

MONTANA DIVISION

P. C. Keim—Division Superintendent, Havre

W. C. BUSH	Asst. Supt. Transportation	Havre
L. R. TAYLOR	Asst. Supt. Roadway Maintenance	Havre
C. E. KEFLER	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	Williston

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
A. E. FRY	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

W. R. Grimstad—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
E. J. BEIL	Trainmaster	Laurel
D. D. HALL	Trainmaster	Laurel
M. S. DANIELS	Trainmaster	Laurel

REGION TRANSPORTATION

—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
I. J. GJERSING	Chief Dispatcher	Billings

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BURLINGTON NORTHERN RAILROAD CO. BILLINGS REGION

MONTANA, YELLOWSTONE AND
ROCKY MOUNTAIN DIVISIONS

TIMETABLE NO. 4

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

Sunday, April 27, 1986

Including National Railroad Passenger Corporation (NRPC) Trains

Vice President
W. A. HATTON

General Manager
T. R. JARNAGIN

Vice President
Transportation—System
J. R. GALASSI

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. For purposes of this definition, each platform of multi-platform cars is considered one car.

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)

	Psg. 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 979026	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wedge plow or dozer (hailed in tow)	35 MPH.	25 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader	30 MPH.	25 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:	45 MPH.	45 MPH.
BCIT 816150-817649	GN 60680-60686	NP 68011-68023
BCOL 17000-17999	GN 160000-160744	SLSF 5200-5249
BN 615312-616999	GN 161300-161499	SLSF 5600-5646
CB&Q 92400-92799	NP 62300-62949	SLSF 5650-5657
CPI 316397-316599	NP 66100-66249	SLSF 5662-5694
CS 300-349	NP 67183-67514	SLSF 5701-5748
CS 616375-616474	NP 67550-67552	SLSF 5750-5794
FWD 644-699	NP 67595-67599	

Except on Main Lines as shown in timetables, locomotives, wrecking derricks and other types of heavy work equipment must not be operated on any subdivision unless authorized by chief dispatcher and roadmaster or covered by specific instructions.

Maximum Speed—

Locomotives with friction bearings	35 MPH.
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1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Locomotives—

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 to ensure brakes release. If other placement is required, release of the brakes must be ensured.

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 locomotive except if 18 or more powered axles the powered locomotive attached to the leading car must be equipped with alignment control couplers if train tonnage is 5,000 trailing tons or over.

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, 1839-1863, 1868-1875, 1877-1882, 1887-1889, 1892, 1896-1898, 1900-1901, 1903-1904, 1909, 1914-1926, 1928, 1930, 1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1993, 1995-1997.

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 if there are 18 or more powered axles in the combined helper and road locomotive.

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 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

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	600-602, 604.*
	GP-5	1352, 1355-1360, 1364-1365.
	GP-9	1723, 1725-1726, 1728-1729, 1731-1732, 1734, 1736-1749, 1751-1752, 1758-1760, 1811-1813, 1816, 1819, 1821-1822, 1829, 1887-1889, 1902-1904, 1910, 1913-1918, 1920, 1922-1931, 1934-1936, 1938-1939, 1941-1942, 1944, 1946, 1951-1952, 1954-1958, 1960-1964, 1966-1967, 1969, 1971, 1980.
	GP-18	1991, 1993, 1995-1997.
C	SW-7	77-78, 115, 122, 132, 142.
	SW-12	106, 162-166, 170-220, 222-255, LSTT 105, AMTK 565.
	SW-9	155, 169, 262-266, 268-269.
	SW-10	375-394, 427-449, 574-585.
	NW-2	LSTT 101-104.
D	NW-12	1, 5, 14, 19.
	MP-15	1000-1004.
	GP-15-1	1375-1399.
	GP-10	1400-1422, 1426, 1436, 1438.
	GP-9	1702-1704, 1706-1707, 1709-1714, 1717, 1719-1721, 1762-1767, 1769-1770, 1773-1775, 1777, 1779, 1782-1787, 1791, 1799-1800, 1802-1804, 1807, 1831-1836, 1839-1841, 1850-1851, 1853-1854, 1858, 1860-1863, 1867-1869, 1873, 1875, 1877-1878, 1881-1883, 1893, 1896-1898, 1900-1901, 1959, 1965, 1970, 1977-1978.
	GP-20	2003, 2005-2006, 2008-2012, 2014, 2016, 2026, 2030-2031, 2034-2037, 2041-2042, 2044-2045, 2047-2050, 2052-2054, 2058-2060, 2062-2064, 2066-2068, 2070.
	GP-30	2217-2219, 2221-2227, 2229, 2232, 2234, 2236, 2241-2242, 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, 2155-2189.
	GP-38-2	2078-2109, 2150-2154, 2255-2314, 2316-2369.
	GP-30	2200, 2203-2207, 2210, 2212-2216, 2247, 2249-2253.
	GP-35	2501, 2503-2504, 2507-2509, 2511-2514, 2516-2518, 2521-2537, 2539-2545, 2550-2552, 2554-2557, 2559-2561, 2570-2572, 2576, 2579-2580, 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	3100-3162.
	B-30-7A	4000-4050, 4052-4119.
	U-28-B	5450-5451, 5453-5459.
	U-30-B	5471-5481, 5483-5484, 5770-5780, 5782-5799.
	B-30-7	5485-5492.
	B-32-8	5497-5499.
	F-40-PH	Amtrak 200-400.
F		None.
G	SD-9	6127-6128, 6131-6135, 6139, 6141-6143, 6145-6148, 6150-6154, 6156-6164, 6166-6168, 6170-6172, 6174, 6176-6179, 6181-6185, 6187-6200, 6202, 6204-6206, 6216-6219, 6221, 6223-6228, 6230-6237.
H	SD-9	6100-6103, 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, 6335-6341, 6344-6347, 6394-6395, 6397-6399.
	SD-40-2	6325-6334, 6348-6366, 6368-6373, 6377-6385, 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, 7800-7819, 7821-7898, 7900-7906, 7908-7940, 8000-8042, 8044-8181, 8300-8302.
	SD-45	6400, 6402-6403, 6405, 6411, 6415-6421, 6423-6425, 6428-6429, 6435-6436, 6440, 6442-6645, 6447, 6492-6527, 6530-6567, 6570-6574, 6593-6599, 6650, 6653-6656, 6659-6664, 6666-6669, 6671, 6673-6696.
	F-45	6626-6645.
	SD-40-2B	7500-7502*.
	SD-40-B	7600*.

* Cableless.

4. Restrictions On Cars—

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

Outfit cars EXCEPT univans

Scale test cars EXCEPT WUTX 3-5, BN 979019-979024 and 979026

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

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

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

The conductor and engineer must be notified when such equipment is in their train.

4A. Handling 80 Feet 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 coupled to cars 50 feet or shorter 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 feet or longer loaded cars must be regarded the same as an 80 feet or longer empty car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

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 feet 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 and Stack Intermodal Cars—

Description—Multi-Platform Cars

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

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

5-Platform cars are 237 feet long and have six 2-axle trucks. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks. These cars are designated BN 637500 through 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.

Description—Stack Cars

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

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

Stack cars range from 265 to 270 feet long. Air brakes are provided on all trucks except the A end truck. The hand brake activates the brakes on the B end truck and the next two adjacent trucks.

Yard 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 or stack cars have empty platform(s), switching movements must be made with no more than 12 powered axles.

Train Operation—

When multi-platform or stack 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 Feet or Longer Cars does not apply to multi-platform or stack cars.

5. Car Weight and Length Restrictions—

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

These restrictions must not be exceeded without authority of superintendent.

Refer to Individual Subdivision Special Instructions Item 2 for exceptions.

6. 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 and 5778.

7. Dimensional and Special Shipment Restrictions—

- All employees involved in handling dimensional or special shipments must be familiar with and be governed by these instructions.
- Any dimensional and/or oversize car or special shipment must be accompanied by a movement authorization message issued by BN Clearance Bureau.
- Before a dimensional or special shipment can be moved in a train, yard forces or employee in charge of station where no yard forces on duty, must obtain permission from the train dispatcher. This does not relieve conductor from complying with Rule 625.
- Before a dimensional shipment is picked up on line, conductor must obtain permission from the train dispatcher. When dimensional or special shipment is set out on line, conductor must notify train dispatcher promptly as possible.
- Train dispatcher must issue appropriate train order or message when dimensional shipment restricts opposing train and confirm message received.
- Train with dimensional shipment must not pass or be passed by a train in the same direction unless authorized by the train dispatcher or proper safeguards taken.
- Following code words are authorized for use involving movement of dimensional or special shipments, and when so used in movement authorization message, trainmen, enginemen and yard forces will be governed by restriction indicated.

CODE	RESTRICTION APPLICABLE	CODE	RESTRICTION APPLICABLE
ALPHA	<p><i>LOAD WIDTH 11 ft. 1 in. to 11 ft. 8 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. 6 in. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 11 ft. 6 in. wide loads.</p>	GOLF	<p><i>LOAD WIDTH 13 ft. 6 in. to 13 ft. 9 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 4 in. wide on 13 ft. track centers, loads over 11 ft. 4 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 8 in. wide loads.</p>
BRAVO	<p><i>LOAD WIDTH 11 ft. 9 in. to 12 ft. 1 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 12 ft. wide on 13 ft. track centers and loads over 13 ft. wide on 13 ft. 6 in. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 12 ft. wide loads.</p>	HOTEL	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
CHARLIE	<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>	INDIA	<p>Reduce speed to 5 MPH or less when passing or meeting moving trains on curved part of adjacent tracks. Normal speed may be resumed if other train has stopped.</p>
DELTA	<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>	JULIET	<p>When passing or meeting trains or cars on adjacent tracks, reduce speed to 5 MPH or less, observe movement of load closely and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH.</p>
ECHO	<p><i>LOAD WIDTH 12 ft. 10 in. to 13 ft. 2 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 11 ft. wide on 13 ft. track centers, loads over 12 ft. wide on 13 ft. 6 in. track centers and loads over 13 ft. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. wide loads.</p>	KILOGRAM	<p>Reduce speed to 5 MPH or less when passing or meeting trains or cars on curved part of adjacent tracks. Keep load under close observation and be prepared to stop if necessary. Freight trains passing or meeting train handling this load must reduce speed to not more than 5 MPH, keeping train under close observation on curved part of adjacent tracks.</p>
FOXTROT	<p><i>LOAD WIDTH 13 ft. 3 in. to 13 ft. 6 in. INCLUSIVE</i></p> <p>Handle cautiously through yards enroute.</p> <p>Load must not pass or be passed by loads over 10 ft. 8 in. wide on 13 ft. track centers, loads over 11 ft. 8 in. wide on 13 ft. 6 in. track centers and loads over 12 ft. 4 in. wide on 14 ft. track centers.</p> <p>When load is handled on turnouts and crossovers, keep adjacent tracks near these turnouts and crossovers clear.</p> <p>Observe track center restrictions for 13 ft. 4 in. wide loads.</p>	LIMA	<p>Dimensions of this load are such it may not clear equipment on adjacent tracks. Adjacent tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted however, train or cars on adjacent tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		MIKE	<p>Dimensions of this load are such it may not clear equipment on adjacent curved tracks. Adjacent curved tracks must be cleared when necessary and possible. When passing or meeting trains, load should be set on track with ample clearance when possible. When this cannot be done, passing or meeting is permitted, however train or cars on adjacent curved tracks must be stopped and oversize load moved at 5 MPH or less under very close observation. When oversize load cannot be moved past train on adjacent curved track, train meeting or passing oversize load is permitted to move by such load at 5 MPH or less under close observation. Be prepared to stop instantly and arrange to pass safely by switching, if necessary.</p>
		NOVEMBER	<p>When passing other loads carrying NOVEMBER restriction, do not pass on curved part of adjacent tracks.</p>
		OSCAR	<p>Do not pass loads wider than _____ on adjacent parallel tracks.</p>
		PAPA	<p>Stop and proceed on hand signals only while watching for very close side or overhead clearance to bridge or structure.</p>
		QUEBEC	<p>Reduce speed not to exceed 13 MPH., watching for close side or overhead clearance to bridge or structure.</p>

CODE	RESTRICTION APPLICABLE
ROMEO	Give careful handling and keep adjacent track clear at turnouts, crossovers and other sharp curves in yard, interchange or industry tracks. Load may, or may not, clear man on side of car or engine when on adjacent track. Employees on train handling and other trains involved should be notified.
SANDWICH	The above restrictions apply to load(s) of wire mesh securely loaded and fastened down to car so that load cannot shift and exceed loaded measurements given above.
TANGO	Due to extreme high valuation, arrange for proper policing in transit. This shipment must not be humped, switched with motive power detached, or allowed to run free. Do not kick other cars against this shipment.
UNIFORM	Shipment urgently required at destination. Give best handling consistent with safety and restrictions. Do not set out if safe to move.
VICTOR	This shipment must not be detoured or rerouted without further clearances.
WHISKEY	No further restrictions necessary, however, due to nature of shipment, handle with extreme care through all yards, turnouts, switches and at locations where there are close track centers. Protect against other wide loads and equipment on adjacent tracks. Attach copy of restrictions to waybill. Post connecting division. Advise yard forces and train and engine crews handling.

8. Track Side Warning Detector—

Train Inspection—

When conditions make it impractical to make a walking inspection of entire train, as much of train as possible must be inspected and train may then be moved at not more than 10 MPH until inspection can be completed.

When condition exists where blowing snow may render track side warning detector ineffective, speed of freight train must be reduced to the extent necessary to permit inspection.

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

If the actual inspection of equipment as required by detector does not reveal a defect or indication of overheating, inspection of train must be made of at least 8 axles on each side of indicated equipment. If no defect or indication of overheating is found, train may proceed, 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 successive detectors, the identified equipment must be set out of train. **EXCEPTION:** If overheating or defect detected involves a locomotive, such locomotive need not be set out if inspection by a supervisor, mechanical inspector, or the engineer reveals no defect. If track side warning detector indicates overheating on the wheel of a caboose having a generator attached to the axle, if no other mechanical defect is noted, caboose need not be set out.

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.

Whenever a car is set out for a hot bearing discovered within 25 miles after passing an in-service track side warning detector, the conductor will make report to the train dispatcher as soon as practicable and make written report to superintendent and chief dispatcher indicating date, train and location of track side warning detector which

failed to detect the hot bearing, with a copy of the report to regional superintendent of signals. Train dispatcher will arrange inspection of the detector by the signal maintainer in all such instances and notify the signal supervisor.

When track side warning detector which protects bridge, tunnel or other structure is out of service, crew will inspect train in advance of such structure.

Location of track side warning detectors is shown under Individual Subdivision Special Instructions.

Track Side Warning Detector—Radio Reporter—

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

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

Train crew must monitor track side warning detector radio reports and be immediately governed by the message received.

Detector Status Message	Train Crew Response
" . . . No defects"	Proceed.
" . . . Integrity failure"	Detector out of service.
" . . . First hot box right side XXX"	Stop train; inspect near indicated axle.
" . . . First dragging equipment near axle XXX"	Stop train; inspect near indicated axle.
" . . . First hot wheel near axle XXX"	Stop train; inspect near indicated axle.
" . . . (No message or incomplete message)"	Detector out of service.

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"

XXX is the axle count from the rear of the train to the defect indicated.

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

End of message will be indicated by the words "Out" or "End of transmission".

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

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. Commodities Insulating Track in CTC and ABS—

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

11. General Code of Operating Rules—Rules changes and additions—

The following General Code of Operating Rules apply only on Burlington Northern Railroad.

Rule G—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rules 2 and 3—

Employees governed by the General Code of Operating Rules are “designated employees” under Rules 2 and 3.

Rule 2—

A reliable watch that indicates hours, minutes and seconds will comply with the requirement of Rule 2. Hours and minutes must be indicated in arabic numerals.

Watches must be cleaned and oiled in accordance with manufacturer's instructions. Battery powered watches must have energy cell (battery) replaced at minimum intervals recommended by manufacturer, or sooner if necessary for accuracy.

Rule 3—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time).

Rule 6(A)—explanation of characters:

- A — Automatic Interlocking (actuated automatically by the approach of a train).
- B — General orders, notices, and circulars.
- I — Manual Interlocking (operated by a control operator).
- J — Junction.
- K — Standard clock.
- M — Railroad crossing protected by signals or gates.
- R — Train register.
- T — Turntable or wye.
- U — Railroad crossing not protected by signals or gates.
- X — Crossover.
- X(2) — Multiple crossovers.
- Y — Yard limits.

Rule 10(E)—add the following paragraphs:

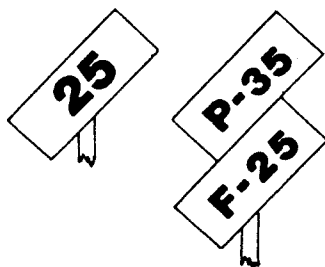
Reduce speed limits are designated by Advance Warning Sign (diagonally upward), Reduce Speed Sign (square) and Resume Speed Sign (vertical).

The “Advance Warning Sign” will be placed two miles in advance of the location where the lower speed takes effect. At the point where the reduced speed applies, a speed sign will repeat the permissible speed. The lower speed will be in effect until a “Resume Speed Sign” or another “Speed Sign” is displayed.

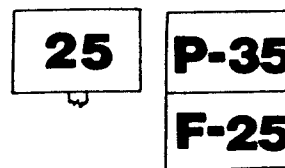
At the end of a reduced speed zone, a train or engine will be governed by a “Speed Sign” displaying a higher speed or a “Resume Speed Sign” which will authorize the maximum permissible speed on that subdivision. In either case, the speed must not be increased until the entire train has passed the sign displayed.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the special instructions for each subdivision.

ADVANCE WARNING SIGN



SPEED SIGN



RESUME SPEED SIGN



These signs, as illustrated, apply to train and engine movements as follows:

Figures preceded by letter P apply to passenger trains.

Figures preceded by letter F apply to freight trains.

Figures not preceded by a letter apply to all train movements.

Rule 81—

Within yard limits, switch crew may ascertain from the yardmaster instead of the train dispatcher that there are no train orders or track bulletins that they must obtain. This will fulfill the requirement of Rule 81.

Rule 82(A)—add as last paragraph:

At intermediate locations in CTC territory, Rule 82(A) will not apply when so authorized by train dispatcher.

Rule 93—add the following two paragraphs:

Conditional yard limits may be established for the hours and/or days specified in general order or special instructions and the limits will be identified by signs reading “CONDITIONAL YARD LIMITS”.

General order 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. If in effect 24 hours per day, time need not be specified.

Rule 103(E)—change to read:

Maximum authorized speed is 25 MPH instead of 40 MPH.

Rule 104(M)—change first paragraph to read:

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. Facing point movements over spring switches will be protected by signals or indicators where required.

Rule 104(M)—change fifth paragraph first sentence to read:

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.

Rule 153—add the following paragraph:

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

Rule 223, Rule 225 and Form N Train Order—Will not be used.

Form M Train Order—

The following is added to Form M train order:

(3) Line No _____ of order No _____ is ANNULLED

Example (3) to be used to annul a numbered line of a Form Y train order, Example (1). When the date of the order referred to is other than the date of issue, the date as well as the number of the order must be included.

Form O Train Order and Rule 456—Will not be used; Dimensional and Special Shipment Restrictions as contained in Timetable, All Subdivision Special Instructions, will govern.


Form Y Train Order, Example (2)—Will not be used.

Rule 241—NAME is changed to: **RESTRICTED PROCEED**. INDICATION is changed to: **Proceed at restricted speed**.


Rule 248—new:

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


Rule 248(A)—Take Siding Indicator

Aspects	Indication
	When illuminated, proceed at restricted speed without stopping. Hand operate switch and enter siding.


Rule 248(B)—Operate Switch Indicator

Aspects	Indication
	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.

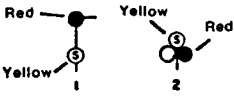
Rule 248(C)—Block Indicator

Aspects	Indication
	Block clear.

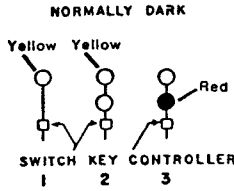
Rule 248(D)—Block Indicator

Aspects	Indication
	Block occupied.

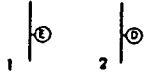
Rule 248(E)—Spring Switch Indicator

Aspects	Indication
	Stop and examine spring switches. See Rule 104(M). Where an approach signal is used in conjunction with a spring switch signal, it shall display an aspect in accordance with Rule 236.

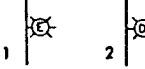
Rule 248(F)—Switch Indicator

Aspects	Indication
	<p>Switch indicators operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing train is met and the automatic block signal governing movement indicates "Proceed" it is not necessary to operate switch indicator.</p> <p>If switch indicator displays a yellow light, movement to main track may be made immediately in accordance with operating rules.</p> <p>If switch indicator remains dark or displays a red light, movement to main track may be made in accordance with operating rules after operating switch by hand and waiting five (5) minutes.</p> <p>To operate switch indicator, turn switch key clockwise toward "R", hold a few seconds and remove key. If, after operating indicator, movement is not made to main track turn switch key counter-clockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.</p>


Rule 248(G)—Failed Equipment Indicator

Aspects	Indication
	When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. Advise dispatcher reason for delay by first available means of communication.


Rule 248(H)—Failed Equipment Indicator

Aspects	Indication
	When flashing, no failed equipment has been detected.


Rule 248(I)—Slide Fence Indicator

Aspects	Indication
	When illuminated continuously or when not illuminated, slide fence has been activated, proceed at restricted speed.

Rule 248(J)—Slide Fence Indicator

Aspects	Indication
	When flashing, slide fence has not been activated.

Rule 248(K)—Resume Speed

Aspects	Indication
	End of slide fence restriction; resume speed.

Rule 312(2)(b)—

The waiting time is 10 minutes.

Rule 312(3)—cancel second paragraph and add the following three paragraphs:

In addition to complying with the instructions in release box, the following must be complied with:

If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting routes.

If a train or engine is approaching on a conflicting route, hand proceed signal must not be given until such movement has been completed over the crossing, or has come to a stop at the governing signal.

If a train or engine is standing between the absolute signals on a conflicting route, the proceed signal must not be given until after a thorough understanding has been had with the crew of the train or engine on the conflicting route.

Rule 319—add new paragraph following paragraph (2):

When necessary to release electric lock by use of emergency release and movement is to be made to a main track, member of crew must wait five minutes after release has been operated before changing main track switch and movement must be made at restricted speed to next signal. This does not modify the requirements of Rule 350(A).

Rule 351—add the following two paragraphs:

When granted track and time limits under Rule 351, dual control switches must be operated by hand if the signal governing movement over the switch indicates Stop.

In multiple main tracks, a crossover switch must not be operated by hand without permission of the control operator unless track and time limits granted includes both tracks.

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

Rule 413—add the following paragraph:


Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

Rule 463—change first paragraph to read:

To void a track bulletin or part of a track bulletin, the train dispatcher will issue a track bulletin Form D using the following:

(a) LINE 4 OF TRACK BULLETIN NO 8 IS VOID.

Rule 463—example of track bulletin Form D is shown below:

TRACK BULLETIN FORM D 

No. _____ Date _____ 19__

TO _____	AT _____
_____	AT _____
_____	AT _____
_____	AT _____

OK _____ COPIED BY _____ DISPATCHER _____

FORM 100-10-10 PREVIOUS EDITIONS

Rule 620—change to read:

620. RIDING ENGINE: When practicable, crew members on head end of freight trains must ride in control compartment of the controlling locomotive but not more than six people may ride in the control compartment. When riding the head end, the conductor will, when practicable, ride in the control compartment.

YARD SERVICE RULES

Rule Y-1. The general direction and government of a yard is under the direction of the yardmaster where one is employed. At such locations, employees in yard, train and engine service must comply with instructions from the yardmaster. Where no yardmaster is employed, such employees will be governed by instructions of agents or other designated employee in doing work at stations.

Rule Y-2. The yardmaster is responsible for and shall have direct supervision over the work of yard crews, clerks and all other employees working in the yard and must see that they carry out their work in a safe, efficient and economical manner, in accordance with the rules, regulations and instructions of the Company. Yardmasters are charged with the prompt and regular movement of cars, also giving special attention to the proper make-up of trains and to their prompt movement into and out of the yard.

12. Rules of the Maintenance of Way—Rules changes and additions—**Rule G—change to read:**

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule Q—Add the following:

MT — Main Track(s)

Rule 3—

Time signals received from WWV Time may be used to set watches and clocks to correct time. The hours are given in the Coordinated Universal Time; therefore, only the minutes and seconds may be used. Telephone number for WWV time is 8-998-8463 (8-WWV Time).

Rule 6(A)—explanation of characters:

- A — Automatic Interlocking (actuated automatically by the approach of a train).
- B — General orders, notices, and circulars.
- I — Manual Interlocking (operated by a control operator).

J	— Junction.
K	— Standard clock.
M	— Railroad crossing protected by signals or gates.
R	— Train register.
T	— Turntable or wye.
U	— Railroad crossing not protected by signals or gates.
X	— Crossover.
X(2)	— Multiple crossovers.
Y	— Yard limits.

Rule 351—cancel fourth paragraph reading:

The track specified must be continuously occupied, or a switch left open within the limits on such track. If, for any reason, track specified is cleared before the time stated, track must not again be occupied, or fouled, without authority from the control operator.

Rule 408—add the following two paragraphs:

Items 2 and 3 on the same track warrant must not be used in single track territory to authorize a second movement. Each movement must be authorized by a separate track warrant.

Where double track is separated by CTC on the same subdivision, items 2 and 3 on the same track warrant may be used to authorize a second movement.

Rules 410 and 411—modification:

When an expiration time is specified in Line 6 of a track warrant and the limits have not been reported clear by that time, the track warrant will not be considered void, or marked void, until the limits have been reported clear. Rule 410 and 411 are modified accordingly.

Rule 413—add the following paragraph:

Track warrant authorizing movement against the current of traffic must include access to crossover or other switch where limits are to be cleared. When movement against the current of traffic is authorized within yard limits, train dispatcher must notify yardmaster or yard engines.

13. Safety Rules and General Rules—Rules changes and additions—**Rule 299**—last paragraph is changed to read:

When movement is being made in response to hand signals, the disappearance from view of employee giving hand signals, or the disappearance of the light by which such signals are given, must be regarded as a stop signal unless employee on leading car has control of air brakes.

Rule 336 m—added:

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

Rule 345—following paragraph added:

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

Rule 565—change to read:

Employees must not report for duty, perform service, or enter Company property with a blood alcohol content greater than 0.00 percent and are prohibited from the use, possession or sale of alcoholic beverages while on duty or on Company property.

Employees must not report for duty, perform service, or enter Company property under the influence of illegal controlled substances and are prohibited from their use, possession or sale while on duty or on Company property. For purposes of this rule, any employee testing positive for a controlled substance (or its metabolite) in their urine is presumed to be under the influence of such drugs.

Employees must not report for duty or perform service under the influence or impaired by prescription drugs, medications or other substances that may in any way adversely affect their alertness, coordination, reaction, response or safety.

Employees operating Company vehicles at any time are subject to this rule.

Rule 566—cancel.**Rule 572**—changed to read:

Employees are prohibited from having firearms or other deadly weapons, including knives with a blade in excess of three inches, in their

possession while on duty or on company property except those authorized to have them in the performance of their duties or those given special permission by the superintendent.

Rule 575(A)—added:

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—changed 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 597—changed to read:

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

14. Automatic Cab Signals—

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

15. Helper Behind Caboose—

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

16. Trackman's Train Location Line-up—

In CTC or TWC territory, Individual Subdivision Special Instructions will specify if line-up must be obtained as required by Rule 35 of the Rules of the Maintenance of Way.

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. Remote Control Operation—

When operating in remote control operation with trains over 100 tons/OB and exceeding 8,000 feet in length, train speed must be reduced 10 MPH less than the maximum speed authorized when radio communication between the master and remote locomotive is interrupted (COM INT) or remote shows feed valve out (FEED VALVE OUT).

Such speed or slower speed must be maintained until communication is re-established.

19. Federal Railroad Administration Presumption of Impairment Notice—

"Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Company reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. Because of its sensitivity, the urine test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use off the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

"You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected.

The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment from a positive urine test." [See last paragraph for BN's policy.]

"If you have used any drug off the job (other than a medication that you possessed lawfully) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

"You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 CFR Part 219, Subpart C).

"A complete copy of the Federal regulations is available for your review at each Division Superintendent's office."

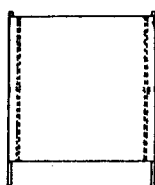
Burlington Northern rules are more restrictive than federal regulations regarding impairment to the extent that being on Company property under the influence of illegal controlled substances is prohibited. It is not BN's policy to measure degree of impairment. If a urine test indicates the presence of illegal controlled substances or their metabolites, that employee is presumed to be under the influence of such drugs and may be subject to disciplinary action under Rule G of the General Code of Operating Rules or the Rules of the Maintenance of Way, Rule 565 of Safety Rules and General Rules or other appropriate rules that govern the conduct of employees.

20. Roadway Signs—



Track Flag

Yellow (Rules 10 & 10(D),
Red (Rule 10(A) or
Green (Rules 10 & 10(D)



Track Flag



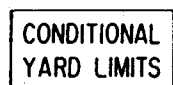
Junction
Rule 98(B)



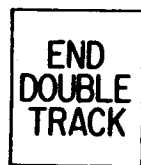
Railroad Crossing
Rules 98 & 98(B)



Yard Limit
Rule 93



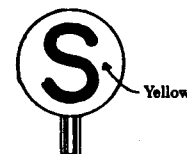
Conditional Yard Limits
Rule 93



End Double Track



No Engine Beyond This Point



Spring Switch
Rule 104(M)



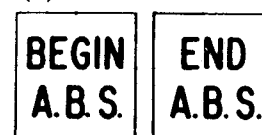
Begin Test Mile and End Test Mile



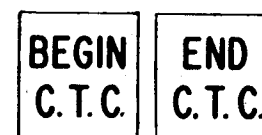
Stop
Rules 98 and 98(B)



One Mile Switch



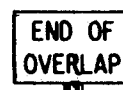
Begin and End ABS



Begin and End CTC



Signal Overlap
Rule 303



End of Overlap
Rule 303

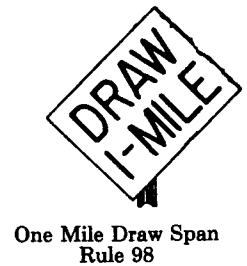
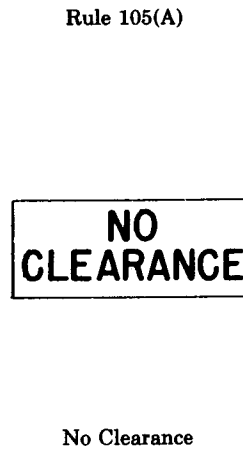
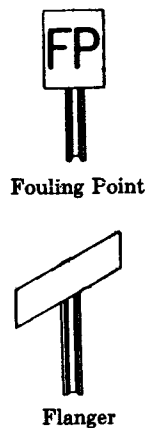
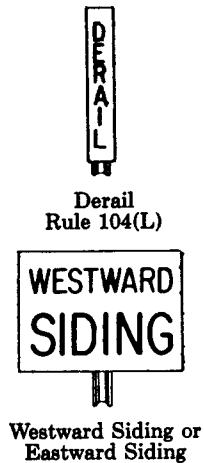


Crossing Whistle
Rule 15(I)

Numerals, when attached,
denotes the number of
crossings less than 1,320
feet.



SPECIAL INSTRUCTIONS



CHIEF MEDICAL OFFICERS

Dr. Thomas V. Mears, Chief Medical Officer Ft. Worth, Texas
 Dr. Hi E. Newby, Associate Chief Medical Officer Ft. Worth, Texas

MEDICAL EXAMINERS AND LOCAL SURGEONS

Dr. Nicholas J. Riesland Basin
 Dr. D. K. Drill Billings
 Dr. W. S. Shaw—Billings Clinic Billings
 Dr. R. J. Dunnigan Bismarck
 Dr. R. L. Jennings Bismarck
 Dr. D. C. Epler Bozeman
 Dr. S. L. Shaneyfelt Bozeman
 Dr. R. J. Best Butte
 Dr. George M. Gilboy Butte
 Dr. J. E. McGreevey Butte
 Dr. Richard S. Buker, Jr. Chester
 Dr. J. N. Beggs Chinook
 Dr. Douglas J. Pitman Columbia Falls
 Dr. P. B. Shepard Cut Bank
 Dr. Robert S. Hamilton Conrad
 Dr. Francis L. Bertoglio Deer Lodge
 Dickinson Clinic Dickinson, No. Dak.
 Dr. James Cope Forsyth
 Dr. W. F. Gertson Fort Benton
 Hoadley Clinic Gillette
 Family Medical Clinic Gillette
 Dr. David Gregory Glasgow
 Dr. T. O. O'Dea Glasgow
 Dr. T. J. Malee Glendive
 Dr. T. J. Lenz Great Falls
 Dr. John Margaritis Great Falls
 Dr. John Ross Great Falls
 Dr. Ronald A. McLean Greybull
 Dr. A. S. Rogers Greybull
 Dr. Donald MacLean Hamilton
 Dr. James E. Elliott Havre
 Dr. James N. Kelley Havre
 Dr. R. C. McCroskey Havre
 Dr. Stuart A. Reynolds Havre
 Dr. D. W. Bossler Helena

Dr. Loren S. Vranish Kalispell
 Dr. Richard C. Wise Kalispell
 Laurel Medical Center Laurel
 Dr. Robert Van Nice Laurel
 Dr. W. T. Matthews Libby
 Dr. L. M. Baskett Livingston
 Dr. J. W. Cey Livingston
 Dr. R. J. Majxner Livingston
 Dr. Thomas Rowe Livingston
 Dr. D. A. Carlsen Mandan
 Dr. P. M. Ocampo Mandan
 Dr. P. M. Riisager Mandan
 Dr. E. L. King Manhattan
 Dr. J. M. Little Mayville
 Garberson Clinic Miles City
 Dr. J. E. Gouaux Missoula
 Dr. J. A. Evert Missoula
 Dr. M. R. Priddy Missoula
 Dr. R. D. Ratigan Missoula
 Dr. Leonard M. Linde Mobridge
 Dr. Jack Lulack Plains
 Dr. E. D. Coriell Polson
 Dr. S. T. McDonald Ronan
 Dr. R. F. Stanchfield Shelby
 Dr. J. J. Batty Sheridan
 Dr. J. Willoughby Sheridan
 Dr. M. J. Strahan Sheridan
 Dr. S. Thickman Sheridan
 Dr. W. M. Williams Sheridan
 Dr. H. T. Willson Thermopolis
 Rittenhour Clinic Thompson Falls
 Dr. R. B. Beithon Twin Bridges
 Dr. Gayle Sacry Whitehall
 Dr. Robert C. Koch Williston

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

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Williston	1st Subdiv MAIN LINE STATIONS		FIRST CLASS	EASTWARD
			1007				Office Code	Rule 6(A)	1008	
			NRPC Daily						NRPC Daily	
			10:35AM				WT	WILLISTON CST	BKRT	6:05PM
20,213			9:40			0.0	WT	WILLISTON 12.0		5:00
15,021	01049			133.2		12.0		TRENTON 13.9		
12,267	01063			147.2		23.9		SNOWDEN 12.0	JT	
8,552	01075	10:10		159.2		37.9		BAINVILLE 14.3	J	4:05
8,437	01089			173.5		52.2	CU	CULBERTSON 5.5		
8,420	01093			179.1		57.7		BLAIR 12.7		
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	11:10		227.3		106.6	WO	WOLF POINT 11.3		3:05
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 14.3		
11,700	01192	12:01PM		277.5		156.2	GS	GLASGOW 11.8	BKR	2:20
8,431	01205			289.4		168.0		TAMMICO 14.1		
13,183	01219			303.5		182.1		HINSDALE 12.7		
10,169	01232			316.2		194.8		SAGO 13.7		
8,000	01245			330.7		208.5		BOWDOIN 13.3		
8,418	01259	1:00		343.3		221.8	MF	MALTA 9.5		1:20
10,189	01268			352.8		231.4		WAGNER 7.9		
7,264	01276			360.7		239.3		DOODSON 15.3		
8,455	01291			376.0		254.6		SAVOY 11.8		
7,463	01305			387.8		266.4	HM	HARLEM 11.6		
10,302	01315			399.6		278.2		ZURICH 9.5		
7,525	01324			408.8		287.5	CK	CHENGOK 8.1		
10,109	01332			416.7		295.6		LOHMAN 13.5		
	01345	2:30PM		430.4		309.2	HA	HAYRE	BKRTX(2)	12:05PM

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.

Dispatcher Radio call-in code 81 or 82 in service on this Subdivision.

1. Speed Restrictions— Zone—Between

	Maximum Speeds Permitted
Passenger trains	79 MPH.
	Over 100 Tons/OB

The following head end restrictions are in effect:

Head end of westward trains:	
Signal 430.1	30 MPH.
Signal 431.0	30 MPH.
Signal 431.82	30 MPH.
Signal 433.1	40 MPH.
Head end of Eastward Trains	
Signal 433.4	40 MPH.

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

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.

Trains leaving sidings on a proceed signal indication may increase speed to 35 MPH. after engine has passed signal at the following locations:

Harlem	Bowdoin	Hinsdale	Kintyre
Dodson	Saco	Nashua	Oswego
Wolf Point (Westward trains or engines at west signal only)			

Brockton

Blair (Westward trains or engines at west signal only)

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 82(A)—

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. Rule 350(B)—

Following switches are not equipped with electric locks:

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. The Following Track Side Warning 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		

Other Track Side Warning 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	Dodson—	MP 364.0
Kintyre—	MP 248.0	Harlem—	MP 383.5
Nashua—	MP 269.0	Chinook—	MP 404.0

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.

WESTWARD	Length of Siding in Feet	Station Numbers	FIRST CLASS	Mile Post Location	Line Segment	Distance From Havre	2nd Subdiv MAIN LINE STATIONS				FIRST CLASS	EASTWARD
			1007				Office Calls				1008	
			NRPC Daily				Rule 6(A)				NRPC Daily	
		01345	2:45PM	430.4	35	0.0	2MT	HA	HAVRE	BKRTX(2)	s 11:50AM	
				434.0					4.0			
		01350		964.0		4.0			PACIFIC JCT.	J		
8,431		01356		970.9		9.7			BURNHAM			
8,574		01365		980.1		19.3			KREMLIN			
8,577		01375		990.7		29.4			GILDFORD			
		01381		996.8		35.3			HINGHAM			
8,579		01387		1002.7		41.3		RU	RUDYARD			
		01394		1009.0		47.5			INVERNESS			
		01397		1012.8		51.3			JOPLIN			
7,221		01400		1015.8	36	54.3			BUELOW			
8,552		01407		1022.9		61.4		CH	CHESTER			
8,585		01420		1035.6		74.5			LOTHAIR			
8,556		01432		1047.6		86.5			DEVON			
9,062		01441		1056.3		95.1			DUNKIRK			
		01451	s 4:20	1065.4		104.6		SL	SHELBY	BJKRTX	s 10:10	
				1068.4		107.3			TETON	X(2)		
		01464		1078.7		117.6	2MT		ETHRIDGE			
12,150		01475	s 4:50	1090.1		128.8		CT	CUT BANK	BKR	s 9:40	
		01491		1106.5		145.2	2MT		PIEGAN	X(2)		
W6,255		01501		1116.2		154.9			BLACKFOOT	T		
12,183		01508	5:25	1123.9		162.2		BG	BROWNING		9:00	
9,165		01517		1131.8		170.1			SPOTTED ROBE			
				1136.1		174.4	2MT		GRIZZLEY			
4,631		01522	5:45	1138.1		176.4		MD	GLACIER PARK		8:45	
9,536		01525		1144.0		181.7			BISON			
		01534		1149.8		188.0			SUMMIT			
				1152.2		190.4			MARIAS	TX(2)		
		01540		1157.6		195.0	2MT		BLACKTAIL	X		
		01548		1165.2		202.3			JAVA EAST			
				1166.1		203.2			JAVA WEST			
		01552	r 6:50	1170.2		207.3	2MT		ESSEX	TX(2)	r 7:40	
		01558		1173.2		210.3			PINNACLE			
				1177.6		214.6			PAOLA			
		01568		1185.2		222.1	2MT		RED EAGLE	TX		
				1188.0		225.0			NYACK			
10,232		01578	s 7:45	1196.1		232.7		BE	BELTON		s 7:05	
11,157		01586		1204.9		240.6			CORAM			
		01590	8:00PM	1208.3		245.0			CONKELLEY		6:46AM	

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.

Dispatcher Radio call-in code 91 or 92 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.	
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Trains or engines through No. 20 turnouts at following locations:.....	35 MPH.	35 MPH.
---	---------	---------

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.

End 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.
--	---------

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

Through Crossover Marias.....	25 MPH.
-------------------------------	---------

End of two main tracks Java East and Java West	25 MPH.
---	---------

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 82(A)—

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

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

Flagging against westbound trains is 2.0 miles.

Flagging against eastbound trains:

MP 1208.2 to MP 1164.0.....	2.0 miles
MP 1164.0 to MP 1150.0.....	1.0 miles
MP 1150.0 to MP 430.2 (Summit to Havre).....	2.0 miles

6. Test Mile Locations—

Burnham—MP 973.0 and MP 974.0

Ethridge—MP 1077.0 and MP 1078.0

Spotted Robe—MP 1130.0 and MP 1131.0

7. When track and time limits granted between Teton and end of two main tracks Shelby and the absolute holding signals between these two points indicate stop, such indication may be considered as restricted proceed during the time that "Track and Time" limits are in effect.**8. Rule 350(B)—**Following switches are not equipped with electric locks:

Fresno..... Industry track spur

Joplin Elevator spur north of main track

Ethridge Industry track south of No. 2 main track

Union Oil Spur South of No. 2 main track

Cut Bank Farmers Elevator track north of No. 1 main track

Sundance Industry track south of No. 2 main track

Pardue Elevator track spur south of No. 2 main track

Meriwether Elevator spur south of No. 2 main track

Blacktail Industry track south of No. 2 main track

Spotted Robe Industry track south of No. 2 main track

Java East Industry track south of No. 2 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. 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%.

11. 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.

12. Handling 80 Feet 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:

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

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

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

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

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

14. The Following Track Side Warning 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		

Other Track Side Warning 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—	1099.0 Main		
	1 and 2		

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Pacific Jct.	3rd Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	01350	0.0	353	0.0	PACIFIC JCT.	J
	11011	10.8		10.9	LAREDO	
	11021	20.6		20.7	BOX ELDER	
	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.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Great Falls	4th Subdiv MAIN LINE STATIONS	
					Office Calls	Rule 6(A)
	32777	0.9	354	0.0	GR GREAT FALLS	BJKRTY
8,541	32788	12.3		11.3	VAUGHN	
6,455	32802	26.6		25.3	PO POWER	JRTY
6,358	32813	37.3		35.9	DUTTON	
	32820	45.3		43.3	COLLINS	
5,115	32830	55.2		53.3	BRADY	
8,970	32843	68.6		66.7	RD CONRAD	TY
	32847	71.8		69.9	VALIER JCT.	JR
6,890	32854	79.5		77.5	LEDGER	
	32859	84.1		82.2	FOWLER	
6,387	32866	90.8		88.7	NAISMITH	
	01451	100.0		98.0	2MT SL SHELBY	BJKRTYX CTC
2,818	61217	120.1		117.7	KEVIN	
	61228	130.6		128.1	SUNBURST	
6,600	61236	138.9		136.5	G SWEET GRASS	KRTY

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

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Moss-main	5th Subdiv MAIN LINE STATIONS	
					Office Calls	Rule 6(A)
	30853	0.0	362	0.0	MOSSMAIN	JTY
	32557	4.2		4.0	HESPER	
	32563	9.5		9.3	RIMROCK	
6,400	32590	36.5		36.3	BROADVIEW	
6,442	32609	56.1		55.9	CUSHMAN	
6,399	32635	81.8		81.6	HEDGESVILLE	
6,654	32655	102.1		101.9	JUDITH GAP	
	32668	114.4		114.2	BUFFALO	
	32683	129.8		129.6	HOBBSON	
6,196	32688	135.1		135.0	MOCCASIN	JRTY
3,182	32707	153.9		153.7	SD STANFORD	
2,671	32724	170.7		170.6	GEYSER	
2,670	32736	183.1		183.0	RAYNESFORD	
6,743	32748	194.4		194.2	ARMINGTON	
	32750	196.3		196.2	BELT	
2,618	32766	212.8		212.7	GERBER	
	32777	224.5		222.7	GR GREAT FALLS	BJKRTY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted	
40 MPH.	Pacific Jct. and Big Sandy Third Subdivision
49 MPH.	Great Falls and Shelby Fourth Subdivision
35 MPH.	Shelby and Sweet Grass Fourth Subdivision
49 MPH.	Great Falls and Mossmain Fifth Subdivision
35 MPH.	Bainville and Opheim Sixth Subdivision
25 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
10 MPH.	Heath and Lewistown Eleventh Subdivision
25 MPH.	Moore and Lewistown Twelfth Subdivision
8 MPH.	Lewistown City Limits
5 MPH.	All sidings and industry tracks, Eleventh and Twelfth Subdivisions
10 MPH.	All sidings Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth and Tenth Subdivisions
	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 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 82(A)—

Bainville, Pacific Jct., Power, Moccasin, Eastham Jct., and Valier Jct.—Rule 82(A) does not apply.

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

Mossmain—Rule 82(A) 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 on following subdivisions; Third, Fourth between Shelby and Sweetgrass, Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh and Twelfth. 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

7. **Sixth Subdivision**—Crews on all eastward trains handling 10 or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release these retainers at Redstone.

8. **Fourth Subdivision**—Electric locks on both switches to Exxon Yard industry tracks.

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
1st Subdivision			
01047 Phillips Petroleum	2.5 east of Trenton	Yard	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
2nd Subdivision			
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
4th Subdivision			
32817 Acme	3.9 west of Dutton	9	East
32825 Exxon Yard	4.5 west of Collins	17	Both
5th Subdivision			
32561 Baseline	2.0 east of Rimrock	10	West
32575 Acton	12.0 west of Rimrock	18	East
32581 Comanche	8.5 east of Broadview	30	West
32587 New Montana Spur	3.1 east of Broadview	30	East
32622 Franklin	12.6 east of Hedgesville	18	Both
32700 Windham	7.1 east of Stanford	38	East
32754 Wayne	4.9 west of Belt	27	East
32758 Fife	7.0 west of Belt	19	East
32763 Bovey's Elevator Spur	13.1 west of Belt	15	East
6th Subdivision			
59050 Merc	2.2 East of Plentywood	78	Both
59079 Navajo	6.5 west of Redstone	18	Both
59089 Madoc	7.4 east of Scobey	24	Both
7th Subdivision			
11080 Kershaw	5.0 west of Fort Benton	104	Both
11085 Tunis	5.6 east of Carter	8	West
11095 Floweree	7.5 east of Portage	37	Both
9th Subdivision			
61506 Cordova	5.7 west of Power	9	Both
61512 Cleiv	17.3 west of Power	23	Both
61520 Flume Spur	0.4 east of Eastham Jct.	13	East
11th Subdivision			
61320 Kingston	1.1 west of Spring Creek Jct.	2	Both
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
Wayside Stations		
Williston	1	Continuous
Snowden	1	Continuous
Bainville	1	Continuous
Plentywood	1	8:00 am-4:00 pm Mon. thru Fri.
Scobey	1	7:00 am-9:00 am 11:30 am-4:00 pm Mon. thru Fri.
Opheim	1	7:00 am-2:30 pm Mon. thru Fri.
Culbertson	1	Continuous
Poplar	1	Continuous
Wolf Point	1	Continuous
Frazer	1	Continuous
Glasgow	1	Continuous
Hinsdale	1	Continuous
Saco	1	Continuous
Malta	1	Continuous
Dodson	1	Continuous
Harlem	1	Continuous
Chinook	1	Continuous
Havre	1	Continuous
Broadview	1	Continuous
Judith Gap	1	Continuous
Stanford	1	Continuous
Big Sandy	1	Continuous
Fort Benton	1	Continuous
Great Falls	1	Continuous
Dutton	1	Continuous
Conrad	1	Continuous
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	Subdivs	Commercial
8-256-4457	Asst. Chief	(406) 256-4457
8-256-4436	1st & 3rd Sub.	(406) 256-4436
8-256-4437	2nd Sub.	(406) 256-4437
8-256-4447	Branch Line	(406) 256-4447

INSTRUCTIONS FOR HANDLING HAZARDOUS MATERIALS

EXCERPTS FROM D.O.T. REGULATIONS

For complete Department of Transportation, regulations applying to railroad operation, refer to tariff BOE 6000-E (for 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.

DOCUMENTATION

§ 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 "RO" 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."

§ 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.

NOTE: COMPASS SPECIAL HANDLING CODES

The following codes shown in the special handling column of the train or switch list indicate loaded, placarded cars containing 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.

(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.

§ 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.

PLACARDING

§ 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.

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.

TRAIN PLACEMENT - SWITCHING RESTRICTIONS FOR PLACARDED CARS

EXPLOSIVES 1	POISON GAS 2	ANY PLACARD	LOADED DOT 113 TANK CARS	              
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NON-FLAMMABLE GAS (toxic)	FLAMMABLE GAS (toxic)	FLAMMABLE (toxic)	COMBUSTIBLE (toxic)
			
1005	1075	1090	1993
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:
				POSITION IN TRAIN RESTRICTIONS					
				Must not be nearer than the sixth car from the engine cab 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.					
				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					
				MUST NOT BE NEXT TO:					
				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					
				SWITCHING RESTRICTIONS					
				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					
				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.					

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 protrudes beyond 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.

§ 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.

IN THE EVENT OF A DERAILMENT OR INCIDENT IN WHICH HAZARDOUS MATERIAL MAY BE INVOLVED:

1. Avoid contact with any released hazardous material, whether liquid, solid or gaseous. Check for injuries and remove injured if safe to do so. Keep public away.
2. Determine status of train and promptly notify dispatcher (yardmaster in terminals). If fire or large vapor cloud is present, move to safety — generally upwind and to higher ground — and determine train's status from there. Take the shipping papers with you. Using waybills, wheel report and emergency response data, identify:
 - portion of train involved;
 - initial and number of cars involved;
 - name, hazard class, UN/NA number of commodities involved in accident;
 - any hazardous materials in proximity of accident;
 - precautions to take, to protect yourself and others.

YOUR ROLE DURING A HAZARDOUS MATERIAL EMERGENCY IS TO DETERMINE THE STATUS OF THE INCIDENT AND COMMUNICATE THAT INFORMATION TO THOSE WHO NEED IT

3. Inform other crew members what material is involved, what hazards may be present and what precautions to take.
4. If safe to do so, inspect the train for damaged or leaking cars of hazardous materials, and advise dispatcher or yardmaster of findings. Approach from upwind if possible, avoiding contact with any spilled material. Be alert for unusual odors, vapor plumes, and liquids or solids on the ground. Do not smoke or use fusees. If Flammable Gases or Liquids have been released, and if it can be safely accomplished, eliminate all sources of ignition.

BE SPECIFIC WHEN REPORTING DAMAGE OR LEAKAGE INFORMATION

Give dispatcher or yardmaster as much information as possible regarding position of cars (upright, on side, parallel to track); any damage to cars (hole in B end, sideswipe, leaking from dome); an estimate of the size and type of leak (20 drips per minute, ½" steady stream, hissing but no plume) and any other pertinent information (fire, wind direction, proximity to waterways).

5. Select a safe location, accessible to arriving emergency response personnel, where conductor or other crew member will meet them with the waybills, consist and emergency response data. Advise dispatcher and all crew members of this location.
6. Cooperate with response personnel. Crew member holding waybills and train consist should remain with senior emergency response official until relieved by a company officer. Do not surrender waybills and consist to anyone other than a company officer.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance from Bismarck	1st Subdiv MAIN LINE STATIONS		Office Code	Rule 8(A)
1,932	03437	194.4	38	10.0	BISMARCK	5.8		TWC ABS
	03444	200.2			A MANDAN	RIKRTY		
		0.0	39	5.8	MANDAN	3.0		
	03447	3.1		8.8	SUNNY	5.5		
6,402	03451	8.3		14.3	LYONS	5.6		
	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	DENEGATE	9.6		
6,455	03491	57.5		53.9	GN GLEN ULLIN	5.5		
6,167	03495	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		
13,291	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		
1,498	03538	104.9		101.3	LEHIGH	4.6		TWC ABS
	03543	109.5		105.9	DX DICKINSON	4.5		
6,096	03548	114.0		110.4	ELAND	5.5		
7,551	03553	119.5		115.9	SOUTH HEART	10.7		
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	13.7		
8,121	03588	155.0		150.9	RIDER	10.9		
10,331	03599	165.8		161.8	SENTINEL BUTTE	8.4		
11,554	03607	174.2		170.2	BEACH	5.7		T
7,506	03613	179.8		175.9	YATES	4.9		
	03618	184.7		180.8	WB WIDBAUX	3.6		
6,327	03621	188.4		184.4	BEAVER HILL	6.3		
7,000	03628	195.5		191.2	HODGES	4.3		
6,730	03634	200.5		196.1	IONA	5.3		
3,958	03644	210.1		205.9	CURRY	5.4		
	03649	215.8		211.3	GI GLENDIVE	BJKRTY		

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 82(A)—

Bismarck—Rule 82(A) does not apply.

Mandan, Dickinson and Glendive—all trains require clearance, except eastward trains at Mandan.

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 89 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 siding: Eland.

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. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—None.

Other Track Side Warning Detector Locations—

New Salem—MP 82.8 South Heart—MP 124.8
Eagle Nest—MP 61.8 Rider—MP 164.3
Richardton—MP 87.9 Yates—MP 178.9

10. TWC—In effect between MP 4.0 and MP 107.9 and between MP 112.1 and MP 213.5 between Mandan and Glendive.

11. Train Location Line-up as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Glendive	2nd Subdiv MAIN LINE STATIONS			Rule 6(A)	
						Office Calls				
		03649	0.0	40	0.0	GI	GLENDIVE	BJKRTY		
	6,362	03656	7.2		7.2		7.2	COLGATE		
		03663	14.8		14.8		7.6	HOYT		
	7,117	03668	19.4		19.5		4.7	MARSH		
	6,272	03678	29.6		29.6		10.1	FALLON		
	7,583	03688	39.2		39.2		9.6	TY TERRY	J	
	6,992	03698	49.3		49.4		10.2	BLATCHFORD		
		03701	52.8		52.8		3.4	BENZ		TWC ABS
	6,382	03708	59.9		59.7		6.9	SHIRLEY		
	6,309	03718	69.8		69.8		10.1	TUSLER		
	5,588	03727	78.6		78.6		8.8	MC MILES CITY		
	6,284	03733	84.1		84.1		5.5	ULMER		
	6,306	03738	90.4		90.3		6.2	HORTON		
	6,997	03747	98.7		98.7		8.4	HATHAWAY		
	6,800	03760	111.3		111.3		12.6	ROSEBUD		
	6,258	03765	116.4		116.4		5.1	FLYNN		
		03772	123.8		123.7		7.3	FY FORSYTH	BKRTY	
		03778	129.7		129.3		5.6	NICHOLS WYE	JRT	
	6,272	03779	130.2		129.6		0.3	NICHOLS		CTC
	11,860	03787	138.5		138.4		8.8	FINCH		
		03795	146.6		146.5		8.1	SARPY JCT.	J	
	6,612	03800	151.2		151.1		4.6	HY HYSHAM		
	6,245	03805	156.5		156.4		5.3	MYERS		
	6,127	03815	166.6		166.5		10.1	BIG HORN		
	7,385	03821	172.3		172.2		5.7	CUSTER		TWC ABS
	6,375	03829	180.8		180.7		8.5	WACO		
	6,195	03838	189.0		188.9		8.2	BULL MOUNTAIN		
	6,313	03843	194.2		194.0		5.1	POMPEY'S PILLAR		
	6,235	03853	204.5	204.3		10.3	WORDEN			
		03858	209.8	209.6		5.3	JONES JCT.	J	CTC	
	12,090	30828	213.1	212.9		3.3	HU HUNTLEY	J		

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.
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.

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

3. Clearance Provisions and Exceptions Rule 82(A)—
Glendive and Forsyth—All trains will require clearance.

Nichols Wye and Sarpy Jct.—Rule 82(A) does not apply.

Huntley—Jones Jct.—Moran Jct.—Rule 82A does not apply for
train movements between Rocky Mountain Ninth Subdivision and
Yellowstone Third Subdivision.

Trains departing Laurel destined Yellowstone Second Subdivision in
addition to obtaining a Rocky Mountain Ninth Subdivision clear-
ance will obtain a Yellowstone Division Second Subdivision clear-
ance. This Second Subdivision clearance will be addressed to C&E
Extra _____ East via Second Subdivision.

Trains departing Forsyth destined Rocky Mountain Ninth Subdivi-
sion in addition to obtaining a Yellowstone Second Subdivision
clearance will obtain a Rocky Mountain Ninth Subdivision clear-
ance. This Ninth Subdivision clearance will be addressed to C&E
Extra _____ West via Ninth Subdivision.

Trains departing Forsyth destined Yellowstone Third Subdivision in
addition to obtaining a Second Subdivision clearance. This Third
Subdivision clearance will be addressed to C&E Extra _____ East
via Third Subdivision.

Trains departing Sheridan destined Yellowstone Division Second
Subdivision in addition to obtaining a Yellowstone Third Subdivi-
sion clearance will obtain a Yellowstone Second Subdivision clear-
ance. This Second Subdivision clearance will be addressed to C&E
Extra _____ East via Second Subdivision.

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

5. 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.

6. Sidings—Freight trains over 100 Tons/OB must not use following
sidings: Fallon, Miles City and Big Horn.

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

8. 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.

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

10. The Following Track Side Warning Detectors Protect
Bridges, Tunnels or Other Structures—None.

Other Track Side Warning 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

11. TWC—In effect between MP 3.0 and MP 122.0 and between CTC
Hysham and CTC Jones Jct.

Trains arriving Terry from the Fourteenth Subdivision will not
occupy siding at Terry until they receive permission from train dis-
patcher or receive their Track Warrant.

When CTC signal at East Hysham indicates proceed into siding it
will be considered authority to occupy the siding in TWC territory
Hysham.

12. In TWC territory train location lineup as prescribed by Maintenance
of Way Rule 35 must be obtained on this Subdivision.

WESTWARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Gillette	3rd Subdiv MAIN LINE STATIONS		Office Calls	Rule 6(A)	EASTWARD
		30596	597.2		0.0	X	GILLETTE	BKRTY		
	8,965	30605	606.4		9.2		ORIVA			
	12,854	30620	621.4		24.2		ECHETA			
	12,587	30630	631.4		34.0		LARIAT			
	12,759	30647	648.0		50.9		KENDRICK			
	11,787	30659	660.5		63.4		CLEARMONT			
	12,744	30670	671.8		74.5		ULM			
	4,555	30678	679.8		82.5		VERONA			
	19,573	30689	690.4		93.0	DU	DUTCH	JT	CTC	
		30697	698.6	4	101.3	SA	SHERIDAN	BKRT		
	3,078	30705	706.3		109.4		KIEWIT			
	3,618	30707	708.1		111.0		KLEENBURN			
	14,333	30713	714.9		117.6		RANCHESTER			
	7,100	30723	724.1		126.8	RK	PARKMAN			
	7,065	30730	731.0		133.6		ABERDEEN			
	6,874	30736	737.1		139.8		WYOLA			
	7,681	30749	750.2		153.0	GT	LODGE GRASS			
	7,001	30759	760.1		162.9		BENTEN			
	7,004	30775	775.0		177.9		DUNMORE			
	6,004	30782	783.8		186.6	FC	HARDIN			
	7,327	30791	792.7		195.5		ROWLEY			
	8,396	30812	813.9		216.8		ANITA			
		30825	825.8		228.7		MORAN JCT.	J		
	5,698	30828	829.3		232.1	HU	HUNTLEY	J		

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

Dispatcher Radio Call-in Code 43 or 44.

1. Speed Restrictions—

Zone—Between

Maximum Speeds Permitted

Hardin—Over Center Street west of depot with locomotive or leading car.....	40 MPH.
Freight trains over 100 Tons/OB without dynamic availability between:	
Parkman and Aberdeen	35 MPH.
Curve between MP 707.9 and MP 708.1	35 MPH.
Ulm and Clearmont	25 MPH.
Clearmont and MP 641.0	30 MPH.
MP 603.0 and Gillette	30 MPH.
Through all turnouts	10 MPH.
Except east and west siding switches through No. 20 turnouts at following locations:	
Oriva, Echeta, Lariat, Kendrick, Clearmont, Ulm, Dutch, Ranchester, Parkman, Aberdeen, Benteen, Dunmore, Rowley, Anita and Moran Jct.	35 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

Kiewit..... Power house lead, beyond R.R. crossing.

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

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

Fort McKenzie spur Bridge 0.48 to end of track

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—

Dutch—Rule 82(A) does not apply.

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

Huntley—Jones Jct.—Moran Jct.—Rule 82A does not apply for train movements between Rocky Mountain Ninth Subdivision and Yellowstone Third Subdivision.

Trains departing Laurel destined Yellowstone Second Subdivision in addition to obtaining a Rocky Mountain Ninth Subdivision clearance will obtain a Yellowstone Division Second Subdivision clearance. This Second Subdivision clearance will be addressed to C&E Extra _____ East via Second Subdivision.

Trains departing Forsyth destined Rocky Mountain Ninth Subdivision in addition to obtaining a Yellowstone Second Subdivision clearance will obtain a Rocky Mountain Ninth Subdivision clearance. This Ninth Subdivision clearance will be addressed to C&E Extra _____ West via Ninth Subdivision.

Trains departing Forsyth destined Yellowstone Third Subdivision in addition to obtaining a Second Subdivision clearance will obtain a Yellowstone Third Subdivision clearance. This Third Subdivision clearance will be addressed to C&E Extra _____ East via Third Subdivision.

Trains departing Sheridan destined Yellowstone Division Second Subdivision in addition to obtaining a Yellowstone Third Subdivision clearance will obtain a Yellowstone Second Subdivision clearance. This Second Subdivision clearance will be addressed to C&E Extra _____ East via Second Subdivision.

5. Rule 99—Flagging distance against westbound trains is as follows:

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

Flagging distance against eastbound trains is 2.2 miles.

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

7. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—None.

Other Track Side Warning Detector Locations—

Oriva—	MP 602.4	Aberdeen—	MP 736.3
Lariat—	MP 627.3	Benteen—	MP 757.9
Kendrick—	MP 653.6	Hardin—	MP 785.9
Verona—	MP 681.9	Anita—	MP 807.5
Kleenburn—	MP 710.5		

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

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

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Between Mandan and Flasher

MP 0.0 to MP 3.9	25 MPH.
MP 3.9 to MP 4.4	5 MPH.
MP 4.4 to MP 14.3	25 MPH.
MP 14.3 to MP 15.0	10 MPH.
MP 15 to MP 35	25 MPH.
MP 35 to MP 36	10 MPH.
MP 36 to MP 42.7	25 MPH.

Between Flasher and Mott

MP 34.4 to MP 67.8	10 MPH.
MP 67.8 to MP 68.4	5 MPH.
MP 68.4 to MP 91.1	10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—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.

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Mandan	5th Subdiv BRANCH LINE STATIONS		
						Office Calls	Rule 6(A)	
		03444	0.0	303	0.0	A MANDAN	BJKRTY	ABS
					21.2	PRICE		
4,696	85420	20.1			28.1	SANGER		
1,678	85427	27.0			35.9	HENSLER		
4,693	85435	34.8			48.6	GLENHAROLD		
	85447	47.2			53.5	STANTON		
3,697	85452	52.4			65.4	HAZEN		
9,135	85465	64.4			73.6	BH BEULAH	RY	
2,253	85473	72.6			80.5	Z ZAP	Y	
	85480	80.5						

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 80.5 30 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.

3. Train Register Exception—

Beulah—Trains originating or terminating will register.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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

MP 0.0 to MP 80.5 is 1.5 miles.

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.

10. Antelope—Valley Spur Track GPGA Plant scale on west end No. 1 Track must not be crossed by locomotives.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Glendive	7th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	03649	0.0	366	0.0	GI GLENDIVE BJKRTY	
1,631	85835	33.7		35.0	SAVAGE	
1,589	85836	34.9		36.2	CECIL JCT.	
	59225	53.9		55.2	SY SIDNEY BKRTY	
	59215	64.4		65.7	FA FAIRVIEW JTY	
12,267	01063	78.6		80.0	SNOWDEN JT	

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

Dispatcher Call-in Code 15 or 16.

8th Subdivision does not exist.

- Speed Restrictions—Zone—Between** Maximum Speeds Permitted
 Glendive and Savage (MP 34.0) 25 MPH.
 Savage (MP 34.0) and MP 53.0 45 MPH.
 MP 53.0 and Snowden 30 MPH.
 Sidney over main street and third street N.E. crossings 15 MPH.
 Item 1A, All Subdivisions, applies.

- 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.

- Train Register Exceptions—None.**

- Clearance Provisions and Exceptions Rule 82(A)—**

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

- Rule 99**—Flagging distance is 1.5 miles.

- Glendive**—A train or engine must get permission from Glendive Yard before entering the Second Subdivision, observing Rules 317 and 93.

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

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

- Speed Restrictions—Zone—Between** Maximum Speeds Permitted
 Fairview and Watford City 10 MPH.

MP 0.0 to MP 36.6 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.

- 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.

- Train Register Exceptions—None.**

- Clearance Provisions and Exceptions Rule 82(A)—**

Fairview—Eastward trains originating Rule 82(A) does not apply.

- Rule 99**—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.0 miles.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Glendive	10th Subdiv BRANCH LINE STATIONS	
					Office Calls	Rule 6(A)
	03649	0.0	312	0.0	GI GLENDIVE BJKRTY	
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.

- 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.

- Bridge, Engine and Heavy Car Restrictions—**

Item 5d not permitted.

Locomotives in Groups G, H and I not permitted.

- Train Register Exceptions—None.**

- Clearance Provisions and Exceptions Rule 82(A)—None.**

- Rule 99**—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.5 miles.

- Sidney Branch Junction**—Normal position of switch is for Seventh Subdivision.

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

BN Radio Channel No. 1 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 82(A)—None.

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.

9. TWC—In effect between Nichols Wye and MP 27 and between MP 33 and MP 38.

When the Loop Track at Big Sky is occupied by an eastbound train, the westbound train will take siding.

Trains on the Loop Track, Colstrip ready to depart will not leave the Loop Track until they receive their Track Warrant that applies at MP 27. Eastbound Big Sky trains and trains from the storage tracks within the yard limits at Colstrip will obtain their Track Warrant that applies at MP 27 before blocking any crossings.

10. Train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

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

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

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

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

Train speed while loading will be 0.5 MPH.

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

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

5. Rule 99—Flagging distance is 2.0 miles.

6. 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.

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

8. TWC—In effect between Sarpy Jct. and MP 33.

When the Loop Track at Kuehn is occupied by an eastbound train the westbound train will take siding.

9. Train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Dutch	13th Subdiv BRANCH LINE STATIONS		Rule 6(A)	
						Office Calls			
		30689	0.0		0.0		DU DUTCH	JT	
			14.7				14.7		CTC
	6,660	33218	14.7		14.7		DK DECKER	RY	
		33228	22.6		22.6		NERCO		TWC

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

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

Dutch and Nerco.....	30 MPH.
Over Countant Creek Switch.....	20 MPH.
Speed around Loop Track Decker.....	10 MPH.
Speed around Loop Track East Decker.....	5 MPH.
Speed around Loop Track Nerco.....	5 MPH.

Train speed while loading will be 0.5 MPH.

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

3. Train Register Exceptions—

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

4. Clearance Provisions and Exceptions Rule 82(A)—

Dutch and Decker—Rule 82(A) does not apply.

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

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

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

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

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

Nerco—The Loop Track has the capacity to hold two coal trains, and the normal position for the Loop Track Switch is for an 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.

7. **TWC**—In effect between MP 16.0 and MP 22.6.

8. In TWC territory train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

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

Maximum Speeds Permitted

Mobridge and Terry	40 MPH.
Hettinger MP 927.5 and MP 928	20 MPH.

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

3. **Train Register Exceptions**—

Mobridge and Terry—Trains originating or terminating will register.

4. **Clearance Provisions and Exceptions Rule 82(A)**—

Mobridge—Rule 82(A) 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. **Between Terry and Mobridge**—All spring switches must be hand operated.

11. **Rule 350(B)**—

Following switches are not equipped with electric locks:

Mahto
Walker
McIntosh—short siding north side.
Lemon—short siding north side.
Haynes

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

13. **TWC**—In effect between Hettinger MP 930.0 and Terry.

14. **Terry**—Trains arriving Terry from the Fourteenth Subdivision will not occupy the siding at Terry until they receive permission from the train dispatcher or receive their Track Warrant.

15. In TWC territory train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained of this Subdivision.

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

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

Dispatcher Radio Call-In Code 25 or 26.

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
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
2nd Subdivision			
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
3rd Subdivision			
30640 Arvada	7.1 east of Kendrick	22	East
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
5th Subdivision			
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
7th Subdivision			
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
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 Ridgelaun	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
9th Subdivision			
59301 Hardy Beet Track	1.4 east of Fairview	59	Both
59324 Rawson	4.8 east of Alexander	30	Both
10th Subdivision			
85907 Western Gravel Co.	8.3 west of Glendive	20	Both
85933 Rimroad	8.6 west of Lindsay	18	Both
11th Subdivision			
86015 Dowlin	2.5 east of Moon	14	East
86036 Nitrate Spur	0.3 east of Big Sky	3	West
12th Subdivision			
03911 Mike	6.9 east of Bob	7	East
03927 Walt	9.1 west of Bob	7	East
13th Subdivision			
33207 Countant Creek	6.8 west of Dutch	7	East
14th Subdivision			
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

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	
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	Subdivs	Commercial
8-256-4434	Asst. Chief	(406) 256-4434
8-256-4443	1st	(406) 256-4443
8-256-4446	2nd, 11th & 12th Subs	(406) 256-4446
8-256-4445	3rd, 4th, 5th, 7th, 9th, 10th, 13th and 14th 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
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	

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Laurel	1st Subdiv MAIN LINE STATIONS				
						Office Calls		Rule 6(A)		
		30855	14.9	41	0.0	2MT	KD	LAUREL	J	CTC
		30859	17.7		4.2		SPURLING			
9,247	30872	32.3	17.3		RAPIOS					
9,376	30880	40.3	25.4		CO		COLUMBUS			
8,587	30889	47.4	33.8		CRAVER					
9,679	30897	56.8	42.1		REED POINT					
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					
10,466	30956	115.3	100.5	VS	LIVINGSTON	BKRTY	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 108.7 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.
Signal 58.4 50 MPH. 40 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.

4. Clearance Provisions and Exceptions Rule 82(A)—

Laurel—Rule 82(A) 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. The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—None.

Other Track Side Warning Detector Locations—

Rapids—MP 36.1
Quebec—MP 66.6
Carney—MP 86.8

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Living- ston	2nd Subdiv MAIN LINE STATIONS				EAST WARD
						Office Calls		Rule 6(A)		
41	8,632	30956	115.3		0.0	VS	LIVINGSTON	BKRTY	ABS	
	8,920	30968	127.1		11.9		MUIR			
	9,443	30970	128.5		13.1		WEST END			
	10,166	30981	140.4		24.8	BZ	BOZEMAN	T		
	6,899	30991	149.8		34.3	BR	BELGRADE			
	3,653	31000	159.3		43.7		MANHATTAN	J		
	7,757	31005	164.8		49.0		LOGAN	J	CTC	
	4,943	31011	170.5		54.9	RT	TRIDENT			
	6,894	31020	178.9		63.2		CLARKSTON			
	5,419	31035	194.2		78.5		TOSTON			
	7,086	31046	205.2		89.6	TN	TOWNSEND	T		
	7,028	31059	218.1		102.6		WINSTON			
	7,958	31068	227.4	111.8		LOUISVILLE				
	3,452	31075	234.0	118.3	JN	EAST HELENA	J			
			238.4							
	6,660	31079	0.0	122.7	HY	HELENA	BJKRTY	ABS		
	42		31084	5.0		127.9	2MT	TOBIN		
		6,825	31092	13.0		135.7		AUSTIN		
			31098	18.4		141.4		SKYLINE		
		7,951	31100	20.5		143.4		BLOSSBURG	T	
9,468		31108	28.9	151.8			ELLISTON			
6,213		31117	37.7	160.5			AVON			
7,749		31130	50.5	173.7		GR	GARRISON	JKT		
14,660		31134	54.7	177.5			PHOSPHATE			
10,669		31142	62.6	185.4			JENS			
10,638		31150	70.7	193.5		D	DRUMMOND	JT		
14,103		31160	81.1	203.9			BEARMOUTH			
9,358		31168	88.7	211.5			NIMROD			
11,114		31182	102.5	225.4			CLINTON			
14,250		31192	113.2	236.0		BN	BONNER			
		31198	119.3	242.1		2MT	MA	MISSOULA	BJKRTXY	ABS

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

Dispatcher Radio Call-In Code 31 or 32 Livingston to Helena, 51 or 52 Helena to Missoula.

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

3. Train Register Exceptions—None.

1. Speed Restrictions— Zone—Between

Maximum Speeds Permitted Up to 100 Over 100 Tons/OB 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.
MP 7.1 and MP 10.0 between Tobin and Austin		
Ascending	35 MPH.	35 MPH.
Descending	35 MPH.	35 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 67.3	55 MPH.	
Head end of Eastward Trains:		
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.
Through Mullan tunnel	25 MPH.	20 MPH.
Trains descending mountain grades		20 MPH.
Westbound trains between Blossburg and Elliston		30 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, Blossburg, Avon, east switch Muir, 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 82(A)—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—Hopper will not clear man on side of car.

Locomotives in groups A through I are permitted to operate on the Loading Track from the siding switch to but not under the loading tipple.

Locomotives in groups A through E may operate entire length of Loading Track.

Phosphate Lower Yard—No clearance at loading dock.

7. Rule 350(B)—

Following switches are not equipped with electric locks:

Stanley Spur—	800 feet west of MP 183.0
Gold Creek Spur—	1,200 feet west of MP 58.0
Bonita Spur—	2,200 feet west of MP 95.0
Avon House Track—	4,250 feet west of MP 37.0

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 2 to freight yard will be made through crossover at MP 1.0 west end of yard.

On Crossover between South Main and old GN Main at Benton Avenue engine must stop before occupying crossing and movement protected by man on crossing.

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.

Manned Helper Operation**Mixed Freight Operation**

Not more than 24 powered axles can be used in helper service, or, in head consist when helpers are being used. When more than 12 powered axles are being used in helper service, helpers must be cut in train ahead of trailing tonnage.

Unit Coal Train Operation

Unit coal trains equipped entirely with type E or F couplers cast in Grade E steel, may have head end consist of 36 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

Unit Grain Train Operation

Unit grain trains may have head end consist of 30 powered axles maximum. Helpers will be cut in train in accordance with tonnage ratings.

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.

Trailing tonnage restrictions are as follows:

Between Livingston and Bozeman—When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 6200, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 9500 trailing tons.

Between Helena and Elliston—Westbound—When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 4500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8150 tons.

Between Elliston and Helena—Eastbound—When all locomotive power is operated at head end of train on ascending grade, trailing tonnage must not exceed 7500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 12,000 trailing tons.

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 241 on signals involved. Switching operations can be carried on continuously while signals are displaying an aspect per Rule 241. A member of the crew must promptly inform the train dispatcher at Billings when switching operations have been completed. When an aspect per Rule 242 is displayed the track between the interlocking signals must be cleared immediately and the Billings train dispatcher contacted for further instructions.

11. **Handling 80 Feet 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**—In effect between MP 235.6 and MP 0.2. There are two main tracks with CTC in effect between MP 0.2 and MP 5.1.

Two main tracks with ABS 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. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures**—None.

Other Track Side Warning Detector Locations

Belgrade— MP 154.0
Trident— MP 174.5
Toston— MP 199.8

Elliston— MP 33.0
Jens— MP 64.6
Nimrod— MP 94.3

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From DeSmet	3rd Subdiv MAIN LINE STATIONS		T E A S T WARD
						Office Calls	Rule 6(A)	
	934	31205	0.0		0.0	2MT	DE SMET	JY
	2,161	31216	10.6		10.6		EVARO	
		31226	21.1		21.1		ARLEE	
		31236	30.8	43	30.8		RAVALLI	TWC
	4,489	31243	37.9		37.9		DIXON	JT
		31257	51.6		51.6		PERMA	
		31269	64.2		64.2	PD	PARADISE	BJKTY TWC ABS

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

Dispatcher Radio Call-in Code 51 or 52.

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Up to 100 Tons/OB	Over 100 Tons/OB
DeSmet and Paradise.....	40 MPH.	40 MPH.
One mile West of DeSmet and Evaro		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Evaro and MP 19.0 (East of Arlee)		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
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—None

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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 Feet 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.

9. ABS—In effect between MP 59.6 and MP 64.2.

10. TWC—In effect between MP 1.0 and MP 63.0.

11. Train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

WEST BOUND	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Logan	4th Subdiv MAIN LINE STATIONS		Rule 6(A)
						Office Calls		
	7,757	31005	0.0		0.0		LOGAN	JY
							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	
	3,562	86919	19.4	326	19.2		SAPPINGTON	J
							19.1	
	6,001	86938	38.5		38.3	WH	WHITEHALL	JTY
							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	60.7		60.5		HOMESTEAK	
							9.9	
			70.6					
	4,851	86971	0.0		70.4	BY	BUTTE	BKRTY
							7.0	
	3,732	86979	7.0	327	77.4	SB	SILVER BOW	ABJRTY
							18.2	
	2,354	86998	25.2		95.6		WARM SPRINGS	
							15.3	
		87015	40.5		110.9	DE	DEER LODGE	
							11.0	
	7,749	31130	51.1		121.9	GR	GARRISON	JKRTY

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

Logan and Garrison	49 MPH.	40 MPH.
MP 40.0 to MP 68.0 between Whitehall and Butte	10 MPH.	10 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.

MP 40.0 to MP 68.0 between Whitehall and Butte 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). Track cannot be used without inspection prior to use.

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—

Garrison and Logan—Trains will register when directed by train order.

4. Clearance Provisions and Exceptions Rule 82(A)—

Logan—Rule 82(A) does not apply. Trains entering Fourth Subdivision at Logan will receive their clearance at Livingston, Bozeman, Manhattan or Trident.

Garrison—Rule 82(A) does not apply. Trains entering Fourth Subdivision at Garrison will receive their clearance at Missoula, Drummond, Helena or Garrison.

Sappington and Whitehall—Rule 82(A) does not apply.

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

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

Flagging distance against eastbound trains is:

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

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

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

8. **Mountain Grade Operations—**

Air Brake and Train Handling Rules apply for mountain grade operations between four (4) miles west of Whitehall and MP 68.9. Ruling grade descending: east 2.2%, west 2.2%.

9. **Handling 80 Feet or Longer Cars—**

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

Between Whitehall and Butte—

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

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

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

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

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

10. **TWC**—In effect between MP 2.0 and MP 6.0 and between MP 8.0 and MP 50.0 between Butte and Garrison.

11. In TWC territory train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Missoula	5th Subdiv MAIN LINE STATIONS				Office Calls	Rule 6(A)	1 EASTWARD
					MA	MISSOULA	BJKRTXY	ABS			
	31198	119.3		0.0	2MT	6.6					
	31205	125.9		6.6		DE SMET		J			CTC
5,025	87606	132.2		11.8		SCHILLING					
11,895	87610	136.6		16.3		FRENCHTOWN					
6,319	87624	150.8		30.5		LOTHROP					
4,812	87634	161.2	42	40.9		CYR					
8,649	87641	167.6		47.3		RIVULET					
6,548	87649	176.2		55.8		WESTFALL					
8,698	87657	183.6		63.3	QN	SUPERIOR					TWC ABS
4,184	87662	188.8		68.5		SPRING GULCH					
4,105	87670	197.2		76.9		ST. REGIS					
5,408	87675	201.9		81.6		TOOLE					
6,197	87687	214.2		93.9		QUINNS					
		219.2									
	31269	0.0		98.9	PD	PARADISE		BJKRTY			
11,440	31275	6.0		104.9		PLAINS					
11,355	31290	20.5		119.4		EDDY					
11,665	31301	31.5		130.4	FN	THOMPSON FALLS					
8,022	31316	46.4	44	145.3		CHILDS					
	31323	54.0		152.8		TROUT CREEK					
9,801	31331	61.6		160.4		TUSCOR					
11,121	31342	72.5		171.3		NOXON					
11,321	31349	80.1		178.9		HERON					
12,347	31360	91.1		189.8		COLBY					CTC
8,900	31372	103.5		202.0		HOPE					
8,425	31386	115.9				KOOTENAI					
		0.0	45	215.8		KOOTENAI					
7,176	01803	2.1		216.7		SANDPOINT SIDING					
	01798	2.9		217.3		SANDPOINT JCT.		J			

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

Dispatcher Radio Call-in Code 51 or 52.

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

The following head end restrictions are in effect:

Head End of Westward Trains:

Signal 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.	

ROCKY MOUNTAIN DIVISION

- | | Up to 100
Tons O/B | Over 100
Tons O/B |
|--|-----------------------|----------------------|
| Signal 190.0..... | 35 MPH. | 30 MPH. |
| Signal 171.4..... | 55 MPH. | |
| Signal 169.2..... | 35 MPH. | 30 MPH. |
| Schilling and Champion International
Plant..... | 10 MPH. | 10 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.
 3. **Train Register Exceptions—**
Paradise—Trains originating or terminating will register.
 4. **Clearance Provisions and Exceptions Rule 82(A)—**
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. **Paradise—**Fifty foot log flats of the BN 640,000 series will not clear man on side of car on adjacent tracks.
 7. **Missoula—**Main 2 (South Main) is designated as yard track between MP 118.9 and MP 120.8.
Main 1 (North Main) is designated as yard track between MP 118.9 and MP 121.4.
ABS in effect on Main 2 (South Main) between MP 120.8 and MP 122.6.
Main 2 (South Main) is designated as single main track between MP 121.4 and MP 122.8.
Two main tracks with CTC in effect between MP 122.8 and DeSmet.
CTC in effect on single main track, Main 2 (South Main) between MP 122.6 and MP 122.8.
 8. **Between Kootenai and Sandpoint Jct., MP 0.0 and MP 2.9**
—Supervised and maintained by Superintendent Spokane.
 9. **The Following Track Side Warning Detectors Protect Bridges, Tunnels or Other Structures—None.**
Other Track Side Warning 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
Kootenai—MP 111.8
 10. **TWC—**In effect between CTC Frenchtown and MP 218.0.
 11. In TWC territory train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Casper	6th Subdiv MAIN LINE STATIONS		
					Office Calls	Rule 8(A)	
	32236	202.2		0.0	CS	CASPER	BKRTY
						11.1	
5,726	32247	213.0		11.1		BISHOP	
						4.3	
	32251	217.6		15.4		ILLCO	JR
						6.3	
4,100	32257	223.9		21.7		BUCKNUM	
						17.6	
5,661	32275	241.5		39.3		POWDER RIVER	
						10.7	
3,616	32286	252.5		50.0		LOX	
						8.3	
4,650	32294	260.4		58.3		ARMINTO	T
						13.5	
3,660	32307	273.8		71.8		MADDEN	
						10.1	
4,249	32318	284.1		81.9		LYSITE	
						7.1	
3,928	32325	290.4		89.0		GATE	
						13.4	
	32338	303.9		102.4		SHOBON	JRY
						0.5	
6,884	32339	304.0		102.9		BONNEVILLE	RTY
						10.8	
5,027	32349	314.7		113.7		PIPER	
						8.0	
4,345	32358	323.2		121.7		DORNICK	
						8.7	
2,687	32366	331.7		130.4		MINNESELA	
						4.4	
4,750	32370	336.0		134.8		THERMOPOLIS	
						7.1	
3,290	32377	343.1		141.9		LUCERNE	
						4.9	
3,622	32382	348.0		146.8		KIRBY	T
						5.5	
2,117	32388	353.6	5	152.3		CHATHAM	
						6.3	
3,650	32394	359.9		158.6		PULLIAM	
						8.5	
3,516	32403	368.4		167.1		WORLAND	
						7.8	
1,082	32411	376.7		174.9		DURKEE	
						11.1	
3,464	32422	387.2		186.0		MANDERSON	
						8.9	
3,078	32431	396.2		194.9		BASIN	
						7.8	
2,534	32438	403.9		202.7	B	GREYBULL	BKRTY
						11.5	
4,192	32450	415.3		214.2		SPENCE	
						6.6	
3,696	32456	422.0		220.8		HIMES	
						9.8	
3,654	32466	431.7		230.6		KANE	
						9.9	
4,894	32476	441.7		240.5		LOVELL	
						5.4	
4,440	32481	447.2		245.9		COWLEY	
						5.8	
4,075	32487	452.9		251.7		DEAVER	
						6.3	
4,780	32493	458.9		258.0		FRANNIE	JRTY
						6.1	
2,033	32500	465.2		264.1		WARREN	
						10.8	
5,613	32511	476.1		274.9		WADE	
						10.7	
2,323	32521	486.8		285.6		EAST BRIDGER	
						6.9	
5,000	32528	493.7		292.5		FROMBERG	
						5.9	
3,152	32534	499.6		298.4		EDGAR	
						6.5	
5,291	32541	506.1		304.9		SILESIA	
						5.1	
4,345	32546	511.2		310.0		MASON	
						4.4	
	30855	515.6		314.4	KD	LAUREL	JY

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

Dispatcher Radio Call-In Code 51 or 52 in service on this Subdivision.

7th Subdivision does not exist.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Frannie	8th Subdiv BRANCH LINE STATIONS	
						Office Calls	Rule 6(A)
	4,780	32493	0.8		0.0	FRANNIE	JRTY
	1,035	86509	9.6		9.6	MANTUA	
	1,668	86514	14.5		14.5	GARLAND	
	1,742	86519	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	
		86542	42.7		42.4	CODY	BKRTY

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

1. Speed Restrictions— Zone—Between Maximum Speeds Permitted

Casper and Laurel Sixth Subdivision	49 MPH.
Eastward trains approaching MP 204.8	25 MPH.
MP 224 to MP 370	30 MPH.
MP 392.0 to MP 413.6	30 MPH.
MP 413.6 to MP 414.2	25 MPH.
MP 414.2 to MP 415.3	30 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	30 MPH.
MP 465.2 to MP 491.0	30 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.
All sidings, both subdivisions	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—Siding.
O'Donnell—Siding.

3. Train Register Exceptions—

Illco, Shobon and Bonneville—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 82(A)—

Frannie—Unless otherwise provided, Rule 82(A) 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.
Bonneville—On east leg of wye track there is **no clearance** for man on side of car at sulphur loading facility. Watch out for winch and car moving cable between north side of rail and section building at this location.
Bucknum—Bentonite Loading Dock will not clear man on side of car.

7. Train Order Form F Example (3)—May be used on 6th Subdivision.

WEST WARD	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Huntley	9th Subdiv MAIN LINE STATIONS	
						Office Calls	Rule 6(A)
	12,090	30828	213.1		0.0	HU HUNTLEY	J
		30837	221.8	40	8.6	EAST BILLINGS	CTC
		30841	225.9				
		30841	0.0		12.3	DT BG BILLINGS	BKRTXY
		30852	11.4	41	24.4	2MT MOSSMAIN	JXY
		30855	13.8		26.3	KD LAUREL YARD	BJKRTX
						LAUREL	CTC

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

Dispatcher Radio Call-In Code 43 or 44.

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

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

4. Clearance Provisions and Exceptions Rule 82(A)—

Mossmain—Rule 82(A) does not apply.

Huntley—Jones Jct.—Moran Jct.—Rule 82A does not apply for train movements between Rocky Mountain Ninth Subdivision and Yellowstone Third Subdivision.

Trains departing Laurel destined Yellowstone Second Subdivision in addition to obtaining a Rocky Mountain Ninth Subdivision clearance will obtain a Yellowstone Division Second Subdivision clearance. This Second Subdivision clearance will be addressed to C&E Extra _____ East via Second Subdivision.

Trains departing Forsyth destined Rocky Mountain Ninth Subdivision in addition to obtaining a Yellowstone Second Subdivision clearance will obtain a Rocky Mountain Ninth Subdivision clearance. This Ninth Subdivision clearance will be addressed to C&E Extra _____ West via Ninth Subdivision.

ROCKY MOUNTAIN DIVISION

Trains departing Forsyth destined Yellowstone Third Subdivision in addition to obtaining a Second Subdivision clearance will obtain a Yellowstone Third Subdivision clearance. This Third Subdivision clearance will be addressed to C&E Extra _____ East via Third Subdivision.

Trains departing Sheridan destined Yellowstone Division Second Subdivision in addition to obtaining a Yellowstone Third Subdivision clearance will obtain a Yellowstone Second Subdivision clearance. This Second Subdivision clearance will be addressed to C&E Extra _____ East via Second Subdivision.

5. **Rule 99**—When flagging is required, flagging distance is 2.0 miles.
6. **Rule 350(B)**—Following switches are not equipped with electric locks:
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.
 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. **Billings**—Eastward advance warning sign located at east switch of eastward auxiliary track is 2209 feet in advance of reduce speed sign.
10. **Mossmain**—Trains entering the Ninth 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 99 applies.
11. **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.

10th Subdivision does not exist.

11th Subdivision does not exist.

12th Subdivision does not exist.

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

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

WEST WARD							14th Subdiv BRANCH LINE STATIONS			EAST WARD
	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Whitehall	Office Calls	Rule 6(A)			
	6,001	86938	0.0	339	0.0	WH	WHITEHALL	JT		
	1,131	87226	26.1		26.1	TWIN BRIDGES				
	1,442	87235	35.3		35.3	SHERIDAN				
861	87245	45.6	45.6		AD	ALDER	T			

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

WESTWARD ↓						15th Subdiv BRANCH LINE STATIONS			↑ EASTWARD
	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Great Falls	Office Calls	Rule 6(A)		
		32777	115.6	336	0.0	GR	GREAT FALLS	BJKRTY	
	2,213	11133	129.8		14.2		14.2		
	2,271	11148	144.3		28.7		ULM		
						14.5			
	1,854	11156	152.5		36.9		CASCADE		
						8.2			
	2,208	11164	160.1		44.5		HARDY		
						7.6			
	6,100	11171	167.2		51.6		MID CANON		
					7.1				
	2,488	11179	175.1	59.7		CRAIG			
				8.1					
2,276	11188	184.4	68.8		WOLF CREEK				
						9.1			
5,112	11200	196.5	80.9		SIEBEN				
						12.1			
			42			SILVER CITY			
		211.0					14.5		
	31082	2.7		95.4		HELENA JCT.	J		
2,160	31079	0.0		98.1	HY	HELENA	BJKRTY		
						ABS			

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

Dispatcher Radio Call-in Code 51 or 52 in service on this Subdivision.

WEST WARD ↓	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Drummond	16th Subdiv BRANCH LINE STATIONS			Office Calls	Rule 6(A)
	10,638	31150	0.0	340	0.0	D	DRUMMOND	JT		
	835	87406	6.1		6.1		HALL			
		87410	10.3		10.4		ELEPHANT			
	450	87415	15.2		15.2		MAXVILLE			
		87426	26.0		26.0		PHILIPSBURG	T		

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

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

	Maximum Speeds Permitted
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.

Thirteenth and Sixteenth Subdivisions have 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). Track cannot be used without inspection prior to use.

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.

Fourteenth Subdivision: Locomotives in Groups G, H and I not permitted.

Sixteenth Subdivision: Locomotives in Group I not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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

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:

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.

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

8. Handling 80 Feet 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	Length of Siding in Feet	Station Numbers	Mile Post Location	Line Segment	Distance From Dixon	18th Subdiv BRANCH LINE STATIONS		T E A S T W A R D
						Office Calls	Rule 6(A)	
	4,489	31243	0.0	334	0.0	DIXON	JT	
	2,382	87813	13.0		13.0	CHARLO		
	1,875	87820	19.9		19.9	RN RONAN		TWC
	1,495	87825	25.0		25.0	PABLO		
		87826	25.6		25.6	DUNHAM		
		87833	33.4		33.4	S POLSON	T	

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.

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.

Eighteenth Subdivision: Locomotives in Group I not permitted.

3. Train Register Exceptions—None.

4. Clearance Provisions and Exceptions Rule 82(A)—None.

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

Seventeenth Subdivision—Flagging distance is 1.5 miles.

Eighteenth Subdivision—Flagging distance against westbound trains is:

MP 33.0 to MP 30.05 miles
MP 30.0 to MP 0.0	1.0 miles

Flagging distance against eastbound trains is:

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

6. Mountain Grade Operation—

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

Dixon and Polson MP 30.0-MP 33.0.

Ruling grade descending West 2.0%.

7. TWC—In effect between Dixon and Polson.

8. Train location lineup as prescribed by Maintenance of Way Rule 35 must be obtained on this Subdivision.

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

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

INDUSTRIAL TRACKS AND OTHER TRACKS NOT SHOWN AS STATIONS IN TIMETABLE

Name	Miles—Location	Capacity Cars	Switch Opens
1st Subdivision			
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	9.5 west of Elton	16	East
30953 Burkland Lbr. Co. Spur	10.1 west of Elton	3	East
2nd Subdivision			
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
31174 Bonita	6.7 west of Nimrod	20	East
31186 McQuarrie	3.7 west of Clinton	150	Both
4th Subdivision			
86955 Welch	4.3 west of Spire Rock	18	West
86965 Skones	4.7 west of Homestake	18	East
5th Subdivision			
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	20	West
31296 Woodlin Pit	7.2 west of Eddy	58	West
31297 Woodlin	7.5 west of Eddy	66	Both
31300 Brownman	2.3 west of Woodlin	30	West
31362 Clark Fork	2.6 west of Colby	47	Both
6th Subdivision			
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
8th Subdivision			
85722 O'Donnell	2.5 west of Powell	17	Both
9th Subdivision			
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
15th Subdivision			
11180 Wolf Creek Quarry	1.1 west of Wolf Creek	18	West
17th Subdivision			
87526 Bass	3.5 east of Stevensville	6	East
18th Subdivision			
87831 Dupuis	2.1 east of Polson	16	East

ROCKY MOUNTAIN DIVISION

Base Stations	Channel	Hours in Operation
Billings Disprs. Office	2	Continuous
Wayside Stations		
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

Base Stations	Channel	Hours in Operation
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	Subdivs	Commercial
8-256-4433	Asst. Chief	(406) 256-4433
8-256-4438	1st, 2nd Sub (Liv-Helena)	(406) 256-4438
8-256-4442	2nd, (Helena-Missoula), 3rd, 5th Branch Line	(406) 256-4442
8-256-4447		(406) 256-4447

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	
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

BALLAST PITS

Line Segment	Yard	Limits
719	McQuarrie	
720	Warren	
722	Wolf Creek	

LEGEND

ROCKY MOUNTAIN DIVISION.....R-1
MONTANA DIVISION.....M-1
YELLOWSTONE DIVISION.....Y-1

FOR INFORMATION PURPOSES ONLY

JANUARY 1986

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

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

SPEED TABLE

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

**MAINTENANCE OF WAY
CONDITIONAL STOP**

(Form Y Train Order)

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

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

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

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

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

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