

## MONTANA DIVISION

### P. C. Keim—Division Superintendent, Havre

W. C. BUSH	Asst. Supt. Transportation	Havre
L. R. TAYLOR	Asst. Supt. Roadway Maintenance	Havre
E. J. BEIL	Trainmaster	Great Falls
L. D. HUNTER	Trainmaster	Glasgow
W. R. WALTERS	Trainmaster	Havre
E. L. HENCZ	Trainmaster	Havre
W. L. ANDERSON	Trainmaster-Road Foreman	Havre
D. L. SCHUCH	Trainmaster-Road Foreman	Shelby
J. F. WHITE III	Road Foreman	Glasgow

## YELLOWSTONE DIVISION

### J. R. Reynolds—Division Superintendent, Billings

C. J. FERDERER	Asst. Supt. Transportation	Billings
W. G. DAHLIN	Asst. Supt. Roadway Maintenance	Billings
J. A. MARTIN	Trainmaster	Mandan
S. E. SMITH	Asst. Trainmaster	Mandan
A. M. RIO	Trainmaster	Glendive
J. J. KEIGLEY	Trainmaster	Forsyth
A. W. MYDLAND	Trainmaster	Sheridan
T. J. TRACY	Road Foreman	Sheridan
M. G. JUNGCK	Trainmaster-Road Foreman	Dickinson
J. L. KIME	Trainmaster-Road Foreman	Glendive
G. S. LANTRIP	Road Foreman	Forsyth
L. C. SHIPPER	Road Foreman	Sheridan
A. P. HUSCHKA	Trainmaster	Hettinger

## ROCKY MOUNTAIN DIVISION

### G. E. Thiel—Division Superintendent, Billings

R. P. OLSEN	Asst. Supt. Transportation	Billings
A. E. DUNAWAY	Asst. Supt. Roadway Maintenance	Billings
L. A. TOMPKINS	Trainmaster	Greybull
D. C. DAVIS	Trainmaster	Livingston
M. J. KOSANDA	Trainmaster-Road Foreman	Helena
G. W. HOVE	Trainmaster-Road Foreman	Missoula
J. L. GREWELL	Trainmaster	Missoula
A. V. WETSCH	Road Foreman	Livingston
M. C. NYBERG	Terminal Superintendent	Laurel
D. M. NORTHUP	Trainmaster	Laurel
D. D. HALL	Trainmaster	Laurel
M. S. DANIELS	Trainmaster	Laurel

## 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
R. A. MORRELLI	Chief Dispatcher	Billings
C. C. STENGEM	Chief Dispatcher	Billings

Printed in U.S.A.

# BURLINGTON NORTHERN RAILROAD CO. BILLINGS REGION

MONTANA, YELLOWSTONE AND  
ROCKY MOUNTAIN DIVISIONS

# TIMETABLE AND SPECIAL INSTRUCTIONS NO. 3

IN EFFECT AT 12:01 A.M.

~~Central Standard Time~~

~~Mountain Standard Time~~

~~Pacific Standard Time~~

## Sunday, April 28, 1985

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President  
And General Manager  
**W. A. HATTON**

Assistant  
General Manager  
**T. R. JARNAGIN**  
Vice President  
Transportation—System  
**E. H. HARRISON**

## MONTANA DIVISION

WEST WARD	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	EAST WARD
				1007					
				NRPC Daily					
	BKRTY		01036	As 10:50AM	35	121.1		WT WILLISTON CST	6:35PM
		20,215		9:55			0.0	WT WILLISTON 12.0	As 5:30
		15,021	01049			133.2	12.0	TRENTON 13.9	
	JT	12,267	01063			147.2	25.9	SNOWDEN 12.0	
	J	8,552	01075	10:25		159.2	37.9	BAINVILLE 14.3	4:30
		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 11:30		227.3	106.6	WO WOLF POINT 11.3	s 3:30
		8,422	01155			239.2	117.9	OSWEGO 12.4	
		8,495	01167			251.8	130.3	KINTYRE 11.4	
		8,431	01179			263.2	141.7	NASHUA 14.5	
	BKR	11,700	01192	s 12:20PM		277.5	156.2	GS GLASGOW 11.8	s 2:40
		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 1:20		343.3	221.8	MF MALTA 9.6	s 1:40
		10,389	01268			352.8	231.4	WAGNER 7.9	
		7,264	01276			360.7	239.3	DODSON 15.3	
		8,456	01291			376.0	254.6	SAVOY 11.8	
		7,463	01303			387.8	266.4	HM HARLEM 11.8	
		10,302	01315			399.6	278.2	ZURICH 9.3	
		7,525	01324			408.8	287.5	CK CHINOOK 8.1	
		10,109	01332			416.7	295.6	LOHMAN 13.6	
	BKRTX		01345	As 2:50PM		430.4	309.2	HA HAVRE	12:25PM

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.

# 1. Speed Restrictions— Zone—Between

## Maximum Speeds Permitted

Passenger trains.....	79 MPH.
	<b>Over 100 Tons/OB</b>

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.

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.

# 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 210.8	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

WESTWARD	Rule (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
				1007						1008	
				NRPC Daily						NRPC Daily	
	BKRTX		01345	3:05PM	35	430.4	0.0	2MT	HA HAVRE	As 12:10PM	
	J		01350			434.0			4.0		
		8,431	01356			964.0	4.0		PACIFIC JCT.		
		8,574	01365			970.9	9.7		5.7		
		8,577	01375			980.1	19.3		BURNHAM		
			01381			990.7	29.4		9.6		
		8,579	01387			996.8	35.3		KREMLIN		
			01394			1002.7	41.3		10.1		
			01397			1009.0	47.5		GILDFORD		
		7,221	01400			1012.8	51.3		5.9		
		8,552	01407			1015.8	54.3		HINGHAM		
		8,585	01420			1022.9	61.4		6.0		
		8,556	01432			1035.6	74.5		RU RUDYARD		
		9,062	01441			1047.6	86.5		6.2		
	BJKRTX		01451	s 4:40		1056.3	95.1		INVERNESS		
	X				36	1065.4	104.6		3.8		
			01464			1068.4	107.3		JOPLIN		
						1078.7	117.6	2MT	3.0		
									BUELOW		
	BKR	12,150	01475	s 5:10		1090.1	128.8		7.1		
	X		01491			1105.6	144.3		CH CHESTER		
	T	W6,255	01501			1116.2	155.0		13.1		
		12,183	01508	5:45		1123.9	162.3		LOTHAIR		
		9,165	01517			1131.8	170.2		12.0		
						1136.5	174.9	2MT	DEVON		
		4,631	01522	6:05		1138.1	175.7		8.6		
		9,536	01525			1144.0	181.0		DUNKIRK		
			01534			1149.8	187.3		9.5		
	XT					1152.2	189.7		SL SHELBY	s 10:30	
	X		01540			1157.6	194.3	2MT	2.7		
			01548			1165.2	201.6		TETON		
						1166.1	202.5		10.3		
	TX		01552	7:10		1170.2	206.6	2MT	ETHRIDGE		
			01558			1173.2	209.6		11.2		
						1177.6	213.9		CT CUT BANK	s 10:00	
						1185.2	221.4		15.5		
						1188.0	224.2		PIEGAN		
		10,232	01578	s 8:05		1196.1	231.9		10.7		
		11,157	01586			1204.9	239.8		BLACKFOOT		
			01590	A 8:30PM		1208.3	244.2		7.3		
									BG BROWNING	9:20	
									7.9		
									SPOTTED ROBE		
									4.7		
									GRIZZLEY		
									1.8		
									MD GLACIER PARK	9:05	
									5.3		
									BISON		
									6.3		
									SUMMIT		
									2.4		
									MARIAS		
									4.6		
									BLACKTAIL		
									7.3		
									JAVA EAST		
									0.9		
									JAVA WEST		
									4.1		
									ESSEX	7:50	
									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 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.

# 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 1189.5.....		40 MPH.

Head end of Eastward Trains		
Signal 433.4.....		40 MPH.

Trains or engines through No. 20 turnouts at following locations:.....	35 MPH.	35 MPH.
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Pacific Jct. switch and end of two  
main tracks.

End of two main tracks at Shelby.

Through crossovers at Teton.

Through crossovers Cut Bank.

End of two main tracks at Cut Bank.

Through crossovers at Piegan.

End of two main tracks at Blackfoot.

Ends of two main tracks at Spotted Robe.

End of two main tracks at Grizzley.

End of two main tracks at Summit.

Through crossovers Essex.

End of two main tracks at Pinnacle.

End of two main tracks at Paola.

Through crossover at Red Eagle.

End of double track at Conkelley.

East and west siding switches at:

Burnham	Chester	Dunkirk	Belton
Gildford	Lothair	Browning	Coram
Buelow	Devon	Bison	

Shelby—Engine or leading cars over footwalk to depot and over crossing east of depot.....	45 MPH.
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Cut Bank—MP 1088.0 to West end Bridge 1090.8 ....	30 MPH.
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Through Crossover Marias.....	25 MPH.
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End of two main tracks Java East and Java West ....	25 MPH.
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# 2. Bridge, Engine and Heavy Car Restrictions—None.

# 3. Train Register Exceptions—

Cut Bank, Shelby—Trains originating or terminating will  
register.

# 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

# 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 East.....	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. Main tracks will be numbered consecutively from the north begin- ning with No. 1.

# 11. Mountain Grade Operation—

Air Brake and Train Handling Rules for mountain grade operation  
apply on mountain grade between Summit and Java East MP  
1151.0-MP 1165.2.

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 East 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:

# 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.

Helper Powered Axles	Tonnage Behind Helper	Buffer Required*
12-14	0-1,000 1,001-2,000 Above 2,000	900 tons 450 tons None
16	0-1,000 1,001-2,500 Above 2,500	2,250 tons 1,250 tons None
18	0-1,000 1,001-2,000 2,001-3,500 Above 3,500	Prohibited 2,100 tons 1,100 tons 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 1119.1
Inverness—	MP 1009.3	Bison—	MP 1145.5
Lothair—	MP 1030.8	Pinnacle—	MP 1175.1
Dunkirk—	MP 1059.3	Belton—	MP 1198.9
Sundance—	MP 1099.0 Main Tracks No. 1 and No. 2		

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

Burnham—	MP 969.7	Java East—	MP 1162.1
Cut Bank—	MP 1086.3	Essex—	MP 1170.3
	Westward only	Red Eagle—	MP 1182.9
Spotted Robe—	MP 1131.8	Nyack—	MP 1188.0
Bison—	MP 1142.5	Conkelley	MP 1208.3
Blacktail—	MP 1156.9		

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Pacific Jct.	3rd Subdiv BRANCH LINE STATIONS Office Calls
J		01350		0.0	0.0	PACIFIC JCT. 10.9
		11011	353	10.8	10.9	LAREDO 9.8
		11021		20.6	20.7	BOX ELDER 10.8
		11032		31.2	31.5	BS BIG SANDY

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

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

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Great Falls	4th Subdiv MAIN LINE STATIONS Office Calls
BJKRTY		32777		0.9	0.0	GR GREAT FALLS 11.3
		32788		12.3	11.3	VAUGHN 14.0
JRTY	6,455	32802		26.6	25.3	PO POWER 10.6
	6,358	32813		37.3	35.9	DU DUTTON 7.4
		32820		45.3	43.3	COLLINS 10.0
	5,115	32830		55.2	53.3	BA BRADY 13.4
TY	8,970	32843		68.6	66.7	RD CONRAD 3.2
JR		32847	354	71.8	69.9	VALIER JCT. 7.6
	6,890	32854		79.5	77.5	LEDGER 4.7
		32859		84.1	82.2	FWLER 6.5
	6,387	32866		90.8	88.7	NAISMITH 9.3
BJKRTXY		01451		100.0	98.0	2MT SL SHELBY 19.7
	2,818	61217		120.1	117.7	KEVIN 10.4
		61228		130.6	128.1	SUNBURST 8.4
KRTY		61236		138.9	136.5	G SWEET GRASS

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

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Moss- main	5th Subdiv MAIN LINE STATIONS Office Calls
JTY		30853		0.0	0.0	MOSSMAIN 4.0
		32557		4.2	4.0	HESPER 5.3
		32563		9.5	9.3	RIMROCK 27.0
	6,400	32590		36.5	36.3	BROADVIEW 19.6
	6,442	32609		56.1	55.9	CUSHMAN 25.7
	6,399	32635		81.8	81.6	HEDGESVILLE 20.3
	6,654	32655		102.1	101.9	JUDITH GAP 12.3
		32668		114.4	114.2	BUFFALO 15.4
		32683		129.8	129.6	HOBSON 5.4
JRTY	6,196	32688		135.1	135.0	MOCCASIN 5.4
		32694		140.5	140.4	BENCHLAND 13.3
	3,182	32707		153.9	153.7	SD STANFORD 16.9
	2,671	32724		170.7	170.6	GEYSER 12.4
	2,670	32736		183.1	183.0	RAYNESFORD 11.2
	6,743	32748		194.4	194.2	ARMINGTON 2.0
		32750		196.3	196.2	BELT 16.5
	2,618	32766		212.8	212.7	GERBER 10.0
BJKRTY		32777		224.5	222.7	GR GREAT FALLS

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bainville	6th Subdivn BRANCH LINE STATIONS Office Calls	
							B	BAINVILLE
	JKRT		01075	355	0.7	0.0	10.6	McCABE
			59009		10.2	10.6	8.7	FROID
			59018		19.1	19.3	6.3	HOMESTEAD
			59024		25.9	25.6	6.0	MEDICINE LAKE
			59030		32.0	31.6	7.5	RESERVE
			59038		39.7	39.1	6.3	ANTELOPE
			59044		46.2	45.4	8.0	PLENTYWOOD
KRY	2,097		59052		54.4	53.4	20.0	REDSTONE
			59072		74.5	73.4	12.0	FLAXVILLE
			59084		86.4	85.4	12.6	SCOBIE
KY	1,947		59097	355	99.0	98.0	8.5	FOUR BUTTES
			59105		107.5	106.5	11.5	PEERLESS
			59117		119.1	118.0	11.5	RICHLAND
			59128		130.6	129.5	9.9	GLENTANA
			59138		140.4	139.4	7.2	OPHEIM
			59145		148.0	146.6		

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Fort Benton	7th Subdivn BRANCH LINE STATIONS Office Calls	
							BN	FORT BENTON
	Y		11075	353	74.6	0.0	15.7	CARTER
			11090		90.3	15.7	12.6	PORTAGE
			11103		102.9	28.3	5.6	SHEFFELS
			11109		108.1	33.9	10.7	GREAT FALLS
			32777		119.4	44.6		

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Eastham Jct.	8th Subdivn BRANCH LINE STATIONS Office Calls	
								EASTHAM JCT.
	JR		61521	369	244.4	0.0	10.8	FAIRFIELD
			61585		233.6	10.8		

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Power	9th Subdivn BRANCH LINE STATIONS Office Calls	
							PO	POWER
	JRTY		32802	360	0.0	0.0		21.2
					21.1			
	JR		61521	369	244.4	21.2		EASTHAM JCT.
					251.2			7.5
			61529	360	28.5	28.7	CO	CHOTEAU

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

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

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Heath	11th Subdivn BRANCH LINE STATIONS Office Calls	
								HEATH
			61340	370	10.4	0.0		1.9
			61338		8.5	1.9		DUNLAP
					0.8	9.6		8.6
JRTY			61331	368	63.0	10.5	WN	LEWISTOWN
			61322		70.0	18.5		HANOVER
					71.0	19.7		1.2
			61321	364	21.4			SPRING CREEK
			61308		7.3	33.8		JCT.
JRTY			32688		0.0	41.3		KOLIN
								7.5
								MOCCASIN

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

WEST WARD	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	
								MOORE
			61368	368	43.4	0.0		9.6
			61358		53.0	9.6		GLENGARRY
JRTY			61331		63.0	17.6	WN	LEWISTOWN

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

## 1. Speed Restrictions—

## Zone—Between

## Maximum Speeds Permitted

Pacific Jct. and Big Sandy Third Subdivision .....	40 MPH.
Great Falls and Shelby Fourth Subdivision .....	49 MPH.
Shelby and Sweet Grass Fourth Subdivision .....	35 MPH.
Great Falls and Mossmain Fifth Subdivision .....	49 MPH.
Bainville and Opheim Sixth Subdivision .....	35 MPH.
Fort Benton and Great Falls Seventh Subdivision ....	25 MPH.
Eastham Jct. and Fairfield Eighth Subdivision .....	25 MPH.
Power and Choteau Ninth Subdivision .....	25 MPH.

Valier and Valier Jct. Tenth Subdivision .....	25 MPH.
Lewistown and Moccasin Eleventh Subdivision .....	25 MPH.
Heath and Lewistown Eleventh Subdivision .....	10 MPH.
Moore and Lewistown Twelfth Subdivision .....	25 MPH.
Lewistown City Limits .....	8 MPH.
All sidings and industry tracks, Eleventh and Twelfth Subdivisions .....	5 MPH.
All sidings Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth and Tenth Subdivisions .....	10 MPH.
Item 1A, All Subdivisions, applies on Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh and Twelfth 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 and Twelfth 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 and Twelfth Subdivisions.

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

## 3. Train Register Exceptions—

**Bainville, Plentywood, Scobey, Eastham Jct., Power, Sweetgrass, Heath, Moore, Valier, Valier Jct., and Moccasin**—Register when directed by train order.

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

**Bainville, Pacific Jct., Power, Moccasin, 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.

## 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

- 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.
- Eastham Jct.**—Normal position of switch is for Power to Choteau line.
- Fourth Subdivision**—Electric locks on both switches to Exxon Yard industry tracks.
- Maintenance of Way Rule 14 exception applies on**—Third, Sixth, Seventh, Eighth, Ninth, Tenth, and Twelfth Subdivisions.

## 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

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

Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>			
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
01162 Frazer .....	5.1 east of Kintyre .....	70	East
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
<b>2nd Subdivision</b>			
01361 Fresno .....	5.2 west of Burnham .....	15	West
01413 Tiber (2 Tracks) .....	5.5 west of Chester .....	135-32	Both
01426 Galata .....	6.0 east of Devon .....	25	East
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
<b>4th Subdivision</b>			
32817 Acme .....	3.9 west of Dutton .....	9	East
32825 Exxon Yard .....	4.5 west of Collins .....	17	Both
<b>5th Subdivision</b>			
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
<b>6th Subdivision</b>			
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
<b>7th Subdivision</b>			
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
<b>9th Subdivision</b>			
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
<b>11th Subdivision</b>			
61320 Kingston .....	1.1 west of Spring Creek Jct. ....	2	Both
61314 Rossfork .....	6.1 west of Spring Creek Jct. ....	34	Both

## MONTANA DIVISION

Base Stations	Channel	Hours in Operation
Billings Disprs. Office	1	Continuous
Minneapolis Disprs. Office	1	Continuous
<b>Wayside Stations</b>		
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
Shelby	1	Continuous
Kremlin	1	Continuous
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

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivns	Commercial
8-521-4457	Asst. Chief	(406) 256-4457
8-521-4436	1st & 3rd Sub.	(406) 256-4436
8-521-4437	2nd Sub.	(406) 256-4437
8-521-4447	Branch Line	(406) 256-4447

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Bismarck	1st Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	Y	7,932	03437	38	194.4	0.0	BISMARCK 5.8	ABS	
	BJKRTY		03444		200.3		A MANDAN		
					0.0	5.8	MANDAN 3.0		
	Y		03447		3.1	8.8	SUNNY 5.5		
		6,403	03451		8.3	14.3	LYONS 6.6		
			03458		15.3	20.9	SWEET BRIAR 12.7		
		7,151	03471		27.9	33.6	NEW SALEM 10.7		
		6,999	03481		38.7	44.3	DENGATE 9.6		
		W6,465 E5,170	03491		57.5	53.9	GN GLEN ULLIN 5.5		
		6,167	03496		63.6	59.4	EAGLE NEST 7.1		
		6,951	03504		70.1	66.5	HEBRON 9.1		
		8,600	03513		79.2	75.6	ANTELOPE 5.8		
			03518		85.0	81.4	RH RICHARDTON 5.5		
		11,291	03524		90.5	86.9	TR TAYLOR 5.0		
			03529		95.4	91.9	BOYLE 2.7		
			03532		98.2	94.6	GLADSTONE 6.7		
		7,498	03538		104.9	101.3	LEHIGH 4.6		
	BKRTY		03543	39	109.5	105.9	DX DICKINSON 4.5		
		6,096	03548		114.0	110.4	ELAND 5.5	ABS	
		7,535	03553		119.5	115.9	SOUTH HEART 10.3		
		4,883	03563		129.8	126.2	BD BELFIELD 5.7		
		10,300	03569		135.5	131.9	FRYBURG 5.3		
		10,065	03574		141.0	137.2	SULLY SPRINGS 8.2		
			03582		149.2	145.4	MEDORA 5.5		
		8,121	03588		155.0	150.9	RIDER 10.9		
		10,331	03599		165.8	161.8	SENTINEL BUTTE 8.4		
	T	11,564	03607		174.2	170.2	BEACH 5.7		
		7,506	03613		179.8	175.9	YATES 4.9		
			03618		184.7	180.8	WB WIBAUX 3.6		
		6,827	03621		188.4	184.4	BEAVER HILL 6.8		
		7,000	03628		195.5	191.2	HODGES 4.9		
		6,730	03634		200.5	196.1	IONA 9.8		
		8,731	03644		210.1	205.9	CURRY 5.4		
	BJKRTY		03649		215.8	211.3	GI GLENDIVE		

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

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

# 1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted  
Up to 100 Tons/OB Over 100 Tons/OB

Beaver Hill and Wibaux, MP 169.0 (east of Beach) and Medora, Fryburg and Belfield, MP 81.0 (east of Richardton) and MP 75.9 (west of Hebron), New Salem and MP 10.0 (west of Lyons) .... 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, Curry and Rider ..... 35 MPH. 35 MPH.

## 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. 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.**

WESTWARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Glendive	2nd Subdivn MAIN LINE STATIONS Office Calls		EASTWARD
	BJKRTY		03649		0.0	0.0	GI	GLENDIVE 7.2	
		6,362	03656		7.2	7.2		COLGATE 7.6	
			03663		14.8	14.8		HOYT 4.7	
		7,117	03668		19.4	19.5		MARSH 10.1	
		6,272	03678		29.6	29.6		FALLON 9.6	
	JY	W6,262 E7,583	03688		39.2	39.2	TY	TERRY 10.2	
		6,992	03698		49.3	49.4		BLATCHFORD 3.4	
			03701		52.8	52.8		BENZ 6.9	ABS
		6,382	03708		59.9	59.7		SHIRLEY 10.1	
		6,309	03718		69.8	69.8		TUSLER 8.8	
	Y	5,588	03727		78.6	78.6	MC	MILES CITY 5.5	
		6,284	03733		84.1	84.1		ULMER 6.2	
		6,306	03738		90.4	90.3		HORTON 8.4	
		6,997	03747		98.7	98.7		HATHAWAY 12.6	
		6,800	03760		111.3	111.3		ROSEBUD 5.1	
		6,258	03765		116.4	116.4		FLYNN 7.3	
	BKRTY		03772		123.8	123.7	FY	FORSYTH 5.6	
	JRT		03778		129.7	129.3		NICHOLS WYE 0.3	CTC
		6,272	03779		130.2	129.6		NICHOLS 8.8	
		11,860	03787		138.5	138.4		FINCH 8.1	
	J		03795		146.6	146.5		SARPY JCT. 4.6	
		6,612	03800		151.2	151.1	HY	HYSHAM 5.3	
		6,245	03805		156.5	156.4		MYERS 10.1	
		6,127	03815		166.6	166.5		BIG HORN 5.7	
		W7,019 E6,284	03821		172.3	172.2		CUSTER 8.5	ABS
		6,375	03829		180.8	180.7		WACO 8.2	
		6,195	03838		189.0	188.9		BULL MOUNTAIN 5.1	
		6,313	03843		194.2	194.0		POMPEY'S PILLAR 10.3	
		6,235	03853		204.5	204.3		WORDEN 5.3	
	J		03858		209.8	209.6		JONES JCT. 3.3	CTC
	J	12,090	30828		213.1	212.9	HU	HUNTLEY	

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

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
Glendive and Huntley .....		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.
Head end restrictions for eastbound freight trains: Signal 154.2 between Hysham and Myers Signal 196.8 between Pompeys Pillar and Newton .....	50 MPH.	40 MPH.
	45 MPH.	35 MPH.

Trains or engine 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.

- Bridge, Engine and Heavy Car Restrictions**—None.
- Train Register Exceptions**—  
Nichols Wye—Trains register when directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)**—  
Forsyth—All trains will require clearance.  
Nichols Wye and Sarpy Jct.—Rule 83(B) does not apply.  
Huntley—Rule 83(B) does not apply. Trains moving between Rocky Mountain Division Ninth Subdivision and Yellowstone Division Second and Third Subdivisions will be governed by train order signal at Huntley. Trains moving between Yellowstone Division Second and Third Subdivisions via Jones Jct. and Moran Jct. must obtain a clearance at Huntley.
- Rule 99**—When flagging is required, flagging distance is 2.0 miles.
- 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.
- Sidings**—Freight trains over 100 Tons/OB must not use following sidings: Fallon, Westward siding Terry, Miles City, Big Horn, Westward siding Custer and Pompey's Pillar.  
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.
- 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.
- Colgate**—Westward advance warning sign located at east switch of back track, is 5850 feet in advance of reduce speed sign.
- 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.
- 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.

Sheridan ..... L-3 track beyond switch to No. 109 track  
M tracks beyond Grinnell Street  
City 4 track  
City 2 track  
City 3 track  
Sugar factory spur

**Hardin**—Cars must not be moved beyond engine limit sign on track No. 7 (Rock Track) servicing Holly Sugar Company.

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

**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 between Rocky Mountain Division Ninth Subdivision and Yellowstone Division Second and Third Subdivisions will be governed by train order signal at Huntley. Trains moving between Yellowstone Division Second and Third Subdivisions via Jones Jct. and Moran Jct. must obtain a clearance at Huntley.

MP 597.2 to MP 694.0.....	2.0 miles
MP 694.0 to MP 700.0.....	2.5 miles
MP 700.0 to MP 829.3.....	2.0 miles

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

Lariat— MP 627.3  
Kendrick— MP 653.6

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

**BN Radio Channel No. 2 In service on this Subdivision.**

Hardin—Over Center Street west of depot with locomotive or leading car..... 15 MPH.

Hardin—Over Center Street west of depot with locomotive or leading car..... 15 MPH.

Freight trains over 100 Tons/OB without dynamic availability between:

Parkman and Aberdeen .....	35 MPH.
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Curve between MP 707.9 and MP 708.1 ..... 35 MPH.  
 Utes and Glenwood ..... 25 MPH.

Ulm and Clearmont .....	25 MPH.
Clearmont and Arvada .....	30 MPH.

Clearmont and Arvada .....	30 MPH.
MP 603.0 and Gillette .....	30 MPH.

Mr. 555.5 and Grille	55 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, Rochester, Berkman, Aberdeen, Benteen.

Dutch, Rochester, Parkman, Aberdeen, Benteen,  
Dunmore, Rowley, Anita and Moran Jct. .... 35 MPH.

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 B B crossing.

Hardin Line North Main track Bridge 2.00 and beyond

Hardin Line North..... Main track Bridge 2.09 and beyond.

MP 0.0 and MP 91.1 .....	10 MPH.
Item 1A, All Subdivisions, applies.	

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.

**6. Mandan—**Std. Oil Refinery track gate must be kept locked except when opened for switching.

**7. 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.

**8. 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.

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

WESTWARD	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		EASTWARD
	BJKRTY		03444		0.0	0.0	A	MANDAN	ABS
		4,696	85420		20.1	21.2		PRICE	
		1,678	85427		27.0	28.1		SANGER	
		4,693	85435		34.8	35.9		HENSLEY	
		1,146	85443		43.4	44.4		FORT CLARK	
			85447		47.2	48.6		GLENHAROLD	
		3,697	85452		52.4	53.5		STANTON	
	T	9,135	85465	303	64.4	65.4		HAZEN	
	RY	2,253	85473		72.6	73.6	BH	BEULAH	
	Y		85480		81.0	81.0	Z	ZAP	
		1,177	85487		86.0	87.9		GOLDEN VALLEY	
		1,084	85494		93.7	94.8		DODGE	
		1,110	85501		100.9	102.0		HALLIDAY	
		1,169	85507		106.6	107.7		WERNER	
		1,514	85515		114.4	115.5		DUNN CENTER	
	T		85522		121.4	122.4		KILLDEER	

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

6th Subdivision does not exist.

**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.

Antelope Valley Spur ..... 30 MPH.

Item 1A, All Subdivisions, applies.

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

Item 5d not permitted.

Zap to Killdeer 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

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		EASTWARD
	BJKRTY		03649		0.0	0.0	GI	GLENDIVE	
		1,631	85835	306	33.7	35.0		SAVAGE	
	J	1,589	85836		34.9	36.2		CECIL JCT.	
	BJKRTY		59225		53.9	55.2		SNOWDEN	
	JRTY		59215		64.4	65.7		FAIRVIEW	
	JT	12,267	01063		78.6	80.0		SNOWDEN	

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

8th Subdivision does not exist.

**1. Speed Restrictions—  
Zone—Between**

Maximum Speeds Permitted

Glendive and Savage (MP 34.0) ..... 10 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.

MP 0.3 to MP 34.0 has been identified as excepted track under FRA Track Safety Standards Rule 213.4 which restricts maximum speed to 10 MPH, prohibits revenue passenger trains and provides that no freight trains shall be operated that contain more than 5 cars required to be placarded by the Hazardous Materials Regulations (49 CFR Part 172).

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 tippie 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.**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 Seventh Subdivision.**7. Lindsay**—In order to provide derail protection to cars on elevator track, the west switch of house track must always be left lined and locked for the house track.

WEST WARD ↓	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Watford City	9th Subdivn BRANCH LINE STATIONS Office Calls		
	T		59337	311	36.6	0.0		WATFORD CITY	
			59329		29.0	7.4		7.4 ARNEGARD	
			59319		18.9	17.6		10.2 ALEXANDER	
			59313		13.0	23.5		5.9 CHARBONNEAU	
			59306		5.1	31.4		7.9 CARTWRIGHT	
	JRTY		59215		0.0	37.2		5.8 FA	FAIRVIEW

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

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

Fairview and Watford City ..... 10 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.

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

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

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

Glendive and MP 49.0 ..... 25 MPH.

MP 49.0 to MP 50.0 ..... 10 MPH.

MP 28.0 to MP 49.0 Freight trains over 100 Tons/OB ..... 10 MPH.

Item 1A, All Subdivisions, applies.

11th Subdivn BRANCH LINE STATIONS Office Calls						
Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Nichols Wye	
JRT		03778	313	0.0	0.0	NICHOLS WYE 17.2
	6,984	86017		17.0	17.2	MOON 12.1
RY		86029		29.1	29.3	COLSTRIP 4.0
R		86034		33.1	33.1	COW CREEK 6.0
TY		86039		40.5	39.1	BIG SKY

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

**8. Colstrip**—Coal trains, except trains with WISX equipment, will leave Colstrip with stripes facing Power. When ready to load all inbound trains will use left leg of loop track.

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

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Sarpy Jct.	12th Subdivn BRANCH LINE STATIONS Office Calls
J		03795	315	0.0	0.0	SARPY JCT. 18.3
	7,400	03918		18.3	18.3	BOB 17.6
Y	7,362	03936		37.4	35.9	KUEHN

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

- 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.
- Bridge, Engine and Heavy Car Restrictions—None.**
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**  
**Sarpy Jct.—Rule 83(B) does not apply.**
- Rule 99—Flagging distance is 2.0 miles.**
- Kuehn—**Coal trains will leave Kuehn with stripes facing Power. When ready to load all inbound trains will use left leg of loop track. A member of the crew with radio will locate himself in the control house during loading.
- 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 Sarpy Jct.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dutch	13th Subdivn BRANCH LINE STATIONS Office Calls
JT		30689	314	0.0	0.0	DU DUTCH 14.7
				14.7		
RY	6,660	33218	320	14.7	14.7	DK DECKER 7.9
		33228		22.6	22.6	NERCO

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Dutch and MP 15.9..... 30 MPH.  
MP 15.9 and Nerco..... 30 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.
- Bridge, Engine and Heavy Car Restrictions—None.**
- Train Register Exceptions—**  
**Decker—**Train register is located in company telephone booth and trains will register when directed by train order.
- Clearance Provisions and Exceptions Rule 83(B)—**  
**Dutch and Decker—Rule 83(B) does not apply.**
- Rule 99—Flagging distance is 2.0 miles.**
- 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 out-bound 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.

Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mobridge	14th Subdivn MAIN LINE STATIONS Office Calls
BKRT	13,061	08405	2005	805.0	0.0	MOBRIDGE 12.0
	7,570	08417		817.0	12.0	WAKPALA 18.4
	9,685	08435		835.4	30.4	McLAUGHLIN 28.2
	7,748	08464		863.6	58.6	McINTOSH 9.7
	6,281	08473		873.3	68.3	WATAUGA 8.8
	7,680	08482		882.1	77.1	MORRISTOWN 12.5
	6,520	08495		894.6	89.6	THUNDERHAWK 9.2
T	4,697	08504		903.8	98.8	LEMMON 5.9
	8,344	08510		909.7	104.7	PETREL 17.8
BRY	10,274	08527		927.5	122.5	HG HETTINGER 8.6
	8,078	08536		936.1	131.1	BUCYRUS 13.1
R		08549		949.2	144.2	KNIFE RIVER 1.9
	4,611	08551		951.1	146.1	GASCOYNE 8.5
	7,850	08560		959.6	154.6	BUFFALO SPRINGS 7.8
	4,732	08567		967.4	162.4	BOWMAN 13.2
	6,662	08581		980.6	175.6	RHAME 14.5
TY		08595		995.1	190.1	MARMARTH 20.5
	11,424	08615		1015.6	210.6	BAKER 12.5
	4,616	08628		1028.1	223.1	PLEVNA 15.8
	6,534	08644		1043.9	238.9	ISMAY 15.0
	8,946	08659		1058.9	253.9	MILDRED 14.4
	6,542	08673		1073.3	268.3	BLUFFPORT 5.6
JR		03688		1078.9	273.9	TY TERRY

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

- Speed Restrictions—**  
**Zone—Between** **Maximum Speeds Permitted**  
Mobridge and Terry ..... 40 MPH.  
Hettinger MP 927.5 and MP 928 ..... 20 MPH.
- Bridge, Engine and Heavy Car Restrictions—None.**
- Train Register Exceptions—**  
**Mobridge and Terry—**Trains originating or terminating will register.  
**Knife River—**Trains register when directed by train order.
- 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. The following sidings may be used by loaded grain trains: Wakpala, McLaughlin, McIntosh, Morristown, Thunderhawk, Hettinger, Bucyrus, Buffalo Springs, Bowman, Rhame, Marmarth, Baker, Plevna, Mildred and Bluffport.

Loaded coal trains are restricted to the main track between Mobridge and Terry and on Mine Loop at Gascoyne except loaded coal trains are authorized to use siding at Wakpala, Baker and Hettinger.

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  
McLaughlin  
Walker  
McIntosh—short siding north side.  
Lemon  
Haynes  
Ives

11. Signals are controlled by the operator at Aberdeen under the supervision of the dispatchers at Minneapolis, Minnesota and Billings, Montana. 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.

## RADIO INFORMATION

### YELLOWSTONE DIVISION

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

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivns	Commercial
8-521-4434	Asst. Chief	(406) 256-4434
8-521-4443	1st, 4th, 5th, 7th-10th, 14th Subs	(406) 256-4443
8-521-4446	2nd, 11th & 12th Subs	(406) 256-4446
8-521-4445	3rd, 13th Subs	(406) 256-4445

## LINE SEGMENT NUMBERS

### YARD LINE SEGMENTS

Line Segment	Yard	Limits
730	Bismarck	
731	Mandan	
732	Mandan Shop	
733	Dickinson	
734	Glendive	
739	Sheridan	

### OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
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
<b>1st Subdivision</b>			
03458 Sweet Briar .....	6.6 west of Lyons .....	55	West
03463 Judson .....	6.5 east of New Salem .....	18	West
03475 North Almont .....	4.6 west of New Salem .....	24	West
03583 Little Missouri .....	1.1 west of Medora .....	54	West
03594 Demores .....	6.0 west of Rider .....	10	West
<b>2nd Subdivision</b>			
03754 Joppa .....	6.2 west of Hathaway .....	25	West
03783 Maudru .....	3.8 east of Finch .....	22	West
03860 Wyne Spur .....	1.6 east of Huntley .....	20	West
<b>3rd Subdivision</b>			
30626 Croton .....	5.8 west of Echeta .....	2	West
30686 Arno .....	7.5 west of Verona .....	11	Both
30692 Wakeley .....	3.1 west of Dutch .....	60	East
30770 Crow Agency .....	12.9 east of Hardin .....	5	West
30779 Reno .....	3.6 east of Hardin .....	18	Both
<b>5th Subdivision</b>			
85403 Standard Oil Refinery .....	3.3 west of Mandan .....	37	East
85404 Duke Spur .....	3.4 west of Mandan .....	5	West
85405 Montana-Dakota Utility .....	3.8 west of Mandan .....	55	East
85478 Republic .....	2.0 east of Zap .....	172	Both
Beulah Mine .....	4.1 from Beulah .....	300	Both
Antelope Valley Spur .....	4.5 west of Beulah .....		East
<b>7th Subdivision</b>			
85805 Glendive Pit .....	3.6 west of Glendive .....	2	West
85806 West Glendive Spur .....	4.3 west of Glendive .....	35	West
85811 Stipek .....	10.7 west of Glendive .....	10	East
85820 Intake .....	20.1 west of Glendive .....	10	West
85838 Cecil Spur .....	5.0 from Cecil Jct. ....		
85844 Crane .....	8.4 west of Cecil Jct. ....	10	West
59226 Holly Spur .....	15.0 west of Cecil Jct. ....	8	West
59228 Riverview .....	16.1 west of Cecil Jct. ....	14	Both
59227 Montana-Dakota Utilities Spur .....	17.3 west of Cecil Jct. ....	90	West
59218 Ridgelawn .....	4.1 east of Fairview .....	11	West
59216 Ludington .....	1.5 east of Fairview .....	36	Both
59209 Dore .....	5.2 west of Fairview .....	50	East
<b>9th Subdivision</b>			
59301 Hardy Beet Track .....	1.4 east of Fairview .....	59	Both
59324 Rawson .....	4.8 east of Alexander .....	30	Both
<b>10th Subdivision</b>			
85907 Western Gravel Co. ....	8.3 west of Glendive .....	20	Both
85933 Rimroad .....	8.6 west of Lindsay .....	18	Both
<b>11th Subdivision</b>			
86015 Dowlin .....	2.5 east of Moon .....	14	East
86036 Nitrate Spur .....	0.3 east of Big Sky .....	3	West
<b>12th Subdivision</b>			
03911 Mike .....	6.9 east of Bob .....	7	East
03927 Walt .....	9.1 west of Bob .....	7	East
<b>13th Subdivision</b>			
33207 Countant Creek .....	6.8 west of Dutch .....	7	East
<b>14th Subdivision</b>			
08428 Mahto .....	10.6 west of Wakpala .....	30	East
08451 Walker .....	15.2 west of McLaughlin ..	50	East
08519 Haynes .....	9.6 west of Petrel .....	50	East
08545 Reeder .....	8.5 west of Bucyrus .....	43	Both
08555 Scranton .....	3.9 west of Gascoyne .....	66	Both
08586 Ives .....	5.0 west of Rhame .....	49	East
08636 Westmore .....	7.6 west of Plevna .....	12	West
08651 Lacombe .....	6.9 west of Ismay .....	8	West

## ROCKY MOUNTAIN DIVISION

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

## TRAIN DISPATCHERS PHONE NUMBERS

Company	Subdivns	Commercial
8-521-4433	Asst. Chief	(406) 256-4433
8-521-4438	1st, 2nd Sub (Liv- Helena)	(406) 256-4438
8-521-4442	2nd, (Helena- Missoula), 3rd, 5th	(406) 256-4442
8-521-4447	Branch Line	(406) 256-4447

WEST WARD	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		EAST WARD
	JY		30855		14.9	0.0	KD	LAUREL	
			30859		17.7	4.2	2MT	SPURLING	
		9,247	30872		32.3	17.3		RAPIDS	
		9,376	30880		40.3	25.4	CO	COLUMBUS	
		8,587	30889		47.4	33.8		CRAVER	
		9,679	30897	41	56.8	42.1		REED POINT	CTC
		9,191	30902		62.0	47.1		QUEBEC	
		9,411	30910		71.2	55.4		GREYCLIFF	
		9,425	30921		80.9	66.0	BD	BIG TIMBER	
		9,494	30931		90.7	76.0		CARNEY	
		10,387	30942		102.3	87.4		ELTON	
	J		30950		109.7	94.8		MISSION	
	BKRTY	10,466	30956		115.3	100.5	VS	LIVINGSTON	ABS

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

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

### 1. Speed Restrictions—Maximum Speeds Permitted Zone—Between Up to 100 Over 100 Tons/OB Tons/OB

Columbus—Between Pratten Street and crossing just west of depot ..... 35 MPH. 35 MPH.  
MP 81.2 to MP 80.8 (Highway Crossing, Big Timber)..... 45 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.  
Signal 16.5 ..... 50 MPH. 40 MPH.  
Signal 16.7 ..... 50 MPH. 40 MPH.  
Signal 21.1 ..... 55 MPH.  
Signal 29.5 ..... 55 MPH.  
Signal 36.9 ..... 55 MPH.  
Signal 43.5 ..... 55 MPH.  
Signal 45.1 ..... 55 MPH.  
Signal 53.3 ..... 55 MPH.  
Signal 60.1 ..... 55 MPH.  
Signal 88.7 ..... 55 MPH.  
Signal 100.3 ..... 55 MPH.  
Signal 108.7 ..... 55 MPH.  
Signal 110.3 ..... 55 MPH.

Head end of Eastward Trains:

Signal end CTC (MP 116.1)..... 30 MPH. 20 MPH.  
Signal 92.0 (Carney West) ..... 55 MPH.  
Signal 84.4 ..... 55 MPH.  
Signal 73.0 ..... 55 MPH.  
Signal 64.8 ..... 50 MPH. 40 MPH.  
Signal 58.4 ..... 55 MPH.  
Signal 53.4 ..... 55 MPH.  
Signal 50.0 ..... 55 MPH.  
Signal 43.4 ..... 55 MPH.  
Signal 41.8 ..... 55 MPH.  
Signal 34.4 ..... 50 MPH. 40 MPH.  
Signal 25.4 ..... 55 MPH.  
Signal 21.2 ..... 55 MPH.  
Signal 19.4 ..... 55 MPH.  
Signal 16.6 ..... 50 MPH. 40 MPH.

Through turnouts of controlled sidings ... 30 MPH. 30 MPH.  
Over West Leg to Rocky Mountain Division  
6th Subdivision MP 15.4 on Main Track  
No. 2 between Laurel and Spurling ..... 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. Main tracks will be numbered consecutively from the north beginning with No. 1.

### 8. 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.

WEST WARD	Rule 6(A) Signs	Length Of Siding In Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Living- ston	2nd Subdivn MAIN LINE STATIONS Office Calls		EAST WARD
	BKRTY	8,632	30956		115.3	0.0	VS	LIVINGSTON	ABS
		8,920	30968		127.1	11.9		MUIR	
		9,443	30970		128.5	13.1		WEST END	
	T	10,166	30981		140.4	24.8	BZ	BOZEMAN	
		6,899	30991		149.8	34.3	BR	BELGRADE	
	J	3,653	31000		159.3	43.7		MANHATTAN	
	J	7,757	31005	41	164.8	49.0		LOGAN	CTC
		4,943	31011		170.5	54.9		TRIDENT	
		6,894	31020		178.9	63.2		CLARKSTON	
		5,419	31035		194.2	78.5		TOSTON	
	T	7,086	31046		205.2	89.6	TN	TOWNSEND	
		7,028	31059		218.1	102.6		WINSTON	
		7,958	31068		227.4	111.8		LOUISVILLE	
	J	3,452	31075		234.0	118.3	JN	EAST HELENA	
					238.4				ABS
	BJKRTY	6,660	31079		0.0	122.7	HY	HELENA	
								5.2	
			31084		5.0	127.9	2MT	TOBIN	
		6,825	31092		13.0	135.7		AUSTIN	
		4,802	31098		18.4	141.4		SKYLINE	
	T	7,951	31100		20.5	143.4		BLOSSBURG	
		W4,816 E3,099	31108	42	28.9	151.8		ELLISTON	CTC
		6,213	31117		37.7	160.5		AVON	
	JKT	7,749	31130		50.5	173.7	GR	GARRISON	
		14,660	31134		54.7	177.5		PHOSPHATE	
		10,669	31142		62.6	185.4		JENS	
	JT	10,638	31150		70.7	193.5	D	DRUMMOND	
		14,103	31160		81.1	203.9		BEARMOUTH	
		9,358	31168		88.7	211.5		NIMROD	
		11,114	31182		102.5	225.4		CLINTON	
		10,074	31192		113.2	236.0	BN	BONNER	
	BJKRTXY		31198		119.3	242.1	2MT MA	MISSOULA	ABS

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

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
Livingston and Muir		
Ascending .....	35 MPH.	35 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 .....	30 MPH.	30 MPH.
Descending .....	30 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.	
Signal 105-L (Clarkston East) .....	50 MPH.	40 MPH.
Signal 183.5 .....	50 MPH.	
Signal 101-L (Lombard East) .....	50 MPH.	40 MPH.
Signal 192.7 .....	55 MPH.	
Signal 97-L (Toston East) .....	45 MPH.	40 MPH.
Signal 202.5 .....	55 MPH.	
Signal 93-L (Townsend East) .....	55 MPH.	
Signal 89-L (Winston East) .....	55 MPH.	
Signal 224.7 .....	50 MPH.	40 MPH.
Signal 85-L (Louisville East) .....	50 MPH.	40 MPH.
Signal 231.5 .....	50 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.	
Signal 87-R (Winston West) .....	50 MPH.	40 MPH.
Signal 91-R (Townsend West) .....	50 MPH.	40 MPH.
Signal 196.8 .....	55 MPH.	
Signal 95-R (Toston West) .....	40 MPH.	35 MPH.
Signal 187.4 .....	45 MPH.	40 MPH.
Signal 99-R (Lombard West) .....	50 MPH.	
Signal 181.2 .....	50 MPH.	40 MPH.
Signal 103-R (Clarkston West) .....	55 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.	
Signal 115.5 .....	55 MPH.	
Head end of Eastward Trains:		
Signal 25-R (Avon East) .....	55 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.	20 MPH.
Missoula—Within city limits, Over public crossings .....	30 MPH.	30 MPH.

Helena—MP 2.2 and MP 236.7 .....	45 MPH.	
Except between Benton Street and Roberts Street .....	25 MPH.	25 MPH.
Through turnouts of controlled sidings, except east switch Muir, west switch West End and east switch Garrison .....	30 MPH.	30 MPH.
East and west switches of the following controlled sidings: Belgrade, Manhattan, Logan, Clarkston, 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.	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—None.

## 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
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 main track No. 2 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 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. Main tracks will be numbered consecutively from the north beginning with No. 1.**

**15. 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.**

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From DeSmet	3rd Subdiv MAIN LINE STATIONS Office Calls		EAST WARD
							DE SMET		
	JY	934	31205	43	0.0	0.0	2MT		
		2,129	31211		6.2	6.2		DE SMET	
		2,161	31216		10.6	10.6		NAGOS	
			31226		21.1	21.1		EVARO	
			31236		30.8	30.8		ARLEE	ABS
	JT	4,489	31243		37.9	37.9		RAVALLI	
			31257		51.6	51.6		DIXON	
	BJKRTY		31269		64.2	64.2		PERMA	
							PD	PARADISE	

BN Radio Channel No. 2 in service on this 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.
Evvaro and MP 19.0 (East of Arlee)		
Descending .....	25 MPH.	20 MPH.
Ascending .....	25 MPH.	25 MPH.
Trains descending mountain grades.....		20 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.

**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)—**

**Dixon and DeSmet—**Rule 83(B) does not apply.

Trains entering Third Subdivision at DeSmet will receive their clearance at Missoula.

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

MP 0.0 to MP 2.0 (DeSmet West)	2.0 miles
MP 2.0 to MP 10.0	1.0 miles
MP 10.0 to MP 64.2	2.0 miles

Flagging distance against eastbound trains is:

MP 64.2 to MP 19.0	2.0 miles
MP 19.0 to MP 12.0	1.0 miles
MP 12.0 to MP 0.0	2.0 miles

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

8. **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.

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.
Kaw Avenue 2,213 feet west of MP 0.0	10 MPH.	10 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 east-bound 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.

WEST WARD	Rule (A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Logan	4th Subdiv MAIN LINE STATIONS Office Calls		EAST WARD
	JY	7,757	31005	326	0.0	0.0	LOGAN	6.6	
		3,531	86906		6.8	6.6	KS THREE FORKS	5.9	
		3,533	86913		12.6	12.5	WILLOW CREEK	6.7	
	J	3,562	86919		19.4	19.2	SAPPINGTON	19.1	
	JTY	6,001	86938		38.5	38.3	WH WHITEHALL	6.8	
		2,837	86945		45.0	45.1	PIPESTONE	5.1	
		2,650	86950		50.3	50.2	SPIRE ROCK	10.3	
		2,554	86960	327	60.7	60.5	HOMESTAKE	9.9	
					70.6				
	BKRTY	4,851	86971		0.0	70.4	BY BUTTE	7.0	
	ABJRTY	3,732	86979		7.0	77.4	SB SILVER BOW	18.2	
		2,354	86998		25.2	95.6	WARM SPRINGS	15.3	
		2,030	87015		40.5	110.9	DE DEER LODGE	5.2	
		2,387	87020		45.7	116.1	KOHR	5.8	
	JKRTY	7,749	31130		51.1	121.9	GR GARRISON		

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

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.

WEST WARD	5th Subdivn MAIN LINE STATIONS Office Calls						EAST WARD
	Rule 8(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Missoula	
	BJKRTXY		31198		119.3	0.0	2MT
	J		31205		125.9	6.6	MA
		5,025	87606		132.2	11.8	MISSOULA
		11,895	87610		136.6	16.3	DE SMET
		6,319	87624		150.8	30.5	SCHILLING
		4,812	87634		161.2	40.9	FRENCHTOWN
		8,649	87641		167.6	47.3	LOTHROP
		6,548	87649		176.2	55.8	CYR
		8,698	87657		183.6	63.3	RIVULET
		4,184	87662		188.8	68.5	WESTFALL
		4,105	87670		197.2	76.9	QN SUPERIOR
		5,408	87675		201.9	81.6	SPRING GULCH
		6,197	87687		214.2	93.9	ST. REGIS
					219.2		TOOLE
	BJKRTY		31269		0.0	98.9	QUINNS
		11,440	31275		6.0	104.9	PD PARADISE
		11,355	31290		20.5	119.4	PLAINS
		11,665	31301		31.5	130.4	EDDY
		8,022	31316		46.4	145.3	FN THOMPSON FALLS
			31323		54.0	152.8	CHILDS
		9,801	31331		61.6	160.4	TROUT CREEK
		11,121	31342		72.5	171.3	TUSCOR
		11,321	31349		80.1	178.9	NOXON
		12,347	31360		91.1	189.8	HERON
		8,900	31372		103.5	202.0	COLBY
		8,425	31386		115.9		HOPE
					0.0	215.8	KOOTENAI
		7,176	01803		2.1	216.7	KOOTENAI
	J		01798		2.9	217.3	SANDPOINT SIDING
							SANDPOINT JCT.

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

# 1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted  
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.
Signal 139.7.....	50 MPH.
Signal 170.1.....	50 MPH. 40 MPH.
Signal 190.5.....	50 MPH.

Signal 211.5.....	40 MPH.	30 MPH.
Signal 212.5.....	40 MPH.	30 MPH.
Signal 214.7.....	50 MPH.	
Signal 4.7.....	55 MPH.	
Signal 29.5.....	55 MPH.	
Signal 114.1.....	50 MPH.	40 MPH.
Head end of eastward trains:		
Signal 106.0.....	55 MPH.	
Signal 49.2.....	55 MPH.	
Signal 23.8.....	55 MPH.	
Signal 3.8.....	55 MPH.	
Signal 215.6.....	40 MPH.	35 MPH.
Signal 212.2.....	55 MPH.	
Signal 190.0.....	35 MPH.	30 MPH.
Signal 171.4.....	55 MPH.	
Signal 169.2.....	35 MPH.	30 MPH.
Signal 147.6.....	55 MPH.	
Signal 141.2.....	40 MPH.	30 MPH.

Schilling and Champion International Plant.....	10 MPH.	10 MPH.
Frenchtown, east and west switch.....	30 MPH.	30 MPH.
Missoula—Over public crossings within corporate limits.....	30 MPH.	30 MPH.
Entering or departing yard, between crossover at MP 120.0 and East switch No. 9 track.....	10 MPH.	10 MPH.
Thompson Falls—Over public crossings within corporate limits.....	30 MPH.	30 MPH.
Plains—Over public crossings within corporate limits.....	35 MPH.	35 MPH.
Through turnouts of controlled sidings except East switch Paradise.....	30 MPH.	30 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)—

DeSmet—Rule 83(B) does not apply.

Trains departing Yardley destined to Rocky Mountain Fifth 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 is 2.0 miles except between MP 0.0 to MP 2.9 Kootenai and Sandpoint Jct. is 2.5 miles.

## 6. Rule 268(A)—Applies when train or engine enters track leading off siding at Frenchtown, 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. 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 with CTC Rules in effect between MP 122.8 and DeSmet.

Main tracks will be numbered consecutively from the north beginning with No. 1.

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

## 10. Hotbox Detector Locations—

Lothrop—MP 150.2	Woodlin—MP 28.5
Rivulet—MP 172.0	Trout Creek—MP 54.0
St. Regis—MP 193.2	Heron—MP 76.6

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

# 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:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- 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.
- 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.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- 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

- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- 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.

- (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.

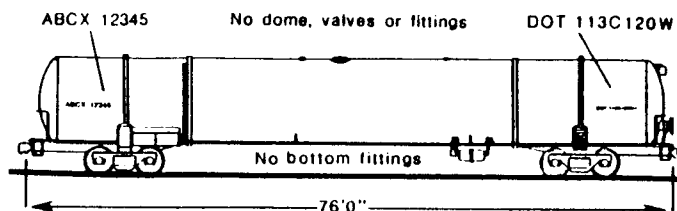
### § 174.9 Inspection of tank cars.

- (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



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).

The following codes shown in the special handling column of the train or switch list describe hazardous materials:

EXP —	Explosive	POG —	Poison Gas
RM —	Radioactive	DAN —	Dangerous

These codes correspond to the Placard Endorsement found near the upper left hand corner of the waybill.

# TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS


NON-FLAMMABLE GAS (toxic)	FLAMMABLE GAS (toxic)	FLAMMABLE (toxic)	COMBUSTIBLE (toxic)
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 ID. NUMBER

The identification numbers may be displayed on orange panels 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.

Cars placarded:	Cars placarded:	DOT 113 Tank Cars	Tank Cars other than DOT 113	LOADED PLACARDED CARS	TOFC/COFC	Box, Flat, Hopper Cars	Cars placarded:	Empty placarded tank cars:	Cars placarded:
				<b>POSITION IN TRAIN RESTRICTIONS</b>					
				Must not be nearer than the sixth car from the engine caboose or passenger car.					
				When train length does not permit, must be placed as near the middle of train as possible but not nearer than the second car from the engine, occupied caboose or passenger car.					
				<b>MUST NOT BE NEXT TO:</b>					
				Engine, occupied caboose or passenger car					
				Car occupied by guard or escort					
				Loaded plain flat car					
				Backhead flat car or open top car with shiftable load					
				Loaded TOFC/COFC flat car					
				Car loaded with vehicles					
				Car with internal combustion engine in operation					
				Car with any heating apparatus or any lighted stove, heater or lantern					
				Car placarded EXPLOSIVES A					
				Car placarded POISON GAS					
				Car placarded RADIOACTIVE					
				Any loaded placarded car (other than COMBUSTIBLE) in same placard					
				<b>SWITCHING RESTRICTIONS</b>					
				Must not be out off in motion, be inspected by cars rolling under their own momentum or coupled into with more force than is necessary to complete the coupling					
				Must be restricted from engine by at least one non-placarded car					
				Where use of handbrakes is necessary, must not be out off in motion until preceding car is clear of lead plus, restricted car must be clear of lead before another car is allowed to follow					
				<b>MISSING PLACARDS MUST BE REPLACED. LOCATIONS WHERE CARS ARE INSPECTED SHALL HAVE A SUPPLY FOR THIS PURPOSE. IDENTIFICATION NUMBERS SHALL BE ADDED TO ALTERNATE PLACARDS WITH A BLACK MARKING PEN. CORRECT NUMBERS SHALL BE OBTAINED FROM EXISTING PLACARDS ON CAR OR SHIPPING PAPER.</b>					

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 leading protrudes beyond the car ends or when any of the leading extending above the car ends is liable to shift 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 end 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 (displayed in line box, above and Canadian POISON GAS 2-3 (displayed 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.

### 6th Subdivn MAIN LINE STATIONS

Office Calls

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Casper	STATIONS
	BKRTY		32236		202.2	0.0	CS CASPER
		5,726	32247		213.0	11.1	BISHOP
	JR		32251		217.6	15.4	ILLCO
		4,100	32257		223.9	21.7	BUCKNUM
		5,661	32275		241.5	39.3	POWDER RIVER
		3,616	32286		252.5	50.0	LOX
	T	4,650	32294		260.4	58.3	ARMINTO
		3,660	32307		273.8	71.8	MADDEN
		4,249	32318		284.1	81.9	LYSITE
		3,928	32325		290.4	89.0	GATE
	JRY		32338		303.9	102.4	SHOBON
	RTY	6,884	32339		304.0	102.9	BONNEVILLE
		5,027	32349		314.7	113.7	PIPER
		4,345	32358		323.2	121.7	DORNICK
		2,687	32366		331.7	130.4	MINNESELA
		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		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	B 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	VO LOVELL
		4,440	32481		447.2	245.9	COWLEY
		4,075	32487		452.9	251.7	DEAVER
	JRTY	4,780	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
		5,291	32541		506.1	304.9	SILESIA
		4,345	32546		511.2	310.0	MASON
	JY		30855		515.6	314.4	KD LAUREL

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

7th Subdivision does not exist.

### 8th Subdivn BRANCH LINE STATIONS

Office Calls

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Frannie	STATIONS
	JRTY	4,780	32493		0.8	0.0	FRANNIE
		1,035	86509		9.6	9.6	MANTUA
		1,668	86514		14.5	14.5	GARLAND
		1,742	86519	330	19.5	19.5	POWELL
		1,911	86525		25.5	25.5	RALSTON
		2,476	86530		31.0	30.7	VOCATION
		517	86536		36.8	36.5	TROTTER
	BKRTY		86542		42.7	42.4	CY CODY

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

#### 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.
Worland city limits (MP 367.7 to MP 368.8) .....	25 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.

#### 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—

Illco 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.

**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.

**Bucknum**—Bentonite Loading Dock will not clear man on side of car.

**Billings and Laurel Yard**—Trains originating or terminating will register.

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

**Mossmain**—Rule 83(B) does not apply.

**Huntley**—Rule 83(B) does not apply. Trains moving between Rocky Mountain Division Ninth Subdivision and Yellowstone Division Second and Third Subdivisions will be governed by train order signal at Huntley. Trains moving between Yellowstone Division Second and Third Subdivisions via Jones Jct. and Moran Jct. must obtain a 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. 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 trains against the current of traffic between end of double track East Billings and switch leading to east switch of westward auxiliary freight track will be made by authority of the 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. **Sidings**—Freight trains over 100 Tons/OB must not use siding Yegen.
10. **Billings**—Eastward advance warning sign located at east switch of eastward auxiliary track is 2209 feet in advance of reduce speed sign.
11. **Laurel Yard Limits**—Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard.
12. **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.
13. **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.
- Trains or engines using either leg of wye track must obtain permission from the dispatcher before entering long lead.
- East end Laurel Yard, normal position for crossover switches between East Bound and West Bound switching leads, must be left lined for the lead.
14. Main tracks will be numbered consecutively from the north beginning with No. 1.

Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Huntley	9th Subdivn MAIN LINE STATIONS Office Calls	
J	12,090	30828	40	213.1	0.0	HU HUNTLEY	CTC
		30837		221.8	8.6	EAST BILLINGS	
				225.9			
BKRTXY		30841	41	0.0	12.3	DT BG BILLINGS	ABS Rule 251-254
X	W4,397	30848		7.3	19.3	YEGEN	
JXY		30852		11.4	24.4	2MT MOSSMAIN	CTC
BJKRTXY		30855		13.8	26.3	KD LAUREL YARD	
						LAUREL	CTC

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

1. **Speed Restrictions—**
- | Zone—Between   | Maximum Speeds Permitted |                  |
|--|--------------------------|------------------|
|  | Up to 100 Tons/OB        | Over 100 Tons/OB |
| Huntley and Laurel.....  |                          | 40 MPH.          |
| Against the current of traffic on double track.....  | 49 MPH.                  | 40 MPH.          |
| Head end restrictions for westbound freight trains:  |                          |                  |
| 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 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 and do not exceed 30 MPH. until entire train has cleared all three crossings..... | 10 MPH.                  | 10 MPH.          |
| Huntley—East and west siding switches and crossover to Yellowstone Division 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**—

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Mission	10th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
	J		30950	331	0.0	0.0	MISSION 8.5	
		910	86608		8.5	8.5	CHADBORN 6.2	
		1,608	86614		14.7	14.7	CLYDE PARK 8.3	
	T	1,976	86623		23.0	23.0	WILLSALL	

BN Radio Channel No. 2 In service on this subdivision.

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Mission and Willsall..... 10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**  
Item 5d not permitted.  
Locomotives in Groups E, G, H and I not permitted.
- Train Register Exceptions—None**
- Clearance Provisions and Exceptions Rule 83(B)—**  
**Mission and Willsall—Rule 83(B) does not apply.**
- Rule 99—**Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is .5 miles.
- 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.

11th Subdivision does not exist.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Manhattan	12th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
	J	3,653	31000	337	0.0	0.0	MANHATTAN 6.7	
		1,595	86807		7.0	6.7	AMSTERDAM 8.5	
		798	86815		15.4	15.2	ANCENEY	

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

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

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Whitehall	14th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
	JT	6,001	86938	339	0.0	0.0	WH WHITEHALL 26.1	
		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	

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Great Falls	15th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
	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	ABS
	BJKRTY	2,160	31079	42	2.7	95.4	HY HELENA	

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

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Drummond	16th Subdivn BRANCH LINE STATIONS Office Calls	EAST WARD
	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	

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

- Speed Restrictions—**  
**Zone—Between** Maximum Speeds Permitted  
Manhattan and Anceny Twelfth Subdivision ..... 10 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... 10 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 Anceney**—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.

**Alder**—Derail located 200 feet east of east wool house track switch.

**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.

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Missoula	17th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
							MA	MISSOULA	
	BJKRTXY		31198	333	0.0	0.0		11.5	
		592	87511		11.0	11.5		LOLO	
			87530		29.2	29.6		18.1	
			87536		35.6	36.0		STEVENSVILLE	
					47.4	48.5		6.4	
		388	87549		64.7	65.9	HA	VICTOR	
	T	2,530	87565					12.5	
							DA	HAMILTON	
								17.4	
								DARBY	

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

WEST WARD	Rule 6(A) Signs	Length of Siding in Feet	Station Numbers	Line Segment	Mile Post Location	Distance From Dixon	18th Subdivn BRANCH LINE STATIONS Office Calls		EAST WARD
								DIXON	
	JT	4,489	31243	334	0.5	0.0		5.0	
		1,030	87806		5.0	5.0		MOIESE	
			87809		8.7	8.7		3.7	
		2,382	87813		13.0	13.0		D'ASTE	
		1,875	87820		19.9	19.9		4.3	
		1,495	87825		25.0	25.0		CHARLO	
			87826		25.6	25.6		6.9	
	T		87833		33.4	33.4	RN	RONAN	
								5.1	
								PABLO	
								0.6	
								DUNHAM	
							S	7.7	
								POLSON	

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

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

Missoula and Darby Seventeenth Subdivision .....	25 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.

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 30.0 .....	.5 miles
MP 30.0 to MP 0.0 .....	1.0 miles

Flagging distance against eastbound trains is:

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

#### 6. Mountain Grade Operation—

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

Dixon and Polson MP 30.0-MP 33.0.

Ruling grade descending West 2.0%.

### LINE SEGMENT NUMBERS

#### YARD LINE SEGMENTS

Line Segment	Yard	Limits
469	Missoula Yard	
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	
735	Billings	
736	Laurel	
737	Laurel Shop	
738	Laurel Welding Plant	

#### OTHER ROAD LINE SEGMENTS

Line Segment	Limits	Mileposts
336	East Helena—Montana City	218.1 to 222.3
341	Sherry Spur	

#### BALLAST PITS

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

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

Name	Miles—Location	Capacity Cars	Switch Opens
<b>1st Subdivision</b>			
30863 Park City .....	3.5 miles west of Spurling ..	25	East
30880 Columbus—Non Controlled Siding, South Side .....		118	Both
30921 Big Timber—Non Controlled Siding, North Side .....		99	Both
30953 Downer .....	2.1 west of Mission .....	16	East
30953 Burkland Lbr. Co. Spur .....	2.7 west of Mission .....	3	East
<b>2nd Subdivision</b>			
31024 Stanley .....	4.3 west of Clarkston .....	6	East
11125 Montana City .....	4.2 east of East Helena .....	75	Both
31083 Fort Harrison .....	4.3 west of Helena .....	4	East
31138 Gold Creek .....	3.9 west of Phosphate .....	20	East
87300 Phosphate Lower Dock .....	0.3 from Phosphate .....	48	Both
31155 Bradman .....	4.6 west of Drummond .....	18	West
31174 Bonita .....	6.7 west of Nimrod .....	20	East
31186 McQuarrie .....	3.7 west of Clinton .....	150	Both
<b>4th Subdivision</b>			
86955 Welch .....	4.3 west of Spire Rock .....	18	West
86965 Skones .....	4.7 west of Homestake .....	18	East
86976 Rocker .....	4.3 west of Butte .....	14	East
87003 Galen .....	3.3 west of Warm Springs ..	20	West
<b>5th Subdivision</b>			
87605 Champion International .....	1.0 from Schilling .....	Lead	West
87619 Nine Mile .....	9.1 west of Frenchtown .....	10	East
87653 Cedars .....	4.5 west of Westfall .....	35	West
87672 Royal Logging .....	1.5 west of St. Regis .....	36	East
31282 Weeksville .....	7.1 west of Plains .....	118	Both
31296 Woodlin Pit .....	7.2 west of Eddy .....	58	West
31297 Woodlin .....	7.5 west of Eddy .....	66	Both
31297 Hartman .....	2.0 west of Woodlin .....	34	West
31300 Brownman .....	2.3 west of Woodlin .....	30	West
31632 Clark Fork .....	2.6 west of Colby .....	47	Both
<b>6th Subdivision</b>			
32400 Geddes .....	5.3 west of Pulliam .....	17	West
32405 Coors .....	2.5 west of Worland .....	28	Both
32440 Magnet Cove .....	2.2 west of Greybull .....	112	Both
32446 Stucco .....	7.7 west of Greybull .....	50	Both
32473 Quality .....	7.0 west of Kane .....	24	Both
32479 Sage Creek Spur .....	2.4 west of Lovell .....	9	East
<b>8th Subdivision</b>			
85722 O'Donnell .....	2.5 west of Powell .....	17	Both
<b>9th Subdivision</b>			
30838 Brick Yard .....	0.4 west of E. Billings .....	16	East
30845 Siding No. 1 .....	5.0 west of Billings .....	37	West
30846 Long Spur .....	5.2 west of Billings .....	35	West
30847 Rockwood Spur .....	5.2 west of Billings .....	35	East
<b>15th Subdivision</b>			
11155 Mortenson's Spur .....	1.1 east of Hardy .....	143	West
11180 Wolf Creek Quarry .....	1.1 west of Wolf Creek .....	18	Both
<b>17th Subdivision</b>			
87526 Bass .....	3.5 east of Stevensville .....	6	East
<b>18th Subdivision</b>			
87831 Dupuis .....	2.1 east of Polson .....	16	East

## ALL SUBDIVISIONS

## 1. Speed Restrictions— Maximum Speeds Permitted

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

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

Freight trains up to 100 Tons/OB . . . . .	60 MPH.
Freight trains over 100 Tons/OB . . . . .	45 MPH.
Loaded coal trains . . . . .	45 MPH.
Empty coal trains . . . . .	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—

Movements on:

Sidings . . . . .	20 MPH.
Tracks other than main tracks and sidings . . . . .	10 MPH.
Light locomotive consist or caboose hop . . . . .	50 MPH.

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	Frt. 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 3-5, BN 979019-979024 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.
Clay cars, BAP 3801-4199 . . . . .	45 MPH.	45 MPH.
Empty bulkhead flat cars: BN 615312-616999 NP 67183-67514 BCIT 816150-817649 NP 67595-67599 CPI 316397-316599 GN 160000-160744 BCOL 17000-17999 GN 161300-161499	45 MPH.	45 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.

## 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—

The maximum number of locomotives in a head-end consist must not exceed 10.

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 and, may be placed anywhere in a light consist or caboose hop:

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

## 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, 1782-1791, 1795-1799, 1802-1807, 1811-1812, 1816, 1819, 1822, 1829, 1831-1833, 1835-1836, 1839-1864, 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 524000-525299 (CBQ 160200-161499)  
 BN 540000-540210

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.
B	GP9B	600-604.*
	GP-5	1350-1361, 1363-1365.
	GP-9	1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1754, 1758-1760, 1811-1816, 1819, 1821-1822, 1829, 1887-1889, 1891, 1902-1904, 1907, 1909-1910, 1913-1920, 1922-1936, 1938-1939, 1941-1942, 1944, 1946-1948, 1950-1958, 1960-1964, 1966-1969, 1971, 1980.
	GP-18	1991, 1993-1997.
C	SW-7	75-79, 108-110, 112-113, 115-119, 122-126, 128-130, 132, 134, 137, 139-142.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105.
	SW-9	146-152, 154-158, 160, 167-169, 260-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
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, 1782-1787, 1791, 1795-1796, 1799-1800, 1802-1805, 1807, 1831-1836, 1839-1841, 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.
	GP-20	2003-2006, 2008-2012, 2014-2016, 2018, 2020, 2023-2024, 2026-2028, 2030-2031, 2034-2037, 2039-2042, 2044-2045, 2047-2055, 2057-2060, 2062-2071.
	GP-30	2217-2219, 2221-2227, 2229, 2231-2232, 2234, 2236, 2238, 2240-2242, 2244-2246.
	GP-39-2	2700-2739.

Group	Model	Locomotive Numbers
E	SW-15	20-65, 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, 2249-2253
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2537, 2539-2545, 2550-2572, 2574-2582.
	GP-38-B	2600*.
	GP-38-2B	2601*.
	GP-40	3000-3013, 3015-3017, 3019-3020, 3022-3038.
	GP-40-2	3040-3064.
	GP-50	3100-3109.
	B-30-7A	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	Amtrak 200-399
F		None.
G	SD-9	6127-6129, 6131-6135, 6139-6143, 6145-6148, 6150-6164, 6166-6168, 6170-6185, 6187-6202, 6204-6206, 6216-6219, 6221-6228, 6230-6237.
H	SD-9	6100-6105, 6107-6123, 6125-6126.
	E-9	9900-9908, 9910-9925.
I	U-3-CB	4500*.
	C-30-7	5000-5135, 5137-5141, 5500-5599.
	U-30-C	5300-5335, 5338-5362, 5364-5394, 5396-5399, 5800-5839, 5900-5901, 5903-5905, 5907-5912, 5915-5944.
	U-33-C	5725-5765.
	SD-38-2	6260-6263.
	SD-40	6300-6301, 6303-6318, 6320-6324, 6335-6342, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6376-6385, 6700-6713, 6715-6759, 6761-6764, 6766, 6768-6799, 6801-6811, 6813-6836, 6840-6847, 6850, 6900-6913, 6915-6921, 6923-6928, 6950, 7000-7018, 7020-7220, 7222-7240, 7242-7291, 7801-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181.
	SD-45	6400, 6402-6403, 6405-6407, 6411, 6414-6421, 6423-6425, 6428-6430, 6432, 6435-6436, 6439-6445, 6447, 6472-6478, 6480-6483, 6485-6527, 6530-6567, 6570-6576, 6592-6599, 6650-6656, 6658-6664, 6666-6669, 6671-6696.
	F-45	6614-6645.
	SD-42B	7500-7502*
	SD-40-B	7600*.
		* Cabless.

### 4. Restrictions On Cars—

Following equipment must be placed next ahead of caboose or at rear of caboosless trains, except in work train or when otherwise provided by authority of chief dispatcher:

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 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 637500 through 637503.

10-Platform cars are 467 feet long and have eleven 2-axle trucks. Air brakes are provided on all trucks except the A and B end trucks. Two hand brakes, one each on the A and B ends, activate the brakes on three articulated trucks adjacent to each hand brake. These cars are designated BN 637100 through 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, and, if helper locomotive is used the number of powered axles in helper consist is restricted to 12.

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—

- a. 177,000 lbs. or less must be at least 35 feet.
- b. 177,001 to 220,000 lbs. must be at least 38 feet.
- c. 220,001 to 263,000 lbs. must be at least 44 feet.
- d. 263,001 to 315,000 lbs. must be at least 52 feet.
- e. 140,000 lbs. ore car only must be at least 24 feet.
- f. 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. Air Repeater Operation—

When air repeater equipment is to be operated in train, it must be placed approximately in the middle of the train. Air repeater equipment is identified as follows:

Cars—BNH 3-14.

Locomotives—5450-5451, 5453-5459, 5473, 5475-5476, 5479, 5481, 5484, 5771, 5773, 5776, 5778 and 5781.

#### 7. Dimensional and Special Shipment Restrictions—

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

CODE	RESTRICTION APPLICABLE
ALPHA	LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE Handle cautiously through yards enroute. Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
<b>BRAVO</b>	<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> <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>	<b>HOTEL</b>	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.
<b>CHARLIE</b>	<p><i>LOAD WIDTH 12 ft. 2 in. to 12 ft. 5 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <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>	<b>INDIA</b>	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.
<b>DELTA</b>	<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>	<b>JULIET</b>	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.
<b>ECHO</b>	<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>	<b>KILOGRAM</b>	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.
<b>FOXTROT</b>	<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>	<b>LIMA</b>	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.
<b>GOLF</b>	<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>	<b>MIKE</b>	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.
		<b>NOVEMBER</b>	When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.
		<b>OSCAR</b>	Do not pass loads wider than _____ on adjacent parallel tracks.
		<b>PAPA</b>	Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.
		<b>QUEBEC</b>	Handle at reduced speed. Watch for close side or overhead clearance to bridge or structure.
		<b>ROMEO</b>	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.
		<b>SANDWICH</b>	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.

CODE	RESTRICTION APPLICABLE
<b>TANGO</b>	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.
<b>UNIFORM</b>	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
<b>VICTOR</b>	This shipment must not be detoured or rerouted without further clearances.
<b>WHISKEY</b>	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

#### 8. 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 impractical 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.

If the actual inspection of equipment as indicated by detector does not reveal a defect or indication of overheating, inspection must be made of at least eight (8) axles on both sides of indicated equipment. If no defect or indication of overheating is found, train may proceed at maximum authorized speed, but crew must observe the indicated equipment closely for the next 25 miles or until another inspection by a detector has been made.

If overheating or defect on same equipment is detected by two (2) successive detectors, the identified equipment must be set out of train. **EXCEPTION:** If overheating or defect detected involves a locomotive unit, such unit need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect.

Mechanical forces on duty at next terminal, connecting crew at crew change point or proper authority must be informed of condition if unable to locate defective equipment.

Only 200 degree Fahrenheit heat indicating crayons will be used to test the temperature of roller bearing journals.

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, Overland Park. 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—

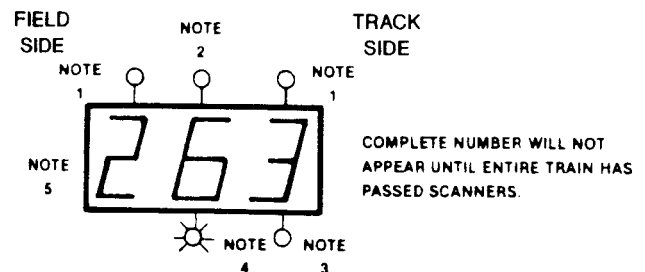
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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.

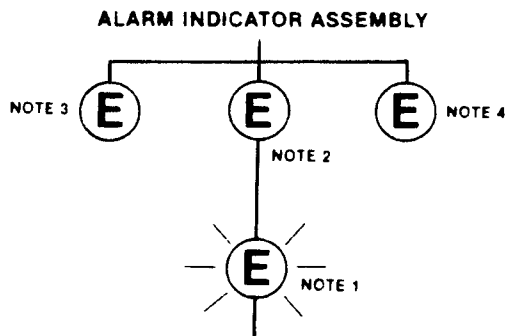
This device must be observed by the crew on the rear of the train and they must be governed by the information shown immediately after the rear of the train has passed.

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.

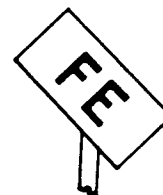
Note 3—Left hot bearing indicator light. When illuminated, defect is on left side of train.

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.

Rules 19, 19(A), 19(B) and 19(C)—are cancelled.

**Rule 19—new:**

A marker of the prescribed type in red-orange-amber color range will be displayed at the rear of every train to indicate the rear of the train.

From one hour before sunset to one hour after sunrise, when weather conditions restrict visibility to less than one half mile and at times as may be prescribed by special instructions, the marker must be illuminated either steady or flashing. Note: Portable markers that are photo electrically actuated will comply with this requirement.

When an engine is operating as a train without cars, or at the rear of a train, the trailing headlight illuminated on dim may be used as a marker.

A train may proceed without a marker to the next forward location where the marking device can be repaired or replaced when:

- (1) The marker becomes inoperative enroute,
- (2) A defective car must be placed at the rear for movement to a car repair point; or
- (3) The rear portion of the train is disabled and prescribed marker cannot be displayed on rear car or portion to be moved.

The marker must be inspected at each crew change point to assure that it is properly displayed.

When a crew leaves a portion of their train, they must not handle a caboose as the rear car of the head portion which would indicate that the train is complete.

**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 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.)

**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 250—change to read:**

Except when movement at restricted speed is required by rule or by indication of previous signal, the indication of the next signal in advance may be complied with when the aspect can be clearly seen and it is known such aspect governs the track on which the movement is being made or is to be made.

**Rule 271—change to read:**

Trains or engines, and Maintenance of Way employees or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

\_\_\_\_\_ may use (track(s)) between (location) and (location) from (time) until (time)

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.

In transmitting and repeating track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employees, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag protection, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

**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 276.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employees and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employee granted track and time limits, when trains or engines and/or Maintenance of Way employees and equipment are clear of the limits and track and time limits released.

**EXCEPTION**—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

**Rule 271(A)**—change to read:

Unless protected by Form Y train order, 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 to 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.

#### **RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS**

The following Rules 400-412 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

**TRACK WARRANT CONTROL (TWC)** is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

**400. AUTHORITY**—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

**401. DESIGNATED LIMITS**—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

**402. REQUESTING**—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

**403. COPYING**—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

**404. SPECIFIC INSTRUCTIONS**—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

#### **a. NOT IN EFFECT UNTIL AFTER ARRIVAL OF \_\_\_\_\_ AT \_\_\_\_\_**

Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

#### **b. NOT IN EFFECT UNTIL AFTER DEPARTURE OF \_\_\_\_\_ AT \_\_\_\_\_**

Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

#### **c. DO NOT EXCEED \_\_\_\_\_ MPH BETWEEN \_\_\_\_\_ AND \_\_\_\_\_**

Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

**405. CHANGING TRACK WARRANT**—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. \_\_\_\_\_ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.

**406. OPERATING WITH TRACK WARRANT**—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- When authorized to proceed from one point to another, movement must be made **ONLY** in the direction specified.
- When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
- Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.

**407. OCCUPYING SAME LIMITS**—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:

- All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
- Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

**408. IN EFFECT**—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 407 and 410.

**409. MARKING VOID**—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- Crew member has reported train or engine clear of the limits;
- Time limit specified has expired; or,
- Track Warrant has been changed as prescribed by Rule 405.

**410. PROTECTING MEN OR MACHINES**—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employee in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employee in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

**411. RULES IN EFFECT**—All rules not modified by these rules remain in effect.

**412. RESTRICTED TRACK CONDITIONS**—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employee. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 403 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employee must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employee delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employee receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employee delivers RTC to employees, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

**Rule 501K**—change 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 802 (A)**—new:

802 (A). Conductors must see that their cabooses are kept in clean and tidy condition. Engineers must see that their engines are kept in clean and tidy condition.

**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.

—change third paragraph to read:

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

**Rule 808 (G)—new:**

808 (G). Within a hump yard, during humping operations, before a train or yard crew member places himself between engines or cars on a bowl track for the purpose of coupling air hoses or adjusting coupling devices, protection against cars being released from the hump into the track involved must be provided as follows:

- (1) A crew member must notify the employee controlling switches that provide access from the hump to the track on which such work is to be performed;
- (2) Upon such notification, any remotely controlled switch must be lined against movement to the affected bowl track and employee must apply or have applied a locking or blocking device, or reminder, to the control for that switch; and
- (3) Crew member must then be notified that the required protection has been provided and such protection shall be maintained until the crew member advises that work is completed and protection is no longer required.

**Rules of the Maintenance of Way Department:****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 14 Exception—change to read:**

EXCEPTION: On Branch Line subdivisions, track flags and torpedoes as required by Rule 14 need not be displayed when line-up covering entire work day states "no trains" will be operated. Individual Subdivision Special Instructions or Superintendent's bulletin or notice must specify: Maintenance of Way Rule 14 EXCEPTION applies on this subdivision.

**Rules 14 (C), 46 and 47—are cancelled.****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 January 15, 1985:**

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 CTC territory, employee in charge must obtain track and time limits as prescribed by Rules 271 and 271(A), unless protected by Form Y train order. Line-up must also be obtained where required by the superintendent. This authority will permit work to be performed on track cars and on-track equipment to occupy track(s) within the limits specified without flag protection against trains or engines. 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 the 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 to read:**

Trains or engines, and Maintenance of Way employees or equipment per Rule 271(A), may occupy track(s) within specified limits for time period authorized by the control operator as follows:

\_\_\_\_\_ may use (track(s)) between (location) and (location) from (time) until (time)

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.

In transmitting and repeating track and time limits, time and all other numerals must be pronounced first, followed by pronouncing each figure, except where the number is but one figure, it must be pronounced first, then spelled. The names of stations, control points and direction must be pronounced then spelled.

When clearing track and time limits, individual to whom issued must identify self by name and clear by number. Control operator must repeat individual's name, track and time limits number and time cleared.

No movement may be made under this rule until conductor and engineer, and Maintenance of Way employees, receive and understand the track and time limits granted.

Track(s) may be used in either direction within limits specified without flag protection, but all train and engine movements must be made at restricted speed, regardless of signal indication. Compliance with Stop signal indications is required by trains and engines.

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 276.

Track and time limits do not authorize occupancy of tracks within interlocking limits.

Trains or engines and/or Maintenance of Way employees and equipment must be clear of track(s) specified or work completed and switches restored to normal position and track in safe condition for passage of trains before expiration of time specified. If additional time is required, authority must be secured from the control operator before previously authorized time expires.

Control operator must be notified by each employee granted track and time limits, when trains or engines and/or Maintenance of Way employees and equipment are clear of the limits and track and time limits released.

EXCEPTION—When control operator authorizes a train or engine to move out of the limits by signal indication, it will be considered clear when entire movement has passed such signal.

**Rule 271(A)—change to read:**

Unless protected by Form Y train order, 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 to 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.

**RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) LIMITS**

The following Rules 300-312 supersede all previous Track Warrant Control (TWC) rules inconsistent therewith.

**TRACK WARRANT CONTROL (TWC)** is a method of authorizing movements of trains or engines or protecting men or machines on a main track within specified limits in territory designated by timetable, special instructions or superintendent's bulletin in accordance with the following rules.

**300. AUTHORITY**—Where designated by timetable, special instructions or superintendent's bulletin, use of the main track will be authorized by issuance of Track Warrant under the direction and over the signature of the train dispatcher.

Track Warrants must be numbered consecutively beginning at midnight each calendar date. They will be the only authority for movement issued within TWC territory, except the main track may be used by trains and engines as prescribed by Rule 93.

There is no superiority of trains within TWC territory.

**301. DESIGNATED LIMITS**—The limits of a Track Warrant must be designated by specifying exact points such as switches, mile posts or identifiable points, except station names may be used.

When a station name is used to designate the first named point, the authority will extend from the last siding switch or from the station sign if no siding.

When a station name is used to designate the second named point, the authority will extend to the first siding switch or to the station sign if there is no siding. At the second named point, authority will extend to the last siding switch when specific instructions include "hold main track at last named point."

**302. REQUESTING**—Employee requesting Track Warrant must advise the dispatcher of the movement to be made and, when applicable, tracks to be used and time required.

**303. COPYING**—The conductor and engineer must have a copy of the Track Warrant, addressed to their train or engine showing date, location, name of employee who copied it and any specific instructions issued. All information and instructions must be entered on Track Warrant form provided and repeated to the train dispatcher who will check and if correct, will give "OK", the time and train dispatcher's initials. The OK time and train dispatcher's initials will be entered on the Track Warrant in the space provided. The OK and the time must be repeated to the train dispatcher. The Track Warrant is not in effect until the OK time and the train dispatcher's initials are shown on it.

When verbally transmitting and repeating track warrants, numbers must first be pronounced, then each figure stated separately, except numbers less than ten will be pronounced then spelled. Station names and directions must be pronounced then spelled.

When transmitting a Track Warrant, the required information must be recorded in the book or form provided, reading aloud all applicable preprinted and written instructions.

Employee copying a Track Warrant must repeat all applicable preprinted and written instructions. Each written word and figure must be underscored by train dispatcher or relaying employee each time it is repeated.

If the Track Warrant restricts authority previously granted, it must not be considered in effect by the train dispatcher until acknowledgment of the OK and time has been received.

Track Warrants may be relayed by employees who must make record on Track Warrant form.

**304. SPECIFIC INSTRUCTIONS**—When Track Warrant indicates the following Specific Instructions are in effect, they must be complied with as follows:

- a. NOT IN EFFECT UNTIL AFTER ARRIVAL OF  
AT \_\_\_\_\_

Track Warrant is not in effect until the arrival of specified train. Crew to whom Track Warrant is issued must verify the arrival of the specified train as prescribed by rule before Track Warrant is used as authority to occupy main track.

- b. NOT IN EFFECT UNTIL AFTER DEPARTURE OF  
AT \_\_\_\_\_

Track Warrant is not in effect until the departure of specified train. Crew to whom Track Warrant is issued must verify the

departure of the train specified as prescribed by rule before Track Warrant is used as authority to occupy main track and must follow such train.

- c. DO NOT EXCEED \_\_\_\_\_ MPH BETWEEN \_\_\_\_\_  
AND \_\_\_\_\_  
Speed shown must not be exceeded between points specified because of equipment in train or track condition.

Any specific instructions must be clear and concise and worded so they will have but one meaning.

**305. CHANGING TRACK WARRANT**—When a Track Warrant is in effect and it is desired to change the limits or instructions, a new Track Warrant must be issued with the desired instructions and include the words "TRACK WARRANT NO. \_\_\_\_\_ IS VOID" giving the number of the Track Warrant being changed. The previous Track Warrant mentioned will no longer be in effect.

**306. OPERATING WITH TRACK WARRANT**—Track Warrant authorizes the train or engine addressed to occupy the main track within designated limits and as prescribed by specific instructions on the Track Warrant.

Movement must be made as follows:

- When authorized to proceed from one point to another, movement must be made **ONLY** in the direction specified.
- When authorized to "WORK BETWEEN" two specific points, movement may be made in either direction between those points.
- Train or engine must not foul a switch at either end of the limits which may be used by an opposing train or engine to clear the main track.

**307. OCCUPYING SAME LIMITS**—Not more than one train or engine may be permitted to occupy the same or overlapping limits of a Track Warrant at the same time except when:

- All trains or engines within the limits have been authorized to move only in the same direction and have not been relieved of providing flag protection as prescribed by Rule 99. In Non-ABS territory all trains and engines except the leading train or engine must move at restricted speed.
- Two or more crews performing switching or work service have been notified of each other and instructed that all movements must be made at restricted speed within the overlapping limits.

**308. IN EFFECT**—A Track Warrant, once in effect, is in effect until crew member has reported clear of the limits; it has become void; or time limit has expired. Crew member must report to the train dispatcher when they have cleared the limits.

If a time limit is shown on the Track Warrant, train, engine or men or machines must be clear of the limits by the time specified, or protection provided in both directions, unless another Track Warrant has been obtained.

Train dispatcher must not authorize a train or engine in the same or overlapping limits with other trains, engines, men or machines until previous Track Warrant(s) have been reported clear except as provided by Rules 307 and 310.

**309. MARKING VOID**—The word VOID must be written legibly through the number of each copy of the Track Warrant when:

- Crew member has reported train or engine clear of the limits;
- Time limit specified has expired; or,
- Track Warrant has been changed as prescribed by Rule 305.

**310. PROTECTING MEN OR MACHINES**—A Track Warrant may be issued in the same manner as to trains or engines to permit men or machines to occupy or perform maintenance on main track, or in emergency to protect track condition, without other protection.

Before doing work which would require the use of impassable track flags or to provide protection for on-track equipment which cannot be readily removed from the track, employee in charge of work or equipment must obtain Track Warrant authority. This authority will permit track work to be performed or on-track equipment to occupy track(s) between times and points shown without flag protection against trains.

A Track Warrant must not be issued to protect men or machines within the same or overlapping limits with a train or engine unless:

- a. All trains or engines authorized to occupy the same or overlapping limits have been authorized to move in one direction only and Track Warrant specifies that it is granted behind such trains or engines; or,
- b. Trains or engines authorized to occupy the same or overlapping limits have been notified of the authority granted men or machines; have been instructed to make all movements at restricted speed and to stop short of men or machines fouling track; and employe in charge of men or machines is so notified by Track Warrant.

Form Y train orders will not be used in Track Warrant Control territory.

**311. RULES IN EFFECT**—All rules not modified by these rules remain in effect.

**312. RESTRICTED TRACK CONDITIONS**—Within Track Warrant Control territory and in territory specified by timetable, special instructions or superintendent's bulletin, Restricted Track Conditions (RTC) will be issued over signature of the train dispatcher. They will contain speed restrictions and notice of other conditions affecting the movement or safety of trains and engines. The train dispatcher must see that all trains affected are furnished copies of RTC.

RTC will be numbered using a unique series of numbers. They may be sent by voice or telecommunications devices to locations designated by the superintendent. When sent by voice they will be written or typewritten by the receiving employe. The initials of the train dispatcher will be placed directly under the last word in the body. When verbally transmitted or any time repeated, second paragraph of Rule 303 applies. When received or recopied, RTC must be repeated to the train dispatcher who will underscore each word and figure on the office copy as it is repeated. When repeated correctly, dispatcher will state "Correct" and the time. The time given must be placed directly under the train dispatcher's initials. Receiving employe must then repeat "Correct" and the time.

RTC must not be acted upon or mechanically reproduced until the time is shown under dispatcher's initials.

The employe delivering RTC to trains must retain the original for duplicating and filing.

An RTC may be modified or cancelled. The train dispatcher who cancels an RTC must write on office copy of cancelled RTC: VOID in red pencil across body, his initials, date, new RTC number and file that copy. Employe receiving instructions cancelling an RTC must make separate written record of such instructions including date, train dispatcher's initials, time repeated as received from the train dispatcher and mark VOID through the number of the cancelled RTC. If employe delivers RTC to employes, other than members of the same crew, both documents must be filed.

The number(s) of RTC in effect will be listed on the initial Track Warrant or Clearance for a crew. Additional RTC numbers will be listed on subsequent Track Warrants or Clearances unless transmitted directly to the crew. Conductor and engineer must have a copy of RTC listed on Track Warrant or Clearance. All crew members must read and comply with RTC. RTC must be retained on all trips made during the tour of duty on which they were received.

All rules not modified by this rule remain in effect.

#### **Safety Rules and General Rules:**

**Rule 299**—add the following paragraph:

When movement is being made in response to hand signals, the disappearance from view of employe giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal.

**Rule 336 m**—new:

Turn vehicle headlights on any time the weather requires use of windshield wipers.

**Rule 345**—add the following paragraph:

Vehicles above 10 feet in height must have height marked on outside and on dash of vehicle.

**Rule 575(A)**—new:

575 (A). The Company's communication system is for handling Company business, but may be used for messages relating to personal affairs of employees in cases of illness or accident.

Commercial telephones on Company property, except pay telephones, are not to be used without permission from proper authority and long distance or message unit calls are not to be made unless specifically authorized.

The Company's office equipment and machines must not be used for other than Company business.

The use of Company postage for personal mail not related to Company business is prohibited. Mail not pertaining to the affairs of the Company must not be sent by train mail; to do so is forbidden by the United States postal laws.

**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. 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.

#### **14. Helper Behind Caboose—**

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

#### **15. 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.

#### **16. Trackman's Train Location Line-up—**

Unless otherwise specified in Individual Subdivision Special Instructions, Trackman's Train Location Line-up is not required in CTC territory.

#### **17. Certificate of Rules Examination—**

Employees required to pass rules examination must have Certificate of Rules Examination, Form 15015, in their possession while on duty.

#### **18. Time Signals Received from WWV Time—**

Time signals received from WWV Time may be used to set watches and clocks to standard time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used.

To call WWV Time on the company telephone, dial:

8-466-2121 (Springfield, Chicago, Denver and Twin Cities Regions)  
8-566-2121 (Billings Region)  
8-766-2121 (Seattle Region)  
8-776-2121 (Spokane Division)

#### **19. Restricted Track Conditions (RTC)—**

Restricted Track Conditions (RTC) as prescribed by Rule 412 of the Consolidated Code of Operating Rules and Rule 312 of the Rules of the Maintenance of Way Department will be used on portions of the railroad specified by timetable, special instructions or superintendent's bulletin.

RTC will be handled the same as train orders for clearance purposes as required by Rules 83(B), 219, 220 and 220(B) of the Consolidated Code of Operating Rules.

**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.