

MONTANA DIVISION

G. W. Williams—Division Superintendent, Havre

W. C. BUSH	Asst. Supt. Transportation	Havre
C. GALLAGHER	Asst. Supt. Roadway Maintenance	Havre
J. BEIL	Trainmaster	Great Falls
L. D. HUNTER	Trainmaster	Glasgow
W. R. WALTERS	Trainmaster	Havre
E. L. HENCZ	Trainmaster	Havre
T. G. ROSS	Trainmaster-Road Foreman	Havre
D. L. SCHUCH	Trainmaster-Road Foreman	Shelby

YELLOWSTONE DIVISION

J. R. Reynolds—Division Superintendent, Billings

M. C. NYBERG	Asst. Supt. Transportation	Billings
M. L. PLOTT	Asst. Supt. Roadway Maintenance	Billings
R. P. OLSEN	Asst. Supt. Transportation	Laurel
D. M. NORTHUP	Trainmaster	Laurel
D. D. HALL	Trainmaster	Mandan
J. A. MARTIN	Trainmaster	Mandan
J. D. ROTH	Trainmaster	Mandan
D. M. WILEY	Trainmaster	Glendive
A. W. MYDLAND	Trainmaster	Forsyth
G. A. NEWELL	Trainmaster	Sheridan
M. S. DANIELS	Trainmaster	Sheridan
S. L. McLAUGHLIN	Trainmaster-Road Foreman	Dickinson
J. L. KIME	Trainmaster-Road Foreman	Glendive
M. G. JUNGCK	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
J. L. GREWELL	Trainmaster	Greybull
D. C. DAVIS	Trainmaster	Livingston
M. J. KOSANDA	Trainmaster-Road Foreman	Helena
G. W. HOVE	Trainmaster-Road Foreman	Missoula
A. M. RIO	Trainmaster	Missoula
R. K. FREY	Road Foreman	Livingston

REGION TRANSPORTATION

N. V. Kolpin—Superintendent Transportation, Billings

B. R. EDMONDS	Manager Transportation	Billings
R. E. SCHULTZ	Regional Chief Dispatcher	Billings
W. L. WATLAND	Regional Chief Dispatcher	Minneapolis

BURLINGTON NORTHERN RAILROAD CO. BILLINGS REGION

MONTANA, YELLOWSTONE AND
ROCKY MOUNTAIN DIVISIONS

TIMETABLE AND SPECIAL INSTRUCTIONS NO. 2

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

Sunday, April 29, 1984

Including National Railroad Passenger Corporation (NRP) Trains

Vice President
And General Manager
W. A. HATTON

Assistant
General Manager
T. R. JARNAGIN

Vice President
Transportation—System
E. H. HARRISON

MONTANA DIVISION

WESTWARD	Rule (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		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	4:40	
		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 11:45		227.3	106.6	WO WOLF POINT 11.3	s 3:40	
		8,422	01155			239.2	117.9	OSWEGO 7.3		
			01162			246.7	125.2	FRAZER 5.1		
		8,495	01167		35	251.8	130.3	KINTYRE 11.4		
		8,431	01179			263.2	141.7	NASHUA 14.5		
	BKR	11,700	01192	s 12:35PM		277.5	156.2	GS GLASGOW 11.8	s 2:50	
		8,431	01205			289.4	168.0	TAMPICO 14.1		
		13,183	01219			303.5	182.1	HINSDALE 12.7		
		10,169	01232			316.2	194.8	SACO 13.7		
		8,000	01245			330.7	208.5	BOWDOIN 13.3		
		8,418	01259	s 1:35		343.3	221.8	MF MALTA 9.6	s 1:50	
		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	12:35PM	

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.

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

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 12:20PM	
						434.0			4.0		
	J		01350			964.0	4.0		PACIFIC JCT.		
		8,431	01356			970.9	9.7		5.7		
		8,574	01365			980.1	19.3		BURNHAM		
		8,577	01375			990.7	29.4		9.6		
			01381			996.8	35.3		KN KREMLIN		
		8,579	01387			1002.7	41.3		10.1		
			01394			1009.0	47.5		GR GILDFORD		
			01397			1012.8	51.3		5.9		
		7,221	01400		36	1015.8	54.3		HG HINGHAM		
		8,552	01407			1022.9	61.4		6.0		
		8,585	01420			1035.6	74.5		RU RUDYARD		
			01426			1041.7	80.5		6.2		
		8,556	01432			1047.6	86.5		RN INVERNESS		
		9,062	01441			1056.3	95.1		3.8		
	BJKRTX		01451	s 5:00		1065.4	104.6		JO JOPLIN		
	X					1068.4	107.3		3.0		
			01464			1078.7	117.6	2MT	BUELOW		
						1090.1	128.8		7.1		
	BKR	12,150	01475	s 5:30		1116.2	155.0		CH CHESTER		
						1123.9	162.3		13.1		
	T	W6,255	01501			1133.5	171.3		LOTHAIR		
		12,183	01508	6:05		1138.1	175.7		6.0		
		9,165	01517			1144.0	181.0		GALATA		
		4,631	01522	6:25		1149.8	187.3		6.0		
		9,536	01525			1152.2	189.7		DEVON		
			01534			1157.6	194.3		8.6		
	XT					1165.2	201.6		DUNKIRK		
	X		01540			1170.2	206.6		9.5		
			01548			1173.2	209.6	2MT	SL SHELBY	s 10:20	
			01552			1177.6	213.9		2.7		
			01558			1185.2	221.4		TETON		
	TX		01568			1188.0	224.2		10.3		
						1196.1	231.9		ETHRIDGE		
		10,232	01578	s 8:25		1204.9	239.8		11.2		
		11,157	01586			1208.3	244.2		CT CUT BANK	s 9:50	
			01590	8:50PM					26.2		
									BLACKFOOT		
									7.3		
									BG BROWNING	9:10	
									9.0		
									SPOTTED ROBE		
									4.4		
									MD GLACIER PARK	8:55	
									5.3		
									BISON		
									6.3		
									SUMMIT		
									2.4		
									MARIAS		
									4.6		
									BLACKTAIL		
									7.3		
									JAVA		
									5.0		
									ESSEX		
									3.0		
									PINNACLE		
									4.3		
									PAOLA		
									7.5		
									RED EAGLE		
									2.9		
									NYACK		
									7.7		
									BE BELTON	s 7:15	
									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.

WEST WARD	3rd Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD	6th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pacific Jct.		Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bainville	
	J		01350	353	0.0	0.0		JKRT		01075	355	0.7	0.0	B BAINVILLE
			11011		10.8	10.9				59009		10.2	10.6	McCABE
			11021		20.6	20.7				59018		19.1	19.3	FROID
			11032		31.2	31.5	BS			59024		25.9	25.6	HOMESTEAD
										59030		32.0	31.6	MEDICINE LAKE
										59038		39.7	39.1	RESERVE
										59044		46.2	45.4	ANTELOPE
								KRY	2,097	59052		54.4	53.4	PLENTYWOOD
										59072		74.5	73.4	REDSTONE
										59084		86.4	85.4	FLAXVILLE
								KY	1,947	59097	355	99.0	98.0	SCOBEE
										59105		107.5	106.5	FOUR BUTTES
										59117		119.1	118.0	PEERLESS
										59128		130.6	129.5	RICHLAND
										59138		140.4	139.4	GLENTANA
								BKRT		59145		148.0	146.6	OPHEIM

End of Branch Line is MP 33 1.8 miles west of Big Sandy

WEST WARD	4th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD	7th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Great Falls		Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fort Benton	
	BJKRTY		32777	354	0.9	0.0	GR	GREAT FALLS		11075	353	74.6	0.0	BN FORT BENTON
			32788		12.3	11.3		VAUGHN		11090		90.3	15.7	CARTER
	JRTY	6,455	32802		26.6	25.3	PO	POWER		11103		102.9	28.3	PORTAGE
		6,358	32813		37.3	35.9	DU	DUTTON		11109		108.1	33.9	SHEFFELS
			32820		45.3	43.3		COLLINS		BJKRTY		119.4	44.6	GR GREAT FALLS
		5,115	32830		55.2	53.3	BA	BRADY						
	TY	8,970	32843		68.6	66.7	RD	CONRAD						
	JR		32847		71.8	69.9		VALIER JCT.						
		6,890	32854		79.5	77.5	FA	LEDGER						
			32859		84.1	82.2		FOWLER						
		6,387	32866		90.8	88.7		NAISMITH						
	BJKRTXY		01451		100.0	98.0	2MT SL	SHELBY	CTC					
		2,818	61217		120.1	117.7		KEVIN						
			61228		130.6	128.1		SUNBURST						
	KRTY		61236		138.9	136.5	G	SWEET GRASS						

WEST WARD	5th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD	8th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Moss- main		Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Eastham Jct.	
	JTY		30853	362	0.0	0.0		JR		61521	369	244.4	0.0	EASTHAM JCT.
			32557		4.2	4.0				61585		233.6	10.8	FAIRFIELD
			32563		9.5	9.3								
		6,400	32590		36.5	36.3								
		6,442	32609		56.1	55.9								
		6,399	32635		81.8	81.6								
		6,654	32655		102.1	101.9								
			32668		114.4	114.2								
			32683		129.8	129.6								
	JRTY	6,196	32688		135.1	135.0								
			32694		140.5	140.4								
		3,182	32707		153.9	153.7								
		2,671	32724		170.7	170.6								
		2,670	32736		183.1	183.0								
		6,743	32748		194.4	194.2								
			32750		196.3	196.2								
		2,618	32766		212.8	212.7								
	BJKRTY		32777		224.5	222.7	GR	GREAT FALLS						

WEST WARD	9th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD	9th Subdivn BRANCH LINE STATIONS Office Calls						EAST WARD
	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Power		Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Power	
	JRTY		32802	360	0.0	0.0		JR		61521	369	244.4	21.2	PO POWER
					21.1					61529		251.2		EASTHAM JCT.
												28.5	28.7	CO CHOTEAU

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

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Valler Jct.	10th Subdivn BRANCH LINE STATIONS Office Calls
JR		32847	361	0.0	0.0	VALIER JCT. 17.3
		61717		17.2	17.3	VALIER

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Spring Creek Jct.	11th Subdivn BRANCH LINE STATIONS Office Calls
JR		61321	364	21.4	0.0	SPRING CREEK JCT. 14.0
		61308		7.3	14.0	KOLIN 7.5
JRTY		32688		0.0	21.5	MOCCASIN

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Moore	12th Subdivn BRANCH LINE STATIONS Office Calls
		61368	368	43.4	0.0	MOORE 9.6
		61358		53.0	9.6	GLENGARRY 8.0
JRTY		61331		63.0	17.6	WN LEWISTOWN

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Lewistown	13th Subdivn BRANCH LINE STATIONS Office Calls
JRTY		61331	368	63.0	0.0	WN LEWISTOWN 8.0
		61322		70.0	8.0	HANOVER 1.2
JR		61321		71.0	9.2	SPRING CREEK JCT. 3.0
		61815		74.0	12.2	AMHERST 6.5
		61822		80.5	18.7	DANVERS 14.7
		61837		95.2	33.4	DN DENTON 10.9
		61848		106.1	44.3	ARROW CREEK 11.1
		61859		117.2	55.4	POWNA 12.1
		61870		129.3	67.5	SQUARE BUTTE 7.0
		61878		136.3	74.5	GE GERALDINE

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Heath	14th Subdivn BRANCH LINE STATIONS Office Calls
		61340	370	10.4	0.0	HEATH 1.9
		61338		8.5	1.9	DUNLAP 8.6
JRTY		61331		0.8	9.6	
		61331	368	63.0	10.5	WN LEWISTOWN

INDUSTRIAL TRACKS AND OTHER TRACKS
NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
01047 Phillips Petroleum	2.5 east of Trenton	Yard	Both
01053 Marley Beet Track	3.9 west of Trenton	47	Both
01068 Lakeside	5.7 west of Snowden	10	West
01116 Sprole	6.5 east of Poplar	10	West
01196 Brazil Creek	3.9 west of Glasgow	Yard	East
01210 Vandalia (2 Tracks)	8.7 east of Hinsdale	100	Both
01257 Malta Stock Yards	2.0 east of Malta	46	Both
01286 Coburg	4.9 east of Savoy	165	Both
01304 Harlem Beet Track	0.7 west of Harlem	36	East
2nd Subdivision			
01361 Fresno	5.2 west of Burnham	15	West
01413 Tiber (2 Tracks)	5.5 west of Chester	135-32	Both
01470 Union Oil Spur (3 Tracks)	4.6 east of Cut Bank	8-11-17	East
01484 Sundance Storage Track	9.6 west of Cut Bank	30	S.main
01486 Pardue Sammons Spur	10.4 west of Cut Bank	11	S.main
01495 Meriwether—storage track	5.9 east of Blackfoot	34	S.main
01555 Essex Pit	2.9 west of Essex	50	N.main
4th Subdivision			
32817 Acme	3.9 west of Dutton	9	East
32825 Exxon	4.5 west of Collins	17	Both
5th Subdivision			
32561 Baseline	2.0 east of Rimrock	10	West
32575 Acton	12.0 west of Rimrock	18	Both
32581 Comanche	8.5 east of Broadview	30	Both
32587 New Montana Spur	3.1 east of Broadview	30	East
32622 Franklin	12.6 east of Hedgesville	18	Both
32700 Windham	6.2 west of Benchland	38	East
32754 Wayne	4.9 west of Belt	27	Both
32758 Fife	7.0 west of Belt	19	Both
32763 Bovey's Elevator Spur	13.1 west of Belt	15	East
32767 Lavin Spur	0.1 west of Gerber	Yard	West
6th Subdivision			
59050 Merc	2.2 East of Plentywood	78	Both
59079 Navajo	6.5 west of Redstone	18	Both
59089 Madoc	7.4 east of Scobey	24	Both
7th Subdivision			
11080 Kershaw	5.0 west of Fort Benton	104	Both
11085 Tunis	5.6 east of Carter	8	West
11095 Floweree	7.5 east of Portage	37	Both
9th Subdivision			
61506 Cordova	5.7 west of Power	9	Both
61512 Cleiv	17.3 west of Power	23	Both
61520 Flume Spur	0.4 east of Eastham Jct.	13	East
11th Subdivision			
61320 Kingston	1.1 west of Spring Creek Jct.	2	Both
13th Subdivision			
61818 Ware	3.7 west of Amherst	20	Both
61830 Hoosac	8.3 west of Danvers	22	East
61843 Coffee Creek	6.4 west of Denton	32	Both

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

YELLOWSTONE DIVISION

WEST WARD	1st Subdivn MAIN LINE STATIONS Office Calls						WEST WARD	2nd Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bismarck		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Glendive	
				38	0.0	0.0		BJKRTY		03649		0.0	0.0	GI GLENDIVE
					0.1				6,362	03656		7.2	7.2	COLGATE
					0.0					03663		14.8	14.8	HOYT
Y			03447		3.1	8.8			7,117	03668		19.4	19.5	MARSH
	6,403		03451		8.3	14.3			6,272	03678		29.6	29.6	FALLON
			03458		15.3	20.9		JY	W6,262 E7,583	03688		39.2	39.2	TERRY
	7,151		03471		27.9	33.6			6,992	03698		49.3	49.4	BLATCHFORD
	6,999		03481		38.7	44.3				03701		52.8	52.8	BENZ
	W6,465 E5,170		03491		57.5	53.9	GN		6,382	03708		59.9	59.7	SHIRLEY
	6,167		03496		63.6	59.4			6,309	03718		69.8	69.8	TUSLER
	6,951		03504		70.1	66.5		Y	5,588	03727		78.6	78.6	MILES CITY
	8,600		03513		79.2	75.6			6,284	03733		84.1	84.1	ULMER
			03518		85.0	81.4	RH		6,306	03738		90.4	90.3	HORTON
	11,291		03524		90.5	86.9	TR		6,997	03747		98.7	98.7	HATHAWAY
			03529		95.4	91.9				03754		104.8	104.9	JOPPA
			03532		98.2	94.6			6,800	03760		111.3	111.3	ROSEBUD
	7,498		03538		104.9	101.3			6,258	03765		116.4	116.4	FLYNN
BJKRTY			03543	39	109.5	105.9		BJKRTY		03772	40	123.8	123.7	FY FORSYTH
	6,096		03548		114.0	110.4		JRT		03778		129.7	129.3	NICHOLS WYE
	7,535		03553		119.5	115.9			6,272	03779		130.2	129.6	NICHOLS
	4,883		03563		129.8	126.2	BD		11,860	03787		138.5	138.4	FINCH
	10,300		03569		135.5	131.9		J		30795		146.6	146.5	SARPY JCT.
	10,065		03574		141.0	137.2			6,612	03800		151.2	151.1	HY HYSHAM
			03582		149.2	145.4			6,245	03805		156.5	156.4	MYERS
	8,121		03588		155.0	150.9			6,127	03815		166.6	166.5	BIG HORN
	10,331		03599		165.8	161.8			W7,019 E6,284	03821		172.3	172.2	CUSTER
T	11,564		03607		174.2	170.2			6,375	03829		180.8	180.7	WACO
	7,506		03613		179.8	175.9			6,195	03838		189.0	188.9	BULL MOUNTAIN
			03618		184.7	180.8	WB		6,313	03843		194.2	194.0	POMPEY'S PILLAR
	6,827		03621		188.4	184.4			4,876	03848		199.4	199.1	NEWTON
	7,000		03628		195.5	191.2			6,235	03853		204.5	204.3	WORDEN
	6,730		03634		200.5	196.1		J		03858		209.8	209.6	JONES JCT.
	8,731		03644		210.1	205.9		J	12,090	30828		213.1	212.9	HU HUNTLEY
BJKRTY			03649		215.8	211.3	GI			30837		221.8	221.5	EAST BILLINGS
								BJKRTY		30841		225.9		
								X	W4,397	30848		0.0	225.2	DT BG BILLINGS
												7.3	232.2	YESEN
								JXY		30852	41	11.4	237.3	2MT MOSSMAIN
								BJKRTY		30855		13.8	239.2	KD LAUREL YARD
														LAUREL

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

Dispatcher Radio Call-In Code 12 or 13 in service this Subdivision.

Dispatcher Radio Call-In Code 23 or 24 in service this Subdivision.

YELLOWSTONE DIVISION

7

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Gillette	3rd Subdivn MAIN LINE STATIONS Office Calls
BKRTY		30596	4	597.2	0.0	X GILLETTE 9.2
	8,965	30605		606.4	9.2	ORIVA 8.0
	6,101	30613		614.5	17.2	FELIX 7.0
	12,854	30620		621.4	24.2	ECHEETA 9.8
	12,587	30630		631.4	34.0	LARIAT 9.8
		30640		641.0	43.8	ARYADA 7.1
	12,759	30647		648.0	50.9	KENDRICK 12.5
	11,787	30659		660.5	63.4	CLEARMONT 11.1
	12,744	30670		671.8	74.5	ULM 8.0
	4,555	30678		679.8	82.5	VERONA 10.5
JT	19,573	30689		690.4	93.0	DU DUTCH 8.3
BKRTY		30697		698.6	101.3	SA SHERIDAN 8.1
	3,078	30705		706.3	109.4	KIEWIT 1.6
	3,618	30707		708.1	111.0	KLEENBURN 6.6
	14,333	30713		714.9	117.6	RANCHESTER 9.2
	5,703	30723		724.1	126.8	RK PARKMAN 6.8
	8,063	30730		731.0	133.6	ABERDEEN 6.2
	6,874	30736		737.1	139.8	WYOLA 13.2
	7,681	30749		750.2	153.0	GT LODGE GRASS 9.9
	7,001	30759		760.1	162.9	BENTEN 10.9
		30770		770.9	173.8	CROW AGENCY 12.8
	6,004	30782	302	783.8	186.6	FC HARDIN 8.9
	7,327	30791		792.7	195.5	ROWLEY 21.3
	8,396	30812		813.9	216.8	ANITA 6.3
		30819		820.2	223.1	BALLANTINE 5.6
J		30825		825.8	228.7	MORAN JCT. 3.4
J	5,698	30828		829.3	232.1	HU HUNTLEY
						CTC

EASTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mandan	5th Subdivn BRANCH LINE STATIONS Office Calls
BJKRTY		03444	303	0.0	0.0	A MANDAN 21.2
	4,696	85420		20.1	21.2	PRICE 6.9
	1,678	85427		27.0	28.1	SANGER 7.8
	4,693	85435		34.8	35.9	HENSLEY 8.5
	1,146	85443		43.4	44.4	FORT CLARK 4.2
		85447		47.2	48.6	GLENHAROLD 4.9
	3,697	85452		52.4	53.5	STANTON 11.9
T	9,135	85465		64.4	65.4	HAZEN 8.2
RY	2,253	85473		72.6	73.6	BH BEULAH 7.4
Y	2,735	85480		81.0	81.0	Z ZAP 6.9
	1,177	85487		86.0	87.9	GOLDEN VALLEY 6.9
	1,084	85494		93.7	94.8	DOUGE 7.2
	1,110	85501		100.9	102.0	HALLIDAY 5.7
	1,169	85507		106.6	107.7	WERNER 7.8
	1,514	85515		114.4	115.5	DUNN CENTER 6.9
T		85522		121.4	122.4	KILLDEER

EASTWARD

6th Subdivision does not exist.

WESTWARD

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 20.1
	2,062	85820		18.8	20.1	INTAKE 14.9
	1,631	85835		33.7	35.0	SAVAGE 1.2
J	1,589	85836		34.9	36.2	CECIL JCT. 3.6
	1,401	85840		38.0	39.8	HOFFMANVILLE 11.1
JY		59229		49.6	50.9	NEWTON JCT. 4.3
BKRTY		59225		53.9	55.2	SY SIDNEY 10.5
JRTY		59215		64.4	65.7	FA FAIRVIEW 5.2
		59209		69.6	70.9	DORE 9.0
JT	12,267	01063		78.6	80.0	SNOWDEN

EASTWARD

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

WESTWARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mandan	4th Subdivn BRANCH LINE STATIONS Office Calls
BJKRTY		03444	301	0.0	0.0	A MANDAN 13.7
		85314		12.5	13.7	LYNWOOD 4.1
	2,716	85318		16.6	17.9	ST. ANTHONY 26.1
				42.7		
	2,341	85335	302	34.4	44.0	FLASHER 8.8
	906	85343		43.3	52.8	LARK 9.6
	1,470	85353		53.0	62.4	CARSON 6.9
	850	85360		59.9	69.3	HEIL 7.1
	2,151	85367		66.9	76.4	ELGIN 5.3
	1,685	85372		72.4	81.7	NEW LEIPZIG 10.3
	1,401	85383		82.6	92.0	BURT 8.5
T		85391		91.1	100.5	MOTT

EASTWARD

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

YELLOWSTONE DIVISION

9

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	

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				59228 Riverview	1.4 west of Newlon Jct.	14	Both
03458 Sweet Briar	6.6 west of Lyons	55	West	59227 Montana-Dakota Utilities Spur	2.6 west of Newlon Jct.	90	West
03463 Judson	6.5 east of New Salem	18	West	59221 Wooley Beet Track	6.4 east of Fairview	32	Both
03475 North Almont	4.6 west of New Salem	24	West	59218 Ridgelawn	4.1 east of Fairview	11	Both
03583 Little Missouri	1.1 west of Medora	54	West	59216 Luddington Beet Track	1.5 east of Fairview	36	Both
03594 Demores	6.0 west of Rider	10	West	59211 Cowles Beet Track	2.3 east of Dore	16	Both
2nd Subdivision				8th Subdivision			
03783 Maudru	3.8 east of Finch	22	West	59258 Enid	7.4 west of Lambert	41	Both
03860 Wyne Spur	1.6 east of Huntley	20	West	9th Subdivision			
30837 Brick Yard	0.4 west of E. Billings	16	East	59301 Hardy Beet Track	1.4 east of Fairview	59	Both
30845 Siding No. 1	5.0 west of Billings	37	West	59324 Rawson	4.8 east of Alexander	30	Both
30846 Long Spur	5.2 west of Billings	35	West	10th Subdivision			
30847 Rockwood Spur	5.2 west of Billings	35	East	85907 Western Gravel Co.	8.3 west of Glendive	20	Both
30850 Siding No. 2	2.4 west of Yegen	35	West	85933 Rimroad	8.6 west of Lindsay	18	Both
3rd Subdivision				11th Subdivision			
30626 Croton	5.8 west of Echeta	2	West	86015 Dowlin	2.5 east of Moon	14	Both
30686 Arno	7.5 west of Verona	11	Both	86036 Nitrate Spur	0.3 east of Big Sky	3	West
30692 Wakeley	3.1 west of Dutch	60	East	12th Subdivision			
30779 Reno	9.2 west of Crow Agency	18	Both	03911 Mike	6.9 east of Bob	7	East
5th Subdivision				03927 Walt	9.1 west of Bob	7	East
85403 Standard Oil Refinery	3.3 west of Mandan	37	East	13th Subdivision			
85404 Duke Spur	3.4 west of Mandan	5	West	33207 Countant Creek	6.8 west of Dutch	7	East
85405 Montana-Dakota Utility	3.8 west of Mandan	55	East	14th Subdivision			
85478 Republic	2.0 east of Zap	172	Both	08428 Mahto	10.6 west of Wapala	30	East
Beulah Mine	4.1 from Beulah	300	Both	08451 Walker	15.2 west of McLaughlin	50	East
Antelope Valley Spur	4.5 west of Beulah		East	08519 Haynes	9.6 west of Petrel	50	East
7th Subdivision				08545 Reeder	8.5 west of Bucyrus	43	Both
85805 Glendive Pit	3.6 west of Glendive	2	West	08555 Scranton	3.9 west of Gascoyne	66	Both
85806 West Glendive Spur	4.3 west of Glendive	35	West	08586 Ives	5.0 west of Rhame	49	East
85811 Stipek	10.7 west of Glendive	10	East	08636 Westmore	7.6 west of Plevna	12	West
85838 Cecil Spur	5.0 from Cecil Jct.			08651 Lacombe	6.9 west of Ismay	8	West
85844 Crane	4.8 west of Hoffmanville	10	West				
85846 Piche	2.6 west of Crane	36	Both				
59226 Holly Spur	0.3 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

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

ROCKY MOUNTAIN DIVISION

11

WEST WARD	4th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD	6th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Logan		Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Casper	
	J	7,757	31005	326	0.0	0.0		BKRTY		32236		202.2	0.0	CS CASPER
		3,531	86906		6.8	6.6			5,726	32247		213.0	11.1	BISHOP
		3,533	86913		12.6	12.5		JR		32251		217.6	15.4	ILLCO
	JT	3,562	86919		19.4	19.2			4,100	32257		223.9	21.7	BUCKNUM
		3,524	86931		31.4	31.3			5,661	32275		241.5	39.3	POWDER RIVER
	JTY	6,001	86938		38.5	38.3			3,616	32286		252.5	50.0	LOX
		2,837	86945		45.0	45.1		T	4,650	32294		260.4	58.3	ARMINTO
		2,650	86950		50.3	50.2			3,660	32307		273.8	71.8	MADDEN
		2,554	86960		60.7	60.5			4,249	32318		284.1	81.9	LYSITE
					70.6				3,928	32325		290.4	89.0	GATE
	BKRTY	4,851	86971	327	0.0	70.4		JRY		32338		303.9	102.4	SHOBON
	ABJRTY	3,732	86979		7.0	77.4		RTY	6,884	32339		304.0	102.9	BONNEVILLE
		2,354	86998		25.2	95.6			5,027	32349		314.7	113.7	PIPER
		2,030	87015		40.5	110.9			4,345	32358		323.2	121.7	DORNICK
		2,387	87020		45.7	116.1			2,687	32366		331.7	130.4	MINNESELA
	JKRTY	7,749	31130		51.1	121.9			4,750	32370		336.0	134.8	THERMOPOLIS
									3,290	32377		343.1	141.9	LUCERNE
								T	3,622	32382		348.0	146.8	KIRBY
									2,117	32388		353.6	152.3	CHATHAM
									3,650	32394	5	359.9	158.6	PULLIAM
									3,516	32403		368.4	167.1	WORLAND
									1,082	32411		376.7	174.9	DURKEE
									2,550	32415		381.0	179.8	RAIRDEN
									3,464	32422		387.2	186.0	MANDERSON
									3,078	32431		396.2	194.9	BASIN
								BKRTY	2,534	32438		403.9	202.7	GREYBULL
									4,192	32450		415.3	214.2	SPENCE
									3,696	32456		422.0	220.8	HIMES
									3,654	32466		431.7	230.6	KANE
								Y	4,894	32476		441.7	240.5	LOVELL
									4,440	32481		447.2	245.9	COWLEY
									4,075	32487		452.9	251.7	DEAVER
	JRTY	4,780	32493							32493		458.9	258.0	FRANNIE
									2,033	32500		465.2	264.1	WARREN
									5,613	32511		476.1	274.9	WADE
									2,323	32521		486.8	285.6	EAST BRIDGER
									5,000	32528		493.7	292.5	FROMBERG
									3,152	32534		499.6	298.4	EDGAR
									2,561	32541		506.1	304.9	SILESIA
									4,345	32546		511.2	310.0	MASON
	JY		30855							30855		515.6	314.4	LAUREL

BN Radio Channel No. 1 and No. 2 in service on 4th & 6th Subdivn.

7th Subdivision does not exist.

ROCKY MOUNTAIN DIVISION

WEST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mission	10th Subdiv 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
						WILSALL	
T	1,976	86623		23.0	23.0		

EAST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Manhattan	12th Subdiv 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
						ANCENEY	
	798	86815		15.4	15.2		

EAST
WARD

9th & 11th Subdivisions do not exist.

WEST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sappington	13th Subdiv BRANCH LINE STATIONS Office Calls	
JT	3,562	86919	338	0.0	0.0	SAPPINGTON	9.5
		87110		10.1	9.5	HARRISON	

EAST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Drummond	16th Subdiv 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
WARDWEST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Whitehall	14th Subdiv 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 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Missoula	17th Subdiv 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
		87536		35.6	36.0	VICTOR	7.9
		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
WARDWEST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Great Falls	15th Subdiv 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
	5,112	11200		196.5	80.9	SILVER CITY	14.5
J		31082		211.0		HELENA JCT.	2.7
BJKRTY	2,160	31079	42	2.7	95.4	HY HELENA	

EAST
WARD

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dixon	18th Subdiv BRANCH LINE STATIONS Office Calls	
JT	4,489	31243	334	0.5	0.0	DIXON	5.0
	1,030	87806		5.0	5.0	MOIESE	3.7
		87809		8.7	8.7	D'ASTE	4.3
	2,382	87813		13.0	13.0	CHARLO	6.9
	1,875	87820		19.9	19.9	RN RONAN	5.1
	1,495	87825		25.0	25.0	PABLO	0.7
		87826		25.6	25.7	DUNHAM	7.7
T		87833		33.4	33.4	S POLSON	

EAST
WARD

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

Dispatcher Radio Call-in Code 31 or 32 in service on this Subdivision.

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

BN Radio Channel No. 1 in service on 10th, 12th, 13th, 14th, 16th
and 18th Subdivisions.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens	Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision				5th Subdivision			
30880	Columbus—Non Controlled Siding, South Side	118	Both	87605	Hoerner-Waldorf	1.0 from Schilling	Lead West
30921	Big Timber—Non Controlled Siding, North Side	99	Both	87619	Nine Mile	9.1 west of Frenchtown	10 East
30953	Downer	16	East	87637	Fish Creek	4.2 west of Cyr	34 East
30953	Burkland Lbr. Co. Spur	3	East	87653	Cedars	4.5 west of Westfall	35 West
				87672	Royal Logging	1.5 west of St. Regis	36 East
2nd Subdivision				6th Subdivision			
31024	Stanley	6	East	32269	Sodium	5.5 west of Petrie	17 East
31072	Penwell	8	West	32440	Magnet Cove	2.2 west of Greybull	112 Both
31083	Fort Harrison	4	East	32446	Stucco	7.7 west of Greybull	50 Both
31138	Gold Creek	20	East	32473	Quality	7.0 west of Kane	24 Both
87300	Phosphate Lower Dock	48	Both	32479	Sage Creek Spur	2.4 west of Lovell	9 East
87305	M. P. 4	39	East	86419	Bridger	7.0 from Fromberg	76 Both
31155	Bradman	18	West	32400	Geddes	5.3 west of Pulliam	17 West
31174	Bonita	20	East	32405	Coors	2.5 west of Worland	28 Both
31186	McQuarrie	150	Both	32412	Eccles	13.9 west of Worland	30 West
3rd Subdivision				8th Subdivision			
31226	Arlee	55	West	85722	O'Donnell	2.5 west of Powell	17 Both
31282	Weeksville	118	Both	15th Subdivision			
31296	Woodlin Pit	58	West	11155	Mortenson's Spur	1.1 east of Hardy	143 West
31297	Woodlin	66	Both	11180	Wolf Creek Quarry	1.1 west of Wolf Creek	18 Both
31297	Hartman	34	West	11125	Montana City	8.6 east of Helena	75 Both
31300	Brownman	30	West	17th Subdivision			
31632	Clark Fork	47	Both	87526	Bass	3.5 east of Stevensville	6 East
4th Subdivision				18th Subdivision			
86955	Welch	18	West	87831	Dupuis	2.1 east of Polson	16 East
86965	Skones	18	East	87830	Ready Mix Spur	3.0 east of Polson	1 East
86976	Rocker	14	East				
87003	Galen	20	West				

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	

OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
329	Fromberg—Bridger	12.2 to 19.5
336	East Helena—Montana City	218.1 to 222.3
341	Sherry Spur	
342	Phosphate Spur	

BALLAST PITS

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

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	45 MPH.
Empty coal trains up to 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—

Light locomotive consist or caboose hop	50 MPH.
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All trains and engines through turnouts, except as specified under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

Cold Weather Speed Restrictions (fahrenheit)

	Psgr. Trains	Fr. Trains
0 to 10 degrees F below zero	65 MPH.	50 MPH.
11 degrees F below zero and colder	60 MPH.	45 MPH.

Equipment	Main Line	Branch Line
Ore cars, BN 99000-99799	45 MPH.	20 MPH.
All other ore cars	40 MPH.	20 MPH.
Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 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, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed—

Locomotives with friction bearings	35 MPH.
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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 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 Locomotives—

Train Operations:

The number of locomotives in a train, regardless of placement, must not exceed 12 not including helpers.

The number of powered axles in a locomotive consist must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections in the head-end consist must be coupled together with the powered locomotives and connected for MU operation.

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

Locomotives not coupled to the head-end consist must be prepared for hauled-in-tow and placed not more than 15 cars behind the head-end consist.

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

Trains of more than 15 cars—

May be all or any portion of the powered consist. Must not be more than one such locomotive hauled-in-tow coupled to the powered portion of the head-end consist. Additional such locomotives must be handled singly, not in groups, prepared for hauled-in-tow and placed not less than 5 cars or more than 15 cars from the head-end consist.

Trains of 15 cars or less—

No placement restrictions.

The following locomotives are not equipped with alignment control couplers:

1-585, 1000-1004, 1400-1438, 1955-1971, 6100-6237, 9900-9925.

Light Consist or Caboose Hop Operations:

The number of locomotives in a light consist or caboose hop must not exceed 16.

The number of powered axles must not exceed 36.

All locomotives equipped with air and electrical multiple unit (MU) connections, whether powered, isolated or dead must be coupled together and connected for MU operation.

The number of locomotives not in MU operation must not exceed two times the number of locomotives in MU operation. For example, if two locomotives are in MU operation, there must not be more than four locomotives hauled-in-tow.

Locomotives not equipped with alignment control couplers may be placed anywhere in a light consist or caboose hop.

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 locomotives, not equipped with alignment control couplers, are equipped with bolster stops:

1702-1721, 1723-1749, 1751-1775, 1777-1779, 1781-1791, 1793-1799, 1802-1812, 1814, 1816-1817, 1819, 1822, 1824-1833, 1835-1864, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993-1997.

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

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

Unless otherwise provided in Individual Subdivision Special Instructions:

No restriction on placement when using helper of 6 powered axles or less.

Not more than 12 powered axles can be used behind or just ahead of caboose, EXCEPT must not be used on rear when handling empty

equipment 80 ft. 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.

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 locomotives do not exceed 36 powered axles.

Not more than 24 powered axles can be used in helper service, or, in head end consist when helpers are being used, EXCEPT with coal trains equipped entirely with Type E or F couplers cast in Grade E steel, which may have head end consist of 36 powered axles maximum. Helpers of less than 24 powered axles may shove on the rear of such trains except that helpers with 24 powered axles must be cut in ahead of caboose.

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 530000-530004
 BN 540000-540210 (CBQ 163000-163209)

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.

3A. Locomotive Group Chart

This chart must be used when restrictions in Items 1 and 2 of Individual Subdivision Special Instructions are shown.

Group	Model	Locomotive Numbers
A	SW-1	70, BNET 1-3, WWV 104.
B	GP-5	1350-1361, 1363-1365.
	GP-9	600-604*, 1723, 1725-1726, 1728-1732, 1734, 1736-1749, 1751-1755, 1758-1760, 1808-1817, 1819, 1821-1822, 1824, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1941, 1944-1948, 1950-1958, 1960-1964, 1966-1969, 1971-1972, 1979-1980.
	GP-18	1991, 1993-1997.
C	SW-7	75-79, 108-110, 112-113, 115-120, 122-126, 128-132, 134, 137.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-158, 160-161, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 100-104.
D	NW-12	1, 5, 14, 19.
	SW-7	107, 136, 143-145.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1707, 1709-1717, 1719-1721, 1761-1770, 1772-1775, 1777-1779, 1781-1787, 1791, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1838-1841, 1846, 1850-1851, 1853-1854, 1857-1858, 1860-1864, 1867-1869, 1873, 1875, 1877-1878, 1880-1883, 1892-1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1973, 1975, 1977-1978.

Group	Model	Locomotive Numbers
D	GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2022-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2071.
	GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234-2236, 2238, 2240-2242, 2244-2246.
	GP-39-2	2700-2739.
E	SW-1500	20-65.
	SW-15	300-324.
	GP-38	2072-2077, 2110-2135, 2137-2138.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2216, 2247-2254.
	GP-35	2501-2504, 2506-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2-B	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3039.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4119*.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5781, 5796-5797.
	B-30-7	5485-5492.
	B-30-8	5497-5499.
	U-30-BM	5782-5795, 5798-5799.
	F-40-PH	Amtrak 215-219, 225-228.
F		None.
G	SD-9	6127-6135, 6137, 6139-6143, 6145-6148, 6150-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6237.
H	SD-9	6100-6105, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-C-1B	4500*.
	C-30-7	5000-5141, 5500-5599.
	U-23-C	5200-5208.
	U-30-CM	5300-5305, 5353-5362, 5365-5374, 5376-5383, 5806-5833, 5912, 5914-5938.
	U-30-C1	5306-5335, 5338-5352, 5396-5399, 5800-5805, 5900-5901, 5903-5905, 5907-5911.
	U-30-C3	5364, 5375, 5384-5394, 5834-5839, 5939-5944.
	U-33-C	5709-5714, 5716-5719, 5721-5726, 5728-5744, 5746-5748, 5750-5751, 5753-5758, 5760-5761, 5763-5765.
	U-33-CM	5715, 5727, 5745, 5749, 5752, 5759, 5762.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6324, 6335-6342, 6344-6347, 6394-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6766, 6768-6836, 6840-6847, 6850, 6900-6928, 6950, 7000-7166, 7236-7291, 7800-7940, 8000-8073, 8090-8181.
	SD-45	6400, 6402-6408, 6410-6412, 6414-6421, 6423-6432, 6435-6437, 6439-6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6696.
	F-45	6600-6645.
	SD-40-G	7167-7220, 7222-7235, 8074-8089.
	SD-40-GB	7500*.
	SD-40-B	7600*.
		* Cabless.

4. Restrictions On Cars—

Following equipment must be at rear of train, next ahead of caboose, except in work train or when otherwise provided by authority of Chief Dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3, 4, 5, BN 979019, 979020, 979021, 979022, 979023, 979024 and FWD S780

Pile drivers
Locomotive cranes
Rotary snowplows, wedge plows, dozers
Jordan spreaders
Empty ribbon rail cars
Rear end only cars.

4A. 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.

4B. Multi-Platform Intermodal Cars—

Description—

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

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

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 631500 through BN 631503.

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

Yard Operation—

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

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

Train Operation—

When multi-platform cars have any empty platform(s), they should be placed next ahead of caboose. When empty platform(s) are within 40 freight cars and/or platforms of head-end locomotive and trailing tonnage behind empty platform exceeds 4,800 tons, the number of powered axles is restricted to 12.

Helper locomotive must not exceed 12 powered axles.

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

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

Special Instructions All Subdivisions Item 4A pertaining to Handling 80 Foot or Longer Cars does not apply to 5 or 10-platform cars.

5. Car Weight and Length Restrictions—

- 177,000 lbs. or less must be at least 35 feet.
- 177,001 to 220,000 lbs. must be at least 38 feet.
- 220,001 to 263,000 lbs. must be at least 44 feet.
- 263,001 to 315,000 lbs. must be at least 52 feet.
- 140,000 lbs. ore car only must be at least 24 feet.
- 210,000 lbs. ore car only must be at least 35 feet.

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. 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.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- 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.
- 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.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE
ALPHA	<p><i>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>
BRAVO	<p><i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>
CHARLIE	<p><i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p>

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
DELTA	<p>Load must not pass or be passed by loads over 11 ft. 8 in. wide on 13 ft. track centers, loads over 12 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>Observe track center restrictions for 12 ft. 4 in. wide loads.</p> <p><i>LOAD WIDTH 12 ft. 6 in. to 12 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. 4 in. wide on 13 ft. track centers, loads over 12 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. 8 in. wide loads.</p>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
ECHO	<p><i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
FOXTROT	<p><i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on <i>curved part</i> of adjacent tracks.</p>
GOLF	<p><i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>	OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
HOTEL	<p>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.</p>	PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
INDIA	<p>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.</p>	QUEBEC	<p>Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.</p>
JULIET	<p>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.</p>	ROMEO	<p>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.</p>
KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>	SANDWICH	<p>The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.</p>
		TANGO	<p>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.</p>
		UNIFORM	<p>Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.</p>
		VICTOR	<p>This shipment must not be detoured or rerouted without further clearances.</p>
		WHISKEY	<p>No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.</p>

8. 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 conditions make it impossible to make a walking inspection of entire train, as much of train as possible must be inspected and then train may be moved at no more than 10 MPH until inspection can be completed.

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 Chief Engineer Communications and Signals, St. Paul. Train 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 Indicators that must be observed by crew on rear of train do not apply to trains without a caboose.

Failed Equipment Wayside Display—

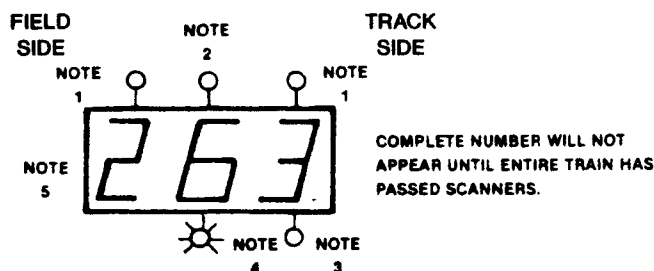
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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

Failed Equipment Alarm Indicator—

Alarm Indicator Assembly employing radio for defect location.

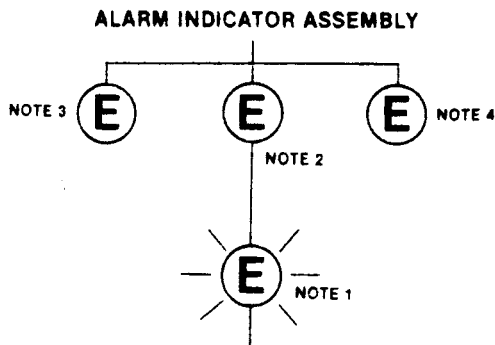
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

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

Entire train must not move beyond failed equipment sign until authorization to proceed is received from rear of train. If communication between head end and rear end of train fails or is not provided, train may continue to move unless crew member on rear stops the train by use of caboose brake valve.

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 train 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.

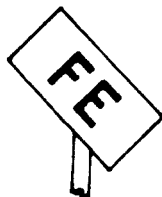
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

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.

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

Within yard limits in Non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes

necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify requirements of Rule 93.

10. 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.

11. 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.

12. Rules Changes and Modifications—

Consolidated Code of Operating Rules:

Definition—RESTRICTED SPEED—change to read:

A speed that will permit stopping within one half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule 93—add two paragraphs:

Conditional yard limit may be established for the hours and/or days specified in bulletins or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS".

(Bulletin or special instructions will read, as example: Conditional yard limits in effect between MP ___ and MP ___ between (station) and (station) (time) until (time) daily Monday through Friday, or specify days of the week only, if in effect 24 hours per day.)

Rules 83 (B), 200, 202, 209, 219, 224 and 671D pertaining to signature on train orders and clearances are modified to permit them to be issued over the signature of the train dispatcher.

Rule 102—change first paragraph to read:

When a train is disabled or stopped suddenly by an emergency application of air brakes or other causes, immediate radio transmission must be made giving exact location and status of train. Trains receiving this warning must approach the location at reduced speed. A lighted red fusee must be immediately displayed on adjacent tracks at front and rear of train and adjacent tracks as well as tracks of other railroads that are liable to be obstructed must at once be protected in both directions as prescribed by Rule 99, until it is ascertained they are safe and clear for the movement of trains. When train involved does not have a caboose, such protection must be provided as soon as possible.

Rule 214—add to the fourth paragraph:

If train does not have a caboose, conductor's copy of all train orders, clearances and messages will be placed in envelope on engine.

Rule 216—change first paragraph to read:

Under the following conditions, a train order restricting the movement of a train must not be repeated until operator has obtained signature of conductor or engineer to the order. Train order must not be signed until conductor and engineer understand their train will be restricted:

Rule 217—change third paragraph to read:

When orders are sent in the manner herein provided, to a train which is thereby restricted for another train, the operator will be directed to make an extra copy of the order which he will deliver to the person who is to make delivery of the order. On this copy, the person delivering the order must secure the signature of the conductor or engineer addressed. Train order must not be signed until both conductor and engineer understand their train will be restricted. The signed copy must be delivered to the first operator accessible, who must at once

transmit the signature of the conductor or engineer to the train dispatcher, and preserve the copy. "Complete" must not be given to the order for a train being advanced until the train dispatcher has received the signature of the conductor or engineer of the train being restricted.

Rule 218—change to read:

To relay a train order, the train dispatcher must transmit it to the employee at the relaying office, who must then transmit it to destination. The employee receiving it at destination must, after obtaining signature of conductor or engineer when required, (train order must not be signed until both conductor and engineer understand their train will be restricted), repeat it to the relaying office, where each word and figure must be underscored as it is repeated. It must then be repeated to the train dispatcher and if correct, "Complete" will be given by the train dispatcher and relayed to destination.

Rule 219—add two paragraphs:

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date). These words must be repeated by the conductor or engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform other crew members of the correction made.

Record of correction must be made by train dispatcher.

Rule 220 (B)—change first paragraph to read:

When a train has received a clearance at a station and it becomes necessary to issue a train order to such train at that station restricting its movement, in addition to obtaining the signature of the conductor or engineer to the train order as required by Rule 216, all previous clearances received by that train at that station must be taken up and destroyed and the train dispatcher so advised. A new clearance must be issued.

New Form of Train Order:

Q

ESTABLISHING TEMPORARY YARD LIMITS

(1) (Time and dates) Rule 93 in effect between (points specified)

Trains and engines will be governed by Rule 93 between the points and during the time specified.

Form Q orders, unless annulled, must be retained and observed during a continuous trip or tour of duty.

Form Q orders must not be combined with other forms of train orders.

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employee in charge of Maintenance of Way employees or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275 (A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employees when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employee(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Rule 281 Note—change to read:

The following Rule 281 is in effect on Burlington Northern Railroad:

An electrically locked switch must not be used, or door of case opened, to enter or foul a main track or a controlled siding without permission of the control operator.

Rule 501K—change Name and Indication to read:

NAME—Restricted Proceed

INDICATION—Proceed at restricted speed through entire block.

Rule 511—change to read:

When block signal rules require movement at restricted speed, this speed must not be increased until the engine has passed the next signal.

Rule 718—change 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.

Rule 804 (A)—change second paragraph to read:

When practicable, on freight trains a trainman must ride in control cab of engine at front of train when train is moving between stations.

—add the following third paragraph:

When train without caboose is moving between stations, conductor must ride in control cab of the engine.

Rules of the Maintenance of Way Department:

Rules 14 (C), 46 and 47—are cancelled.

Definition—RESTRICTED SPEED—change to read:

A speed that will permit stopping within one half the range of vision short of train, engine, obstruction, other on-track equipment, stop signal, derail, or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

Rule 40—change first paragraph to read:

The time of all trains must be cleared no less than 10 minutes. If the line-up indicates scheduled train is running late, the later time will be used. Only train location time issued by train dispatcher can be used in clearing trains except, when authorized by the train dispatcher, the location of specified trains may be determined by direct communication with such trains.

Rule 46—new:

In CTC territory, when necessary to perform work which would require the use of impassable track flags or to move track car or on-track equipment on a main track or controlled siding, in addition to obtaining a line-up where required, employee in charge of such work or equipment must obtain track and time limits as prescribed by Rules 271, 271(A) and 271(B). This authority, when granted, will permit work to be performed on track cars and on-track equipment to occupy track(s) between times and points shown without flag protection against trains. Track and time limits must be copied on the prescribed form and repeated by person copying.

Except in multiple main track CTC territory, when control operator cannot grant track and time limits because of failure in communications, movement may be made on main track if line-up permits movement or under flag protection.

Rule 83—change to read:

Transporting heavy material such as ties, rails and frogs on track motor cars is prohibited.

Rule 85—change to read:

When necessary to handle explosives on track cars, movement must be made under flag protection. In CTC territory, such movement must be made under flag protection or Rules 271, 271(A) and 271(B). When such movement is made under track and time limits authority, trains or engines must not be authorized in the same or overlapping limits.

Rule 97—change to read:

Rail guide wheels on Hy-Rail vehicles must be lubricated and maintained in accordance with the manufacturer's specifications. Maintenance dates will be recorded in log book.

Rule 271—change second paragraph to read:

To request track and time limits: member of crew for trains or engines, or employe in charge of Maintenance of Way employes or equipment; will state name, occupation, location, engine number for trains or engines, and specify time and work limits and tracks to be used. Track and time limits granted must be repeated to the control operator.

Rule 271 NOTE—change to read:

NOTE.—When control operator authorizes a train or engine to pass a Stop indication to enter or within track and time limits, third paragraph of Rule 269 of Consolidated Code of Operating Rules will not apply. Track and time limits granted to trains or engines includes authority to hand operate dual control switches within such limits, in accordance with Rule 275(A).

Rule 271(A)—change to read:

Track and time limits per Rule 271 will be issued to Maintenance of Way employes when necessary to move track car or on-track equipment or perform work on main track or controlled siding.

When Maintenance of Way employe(s) is granted track and time limits in the same or overlapping limits with train(s) or engine(s), control operator must inform those granted track and time limits (in the same or overlapping limits) of the fact, and trains or engines must move prepared to stop short of unprotected equipment.

Safety Rules and General Rules:**Rule 592**—change to read:

Whenever passengers or employes 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.

Rule 597—change to read:

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

13. Air Brake and Train Handling Rules—

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.

Rule 500H—new:

When operating through a temporary slow order, it is essential in-train forces are kept at low levels by judicious use of dynamic braking, avoidance of heavy brake pipe reductions and elimination of abrupt changes in train slack. When it can be avoided, changes in train speed must not be made within the limits of the temporary slow order.

14. Automatic Cab Signals—

Cab signal equipment must be cut out on all portions of Burlington Northern except on suburban equipment on Chicago Division, First Subdivision.

15. Helper Behind Caboose—

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

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

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

17. Trackman's train location line-up will not be required when Rule 271-271(A) authority has been obtained.**18. Certificate of Rules Examination—**Employees required to pass Rules examination, must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

ACTION TO BE TAKEN BY TRAIN AND ENGINE CREWS

When derailment or incident occurs in which hazardous materials may be involved:

- a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- b. Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.
- c. Inspection of trains or cars should be undertaken with caution. If a release of hazardous materials is evident, the area must not be entered except by person(s) with proper protective equipment.
- d. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- e. When practicable to accomplish without personal risk, determine position of tank cars (upright, on side, on top, etc.), specific information about tank damage (length, depth of dents, gouges, etc.), location and extent of leakage (hole in end, dome, drip, ½ inch stream, vapor, etc.) and tank car specification (example: DOT 112J340W)

BE SPECIFIC WHEN REPORTING DAMAGE/LEAKAGE INFORMATION

- f. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- g. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and conditions of cars. Furnish them all emergency response information available. This position should be maintained until relieved by a supervisor on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads, or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation regulations applying to railroad operation, refer to tariff BOE 6000-C (or subsequent issues) or B.E. Pamphlet 20.

DEFINITIONS:

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the placards depicted on the reverse side.

"TRAIN" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

§ 174.59 **Marking and placarding of rail cars.** No person may transport a rail car carrying hazardous materials unless it is marked and placarded as required by this subchapter. Placards and car certificates lost in transit must be replaced at the next inspection point and those not required must be removed at the next terminal where the train is classified.

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

- (1) Rail cars containing any amount of hazardous material.
- (2) Each trailer/container containing any amount of explosives A or B, poison gas, flammable solid (dangerous when wet) or radioactive material.
- (3) Each trailer/container containing 1000 lbs. or more of any other hazardous material.

§ 174.24 **Shipping Papers.** (a) No person may accept for transportation by rail any hazardous material unless he has received a shipping paper prepared in the manner specified in subpart C of Part 172 of the regulations, (outlined in 174.25 (b) and (c));

(b) Paragraph (a) does not apply to a material classed as an ORM-A,B,C, or D, unless it is a:

- (1) Hazardous substance or,
- (2) Hazardous waste.

§ 174.25 **Additional Information on waybills, switching orders and other billing.**

(a) Each waybill, switching ticket, switching order or shipping order used as a waybill for a rail car required to be placarded must also contain the placard endorsement specified for the hazardous material or class concerned, on the face of the waybill near the car number.

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

(1) The shipping description consisting of—

- (i) The proper shipping names specified for the material in § 172.101 or 172.102 (when authorized) of this subchapter;
- (ii) The hazard class specified for the material in the same table;
- (iii) The identification number (preceded by "UN" or "NA" as appropriate) prescribed for the material in the same Table; and
- (iv) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(2) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in § 172.204 of this subchapter.

(3) The placard notation.

(4) For any entry for a material that is a hazardous substance, the letters "RQ" entered either before or after the basic description.

(c) For an empty tank car that previously contained a hazardous material, other than combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the basic description of the hazardous material last contained in the tank car, and the word, "PLACARDED." For example, "EMPTY: SULFURIC ACID, Corrosive Material, UN 1830 Placarded," or "EMPTY: Last Contained SULFURIC ACID, Corrosive Material, UN 1830. Placarded."

§ 172.205 **Hazardous waste manifest.**

(a) No person may offer, transport, transfer, or deliver a hazardous waste (waste) unless a hazardous waste manifest (manifest) is prepared, signed, carried, and given as required of that person by this section.

(e) A copy of the manifest bearing all required dates and signatures must be—

- (2) Carried during transportation in the same manner as required by this subchapter for shipping papers,
- (3) Given to a person representing the designated facility receiving the waste.

(f) If a shipment is delivered to the waste facility by railroad, manifest information may be included on the waybill in lieu of complying with paragraph (e) (2) of this item.

- (2) The delivering carrier shall obtain receipt for waste shipment that includes date and handwritten signature of person representing the facility.

§ 174.26 **Notice to train crews of placarded cars.**

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded **EXPLOSIVE A** or **POISON GAS**. A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

PLACARDS ARE IDENTIFIED BY:
BACKGROUND COLOR
SYMBOL
U.N. HAZARD CLASS NUMBER

U.N. HAZARD CLASS NUMBERS

1. EXPLOSIVES	6. POISONOUS AND INFECTIOUS
2. GASES	7. RADIOACTIVE
3. FLAMMABLE LIQUIDS	8. CORROSIVE
4. FLAMMABLE SOLIDS	9. MISCELLANEOUS
5. OXIDIZING MATERIALS	(other regulated material)

4-DIGIT LD. NUMBER

The identification numbers may be displayed on orange placards along with a standard placard or on an alternate placard with the identification number in the center of the placard.

The numbers are for emergency response and have no application for railroad operation.

NOTES

Cars with same placards may be placed next to each other.

(1) A placarded rail car must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car placarded EXPLOSIVES A.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A may be placed next to each other.

(4) Restriction applies only to loaded flatbed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

(6) Cars placarded RADIOACTIVE must not be placed next to car loads of undeveloped film.

(7) Restriction applies only to flat switching of loaded tank cars placarded FLAMMABLE GAS, NON-FLAMMABLE GAS, CHLORINE (printed in line box, above) and Canadian POISON GAS 2.3 (printed on reverse side). In humping operation, these cars may be allowed to roll free provided:

- a) the intended track contains one or more standing cars
- b) the preceding car is clear of all switches before the placarded car is out off
- c) the placarded car is out off singly
- d) the placarded car is clear of all switches before the following car is out off
- e) the next car into the track containing the placarded car is out off singly.

- (b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.
- (c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §§ 172.202 and 172.203 of this subchapter.

SWITCHING AND TRAIN PLACEMENT

Regulations for handling placarded cars in switching and placement in train are described in items 174.83 thru 174.93. These requirements are outlined by the chart on the reverse side of this form.

§ 174.8

INSPECTION

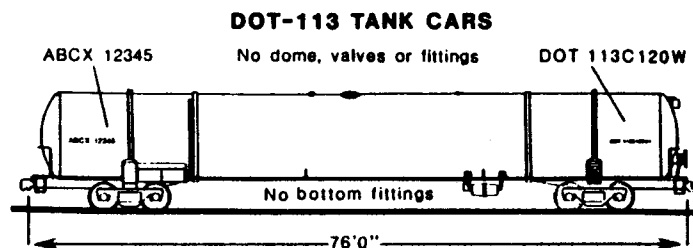
- (b) At any point where a train is required to be inspected each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §§ 174.9 and 174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by § 174.26(b).
- (c) For inspection requirements applicable to rail cars containing Class A explosives, see §§ 174.10 and 174.104.

§ 174.9 Inspection of tank cars.

- (a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.
- (b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

§ 174.10 Inspection of cars at interchange.

- (a) Each rail car containing explosives requiring **EXPLOSIVES A** placards (see § 174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.
- (b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.
- (c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by § 174.25 of this subpart.
- (d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.
- (e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by § 174.50.



DOT 113 TANK CARS MAY BE IDENTIFIED BY:

- (1) DOT specification number (Example - DOT 113C 120W) stencilled on both sides of car, at opposite end from car initial and number.
- (2) No dome, fittings or valves visible on top or bottom of tank.
- (3) Extreme length of car (76' 0" over strikers).

**THESE TANK CARS MUST NOT BE HUMPED
OR CUT OFF IN MOTION!**

CANADIAN POISON GAS 2.3 PLACARDS



Some compressed gases, such as Anhydrous Ammonia and Hydrogen Chloride, are classified differently in Canada than in the United States. When shipments of these commodities originate in Canada, the Hazard Class entry on the waybill will read "Poison Gas 2.3" and the tank car will be placarded with the placards depicted above.

In the United States, tank cars with Canadian POISON GAS 2.3 placards shall be handled in accordance with the train placement and switching restrictions which apply to tank cars placarded **FLAMMABLE GAS**, **NON-FLAMMABLE GAS** and **CHLORINE**. (see note 7 on reverse side).

MONTANA DIVISION

(Williston to Havre)

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

Passenger trains	79 MPH.
	Over 100 Tons/OB

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.

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	Malta
Snowden	Wolf Point	Tampico	Dodson
Bainville	Oswego	Hinsdale	Harlem
Brockton	Kintyre	Saco	Lohman
Poplar	Nashua	Bowdoin	

West siding switch at Williston.

West siding switch at Blair.

East siding switch at Savoy and Culbertson.

All tracks other than main tracks and controlled sidings	10 MPH.
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2. Bridge, Engine and Heavy Car Restrictions—None.**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.

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.**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

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	Vandalia—MP 293.0
Culbertson—MP 166.1	Saco—MP 323.0
Sprole—MP 202.5	Malta—MP 347.0
Wolf Point—MP 234.2	Harlem—MP 383.5
Nashua—MP 269.0	Chinook—MP 404.0

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

Culbertson—MP 175.5	Hinsdale—MP 307.5
Blair—MP 182.1	Saco—MP 313.2
Poplar—MP 203.7	Malta—MP 340.9
Poplar—MP 210.2	Malta—MP 346.1
Glasgow—MP 282.2	

10. Havre—Westward trains must not pass signals at Havre East MP 427.4 and eastward trains must not pass signals at Havre West MP 432.0 without permission of Havre Yardmaster.**MONTANA DIVISION**

(Havre to Conkelley)

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

Passenger trains	79 MPH.
End of Two Main tracks at Nyack	45 MPH.

The following head end restrictions are in effect:

	Up to 100 tons/OB	Over 100 Tons/OB
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.	
Signal 987.1	55 MPH.	
Signal 1037.9	55 MPH.	45 MPH.
Signal 1135.3	45 MPH.	40 MPH.
Signal 1189.5		40 MPH.

Head end of Eastward Trains		
Signal 1048.09	55 MPH.	
Signal 1059.8	55 MPH.	
Signal 1118.4		45 MPH.
Signal 1128.2		40 MPH.
Signal 1130.0		40 MPH.
Signal 973.2	55 MPH.	45 MPH.
Signal 982.6	55 MPH.	45 MPH.
Signal 1005.0	55 MPH.	45 MPH.
Signal 433.4	40 MPH.	

Trains or engines through No. 20

turnouts at following locations:

Pacific Jct. switch and end of two main tracks.	35 MPH.	35 MPH.
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End of two main tracks at Shelby.
Through east and west crossovers at Teton.
Ends of two main tracks at Cut Bank
Through crossover Cut Bank.
Ends of two main tracks at Blackfoot.
Ends of two main tracks at Summit.
Ends of two main tracks at Java.
Through crossover Essex.
Ends of two main tracks at Pinnacle.
Ends of two main tracks at Paola.
Through crossover Red Eagle.
End of double track at Conkelley.
East and west siding switches at:

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

Shelby—Engine or leading cars over footwalk to depot
and over crossing east of depot 45 MPH.
Cut Bank—MP 1088.0 to West end Bridge 1090.8 ... 30 MPH.
Through Crossover Marias 25 MPH.
All tracks other than main tracks and controlled sidings 10 MPH.

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

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.

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 1150.0	1.0 miles
MP 1150.0 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 restricted 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 track
Ethridge	Industry track south of south main track
Union Oil Spur	South of south main track
Cut Bank	Farmers Elevator track north of north main track
Sundance	Industry track south of south main track
Pardue	Elevator track spur south of south main track
Meriwether	Elevator spur south of south main track
Blacktail	Industry track south of south main track
Java	Industry track south of south main track

9. Havre—Westward trains must not pass signals at Havre east MP 427.4 and eastward trains must not pass signals at Havre west MP 432.0 without permission of Havre Yardmaster.

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

11. Mountain Grade Operation—

Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Summit and Java MP 1151.0-MP 1165.0.

Ruling grade descending westward is 1.8%
Ruling grade descending eastward between MP 1146.0 and MP 1141.0 (Bison) is 1.2%.

12. Manned Helper Operation—

(See 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.

13. Handling 80 Foot or Longer Cars—

(See All Subdivisions, Items 3 and 4A.)

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.

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

15. Hotbox Detector Locations—

Kremlin—	MP 981.7	Blackfoot—	MP 1118.9
Inverness—	MP 1009.3	Bison—	MP 1145.5
Lothair—	MP 1030.8	Pinnacle—	MP 1175.0

Dunkirk—	MP 1059.3	Belton—	MP 1198.9
Sundance—	1099.0		
	South main		
	track		

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

Burnham—	MP 969.7	Bison	MP 1142.5
Cut Bank—	MP 1086.3	Blacktail—	MP 1156.9
	Westward only	Java—	MP 1162.1
Sundance—	MP 1099.0	Essex—	MP 1170.3
	Eastward on	Red Eagle—	MP 1182.9
	north	Nyack—	MP 1188.0
	main only	Conkelley	MP 1208.3
Spotted Robe—	MP 1133.9		

MONTANA DIVISION

THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH, TENTH, ELEVENTH, TWELFTH, THIRTEENTH, AND FOURTEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Pacific Jct. and Big Sandy Third Subdivision	40 MPH.
Fort Benton and Great Falls Seventh Subdivision . . .	25 MPH.
Great Falls and Shelby Fourth Subdivision	49 MPH.
Shelby and Sweet Grass Fourth Subdivision	25 MPH.
Great Falls and Mossmain Fifth Subdivision	49 MPH.
Bainville and Opheim Sixth Subdivision	35 MPH.
Power and Choteau Ninth Subdivision	25 MPH.
Eastham Jct. and Fairfield Eighth Subdivision	25 MPH.
Valier and Valier Jct. Tenth Subdivision	25 MPH.
Spring Creek Jct. and Moccasin Eleventh Subdivision	25 MPH.
Lewistown and Spring Creek Jct. Thirteenth Subdivision	25 MPH.
Spring Creek Jct. and Geraldine Thirteenth Subdivision	10 MPH.
Heath and Lewistown Fourteenth Subdivision	10 MPH.
Moore and Lewistown Twelfth Subdivision	25 MPH.
Lewistown City Limits	8 MPH.
All sidings and industry tracks, Twelfth, Thirteenth and Fourteenth Subdivisions	5 MPH.
All sidings and industry tracks, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Tenth, and Eleventh Subdivisions	10 MPH.
Item 1A, All Subdivisions, applies on Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh, Twelfth, Thirteenth and Fourteenth 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 263,000 lbs. not permitted.

Except on Third Subdivision between Pacific Jct. and Big Sandy and Fourth Subdivision between Great Falls and Shelby and Seventh Subdivision between Fort Benton and Great Falls cars 52.5 feet and longer and heavier than 315,000 lbs. not permitted.

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

Locomotives in Groups G, H and I not permitted on Fourth Subdivision between Shelby and Sweetgrass.

Locomotives in Groups E, G, H and I not permitted on Sixth, Eleventh, Twelfth, Thirteenth and Fourteenth Subdivisions.

Locomotives in Groups G, H and I not permitted on Ninth Subdivision.

3. Train Register Exceptions—

Bainville, Plentywood, Scooby, Eastham Jct., Power, Geraldine, Sweetgrass, Heath, Moore, Valier, 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, Moccasin, 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 1.5 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.

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

6. Test Mile Locations—

Laredo—	MP 5.1 and MP 6.1
Sheffels—	MP 106.0 and MP 107.0
Vaughn—	MP 9.1 and MP 10.1
Gerber—	MP 216.8 and MP 215.8
Hesper—	MP 3.5 and MP 4.5
Shelby—	MP 96.3 and MP 97.3

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/OB	Over 100 Tons/OB
Bismarck and Glendive		40 MPH.
Beaver Hill and Wibaux, MP 169.0 (east of Beach) and Medora, Fryburg and Belfield, MP 81.0 (east of Richardton) and Hebron, New Salem and Mandan		35 MPH.
Bismarck and Mandan MP 192.0 to MP 199.0	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—Locomotives 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—None.**
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/OB 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/OB	Over 100 Tons/OB
Glendive and Laurel		40 MPH.
Against the current of traffic on double track	49 MPH.	40 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 East Billings 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 East Billings	50 MPH.	40 MPH.
Signal 221.6 between Huntley 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, Sarpy Jct., Hysham East Siding Switch, 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		
Laurel—West end passenger main		
Laurel—Eastbound freight to passenger main	30 MPH.	30 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—None.**
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.
Nichols Wye, Sarpy Jct. and Mossmain—Rule 83(B) does not apply.
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 221.0

Dyce Chemical H.B.—3661 feet west of MP 222.0

Brick Spur H.B.—3861 feet west of MP 222.0

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 of the train dispatcher.

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. **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.

10. **Sidings**—Freight trains over 100 Tons/OB 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.

11. **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.

12. **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.

13. **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.

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

15. **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 Rule D-152 applies.

16. **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 Rule 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.

17. Hotbox Detector Locations—

Fallon—	MP 34.1	Finch—	MP 140.9
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.

YELLOWSTONE DIVISION

(Gillette to Huntley)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Gillette and Huntley	49 MPH.
Curve between: MP 675.2 and MP 676.2	45 MPH.
Hardin—Over Center Street west of depot with locomotive or leading car	15 MPH.
Freight trains over 100 Tons/OB	40 MPH.
Freight trains over 100 Tons/OB without dynamic availability between:	
Parkman and Aberdeen	35 MPH.
Curve between MP 707.9 and MP 708.1	35 MPH.
Ulm and Clearmont	25 MPH.
Clearmont and Arvada	30 MPH.
MP 603.0 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, Dutch, Ranchester and Moran Jct	35 MPH.
Hardin North Line	10 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than 220,000 lbs. not permitted on Hardin North Line Spur beyond MP 1.6 and on Fort McKenzie spur.

Locomotives in Groups G, H and I 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)—

Dutch—Rule 83B does not apply.

Sheridan—Trains must receive clearance. Also, all crews transporting under pay departing Sheridan must receive clearance unless otherwise 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—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

Flagging distance against eastbound trains is 2.2 miles.

6. Sidings—Trains over 100 Tons/OB must not use following sidings: Verona, Kiewit, Kleenburn, Parkman, Wyola and Hardin.

Hazen—First crossing west of depot (Central Ave.)	
westbound trains	15 MPH.
Antelope Valley Spur	30 MPH.
Item 1A, All Subdivisions, applies.	

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Zap to Killdeer and Hazen to Truax, locomotives in Groups G, H and I not permitted.

3. Train Register Exception—

Beulah—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 between

MP 0.0 to MP 81.0 is 1.5 miles
MP 81.0 to MP 121.4 is .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 77.1 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 77.1 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. Beulah—Locomotives 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—Locomotives 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 72.0 from South Beulah Mine Spur must know crossing gates are down before occupying crossing.

10. Republic—Locomotives must not pass under tipple. Tipple will not clear man on top and/or side of car.

YELLOWSTONE DIVISION

(Mandan to Mott)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
MP 0.0 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—

Item 5d not permitted.

Locomotives in Groups G, H and I 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

MP 0.0 to MP 41.5 is 1.0 miles
MP 41.5 to MP 91.1 is .5 miles

6. Mandan—First Subdivision instructions govern.

YELLOWSTONE DIVISION

(Mandan to Killdeer)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
MP 0.0 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.

YELLOWSTONE DIVISION

(Glendive to Snowden)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Glendive and Savage (MP 34.0) 25 MPH.
 Savage (MP 34.0) and MP 53.0 45 MPH.
 MP 53.0 and Snowden 30 MPH.
 Sidney over main street and third street N.E. crossings 15 MPH.
 Glendive to Savage—Locomotives 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—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I not permitted.
Sidney—Locomotives 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. **Glendive**—A train or engine must get permission from Glendive
 Yard before entering the Second Subdivision, observing Rules 513
 and 93.
7. **Cecil**—Locomotives or cabooses will not clear mine tipple on spur.
8. **Between Newlon Jct. and Sidney**—Track will be operated as
 one continuous yard. Train and engine movements will be made
 under Rule 93.

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—**
 Item 5d not permitted.
 Locomotives in Groups E, G, H and I not permitted, except 1702-
 1721, 1831-1882, 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 .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—**
 Item 5d not permitted.
 Locomotives in Groups E, G, H and I not permitted,
 except 1702-1721, 1831-1882, 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 Circle)

TENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Glendive and Circle 25 MPH.
 Item 1A, All Subdivisions, applies.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Item 5d not permitted.
 Locomotives in Groups G, H and I 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 Sev-
 enth 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 Wye to Big Sky)

ELEVENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Nichols Wye and Colstrip 35 MPH.
 Colstrip 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—None.**
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 Wye—Rule 83(B) does not apply.
5. **Rule 99—**Flagging distance is 2.0 miles.
6. **Nichols Wye—**Normal position of tail track switch is for East Leg of Wye.
7. **Cow Creek—**Coal tippie Western Energy Company has restricted overhead clearance. Locomotives and cabooses will not clear and must not be operated under tippie. Employees are forbidden from riding cars while passing under tippie.
8. **Big Sky—**Coal trains will leave Big Sky with white stripe headed west, 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 Jct. and Kuehn 40 MPH.
 Kuehn around Loop Track 4 MPH.
 Train speed while loading will be 0.5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—None.**
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Sarpy Jct.—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 locomotive 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 jct.

YELLOWSTONE DIVISION

(Dutch to Nerco)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
 Dutch and MP 15.9 40 MPH.
 MP 15.9 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—None.**
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)—**
 Dutch and Decker—Rule 83(B) does not apply.
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 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. Tippie 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 40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.**3. Train Register Exceptions—**

Mobridge and Terry—Trains originating or terminating will register.

Knife River—Trains register when directed by train order.

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

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

5. Rule 99—When flagging is required, flagging distance is 2.0 miles.**6. Freight trains over 100 tons/OB** 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) applies at:**

Mahto
Walker
Haynes
Ives

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 except Signal Rule 240B which is replaced by Burlington Northern Signal Rule 501K.**ROCKY MOUNTAIN DIVISION**

(Laurel to Livingston)

FIRST SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB

Columbus—Between Pratten Street and crossing just west of depot 35 MPH. 35 MPH.

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.

Through sidings at Park City, Columbus, Big Timber and Livingston 20 MPH. 20 MPH.

Through old eastward main at Laurel . . . 20 MPH. 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.**3. Train Register Exceptions—None.****4. Clearance Provisions and Exceptions Rule 83(B)—**

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

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/OB	Over 100 Tons/OB
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 135.0		
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.
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.
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.

Trains descending mountain grades.	20 MPH.
Westbound trains between Blossburg and Elliston.	30 MPH.
Phosphate to MP 4.0	20 MPH.
Missoula—Within city limits, Over public crossings	30 MPH.
Helena—MP 2.2 and MP 236.7	45 MPH.
Except between Benton Street and Roberts Street	25 MPH.
Through turnouts of controlled sidings, except east switch Muir, west switch West End and east switch Garrison	30 MPH.
Through sidings at Bozeman, Garrison (wye and siding), Townsend, Drummond and Jens	20 MPH.
East and west switches of the following controlled sidings: Belgrade, Manhattan, Logan, Clarkston, Lombard, Toston, Winston, Louisville, Austin, Skyline, Blossburg, Elliston, Avon, Bearmouth, Nimrod, Clinton, Bonner, east switch Muir, west switch West End and east switch Garrison	12 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Fort Harrison—Locomotives in Groups G, H and I not permitted.**Phosphate**—Locomotives in Groups G, H and I not permitted on lower yard tracks.

3. Train Register Exceptions—

Bozeman—Trains originating or terminating will register.

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

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 locomotive washing facilities.**East Helena**—Overhead bridge at cinder track just east of American Smelting and Refining Company ore bins will not clear Locomotives or cars of greater height than 9 feet, 6 inches from top of rail.**McQuarrie Gravel Pit**—locomotives 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 4.0**—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 183.0
Penwell Spur—	1,475 feet west of MP 231.0
Austin Set Out Track off Siding	

Gold Creek Spur— 1,200 feet west of MP 58.0
 Bradman Spur— 2,900 feet west of MP 75.0
 Bonita Spur— 2,200 feet west of MP 95.0
 Clinton Ore Spur— 3,300 feet west of MP 102.0

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 1.0 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 135.0. 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 Billings train dispatcher. He will position and lock dual control switches and display an aspect per Rule 501K on signals involved. Switching operations can be carried on continuously while signals are displaying an aspect per Rule 501K. A member of the crew must promptly inform the train dispatcher at Billings when switching operations have been completed. When an aspect per Rule 501L is displayed the track between the interlocking signals must be cleared immediately and the Billings train dispatcher contacted for further instructions.

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

(See All Subdivisions, Items 3 and 4A.)

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. **ABS Rules**—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.

Two main tracks with ABS Rules in effect between MP 117.2 and MP 118.9 at Missoula.

13. **Between Livingston and West End—West Bound—**

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose without any restrictions. Item 3, All Subdivisions does not apply.

14. **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.

ROCKY MOUNTAIN DIVISION

(Missoula to Sandpoint Jct.)

THIRD SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
One mile West of DeSmet and Evaro		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Evaro and MP 19.0 (East of Arlee)		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
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.
Trains descending mountain grades		20 MPH.
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 120.0 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 125.0 on westward track and Reduce 40 MPH. speed sign located 1473 feet West of MP 126.0 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—

Missoula—Locomotives in Groups G, H and I 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 and DeSmet—Rule 83(B) does not apply.

Trains departing Yardley destined to Rocky Mountain Third Subdivision will obtain their Rocky Mountain Division clearance at Yardley which will apply at Sandpoint Jct.

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 All Subdivisions, Items 3 and 4A.)

Between DeSmet and Arlee—Westbound only.

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

Trains of greater than 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. Two main tracks designated as yard tracks between MP 118.9 and MP 120.8.

ABS rules—In effect between MP 120.8 and MP 122.8.

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

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

12. 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.

ROCKY MOUNTAIN DIVISION

(Logan to Garrison)

FOURTH SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
Logan and Garrison	49 MPH.	40 MPH.
MP 43.0 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 68.0		
Ascending	25 MPH.	25 MPH.
Descending	20 MPH.	20 MPH.
Trains descending mountain grades		20 MPH.
Butte—Within city limits,		
On main track	20 MPH.	20 MPH.
On other tracks	15 MPH.	15 MPH.
Kaw Avenue 2,213 feet west of MP 0.0	10 MPH.	10 MPH.
Trains handling 315,000 lb. cars	20 MPH.	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

Deerlodge House track, lumber spur, stockyards,
and LP sawmill track.

Garrison Roundhouse track.

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—Unless otherwise provided, Union Pacific trains will not require clearance—all other trains require 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—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 All Subdivisions, Items 3 and 4A.)

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—	Maximum Speeds Permitted
Zone—Between	Up to 100 Over 100
	Tons/OB Tons/OB

The following head end restrictions are in effect:

Head End of Westward Trains:

Signal 134.9	55 MPH.	45 MPH.
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Signal 139.7	50 MPH.	45 MPH.
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Signal 170.1	50 MPH.	40 MPH.
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Signal 190.5	50 MPH.	45 MPH.
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Signal 211.5	40 MPH.	30 MPH.
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Signal 212.5	40 MPH.	30 MPH.
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Signal 214.7	50 MPH.	45 MPH.
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Head End of Eastward Trains:

Signal 215.6	40 MPH.	35 MPH.
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Signal 212.2	55 MPH.	45 MPH.
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Signal 190.0	35 MPH.	30 MPH.
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Signal 171.4	55 MPH.	45 MPH.
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Signal 169.2	35 MPH.	30 MPH.
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Signal 147.6	55 MPH.	45 MPH.
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Signal 141.2	40 MPH.	30 MPH.
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Schilling and Hoerner Waldorf Plant . . .	10 MPH.	10 MPH.
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At Frenchtown, east and west switch . .	30 MPH.	30 MPH.
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Advance warning speed sign located 2439 feet west of MP 125.0 on westward track and reduce speed sign located 1473 feet west of MP 126.0 on Third Subdivision govern speed on both Fifth and Third Subdivisions 40 MPH. 40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—None.**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.

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 Thermopolis Sixth Subdivision 40 MPH.
Thermopolis and Laurel 49 MPH.
Eastward trains approaching MP 204.8 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 347.0 35 MPH.
MP 347.0 to MP 370.0 30 MPH.
MP 392.0 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 422.0 40 MPH.
MP 422.0 to MP 423.4 30 MPH.
MP 423.4 to MP 425.0 10 MPH.
MP 427.2 to MP 428.0 35 MPH.
MP 465.2 to MP 491.0 35 MPH.
MP 515.0 to MP 515.6 10 MPH.
Frannie and Cody Eighth Subdivision 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.
World city limits (MP 367.7 to MP 368.8) 25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups G, H and I 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—**
Illico and Shobon—Trains will register when directed by train
order.
Frannie—Trains will register at the east siding switch when directed
by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Casper—Unless otherwise provided, clearance received at Casper
will clear train at Bonneville.
Greybull—Unless otherwise provided, clearance received at
Greybull will clear train at Bonneville.
Bonneville—Rule 214 in effect.
Frannie—Unless otherwise provided, Rule 83(B) does not apply.
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.

ROCKY MOUNTAIN DIVISION

(Mission to Wilsall)

TENTH SUBDIVISION

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Mission and Wilsall 20 MPH.
Locomotives and cars in excess of 248,000 lbs. 15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Item 5d not permitted.
Locomotives in Groups E, G, H and I not permitted.
3. **Train Register Exceptions—**None
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Mission and Wilsall—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 .5 miles.
6. **Chadborn—**Derail located on main track 400 feet east of east
switch. East switch of industry track lined for industry track when
occupied with cars.

ROCKY MOUNTAIN DIVISION

TWELFTH, THIRTEENTH, FOURTEENTH,
FIFTEENTH AND SIXTEENTH
SUBDIVISIONS

1. **Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Manhattan and Anceny Twelfth Subdivision 25 MPH.
Sappington and Harrison Thirteenth Subdivision 10 MPH.
Whitehall and MP 24.0 Fourteenth Subdivision 40 MPH.
MP 24.0 and Alder—Westward Fourteenth Subdivision 20 MPH.
Alder and MP 24.0—Eastward Fourteenth Subdivision 15 MPH.
Great Falls and Helena Fifteenth Subdivision 25 MPH.
Drummond and Philipsburg Sixteenth Subdivision 30 MPH.
Engine or leading car between absolute signals on
turnout for Fifteenth Subdivision at Helena Junction
CTC control point 12 MPH.
Trains over 100 tons/OB descending mountain grades 20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Items 5c and 5d not permitted.
Thirteenth Subdivision: Trains and locomotives not permitted
beyond MP 10. Locomotives in Groups E, G, H and I not permitted.
On Twelfth and Fourteenth Subdivisions, locomotives in Groups G,
H and I not permitted.
On Sixteenth Subdivision, locomotives in Group I not permitted.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Sappington and Anceny—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:

Twelfth Subdivision—Flagging distance is 1.0 mile.

Thirteenth Subdivision—Flagging distance against westbound trains is .5 mile and against eastbound trains is 1.0 mile.

Fourteenth Subdivision—Flagging distance is 1.0 mile.

Fifteenth Subdivision—Flagging distance is 1.5 miles.

Sixteenth Subdivision—Flagging distance against westbound trains is .5 mile and against eastbound trains is 2.0 miles.

6. Mountain Grade Operation—

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

Manhattan and Anceney MP 13.0-MP 15.0.

Ruling grade Descending East: 1.6%.

Sappington and Harrison MP 2.0-MP 8.0.

Ruling grade Descending East 2.2%.

Drummond and Philipsburg MP 10.0-MP 26.0.

Ruling grade Descending East 2.2%.

7. Derail Switches—

Philipsburg—Derail located 650 feet east of station on main track.

Drummond—Derail located 50 feet west of MP 1.0.

Anceney—Derail located on main track 330 feet east of east switch. East switch of industry track lined for industry track when occupied by cars.

8. Handling 80 Foot or Longer Cars—

(See All Subdivisions, Items 3 and 4A.)

Between Wolf Creek and Helena—

Trains of 6500 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 6500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

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

On Seventeenth Subdivision, locomotives in Group I not permitted. Also 250-ton wrecking derrick not permitted. Over bridges 0, 4, and 16, cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs., and over Bridges 0.1 and 16, cars weighing between 220,000 lbs. and 263,000 lbs., must be preceded and followed by a car weighing under 177,000 lbs.

On Eighteenth Subdivision, locomotives in Group I not permitted.

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 30.05 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 30.0-MP 33.0.

Ruling grade descending West 2.0%.

ROCKY MOUNTAIN DIVISION

SEVENTEENTH AND EIGHTEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Missoula and Darby Seventeenth Subdivision	25 MPH.
Missoula and MP 11.0	30 MPH.
MP 47.0 and Darby	30 MPH.
Stevensville—over highway crossing 1817 feet east of depot	10 MPH.
Dixon and Polson Eighteenth Subdivision	25 MPH.
Trains over 100 tons/OB descending mountain grades	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

SPECIAL INSTRUCTIONS

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RADIO INFORMATION

MONTANA DIVISION

Base Stations	Channel	Hours in Operation
Billings Disprs. Office	1	Continuous
Minneapolis 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
Frazer	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
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

YELLOWSTONE DIVISION

Base Stations	Channel	Hours in Operation
Billings 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

Wayside Stations

Channel	Hours in Operation
Glendive	1
Sidney	1
Terry	1
Shirley	1
Miles City	1
Hathaway	1
Forsyth	1
Hysham	1
Custer	1
Pompeys Pillar	1
Huntley	1
Billings	1
Laurel	1
2 for yard forces in Laurel	Continuous
Gillette	1
Echeta	1
Arvada	1
Clearmont	1
Ulm	1
Arno	1
Decker	1
Sheridan	1
Parkman	1
Lodge Grass	1
Hardin	1
Rowley (10 miles west)	1

ROCKY MOUNTAIN DIVISION

Base Stations	Channel	Hours in Operation
Billings 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

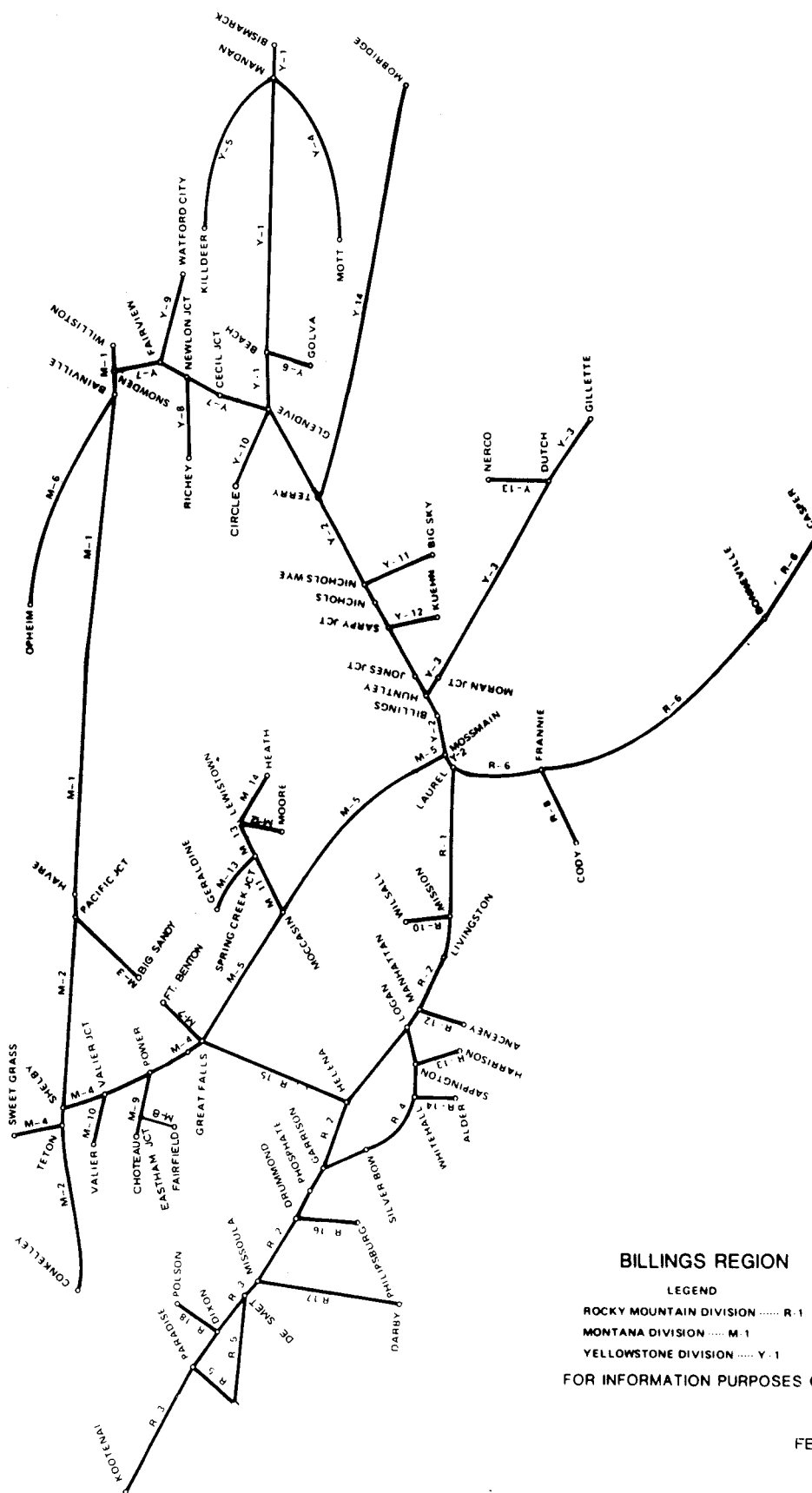
CHIEF MEDICAL OFFICERS

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. Stuart A. Reynolds	Havre
Dr. Eugene V. Kronmiller	Billings	Dr. John W. Richardson	Havre
Dr. J. H. Schaeffer	Billings	Dr. John R. Burgess	Helena
Dr. R. J. Dunnigan	Bismarck	Dr. D. W. Bossler	Helena
Dr. R. L. Jennings	Bismarck	Dr. A. R. Little	Helena
Dr. D. C. Epler	Bozeman	Dr. James R. Markette	Kalispell
Dr. R. J. Best	Butte	Dr. M. W. Calvert	Laurel
Dr. George M. Gilboy	Butte	Dr. Robert Van Nice	Laurel
Dr. J. E. McGreevey	Butte	Dr. J. G. Allison	Livingston
Dr. J. L. Patterson, Jr.	Butte	Dr. L. M. Baskett	Livingston
Dr. Richard S. Buker, Jr.	Chester	Dr. R. J. Majxner	Livingston
Dr. Robert H. Leeds	Chinook	Dr. Thomas Rowe	Livingston
Dr. R. D. Buchanan	Columbia Falls	Dr. D. A. Carlsen	Mandan
Dr. Douglas J. Pitman	Columbia Falls	Dr. P. M. Ocampo	Mandan
Dr. P. B. Shepard	Cut Bank	Dr. P. M. Rilsager	Mandan
Dr. Robert S. Hamilton	Conrad	Dr. E. L. King	Manhattan
Dr. P. B. Shepard	Cut Bank	Dr. M. D. Winter, Jr.	Miles City
Dr. L. M. Benjamin	Deer Lodge	Dr. J. E. Gouaux	Missoula
Dr. Francis L. Bertoglio	Deer Lodge	Dr. C. P. Brooke	Missoula
Dr. Hans E. Guloien	Dickinson	Dr. J. A. Evert	Missoula
Dr. A. C. Sawchuk	Dickinson	Dr. M. R. Priddy	Missoula
Dr. James Cope	Forsyth	Dr. Leonard M. Linde	Mobridge
Dr. J. E. Taylor	Gillette	Dr. Jack Lulack	Plains
Dr. Paul E. Kauffman	Gillette	Dr. E. D. Coriell	Polson
Dr. David Gregory	Glasgow	Dr. F. Deiss	Powell
Dr. Leonard Klassen	Glasgow	Dr. S. T. McDonald	Ronan
Dr. T. O. O'Dea	Glasgow	Dr. R. J. Stanchfield	Shelby
Dr. T. J. Malee	Glendive	Dr. J. J. Batty	Sheridan
Dr. T. T. Thomas	Glendive	Dr. M. J. Strahan	Sheridan
Dr. John Margaris	Great Falls	Dr. W. M. Swager	Sheridan
Dr. John Ross	Great Falls	Dr. C. E. Rosdahl	Thompson Falls
Dr. Robert Skinner	Great Falls	Dr. V. L. Swenson	Townsend
Dr. Ronald A. McLean	Greybull	Dr. R. B. Beithon	Twin Bridges
Dr. Donald MacLean	Hamilton	Dr. R. J. Hill	Whitehall
Dr. James E. Elliott	Havre	Dr. Gayle Sacry	Whitehall
Dr. James N. Kelley	Havre	Dr. Robert C. Koch	Williston
Dr. R. C. McCroskey	Havre		

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



**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 engineer 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 (MP 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 on _____ track at _____ MPH, over," or "Proceed on _____ track at normal speed, over."

These instructions must be repeated by the engineer.