	20	18.0
1	4	56.2	3	31	17.0
1	5	55.3	3	45	16.0
1	6	54.5	4	...	15.0
1	7	53.7	5	...	12.0
1	8	52.9	6	...	10.0
1	9	52.1	7	30	8.0
1	10	51.4	10	...	6.0

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Burlington Northern foreman calling Extra 232 East about Order No. (Form Y Train Order No.), over."

Engineer must respond, identifying his train as: "This is Burlington Northern engineer, Extra 232 East, over."

When engineer has answered as above, the foreman will state: "Extra 232 East may pass red signal at (M.P. Location and specify track involved) without stopping, over."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at _____ MPH, over," or "Proceed at normal speed, over."

The engineer must repeat back to the foreman the instructions that are given him.