

# **BURLINGTON NORTHERN INC.**

## **BILLINGS REGION**

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**MONTANA, YELLOWSTONE AND  
ROCKY MOUNTAIN DIVISIONS**

### **Special Instructions No. 2**

**IN EFFECT AT 2:00 A.M.**

**CENTRAL STANDARD TIME — JAMESTOWN-MANDAN**

**MOUNTAIN STANDARD TIME — MANDAN-PARADISE-  
BAINVILLE-CONKELLY**

**PACIFIC STANDARD TIME — PARADISE-KOOTENAI**

**Sunday, October 25, 1970**

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**Asst. Vice President  
Transportation**

**H. J. SURLES**

**Superintendent  
Montana Division**

**D. S. NELSON**

**Asst. Vice President  
Operations**

**W. R. SHANNON**

**Superintendent  
Yellowstone Division**

**S. A. ANDERSON**

**Superintendent  
Rocky Mountain Division  
J. G. MELONAS**

# ALL SUBDIVISIONS

## Speed Restrictions—

## Maximum Speeds Permitted

Passenger trains .....	79 MPH.
Freight trains .....	65 MPH.
Handling phosphate in open cars.....	50 MPH.

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.

All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise..... 12 MPH.

Engines running light or with caboose only 50 MPH unless otherwise provided.

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

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated, until it is positively known that such movement can be made safely.

## 2. Movement of engines dead in trains—

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

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

## Diesel Units not equipped with Alignment Control Devices:

1 through 4, 7, 11, 77 through 88, 91, through 101, 106 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 428, 429, 450 through 585, 588 through 595, 900 through 923, 934 through 940, 950, 952, 953, 986 through 995, 1625, 1629 through 1632, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4192.

## Diesel Units equipped with Coupler Alignment Lock Blocks:

1556, through 1623, 1626 through 1628, 1636 through 1643, 1700 through 1760, 1840 through 1972, 4000 through 4002, 4050 through 4069, 6000 through 6059, 6100 through 6206.

All other Diesel units are equipped with alignment control couplers.

## Maximum Speed Diesel Units Dead In Tow—

30 MPH—1 through 4, 100.

50 MPH—7, 11, 77 through 88, 91 through 99, 115 through 134, 137 through 142, 146 through 148, 160 through 161, 167 through 169, 229 through 250, 401 through 404, 408 through 410, 412, 413, 415, 417, 419, 421, 422, 424, 425, 427, 450 through 545, 586, 593 through 595, 798, 799, 900 through 923, 934 through 940, 950.

60 MPH—107 through 114, 156 through 159, 170 through 228, 429, 588 through 592, 952, 953.

65 MPH—101, 106, 135, 136, 143 through 145, 149 through 155, 162 through 166, 300 through 309, 428, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620 through 622, 624 through 626, 628 through 630, 632 through 634, 636 through 638, 640 through 642, 644 through 646, 648 through 650, 652 through 654, 656 through 658, 660 through 666, 668 through 673, 680, 682, 684, 686 through 694, 696, 698, 700 through 707, 709 through 725,

727, 729 through 741, 743 through 760, 762, 796, 800, 801, 803 through 810, 812 through 821, 823 through 847, 849, 851, 853, 986 through 995, 1350 through 1365, 1500 through 1643, 1700 through 1797, 1799 through 1826, 1828 through 1830, 1833 through 1974, 1979, 1980, 1990 through 1998, 2000 through 2071, 2200 through 2254, 2500 through 2545, 3000 through 3039, 4000 through 4002, 4050 through 4078, 4081, 4083 through 4086, 4100, 4102, 4104, 4106, 4108, 4112, 4114, 4116, 4118, 4120, 4122, 4126, 4180 through 4197, 4240 through 4246, 4250 through 4265, 5200 through 5208, 5424 through 5429, 5450 through 5459, 5470 through 5484, 5600 through 5641, 5650 through 5677, 6000 through 6059, 6100 through 6206, 6240 through 6255, 6400 through 6429, 6457 through 6471.

79 MPH—1831, 1832, 1975 through 1978, 4360 through 4365, 5400 through 5423, 5460 through 5465, 5700 through 5714, 6430 through 6456, 6600 through 6613, 9700, 9701, 9703, 9707 through 9717, 9719, 9721, 9723 through 9729, 9732, 9733, 9735 through 9737, 9739 through 9745, 9747, 9749, 9750, 9752, 9754, 9756, 9758, 9760, 9762 through 9767, 9769, 9771, 9772, 9774 through 9778, 9780, 9782, 9784, 9786, 9788, 9790, 9792, 9794, 9800 through 9822, 9824, 9826, 9828, 9830, 9850 through 9863, 9900 through 9926, 9929 through 9954, 9964 through 9977, 9980 through 9995.

3. When road passenger diesel units 9762 through 9830 are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit cars

Tie flats (GN X4800 to X4975, X4410)

Scale test cars (next ahead of caboose)

Wrecking derricks

Pile drivers

Loco cranes

Rotary Snow Plows, dozers, wedge plows

Jordan spreaders

Air dump cars loaded or empty

Log flats—NP 117002 to 117892 (BN 631661 - 631680)

## 5. Handling 80 foot or longer cars—

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailling such cars where the combination of grade and curvature exceed certain limits. Equipment listed below must be handled in the rear 50 cars and as near the caboose as practicable where such limits exist, except that where helper is used on rear of the train a buffer of 10 or more cars of less than 80 foot ahead of the caboose must be maintained.

When RCU (Remotely Controlled Units) are in operation, such cars must be placed behind RCU units and as near the caboose as practicable.

80-foot or longer flat cars empty or handling either a single loaded trailer, or empty trailers.

80-foot or longer flat cars handling container type units either loaded or empty.

80-foot or longer empty auto racks.

Territory where such restrictions are in effect are listed under each individual Subdivision.

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

## 7. Log Instructions—

A. Log handling instructions pertaining to specific subdivisions are contained in that Subdivisions special instructions.

B. Consolidated Code Rule 805(E) will not apply to trains handling only logs in consist.

C. Conductors must personally know that cars are not overloaded or improperly loaded and are safe to move without loss of lading.

- D. Cable binders, when not in use or after being cut must be securely fastened to deck of car to avoid possibility of loss or catching in switch points.
- E. Lost logs must be reported and when they obstruct traffic or other tracks, or damage roadway, train must be stopped, prompt action taken to protect other trains and effort made to clear obstruction. Special precautions should be observed to avoid logs falling from cars when using overhead crossings.
- F. Trains handling logs must, when running between stations, have a trainman stationed on rear platform or in coupola of caboose to watch for logs, wood bolts or veneer blocks that may be lost from cars and obstruct other tracks, take prompt action to protect trains in case of obstruction. After dark such trainman must be provided with lighted electric lamp or lantern or fuses to watch for logs.
- G. A careful running inspection must be made before entering tunnels or if visibility is such as to prevent a good running inspection, stop for inspection must be made prior to entering tunnels.
- H. Cars requiring log orders will not be handled in trains after dark except as provided for by specific Subdivision special instructions.

#### Movement by Log Order:

- I. **SINGLE TRACK:** Trains handling cars requiring log orders must be standing when meeting or being passed by another train.
- J. **TWO-MAIN TRACKS:** Conductor will notify train dispatcher when he has cars in train requiring log orders and secure verbal instructions that passenger trains on opposite track will be held at next station until they have arrived.

#### Restrictions:

- K. Unless otherwise provided in the "exceptions", logs, wood bolts or veneer blocks will not be handled on log flat cars without permanent steel stakes unless loaded in conformity to following instructions:
  - (1.) Such loads must be secured with at least two log binder cables or to 2" x .050" high tension steel bands, or two 1 1/4" x .065" high tension steel bands with binder or steel bands placed not less than 24" from ends of all top logs, blocks or bolts. Bands or cables must extend around entire load. In addition, where logs of less than full length are loaded on top of so-called "bunk log", there must be additional binder cables or bands as necessary so that cables or bands will be not less than 24" from each end of such short logs. Bands and cables must be tight.
  - (2.) Top or "Peaker" logs will not be handled on loads of thirteen or more logs in order that binders will bear on all outside logs instead of being held away from sides of logs by top log. Cars must not be accepted for movement when loaded to a height exceeding 13 feet above top of rail, except where height of not more than one log extends above 13 foot limit to a maximum height of not more than 14 feet above top of rail. Width of load must not exceed that authorized by clearance tables and knots or limbs must not extend beyond maximum width of car.
- L. Loaded log flat cars in NP 121,000 series (BN632400-632589) require log orders.

#### Exceptions:

The following equipment, when loaded in conformity to these instructions, may be handled without log orders:

#### M. Permanent steel side stake log cars:

- (1.) Bands are not required when all logs are loaded with more than 1/4 or their diameter below top of stakes. When loaded with less than 1/4 of their diameter below top of stakes, bands are required as per Item N (2).
- (2.) Inside logs must have good lay and no short logs near car ends or used as top logs. Short length logs must have good lay on at least two bunks and outside logs held in place by at least 2 stakes per side.

#### N. Gondolas and Skeletonized gondolas:

- (1.) Bands or stakes are not required when outside logs are loaded with more than one-third their diameter below

top side of gondola. Inside logs must have a good lay with four inches of log below end of gondola.

- (2.) Two 2" x .050" or two 1 1/4" x .065" high tension bands, or two cable binders per pile of logs must be used when outside logs are loaded with 1/4 or more of their diameter above top side of gondola. Inside logs must be well pyramided with each log to have good lay and no portion of any log resting on top side of gondola. No top logs are permitted on small to medium pulp and paper logs. Bands should be placed about 6' from ends of logs, being around and over all logs with 1/4 or more of log above gondola sides. When short logs are loaded above gondola sides such logs must be secured as above by at least two bands.
  - (3.) When loaded in gondolas, two 8-ft. stakes, with stake ties consisting of 5 strands of No. 9 gauge wire or one 3/4" x .085" band around each pair of stakes at top of load on each side of and two 2" x .050" or two 1 1/4" x .065" bands per pile of logs may be used with logs loaded one foot below top of stakes, with 5 strands No. 9 wire or 3/4" band across top of load between stakes. Diameter of stakes should be as specified in General Rule 10, Section 1 of the AAR loading rules.
  - (4.) When loaded in gondolas, four 8 foot stakes on each side of each pile may be used with 5 strands No. 9 gauge wire or one 3/4" band over top of load and around each pair of stakes. No bands around logs are required. Diameter of stakes should be as specified in General Rule 10, Section 1 of the AAR loading rules.
  - (5.) Eight foot logs loaded crosswise in gondola cars must have side protection of wire mesh or boards per Fig 11 of the AAR Loading Rules unless that portion loaded above gondola side is made up in bundles of not more than 1 1/4 cords, secured with two 3/4" x .028" steel bands and loaded with the lower edge of bundles not less than six inches below top of car side. When loaded in this manner, 8 foot pulpwood of uniform size must be placed vertically to provide a solid wall at each end of car and these vertical pieces secured with one 3/4" x .028" high tension band encircling all of the vertical pieces in figure 8 fashion so as to prevent lateral motion.
- 8. **Rule 223**—Unless otherwise provided lights will not be displayed on Branch Line Subdivisions. Trains will be governed by the day indication of these train order signals.
  - 9. **Rules 200 and 83(B)** and other rules pertaining to authority for, and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.
  - 10. **Mountain Grade Operation**—  
**Mountain Grade Territory** is defined as grades of one and eight tenths (1.8) percent or greater.  
**Tons Per Operative Brake** is defined as the gross tonnage of the train divided by the total number of cars having operative brakes. For example, total train weight 6,000 tons, total cars 100, all brakes operating—divide 6,000 by 100 and there are 60-tons per operative brake.

#### GENERAL RULES

Unless otherwise directed, the ascending train will take the siding.

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

Operative dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units, or any combination thereof, which total 24 axles. Any units with operative dynamic brakes in excess of this 24 axle limit must be isolated.

Ninety pounds (90 psi) brake pipe pressure will be the standard pressure on all freight trains unless otherwise provided.

The brake pipe pressure maintaining feature must be used when locomotive is so equipped.

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

The speed of passenger trains, when passing the summit, must not exceed the maximum speed authorized for the descending mountain grade. If a stop is not made by use of train brakes

at or closely in advance of the summit, a running brake test, as prescribed by Air Brake Rules, must be made before passing the summit.

Before passing summit of heavy descending grades, trainmen on freight trains must note by observation of the caboose gauge that the brake pipe pressure indicated is not less than 75 pounds. If the pressure is not within this limit, the train must be stopped, and the cause of the abnormal condition corrected before proceeding.

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

If stop is made on descending grade, sufficient time must be allowed to charge the train brake system before proceeding, which shall be not less than 10 minutes. If engine brake only is not sufficient to hold the train, hand brakes must be applied.

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

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

Unless otherwise specified, conductors of trains using helper engine will determine the location of the helper engine in the train on each trip. Helper engine must not shove against wooden underframe equipment.

Air must be cut in on all helper engines in accordance with Air Brake Rules, and engine must not be cut off while train is in motion.

## **TRAIN BRAKING REQUIREMENTS**

### **(1.) Trains of 80 Tons or More Per Operative Brake**

- A. Diesel Electric locomotives having dynamic brake in effective operating condition must be used.
- B. Diesel Electric locomotive used as operating unit must be equipped with a brake pipe pressure maintaining feature in operative condition.
- C. Not less than a minimum brake pipe reduction (5 to 7 psi) must be used in conjunction with dynamic brakes unless air brake application would cause train to either stop or retard speed excessively below that which is authorized.
- D. Train speed must be effectively controlled with no more than a 15 psi brake pipe reduction.

### **(2.) Trains of less than 80-Tons Per Operative Brake**

- A. Diesel Electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition must be used.
- B. Not less than a minimum brake pipe reduction (5 to 7 psi) must be used in conjunction with dynamic brakes unless air brake application would cause train to either stop or retard speed excessively below that which is authorized.
- C. Train speed must be effectively controlled with not more than a 15 psi brake pipe reduction.

### **(3.) Use of Retaining Valves**

- A. Unless otherwise specified, the use of retaining valves will not be required on trains operated in compliance with Items 1 and 2 of Train Braking Requirements.
- B. Unless otherwise specified, when train speed cannot be effectively controlled in accordance with brake pipe reduction limitations specified in Items 1 and 2 of Train Braking Requirements, or when requested by engineer, retaining valves will be required as follows:

- (1) Trains of 80-tons or more per operative brake — Retaining valves must be used on all cars.

- (2) Trains of 80-tons or less per operative brake — Retaining valves must be used on not less than 50% of the total number of cars in train, beginning at head end of train.

NOTE: Retaining valves will be positioned as follows:

Loaded cars — H.P. Position (handle 45° from normal position)

Empty cars — L.P. Position (handle 90° from normal position)

- C. When retaining valves are used, train must be frequently observed for any indication of overheated wheels. Unless otherwise specified, stop to cool wheels need not be made if there is no indication of wheels overheating and in the judgment of the engineer and conductor, it is safe to proceed.

### **(4.) Control of Train Speed**

In event of failure of dynamic brake, or for any other reason when train speed cannot be properly controlled, engineer must take prompt action to stop the train, and before proceeding, take corrective action to permit safe operation of the train.

11. When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, or when notified that a hot box detector is out of service, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

When a hot box detector is out of service, the provisions of Rule 240-T, pages 114-115 of the consolidated code of Operating Rules, will be suspended for defective equipment indicator associated with such hot box detector.

12. When derailment, collision, fire or unforeseen occurrence takes place, involving hazardous material, such as explosives, flammable liquids, liquid petroleum, gases, radioactive or fissionable material, poisons or chemicals the following will apply:

Conductor or other member of crew must check consist and/or waybills to determine if any such material is involved. If such material is involved, crew members must stay out of the danger area and guard against people entering the area. Conductor will call Chief Dispatcher immediately and advise him of the materials and conditions and be governed by his instructions.

13. At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between opposing absolute signals unless coupled to other equipment that extends beyond one of the absolute signals.

### **14. Remote Control Unit Operation—**

When remote controlled units are used in train, they must be placed in train approximately two-thirds back from headend of train. Train tonnage will be limited by number of cars which may be handled over the various districts and tonnage ratings of the locomotive units used.

### **15. Repeater Relay Air Car Operation—**

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

## **MONTANA DIVISION**

### **FIRST SUBDIVISION**

1. **Speed Restrictions—** **Maximum Speed Permitted**  
**35 MPH.—Trains or engines through No. 20 turnouts at following locations:**

East Havre, 3 miles East of Pass. Station.

East and West siding Switches at;

Bainville	Wolf Point	Nashua	Malta
Brockton	Oswego	Hinsdale	Dodson
Poplar	Frazer	Saco	Lohman
Macon	Kintyre	Bowdoin	

West siding switch at Blair.

East siding switch at Savoy, Harlem and Culbertson.

West and East switch North No. 1 track Glasgow.

2. **Heavy Cars—**

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

40 ft. or less in length.....220,000 lbs.

Over 40 ft. long.....263,000 lbs.

EXCEPT on Subdivisions 1, 2 and 3, cars over  
52.5 ft. long .....315,000 lbs.

3. **Train Register Exceptions—**

Glasgow, First Class Trains need not register.

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

Williston, Montana division trains must obtain their Montana division clearance at Williston which will clear the train at Bainville.

5. **Speed Test Board Locations—**

Glasgow—MP 269.6 and 270.6

Glasgow—MP 283.1 and 284.1

Chinook—MP 410.4 and 411.4

6. **Main track switch to Petrofuels Refining Co. Spur track at Macon is not equipped with electric locks. Rule 268(A) applies.**

7. **The following signals are located adjacent to the left of the track which they govern.**

**Havre Stock Yard—**

Westward governing absolute signal for Main track.

Eastward governing absolute signal for yard track.

8. **At Bainville Minot Division Instructions Govern—**

## MONTANA DIVISION

### SECOND SUBDIVISION

1. **Speed Restrictions—** Maximum Speed Permitted

Between Depot and MP 1089.8, 1000 feet east of

depot at Cut Bank..... 30 MPH.

Cut Bank, over Bridge 1090.8..... 30 MPH.

Shelby—20 MPH. over foot walk to depot and over crossing

east of depot.

35 MPH.—Trains or engines through No. 20 turnouts at follow-

ing locations:

Pacific Jct., Jct. switch and ends of 2 main tracks.

West end Havre yard, Lead Switch to North Main Track.

West siding switch Burnham.

End of Double Track Shelby.

East switch end of Two Main Tracks at Shelby.

East switch eastward siding Essex.

Crossover 1068.4 at Shelby.

End of Double Track Cut Bank.

End of Double Track Blackfoot.

End of Double Track Summit.

Ends of Double Track Nimrod.

Ends of Double Track Pinnacle.

End of Double Track Conkelley.

East and West Siding Switches at:

Gildford Lothair Browning Bison

Buelow Devon Spotted Robe Coram

Chester Dunkirk Belton

45 MPH.—End of Double Track.....Red Eagle

2. **Heavy Cars—**

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

40 ft. or less in length.....220,000 lbs.

Over 40 ft. long.....263,000 lbs.

EXCEPT on Subdivisions 1, 2 and 3, cars over

52.5 ft. long .....315,000 lbs.

3. **Train Register Exceptions—**

Shelby, register only for trains originating or terminating.

Cut Bank, first class trains register by ticket.

Register of regular trains at Whitefish will cover their arrival at Conkelley.

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

Conkelley, Pacific Jct., trains destined Montana Division obtain clearance at Whitefish.

5. **Speed Test Board Locations—**

Burnham—MP 973 and MP 974

Ethridge—MP 1078 and MP 1077

6. **Spring Switches—**

The following spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104 (H) of the Consolidated Code of Operating Rules.

Nimrod.....East and West End Single Track

Essex.....Eastward Track Just West of Depot

Pinnacle.....East and West End Single Track

7. **Manual Interlockings with Spring Switches—**

Nimrod .....Single Track Bridge 1166.3

Pinnacle .....Single Track MP 1173.2 to 1177.6

Nimrod and Pinnacle Interlockings:

Spring switches with signals remotely controlled by train dispatcher Havre.

Trains or engines stopped by a stop indication on the absolute signal at entrance to either Nimrod or Pinnacle interlocking will be governed as follows;

A member of the crew must immediately communicate with train dispatcher and be governed by his instructions which must be repeated back to him by employee receiving them. When the dispatcher knows there is no opposing train or engine movement between the opposing controlled absolute signals at these locations he may authorize the train or engine to proceed at restricted speed to the next signal. When the train dispatcher does not positively know that there is no opposing train or engine movement between these signals he may authorize the train or engine to proceed as follows; "Proceed under flag protection to the next clear or approach signal." When flagging from the stop signal train must wait ten minutes after flagman has started. When communication cannot be made with the train dispatcher no further movement may be made except on signal indication or authority is received from train dispatcher or proper officer.

Pinnacle, signals located to left of track to govern movements against current of traffic to single track at each end of interlocking.

8. **Manual Interlockings with Dual Control Switches—**

Cut Bank.....End of double track 2 miles east of depot

End of double track east and west end Bridge 1090.8.

Switches are controlled by operator at depot.

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

Fresno .....Industry track spur

Joplin .....Elevator Spur north of Main Line

10. **Crossovers on Double Track Not Indicated at Station—**

Trailing Point

MP 1100 Sundance

MP 1110 Meriwether

11. **Between Havre and Summit and between Red Eagle and Conkelley, which is either CTC territory or Rule 251, 252, 253, 254**

territory, running orders or numbered clearances will not be required for trains or engines.

Between Summit and Red Eagle running orders, numbered clearances, or work orders, will be required for all train and engine movements in this Rule 251, 252, 253, 254 territory.

Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Shelby and Blackfoot, between Summit and Red Eagle.

12. Two main tracks known as NORTH MAIN and SOUTH MAIN extend between Pacific Jct. and crossovers at west end of Havre yard.

The following signals are located adjacent to the left of the track which they govern:

**Eastward on North Main Track—**

Signal 433.2

Eastward governing absolute signal end of two main tracks Havre.

**Westward on South Main Track—**

Signal 433.3

Westward governing absolute signal end of two main tracks Havre.

Two main tracks known as NORTH MAIN and SOUTH MAIN extend between east switch Shelby and the end of double track Shelby at MP 1067 and are signalled for movements in both directions This is part of the CTC on this subdivision.

13. Mountain Grade Operation (See All Subdivisions)—

When cutting in helper engines for movement between Essex, Montana and Summit, Montana under no circumstances should the helper locomotive be immediately behind any 80 foot or longer flat car when shoving on the train. When 80 foot or longer flat cars are on the rear of the train the helper should be cut in a substantial distance from the rear of the train. When outfit cars or passenger equipment handled on rear of freight trains or when stockmen messengers, etc., are carried in the caboose, helper engines must be cut into train ahead of such equipment.

14. On 1.8% grade. Road locomotives must not exceed a total of 14,400 rated horsepower and consist of not more than 6 units. Helper locomotives must not exceed a total of 7,200 rated horsepower and consist of not more than 5 units. The following maximum tonnages must not be exceeded on a 1.8% grade, single train:

Eastbound: 4,500 tons.

Westbound: Eastward Track 7,500 tons.

Westbound: Westward Track 8,500 tons.

1.0% grade. Road locomotives must not exceed a total of 14,400 rated horsepower and consist of not more than 6 units. Maximum train tonnage must not exceed 9,000 tons.

15. At Conkelley, Spokane Division Instructions apply—

16. Handling 80 Foot or Longer Cars—

(See all Subdivision Special Instructions)

Havre to Conkelley, MP 1157-1165 inc.

## MONTANA DIVISION

### THIRD, FOURTH, FIFTH, SIXTH, SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

1. **Speed Restrictions—**

Zone—Between	Passenger	Freight
Pacific Jct. and Sweet Grass.....	59 MPH.	49 MPH.
Saco and Hogeland .....		30 MPH.
Great Falls and Mossmain.....	59 MPH.	49 MPH.
Vaughn and Augusta .....		20 MPH.
Power and Pendroy .....		25 MPH.
Lewistown and Moccasin .....		35 MPH.
Hesper and Rapelje .....		25 MPH.
Valier and Valier Jct. ....		15 MPH.
Hesper and Rapelje Diesel Engine units and cars weighing over 248,000 lbs. ....		10 MPH.
Shelby—20 MPH. over Foot walk to Depot and over Crossing east of Depot.		
2. **Bridge and Engine Restrictions—Ninth & Tenth Subdivisions—**

Wrecking cranes 250-ton .....	Not Permitted
U25C, U28C, U33C, and SD45 engines.....	Not Permitted
3. **Heavy Cars—**

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

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

EXCEPT on Subdivisions 1, 2 and 3, cars over 52.5 ft. long .....315,000 lbs.
4. **Train Register Exceptions—**

Power register only for trains originating and terminating. Vaughn, Emerson Jct. and Valier Jct. register is only for trains when directed by Train Order.

Moccasin Register only for trains originating and terminating.
5. **Clearance Provisions and Exceptions Rule 83(B)—**

Pacific Jct., Eastham Jct., Choteau Jct., Vaughn, Power, Saco, Moccasin, Hesper and Valier Jct. Rule 83(B) does not apply.

At Rapelje clearance will not be required except during the assigned hours of telegraph service.

Hesper.

Great Falls, westward CMStP&P RR. trains departing from Milwaukee passenger station must obtain clearance from BN dispatcher.

Clearance received at Billings and Laurel will clear trains at Mossmain.

Eastward trains entering CMStP&P tracks at Spring Creek Jct. must obtain CMStP&P clearance before arriving at Spring Creek Jct.

Lewistown, westward trains must also obtain clearance from CMStP&P dispatcher.

Shelby, Third Subdivision trains require a clearance Form "A".
6. **Speed Test Board Locations—**

Laredo—MP 5.1 and MP 6.1
Sheffels—MP 106 and MP 107
Vaughn—MP 9.1 and MP 10.1
Fields—MP 216.8 and MP 215.8
Hesper—MP 3.5 and MP 4.5
7. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on:

Third Subdivision .....	between Shelby and Sweet Grass
Fourth Subdivision .....	between Saco and Hogeland
Sixth Subdivision .....	between Power and Eastham Jct. and between Choteau Jct. and Pendroy.
Seventh Subdivision .....	between Dracut Jct. and Augusta
Eighth Subdivision .....	between Spring Creek Jct. and Moccasin.
Ninth Subdivision .....	between Hesper and Rapelje
Tenth Subdivision .....	Between Valier Jct. and Valier

8. **Third Subdivision—For operating information—**  
Main Line. Pacific Jct. to Great Falls to Shelby; Branch Line  
Shelby to Sweet Grass.

## YELLOWSTONE DIVISION FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Jamestown and Mandan.....	75 MPH.	65 MPH.
Against the current of traffic on double track .....	59 MPH.	49 MPH.
Except on curves between MP 94 and MP 96.....	55 MPH.	55 MPH.
Coal trains .....		50 MPH.
Except Windsor to Jamestown.....		40 MPH.
Coal Trains not handled with RCU (Remote Control Units). Maximum speed .....		40 MPH.
Except between Windsor and Jamestown .....		35 MPH.
At Jamestown, over Spring switch on Westward track at West end of Yard .....	30 MPH.	30 MPH.
At Bismarck, over street crossings, 3rd to 26th Streets, inc. engine or leading end of all trains .....	30 MPH.	30 MPH.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority  
of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—**  
Jamestown Passenger Station—first class and extra passenger  
trains only.
4. **Spring Switches—**  
Instructions for operation of spring switches are posted at or  
near the spring switch and must be complied with.  
Unless otherwise specified, the normal position of spring  
switches is for main track.  
When the target of a spring switch shows "red" to an approach-  
ing train or engine, a trailing point movement actuating the  
spring switch points must not be made.  
Normal indication of siding signal is STOP. If siding signal does  
not clear on approach of train, movement must be governed by  
instructions posted at the switch.  
Jamestown, at west end yard westward main track switch to  
yard, not equipped with facing point lock.  
The normal position is for main track.  
Sterling, at east end of siding, equipped with facing point lock  
and switch key signal operation.  
Pierce, at east end of siding, equipped with facing point lock  
and switch key signal operation.
5. **Automatic Interlocking Not Indicated at Station—**  
Bismarck, 2 miles east. Soo Line crossing.
6. **Automatic Dual Control Switch—**  
Eldridge.
7. **Crossovers Not Indicated at Station—**  
MP 96 west of Jamestown.
8. On this subdivision Rule 509 will not apply when signal governs  
movement over or through a spring switch. In Automatic Block  
Signal territory when a train or engine has been stopped by a  
signal governing movement over or through a spring switch and  
signal continues to display a stop indication, after complying  
with Rule 104 (H) movement may proceed at restricted speed  
through entire block. When stopped at leaving end of siding the

indication may be due to an opposing train proceeding on an  
approach indication and every precaution consistent with train  
rights and condition of track ahead must be taken before  
proceeding.

9. **Sidings—**  
Windsor, north siding is westward; south siding is eastward.  
Medina, north siding is eastward; south siding is westward.  
Dawson, north siding is eastward; south siding is westward.
10. **At Jamestown—**Train Order Signal at passenger station governs  
eastward Fargo Division trains originating at Jamestown Yard  
only.
11. **At Eldridge—**Dual control switch at end of double track is  
automatically operated. Normal position of switch is for east-  
ward track.  
When a train or engine is stopped by signal governing move-  
ment over this switch and no conflicting movement is evident,  
or when necessary to use this switch for switching purposes, it  
may be hand operated in accordance with rule 275A without  
permission or time limits from train dispatcher. Rules 275 and  
276 are modified accordingly.  
Time of all trains applies at end of double track.
12. **Signal Overlap Signs—**  
At Pierce, sign governing westward trains located north of  
main track at MP 190. Westward trains holding main track to  
meet an opposing train will not pass Signal Overlap sign before  
arrival of opposing train to avoid placing intermediate signals  
in stop position for the opposing movement.
13. **At Bismarck—**Whistle signal 15 (4) will not be sounded at street  
crossings within the city limits, except in case of emergency.  
Train No. 29 will not block 5th Street Crossing and Train No.  
30 will not block 3rd Street Crossing when making station stops  
unless otherwise advised by agent.
14. **At Mandan—**Second Subdivision instructions govern.
15. **Special Track Circuit—**  
At Bismarck, Soo Line Interlocking, a special track circuit is  
installed on the main track over the crossing. Special circuit  
extends one car length either side of crossing. Cuts of three  
cars or less must not be left on this track circuit.

## YELLOWSTONE DIVISION SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Mandan and Glendive.....	75 MPH.	65 MPH.
Coal trains .....		50 MPH.
Except Beaver Hill to Wibaux, MP 169 (east of Beach) to Medora, Fryburg to Belfield, MP 81 (east of Richardton) to Hebron, New Salem to Mandan .....		40 MPH.
Coal Trains not handled with RCU (Remote Control Units). Maximum speed.....		40 MPH.
Except Beaver Hill to Wibaux, MP 169 (east of Beach) to Medora, Fryburg to Belfield, MP 81 (east of Richardton) to Hebron, New Salem to Mandan .....		35 MPH.
At Mandan, between the overhead viaduct west of the passenger station and the passenger station: Eastward first class trains .....		Reduced speed.
Movements on south run-around track and machine shop tracks will stop before crossing foot walk leading to pedes- trian underpass.		
At Dickinson, over street crossings .....		25 MPH.
At Dickinson—Engines backing over foot crossing near Mon- tana Dakota Power and Light Co. plant, must stop before pass- ing over this crossing.		



- At Beach, over first crossings east and west of passenger station ..... 50 MPH.
- At Demores westward Advance-warning sign located at east switch is 6000 feet in advance of the Reduce speed sign.
- At Glendive eastward Advance-warning sign located at east switch is 2200 feet in advance of the Reduce speed sign.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars over 52.5 ft. long.....315,000 lbs.
  3. **Clearance Provisions—**  
At Dickinson all trains will require clearance.
  4. **Spring Switches—**  
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.  
Unless otherwise specified, the normal position of spring switches is for main track.  
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.  
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.  
At Mandan, at east switch of long lead, equipped with facing point lock.  
At New Salem, at west switch of westward siding, equipped with facing point lock and switch key signal operation.  
At Dengate, at east and west end of siding, equipped with facing point lock and switch key signal operation.  
At Boyle, at east end of siding, equipped with facing point lock and switch key signal operation.  
At Dickinson, at east lead switch, equipped with facing point lock.  
At Medora, at east end of siding, equipped with facing point lock.
  5. **At Mandan—**main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.
  6. On this Subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
  7. **At Glendive—**Third Subdivision instructions govern.
  8. **Sidings—**  
Mandan, the first track south of passenger station is main track; the second track is passenger siding.  
New Salem, south siding is westward; north siding is eastward.  
Glen Ullin, north siding is westward; south siding is eastward.  
Richardton, north siding is westward; south siding is eastward.  
Dickinson, first track south of passenger station is main track; the second track is passenger siding.  
Fryburg, north siding is westward; south siding is eastward.
  9. **Yard Limits—**Tracks between yard limit signs east of Mandan and west of Sunny operated as one yard.
  10. **At Mandan—**When regular passenger trains meet, the eastward train will, unless otherwise instructed, use the passenger siding. If an eastward passenger train is approaching the passenger station and has not come to a stop, westward passenger trains

will stop east of the east switch of the passenger siding and remain until the eastward train is stopped.

11. **At New Salem—**agent or operator when on duty will open west switch of eastward siding and east switch of westward siding for trains entering siding when engine whistle signal 15 (j) is sounded, and will close west switch of eastward siding and east switch of westward siding behind trains entering or departing from those sidings.
12. **At Gladstone—**The normal position of the west switch of the crossover is for the spur track.
13. **At Medora—**  
The highway crossing just west of the Little Missouri River Bridge must not be blocked while trains are doing station switching or loading stock.
14. **At Beach—**Westward freight trains that stop to do station switching will stop east of first crossing east of passenger station to avoid blocking street crossings.

## YELLOWSTONE DIVISION

### THIRD SUBDIVISION

1. **Speed Restrictions**

Zone—Between	Passenger	Freight
Glendive and Laurel except as indicated below .....	75 MPH.	65 MPH.
Glendive and Laurel—		
Against the current of traffic on double track—		
Passenger trains .....		59 MPH.
Freight trains .....		49 MPH.
Coal trains .....		50 MPH.
Coal Trains not handled with RCU (Remote Control Units) .....		40 MPH.
At Glendive—Engines must stop before backing over foot crossing between the yard office and round house.		
At Glendive, over Allard Street .....		30 MPH.
		Freight Trains
Westward		
Allard St. to Yard Office.....	10 MPH.	
Eastward		
Barry St. Underpass to Yard Office....	10 MPH.	
At Miles City between Leighton Blvd. Crossing and Tongue River Bridge, all trains.....	20 MPH.	
At Colgate—Westward advance warning sign located at east switch of back track, is 5850 feet in advance of reduce speed sign.		
At Forsyth—		
Westward freight trains holding main track will not exceed 10 MPH. between East highway crossing and Forsyth passenger station, arriving.		
Eastward freight trains holding main track will not exceed 10 MPH. between west highway crossing and Forsyth passenger station, arriving.		
At Billings, eastward advance warning sign located at east switch of eastward auxiliary track is 2209 feet in advance of reduce speed sign.		
At Billings, between crossover at east end of auxiliary freight tracks and 29th street, all trains.....	Reduced Speed.	
Over 27th, 28th, and 29th streets, all trains.....	10 MPH.	
On Long Spur (Between Billings and Yegen).....	10 MPH.	
At Laurel Yard, all westward trains departing on westward freight main will not exceed 15 MPH with entire train while passing through Hi-Wide Load Detector structure located 4600 feet west of yard office.		
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.



- Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
over 52.5 ft. long.....315,000 lbs.
3. **Train Register Exceptions—**  
Huntley, for trains to and from Sixteenth Subdivision.  
Laurel Yard for extra trains originating or terminating.  
At Billings only first class trains, extra passenger trains and freight trains originating will register.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Forsyth all trains will require clearance.  
East Billings and Huntley.  
Between Laurel and Huntley train order authority not required for extra trains.  
At Billings first class trains must secure clearance.  
Mossmain  
At other locations in CTC Territory Rule 83(B) will not apply when authorized by Train Dispatcher.
5. **At Billings—**  
After securing clearance at Billings extra trains may run with the current of traffic from Billings to the end of double track east of Billings and return to Billings without train order authority.  
Portable train order stand located between eastward main track and auxiliary track at a point about 12 feet west of 29th Street will not clear man on side of car when placed for use.  
Tracks will be designated as follows, numbering southward from passenger station:  
Track No. 1—Depot track.  
Track No. 2—WESTWARD MAIN TRACK.  
Track No. 3—EASTWARD MAIN TRACK.  
Track No. 4—Westward Auxiliary freight track.  
Track No. 5—Eastward Auxiliary freight track.  
Through freight trains will use main tracks except when instructed to use auxiliary freight tracks account passenger trains at the station.  
Westward freight trains finding Signal 2253 at stop will remain at the signal until signal indicates proceed or cross over to westward auxiliary track. When it is necessary for a westward second-class or inferior train to clear a westward first-class train and there is an eastward first-class train due or overdue, cross-over movement to the westward auxiliary freight track will be made after first protecting against such eastward first-class train, as prescribed by Rule 99.  
Through freight trains stopping at Billings for meals and westward freight trains terminating in new yard Billings will use auxiliary freight tracks. Trains stopping for meals will notify the Yardmaster in addition to notifying train dispatcher as required by Rule 711.  
Westward through freight trains setting out will set out on west end of No. 8 track in the old yard, unless otherwise instructed.  
Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner prescribed by the rules.
6. **Spring Switches—**  
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.  
Unless otherwise specified, the normal position of spring switches is for main track.  
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.  
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.  
At Glendive, at east and west ends of yard, equipped with facing point locks.  
At Shirley, at west end of siding, equipped with facing point lock and switch key signal operation.
- At Forsyth, at east and west end of yard, equipped with facing point lock.  
At Billings, at east end of auxiliary main track to eastward main track, not equipped with facing point lock.  
At Mossmain, at east lead from eastbound yard to eastward main track, not equipped with facing point lock.
7. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
8. **Special Track Circuit—**  
At 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.
9. **Sidings—**  
Glendive, the first track south of passenger station is main track; the second track is passenger siding.  
Fallon, auxiliary siding, on south side, capacity 80 cars may be used when necessary.  
Terry, north siding is eastward; south siding is westward.  
Miles City, the first track south of the main track is westward siding. The second track is eastward siding.  
Custer, north siding is westward; south siding is eastward.
10. **At 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.
11. **At Nichols—**Third Subdivision eastward trains meeting or waiting for westward trains at Eleventh Subdivision Junction switch at Nichols will hold main track and stop clear of the Eleventh Subdivision Junction switch.
12. **At Yegen—**Trains may expect to find westward siding blocked at all times.
13. **Laurel Yard Limits—**Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard.
14. **At Mossmain—**Trains entering the Third Subdivision from the east leg of the wye may operate electric switch locks on the time of first class trains if the indicator on the lock indicates "PROCEED" or displays the word "UNLOCKED." If the indicator does not indicate "PROCEED" or if the indicator displays the word "LOCKED" and a first class train is due or overdue, the movement must be protected as prescribed by Rule 99.
15. **At Laurel Yard—**  
Because of grade conditions and possibility of cars running out, trainmen will not release brakes until it is known that road engine is on train.  
Eastward Third Subdivision trains departing from the Eastbound Yard or the Middle Yard will use the east lead of the Middle Yard. Normal position of the switch where the east lead from the Middle Yard connects with the east lead from the Westbound Yard is for this movement and target displays yellow indication.  
Trains using the main track will sound whistle signal 15 (A) approaching yard office.
16. **Laurel—**  
Trains or engines using either leg of wye track must obtain permission from the Dispatcher before entering long lead.

## YELLOWSTONE DIVISION

### FOURTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
McKenzie and Linton .....	30 MPH.
2. **Bridge and Engine Restrictions:**  
 Diesel units and cars in excess of 248,000 lbs. between:  
 Temvik and Linton ..... 15 MPH.
3. **Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length.....220,000 lbs.  
 Over 40 ft. long.....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
 over 52.5 ft. long .....315,000 lbs.
4. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fourth Subdivision.
5. **Railroad Crossings Not Indicated at Station—**  
 Moffitt—Soo Line crossing one mile west.
6. Sidings west of McKenzie will also be used as industrial tracks.

## YELLOWSTONE DIVISION

### FIFTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Mandan and MP 5 .....	30 MPH.
MP 5 and Flasher .....	40 MPH.
Flasher and Mott .....	30 MPH.
2. **Bridge and Engine Restrictions:**  
 Diesel units and cars in excess of 248,000 lbs. between:  
 Mandan and MP 5 ..... 25 MPH.  
 Flasher and Mott ..... 25 MPH.
3. **Heavy Cars**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length.....220,000 lbs.  
 Over 40 ft. long.....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
 over 52.5 ft. long .....315,000 lbs.
4. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fifth Subdivision.
5. **At Mandan, Second Subdivision Instructions Govern.**
6. Sidings west of Mandan, will also be used as industrial tracks.

## YELLOWSTONE DIVISION

### SIXTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Mandan and west switch of siding, Zap.....	40 MPH.
West switch of siding, Zap and Killdeer.....	30 MPH.
Glenharold: Trains unloading coal over hopper.....	3 MPH.
Trains using Loop Track.....	10 MPH.
Hazen and Truax .....	30 MPH.
At Hazen, First Crossing West of Depot (Central Ave.) —Westward Trains .....	15 MPH.

2. **Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length.....220,000 lbs.  
 Over 40 ft. long.....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
 over 52.5 ft. long .....315,000 lbs.
3. **Train Register Exception—**  
 Beulah—for trains originating or terminating only.
4. All sidings except Stanton and Hazen will also be used as industrial tracks.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Sixth Subdivision between Zap and Killdeer.
6. **Retaining valves—**On Eastward freight trains retaining valves must be used on grades Truax to Hazen: handles to be turned up to low pressure (horizontal) position beginning at head car as follows:  

Trains of 8000 tons or over.....	20 Retaining Valves
Trains of 5000 to 8000 tons.....	15 Retaining Valves
Trains of 3000 to 5000 tons.....	10 Retaining Valves
Trains less than 3000 tons.....	No Retaining Valves

 Retaining Valve handles must not be turned up until air brakes are all released following the terminal test of brakes at Truax and must be turned down following the stopping of train at the east switch of the east leg of wye at Hazen.
7. **Staff Operation:** Movement of all trains or engines in both directions between Hazen and Truax and between Beulah and South Beulah is governed by staff operation. Staff boxes located at the passenger station Beulah and at the wye tail track switch at Hazen, contain one staff in each box. Any train or engine leaving Hazen for Truax or Beulah for South Beulah must have this staff in their possession which will be their authority to move between these points. On return to Beulah or Hazen, staff must be placed in staff box and box locked.
8. **At Mandan—**Second Subdivision Instructions Govern.  
 At Mandan—Std. Oil Refinery track gate must be kept locked except when opened for switching.
9. **At 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.
10. **At Hazen,** Siding extends between east switch and east crossover switch. Track west of east crossover used for storage of cars. Cars left on House Track must be left not less than 150 feet west of passenger station.
11. **At Truax,** tipples will not clear man on top and/or side of car. Engines not permitted over scale or on tipple tracks.
12. **At Beulah,** normal position of main track switch to South Beulah Mine is for the mine spur.  
 At Beulah, examine all inside switches on mine tracks before using. Engines must not pass under tipple tracks 2, 3 and 4. Tipples, slack bin over track 4 and car pullers between tipple tracks will not clear man on top and/or side of car.  
 Inside switch of crossover west of stockyard must be left lined and locked for stockyard track.  
 Private crossing east of storage track switch must not be blocked.  
 At South Beulah, Engines must not pass under tipple. Tipple will not clear man on top or side of car.
13. **At Republic,** examine all inside switches on mine tracks before using. Engines must not pass under tipple. Tipple will not clear a man on top and/or side of car.

## YELLOWSTONE DIVISION

### SEVENTH SUBDIVISION

1. **Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Beach and Carlyle ..... 25 MPH.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
over 52.5 ft. long .....315,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**  
Carlyle.
4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Seventh Subdivision.

## YELLOWSTONE DIVISION

### EIGHTH SUBDIVISION

1. **Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Glendive and Crane (MP 43)..... 30 MPH.  
Crane (MP 43) and MP 53..... 45 MPH.  
MP 53 and Sidney..... 30 MPH.  
Sidney and Snowden ..... 40 MPH.  
Newlon Jct. and Richey..... 40 MPH.  
Sidney, over main street and third street N.E. cross-  
ings ..... 15 MPH.  
Glendive to Crane—Diesel Engine units and cars in  
excess of 248,000 lbs..... 20 MPH.
2. **Bridge and Engine Restrictions—**  
At Sidney—engines must not be operated over the hoppers at Holly Sugar Corporation plant trestles.
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
over 52.5 ft. long .....315,000 lbs.
4. **Train Register Exceptions—**  
At Newlon Jct. westward Eighth Subdivision trains will not register.
5. **Clearance Provisions and Exceptions Rule 83(B)—**  
Between Cecil Jct. and Cecil—Trains will not require train order or clearance and will be governed by Rule 98.  
At Newlon Jct. westward trains originating.  
Snowden, Trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.
6. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between Newlon Jct. and Richey.
7. **At Snowden—Minot Division Instructions Govern—**
8. **At Glendive—**Eastward trains will get authority from train dispatcher before entering Third Subdivision.
9. **At Cecil engines or caboose** will not clear mine tipple on spur.

## YELLOWSTONE DIVISION

### NINTH SUBDIVISION

1. **Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Watford City and Fairview..... 25 MPH.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
over 52.5 ft. long .....315,000 lbs.
3. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary on Ninth Subdivision.

## YELLOWSTONE DIVISION

### TENTH SUBDIVISION

1. **Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Glendive and MP 44 (between Rimroad and Circle).... 25 MPH.  
MP 44 and Brockway ..... 35 MPH.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
over 52.5 ft. long .....315,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**At Brockway clearance will not be required except during assigned hours of telegraph service.
4. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on the Tenth Subdivision.
5. **Sidney Branch Junction—**Normal position of switch is for Eighth Subdivision.
6. **At Lindsay—**In order to provide derail protection to cars on elevator track, the west switch of house track must always be left lined and locked for the house track.

## YELLOWSTONE DIVISION

### ELEVENTH SUBDIVISION

1. **Speed Restrictions—**  
Zone—Between Maximum Speeds Permitted  
Nichols and Cow Creek ..... 25 MPH.  
Cow Creek and Big Sky..... 20 MPH.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars  
over 52.5 ft. long .....315,000 lbs.

3. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Nichols and Big Sky.
4. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eleventh Subdivision.
5. Trains handled by locomotives having no dynamic brake or when dynamic brake is not operating on all units use retainers as follows:  
Trains of 50 to 75 cars, use 15 retainers.  
Trains of 75 and more cars, use 20 retainers.  
Retaining valve handles to be turned up on each alternating car from head end.  
Trains must stop at Dowlin for inspection, when retainers are in use.
6. At Nichols—normal position of tail track switch is for East Leg of Wye.
7. Between Cow Creek and Big Sky—tracks will be operated as one yard. Train and engine movements will be made in accordance with Rule 98.

## YELLOWSTONE DIVISION

### TWELFTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Leeds and MP 71 (West of Sheyenne).....	30 MPH.
MP 50 and Jamestown .....	40 MPH.
Jamestown and Independence .....	30 MPH.
Independence and Oakes .....	25 MPH.
At Carrington, between First St. South and Second St. North, all trains.....	25 MPH.
2. **Bridge and Engine Restrictions—**  
250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. long.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars over 52.5 ft. long .....315,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Pingree, trains from Thirteenth Subdivision will not require a clearance if train order signal indicates proceed.  
At Carrington, trains from Fourteenth Subdivision will not require a clearance if train order signal indicates proceed.  
At Oberon and Leeds, regular trains will not require a clearance.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between New Rockford and Leeds and between Jamestown and Oakes.
6. **Railroad Crossings Not Indicated At Station—**  
Jamestown, 6.2 miles east.....M.C. Crossing  
Minnewaukan, 6.0 miles west.....Soo Line Crossing
7. At Oakes Fargo Division Instructions Govern—
8. At Jamestown, First Subdivision special instructions govern.
9. Sidings will also be used as industrial tracks.

## YELLOWSTONE DIVISION

### THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Pingree and Wilton.....	30 MPH.
2. **Bridge and Engine Restrictions—**  
250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars over 52.5 ft. long .....315,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)—**At Pingree, trains from the Twelfth Subdivision will not require clearance if train order signal indicates proceed.
5. Sidings west of Pingree will also be used as industrial tracks.
6. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Thirteenth Subdivision.

## YELLOWSTONE DIVISION

### FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Carrington and Sykeston.....	20 MPH.
At Sykeston, First Crossing West of Depot (Main St.)	10 MPH.
Sykeston and Heaton.....	25 MPH.
Heaton and Denhoff.....	30 MPH.
Denhoff and Turtle Lake.....	25 MPH.
2. **Bridge and Engine Restrictions—**  
Diesel units and cars in excess of 248,000 lbs:  
Carrington and Sykeston.....15 MPH.  
Heaton and Denhoff.....25 MPH.  
Denhoff and Turtle Lake.....15 MPH.  
250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars over 52.5 ft. long .....315,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
Carrington. Clearance not required if train order signal indicates proceed.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on Fourteenth Subdivision.
6. On Fourteenth Subdivision sidings used as industrial tracks.

## YELLOWSTONE DIVISION

### FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
MP 0 and 2500 feet west of MP 3 (between Oberon and Josephine) .....	40 MPH.
2500 feet west of MP 3 and Esmond.....	25 MPH.

5. **Clearance Provisions and Exceptions Rule 83(B)**—  
In addition to Clearance received at Sheridan for movement on Sixteenth Subdivision additional Clearance for movement on the Third Subdivision must be secured.  
Hardin North Line between M.P. 783.5 (Hardin) and M.P. 2.6 within yard limits.  
Billings: Trains must secure Sixteenth Subdivision clearance.
6. **At Sheridan—17th Subdivision instructions govern.**

**YELLOWSTONE DIVISION  
SEVENTEENTH SUBDIVISION**

- | 1. Speed Restrictions—<br>Zone—Between   |  | Maximum Speeds Permitted                 |
|--|--|--|
|  |  | Freight                                  |
| Edgemont and Sheridan.....   |  | 49 MPH.                                  |
| Curves between   |  |  |
| M.P. 520.7 and M.P. 521.0.....   |  | 30 MPH.                                  |
| M.P. 609.9 and M.P. 613.9.....   |  | 45 MPH.                                  |
| M.P. 675.2 and M.P. 676.2.....   |  | 45 MPH.                                  |
| Between Sheridan and Edgemont—   |  |  |
| Trains handling coal in 100 ton cars   |  | 40 MPH.                                  |
| Through all Turnouts .....   |  | 10 MPH.                                  |
| 2. Bridge and Engine Restrictions—   |  |  |
| 250 ton wrecking derricks and derrick CBQ 204620:  |  |  |
| Between Edgemont and Sheridan .....  |  | 25 MPH.                                  |
| Engine consist of passenger units must not exceed six (6) units in passenger or freight service.   |  |  |
| Engine consist of freight units must not exceed eight (8) units in freight or passenger service.   |  |  |
| SD-24, SD-45, U25C, U28C and U33C engines, not permitted on the following tracks:  |  |  |
| Local Name   |  | Local Name of Track                      |
| Sheridan .....   |  | L-3 track beyond switch to No. 109 track |
|  |  | M tracks beyond Grinell Street           |
|  |  | City 4 track                             |
|  |  | City 2 track                             |
|  |  | City 3 track                             |
|  |  | Sugar factory spur                       |
| Fort McKenzie Spur.....  |  | Bridge 0.48 to end of track              |
| 3. Heavy Cars—   |  |  |
| Cars heavier than the following not permitted without authority of Superintendent:   |  |  |
| 40 ft. or less in length .....   |  | 220,000 lbs.                             |
| Over 40 ft. long .....   |  | 263,000 lbs.                             |
| EXCEPT on Subdivisions 1, 2, 3, 16 and 17, cars over 52.5 ft. long .....   |  | 315,000 lbs.                             |
| 4. Clearance Provisions and Exceptions Rule 83(B)—   |  |  |
| Gillette—Operator on duty 8:00 A.M. to 4:00 P.M. and 6 P.M.—2 A.M. daily.  |  |  |
| Unless otherwise provided, conductor or engineer or both, arriving at Gillette on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both. When operator on duty, trains must receive clearance in addition to receiving all clearance forms, train orders and messages held by conductor and engineer relieved.  |  |  |
| 5. At Edgemont Alliance Division Instructions Govern—  |  |  |
| 6. At Edgemont—  |  |  |
| No. 12 track Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for run-around track after being used, except will not apply to eastward or westward freight trains leaving yard.   |  |  |
| 7. At Sheridan—Normal position east switch is for old main track. Freight trains approaching Sheridan from east must stop at Mill track switch and if no advance notice of track to be used and absence of a signal from yardman will proceed to yard office where brakeman will receive necessary instructions. Light engines approaching from east must stop east of First Street and then proceed without signal, heading in on independent lead opposite unloading platform. |  |  |

# **ROCKY MOUNTAIN DIVISION**

## **FIRST SUBDIVISION**

1. **Speed Restrictions**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Laurel and Livingston except as indicated below	75 MPH.	65 MPH.
Laurel and Livingston—		
Against the current of traffic on double track—		
Passenger trains	59 MPH.	
Freight trains	49 MPH.	
At Columbus, between Pratten Street and crossing just west of passenger station	35 MPH.	
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. in length.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long.....315,000 lbs.  
Subdivision 14.....220,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Mission, trains originating.  
At other locations in CTC Territory Rule 83 (B) will not apply when authorized by train dispatcher.
4. **Sidings—**  
Columbus, non-controlled auxiliary siding on south side, capacity 118 cars and Big Timber, non-controlled siding on north side capacity 99 cars may be used when so directed by train dispatcher.
5. **At Laurel—**Yellowstone Division instructions govern.
6. **At Big Timber—**Crossing at McLeod Street west of passenger station must not be blocked for more than ten minutes.
7. **At Livingston—**Second Subdivision instructions govern.
8. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movements over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

# **ROCKY MOUNTAIN DIVISION**

## **SECOND SUBDIVISION**

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Livingston to Missoula except as indicated below	75 MPH.	65 MPH.
Livingston and Muir		
Ascending	40 MPH.	40 MPH.
Descending	36 MPH.	25 MPH.
Muir and West End	30 MPH.	30 MPH.

- |  |         |         |
|--|---------|---------|
| West End and 1400 feet West of MP 135 (3 miles West of Chestnut)                     |         |         |
| Ascending  | 36 MPH. | 30 MPH. |
| Descending   | 30 MPH. | 25 MPH. |
| Thirteenth Subdivision Crossing Interlocking   | 50 MPH. | 50 MPH. |
| Birdseye (east Switch) and Austin  |         |         |
| Ascending  | 35 MPH. | 30 MPH. |
| Descending   | 35 MPH. | 20 MPH. |
| Austin and Blossburg   |         |         |
| Ascending  | 30 MPH. | 30 MPH. |
| Descending   | 25 MPH. | 20 MPH. |
| Blossburg and MP 51 (Garrison)   | 70 MPH. |         |
| At Missoula, within city limits,   |         |         |
| Over public crossings  | 30 MPH. | 30 MPH. |
| Elsewhere  | 45 MPH. | 45 MPH. |
| Handling phosphate in open cars not weighed—will stop to inspect cars every 35 miles |         | 35 MPH. |
2. **Bridge and Engine Restrictions—**  
At Livingston—On track No. 18 impaired clearances at new diesel washing facilities.  
At East Helena, overhead bridge at cinder track just east of American Smelting and Refining Company ore bins will not clear engines or cars of greater height than 9 feet 6 inches from top of rail.  
At Fort Harrison U25C, U28C, U33C, SD9 and SD45 series engines not permitted on spur track.  
At Elliston, engines not permitted beyond ore loading ramp.  
At Avon, engines must not pass, and trainmen must not ride platform side of cars passing ore loading platform.  
At McQuarrie Gravel Pit, engines or high cars must not be moved under gravel hopper located 1400 feet from head block. Hopper will not clear man on side of car.
  3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. in length.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long.....315,000 lbs.  
Subdivision 14.....220,000 lbs.
  4. **Train Register Exceptions—**  
Bozeman for trains originating and terminating.  
Garrison for trains originating and terminating.
  5. **Clearance Provisions and Exceptions Rule 83(B)—**  
Logan—  
Muir, West End, Bozeman and Blossburg—Helper engines originating.  
At Manhattan—Trains from the Thirteenth Subdivision.  
At Phosphate—Trains from Seventeenth Subdivision.  
At other locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.
  6. **Spring Switches—**  
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.  
Unless otherwise specified, the normal position of spring switches is for main track.  
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.  
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.  
**At Helena—**  
East end of two main tracks just west of Montana Avenue equipped with facing point lock. Normal position of switch for north main track. At west end of yard lead connection with north main track equipped with facing point lock. Normal position of switch for yard lead.

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

7. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
8. At Logan—Fourth Subdivision trains arriving will be governed by CTC signal indication.
9. Automatic Interlocking not indicated at station.  
Helena.....2.8 miles west, Twelfth Subdivision Crossing
10. At Helena—  
Eastward freight trains use lead extension when moving from yard.  
End of two main tracks is at spring switch west of Montana Avenue crossing. Movements from south main track to freight yard will be made through crossover at MP 1 west end of yard. Trains arriving Helena on the time of superior trains are authorized to proceed on the main track inside yard limits if controlled signals at end of CTC limits indicate "proceed."  
Westward starting signals are located at Roberts Street and at yard office. Trainmen will press button to indicate the train is ready to move, and if the dispatcher wishes train to leave, he will authorize their movement by giving them a steady lunar white light. If flashing lunar light is displayed after the crew member has pushed the button on the starting indicator a member of the crew must call the dispatcher on CTC phone located at the indicator for further instructions. The button on the starting indicator must not be pushed until train is complete and ready to go.  
Eastward trains and engines must not exceed 10 MPH from a point 500 feet west of Montana Avenue until engine reaches crossing at Roberts Street.  
Westward trains and engines must not exceed 10 MPH from a point 500 feet east of Roberts Street until engine reaches crossing at Montana Avenue.  
Passenger trains making station stop at Helena must stop to clear the insulated joint located approximately fifty (50) feet east of Roberts Street Crossing.
11. At Clinton—  
Westward trains occupying either the main track or siding, when standing, will stop east of the crossing a sufficient distance to afford motorists good vision of either track.
12. At Missoula—Third Subdivision Instructions Govern.
13. Mountain Grade Operation—(See Mountain Grade Operations All Subdivisions)  
Mountain Grade between Livingston and 1400 feet west of MP 135, three (3) miles west of Chestnut. Ruling grade descending east 1.8%, west 1.9%.  
Eastward freight trains handled by engines which does not have dynamic brake in effective operation on all units and/or brake pipe maintaining feature in operative conditions will stop at Bozeman or before leaving West end to make brake pipe test and turn up retaining valves.  
Retaining valve handles will be turned down when stop is made at Livingston Yard.  
Trains not requiring the use of retaining valves, need not stop at Bozeman or West End to make brake pipe test if consist of train has not been changed or angle cock closed after leaving terminal where terminal test was made.  
Westward freight trains handled by engines which do not have dynamic brake in effective operation on all units and/or brake pipe maintaining feature in operative condition, and when tonnage exceeds 55 tons per brake, retaining valve handles must be turned up on one-half of the cars starting at the head end of train, at Livingston or before leaving Muir and turned down at Bozeman. When tonnage is less than 55 tons per brake, use no retaining valves.

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

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

Trains requiring the use of retaining valves, will stop at Elliston to make a brake pipe test and turn up retaining valve handles.

On trains of all empty cars, retaining valve handles will be turned up on one-third of the cars, alternating, beginning with the head car.

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

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

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

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

14. At Helena, when diesel-electric engines are used as helpers Helena to Blossburg, those consisting of two units or less will be placed behind caboose and those consisting of three or more units will be placed ahead of 40 per cent of train tonnage.  
At Blossburg—When two helper engines, returning to Helena, are available for movement at the same time, they should be coupled together, unless otherwise instructed.

15. Between Livingston and Helena—

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

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

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

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

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

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

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

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

When a train is ready to leave one of the yard tracks a member of the crew must push the button on the starting indicator, and



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

#### 16. Between Helena and Missoula—

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

Positive block must be maintained between Blossburg and Skyline.

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

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

#### 17. Handling 80 Foot or Longer Cars—

(See all Subdivision Special Instructions).

Livingston to Helena, MP 32-33 inc.

Helena to Missoula, MP 13-19 inc.

## ROCKY MOUNTAIN DIVISION

### THIRD SUBDIVISION

#### 1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Missoula and Sand Point except as indicated below	75 MPH.	65 MPH.
Missoula and DeSmet—Both tracks	70 MPH.	
One mile West of DeSmet and Evaro		
Descending	30 MPH.	20 MPH.
Ascending	30 MPH.	30 MPH.
Evaro and MP 19 (East of Arlee)		
Descending	35 MPH.	20 MPH.
Ascending	35 MPH.	30 MPH.
At Missoula, within city limits, over public crossing and first crossing East and West of stockyards	30 MPH.	30 MPH.
Elsewhere	45 MPH.	45 MPH.
Entering or departing yard, between crossover at MP 120 and East switch No. 9 track		10 MPH.

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

At Thompson Falls within corporate limits	30 MPH.	30 MPH.
At Plains within corporate limits	35 MPH.	35 MPH.

#### 2. Bridge and Engine Restrictions—

Missoula, diesel road engines not permitted on coach tracks 1 and 2 east of passenger station and coach Track 2, west of passenger station.

250-ton wrecking cranes over Bridge 55, Flathead River

20 MPH.

#### 3. Heavy Cars—

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

40 ft. or less in length	220,000 lbs.
Over 40 ft. in length	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over 52.5 ft. long	315,000 lbs.
Subdivision 14	220,000 lbs.

#### 4. Train Register Exceptions—

Thompson Falls and Noxon for trains originating or terminating.

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

At DeSmet, trains from Fifth Subdivision.

Dixon.

Sand Point.

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

#### 6. At Missoula—Yard engines desiring to move through interlocking at Missoula must call train dispatcher and advise route to be used.

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

Trains arriving Missoula on the time of superior trains are authorized to proceed on main track if interlocking signal located at End of CTC indicates proceed.

Trains departing Missoula on the time of superior trains are authorized to proceed on main track if interlocking signal located at End of CTC indicates proceed.

Trains departing Missoula on the time of superior trains are authorized to proceed on main track to the beginning of CTC territory if governing interlocking signal indicates proceed.

#### 7. Between Missoula and DeSmet—Two main track operation between End of CTC at East end of Missoula and Missoula interlocking. Single track operation between Missoula interlocking and End of CTC at West end of Missoula. Two main track operation between End of CTC at West end of Missoula and DeSmet.

#### 8. At Arlee—Normal position of switch at east end of siding is for house track.

#### 9. At Ravalli—Normal position of switch at west end of siding is for house track.

#### 10. At Sand Point—Spokane Division Instructions govern.

#### 11. Mountain Grade Operation—(See Mountain Grade Operation All Subdivisions)

Between one mile west of DeSmet and two miles East of Arlee. Ruling grade descending: East 2.2%, West 2.2%.

Freight trains handled by engines which do not have dynamic brake in effective operation on all units, and/or brake pipe maintaining feature in operative condition, will turn up retaining valve handles on all cars for movement between Evaro and MP 3, west of DeSmet and Evaro and Arlee.

Stop will be made at Arlee or DeSmet to turn down retaining valve handles.

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

In event terminal test is required at points other than Missoula, Conductor will make a complete record of the test on prescribed Form 3797.

12. **Sidings—**  
At Paradise, unless otherwise instructed, first class trains taking siding will use house track.  
Kootenai: Siding east of Kootenai station sign.
13. **Handling 80 Foot or Longer Cars—**  
(See all Subdivision Special Instructions)  
Desmet to Sehley, MP 1-15 inc.

## ROCKY MOUNTAIN DIVISION FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Logan to Garrison except as indicated below .....	75 MPH.	65 MPH.
At Sappington—Interlocking .....	55 MPH.	45 MPH.
At Whitehall, over Street Crossing.....	30 MPH.	30 MPH.
MP 43 and Spire Rock		
Ascending .....	30 MPH.	30 MPH.
Descending .....	30 MPH.	20 MPH.
Spire Rock and Homestake		
Ascending .....	30 MPH.	30 MPH.
Descending .....	25 MPH.	20 MPH.
Homestake and Skones.....	30 MPH.	15 MPH.
Skones to MP 68		
Ascending .....	30 MPH.	30 MPH.
Descending .....	30 MPH.	20 MPH.
MP 68 and Butte.....	60 MPH.	35 MPH.
Butte and Hackney.....	60 MPH.	60 MPH.
Dempsey—Interlocking .....	60 MPH.	45 MPH.
At Butte, within city limits, all trains.		
On Main track .....	20 MPH.	
On other tracks .....	15 MPH.	
All trains approaching and over Kaw Ave.....	10 MPH.	
Approach passenger station at.....	Reduced Speed	
At Deer Lodge when discharging or receiving mail.....	35 MPH.	
Trains handling 315,000 lb. cars.....	20 MPH.	
2. **Bridge and Engine Restrictions—**  
U23C, U25C, U33C, SD9 and SD45 series engines not permitted on following tracks:  
Deerlodge: House track, lumber spur and stockyards.  
Kohr: Stock Spur.
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length.....220,000 lbs.  
Over 40 ft. in length.....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long.....315,000 lbs.  
Subdivision 14 .....

4. **Train Register Exceptions—**  
At Silver Bow, Union Pacific trains may register by ticket and a check of register may be issued by operator when authorized by train dispatcher, either instead of, or in addition to, train order check.
5. **Clearance Provisions and Exceptions Rule 83(B)—**  
At Butte—Union Pacific trains must secure both BN and Union Pacific clearance before leaving.  
At Sappington—Trains from Fourteenth Subdivision.  
Logan
6. **Spring Switches with Facing Point Lock—**  
Helena .....East switch of siding.

6. At Garrison—Second Subdivision instructions govern.  
At Logan—Fourth Subdivision trains arriving will be governed by CTC signal indication.
7. **Yard Limits—**  
Tracks between yard limit signs east and west of Butte operated as one yard.
8. **Train Register Stations—**  
Silver Bow for UP trains.
9. **At Silver Bow—**Train order signal does not govern eastward Union Pacific Trains.
10. **At Whitehall—**  
The west switch of the cross-over at the passenger station is the west end of the siding.
11. **Mountain Grade Operation—**(See Mountain Grade Operation All Subdivisions) Mountain grade between two (2) miles east of Pipestone and MP 68.9 Ruling grade descending: east 2%, west 2%.  
Freight trains handled by engines which do not have dynamic brake in effective operation on all units, and/or brake pipe maintaining feature in operative condition will be governed as follows:  
Eastward: At Butte, after terminal air test has been completed, retaining valve handles will be turned up on all cars, and turned down at Whitehall.  
Westward: Stop at Whitehall or Homestake to make brake pipe test and turn up retaining valve handles on all cars, and turn down on arrival Butte.  
Eastward freight trains, requiring the use of retaining valves, will stop at Spire Rock to cool wheels and inspect train.
12. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
13. **Handling 80 Foot or Longer Cars—**  
(See all Subdivision Special Instructions).  
Logan to Butte, MP 45-68 inc.  
Butte to Garrison, MP 12-13 inc.

## ROCKY MOUNTAIN DIVISION FIFTH SUBDIVISION

1. **Speed Restrictions—**

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

Advance warning 40 MPH speed sign located on Fifth Subdivision 2439 feet West of MP 125 on westward track and Reduce 40 MPH speed sign located 1473 feet West of MP 126 on the North side of Third Subdivision main track govern speed restrictions on both Fifth and Third Subdivisions.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long .....315,000 lbs.  
Subdivision 14 .....

3. **Clearance Provisions and Exceptions Rule 83(B)**—At DeSmet, trains from Third Subdivision.  
At other locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.
4. **Automatic Interlocking not indicated at station.**  
Frenchtown 4.5 miles west.....Huson CMSTP&P Crossing.
5. **Spring Switches—**  
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.  
Unless otherwise specified, the normal position of spring switches is for main track.  
When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.  
Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.  
Rivulet—east end of siding, equipped with facing point lock.  
Westfall—west end of siding, equipped with facing point lock.  
Spring Gulch—west end of siding, equipped with facing point lock.
6. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104(H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

## ROCKY MOUNTAIN DIVISION

### SIXTH SUBDIVISION

1. **Speed Restrictions—**

	Maximum Speeds Permitted	
Zone—Between	Passenger	Freight
Laurel and Fromberg.....	50 MPH.	40 MPH.
Fromberg:		
Over Junction Switch.....	15 MPH.	15 MPH.
Within Yard Limits, .....	Reduced Speed	
When handling CB&Q		
Derrick 204620 .....		15 MPH.
Fromberg and Bridger.....	30 MPH.	25 MPH.
Silesia and Joliet .....	35 MPH.	35 MPH.
Joliet and Red Lodge—		
Descending .....	30 MPH.	20 MPH.
Ascending .....	35 MPH.	30 MPH.
On west leg of wye at Red Lodge.....	8 MPH.	
2. **Bridge and Engine Restrictions—**  
U25C, U28C, U33C, and SD45 engines over Bridges  
Nos. 19 and 29 ..... 10 MPH.  
**Heavy Car Restrictions:**  
Bridges 19 and 29 between Joliet and Roberts  
250 ton wrecking cranes and cars over 40 ft. long  
weighing between 220,000 lbs. and 263,000 lbs.  
in groups of two or more..... 10 MPH.  
Cars under 40 ft. long weighing between 177,000  
lbs. and 220,000 lbs. in groups of two or more.... 20 MPH.  
If above cars are not coupled together, the restriction does not apply.

3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long .....315,000 lbs.  
Subdivision 14 .....220,000 lbs.
4. **Train Register Exceptions—**  
At Fromberg during assigned hours of telegraph service, trains may register by ticket.  
At Silesia, trains will not register unless directed by train order to do so. Signals will not be displayed to or taken down at Silesia.
5. **Clearance Provisions and Exceptions Rule 83(B)**—  
At Fromberg—Trains to and from Eighteenth Subdivision will not require clearance if train order signal indicates proceed.  
At Bridger and Red Lodge clearance required only during assigned hours of telegraph service.
6. **At Laurel**—Yellowstone Division instructions will govern.
7. **At Silesia**—Normal position of Junction switch is for the Fromberg Line.
8. **At Blum**—Trains may expect to find siding blocked at all times.
9. **At Fromberg—**  
Normal position of junction switch is for Eighteenth Subdivision.  
When meeting, train taking siding will use Sixth Subdivision main track between Junction Switch and Crossover east of Passenger Station.
10. **At Red Lodge**—Normal position of stock spur switch is for stock spur, to provide derail protection.
11. **Mountain Grade Operation—(See Mountain Grade Operation All Subdivisions)**  
Mountain grade between Red Lodge and Joliet. Ruling grade descending west 1.9%. Terminal test of air brakes must be made in accordance with Air Brake Rules before leaving Red Lodge. When necessary to use retaining valves, after brakes have been released and following the air test, retaining valves must be turned up on all cars and freight trains will stop at Roberts to cool wheels and inspect train.  
**Except—trains of fifteen (15) cars or less not necessary to use retaining valves. Before proceeding under this arrangement it must be known positively by terminal brake test that all air brakes are in good working condition.**  
When trains are directed by train order to meet at Joliet, Boyd, Roberts and Fox, eastward trains will take siding, except that eastward light engines will take siding.
12. **Yard Limits—**  
At Fromberg—Tracks between yard limit signs east and west of passenger station on the Sixth Subdivision and Eighteenth Subdivision will be operated as one yard.
13. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Sixth Subdivision between Silesia and Red Lodge, and between Fromberg and Bridger.

## ROCKY MOUNTAIN DIVISION

### SEVENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Mission and Wilsall ..... 20 MPH.  
Diesel engine units and cars weighing over 248,000  
lbs. .... 15 MPH.
2. **Bridge and Engine Restrictions—**  
U25C, U28C, U33C, SD9 and SD45 engines.....Not Permitted
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority  
of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long .....315,000 lbs.  
Subdivision 14 .....220,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)—**At Mission  
and Wilsall.
5. Unless otherwise instructed, protection against following trains,  
as required by Consolidated Code Rule 99, is not necessary on  
the Seventh Subdivision.

## ROCKY MOUNTAIN DIVISION

### EIGHTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Livingston and Gardiner ..... 30 MPH.  
except trains handling gravel and rock..... 20 MPH.  
At Gardiner, on circle ..... 10 MPH.  
Diesel units and cars in excess of 248,000 lbs..... 25 MPH.
2. **Bridge Restrictions—**  
U25C, U28C, U33C, SD9 and SD45 diesel engines not permitted.
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority  
of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long .....315,000 lbs.  
Subdivision 14 .....220,000 lbs.
4. **At Electric—**Siding is one (1) mile west of station.
5. Unless otherwise instructed, protection against following trains,  
as required by Consolidated Code Rule 99, is not necessary on  
the Eighth Subdivision.

## ROCKY MOUNTAIN DIVISION

### NINTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Missoula and Darby ..... 30 MPH.  
Trains handling loaded chip cars in the series  
118000 and 119000 series ..... 25 MPH.  
At Stevensville—Over highway crossing 1817 feet east  
of passenger station ..... 10 MPH.
2. **Bridge and Engine Restrictions—**  
U25C, U28C, U33C, SD9 and SD45 diesel engines not permitted.  
**Heavy car restrictions—**  
Over Bridges 0, 4 and 16, cars less than 40 ft. long weighing  
between 177,000 lbs. and 220,000 lbs. must be preceded and  
followed by a car weighing under 177,000.  
Over Bridges 0.1 and 16, cars weighing between 220,000 lbs.  
and 263,000 lbs. must be preceded and followed by a car weigh-  
ing under 177,000.
3. **Heavy Cars—**  
Cars heavier than the following not permitted without authority  
of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long .....315,000 lbs.  
Subdivision 14 .....220,000 lbs.
4. **At Darby—**Normal position of west switch of siding is for sid-  
ing.
5. Unless otherwise instructed, protection against following trains,  
as required by Consolidated Code Rule 99, is not necessary on  
the Ninth Subdivision.

## ROCKY MOUNTAIN DIVISION

### TENTH SUBDIVISION

1. **Speed Restrictions—** Maximum Speeds Permitted  
Zone—Between  
Dixon and Polson ..... 25 MPH.
2. **Heavy Cars—**  
Cars heavier than the following not permitted without authority  
of Superintendent:  
40 ft. or less in length .....220,000 lbs.  
Over 40 ft. long .....263,000 lbs.  
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
52.5 ft. long .....315,000 lbs.  
Subdivision 14 .....220,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**  
Dixon.
4. Unless otherwise instructed, protection against following trains,  
as required by Consolidated Code Rule 99, is not necessary on  
the Tenth Subdivision.
5. **Handling 80 Foot or Longer Cars—**  
(See all Subdivision Special Instructions)  
Dixon to Polson, MP 31-33 inc.

# **ROCKY MOUNTAIN DIVISION**

## **ELEVENTH SUBDIVISION**

### **1. Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Haugan and Saltese .....	25 MPH.
At Mullan, over public crossings .....	10 MPH.
At Wallace, over public crossings .....	5 MPH.
<b>Descending—</b>	
Saltese and Lookout .....	20 MPH.
Lookout and MP 44 .....	15 MPH.
MP 44 and Mullan .....	20 MPH.
Mullan and Wallace .....	25 MPH.
<b>Ascending—</b>	
Saltese and Lookout .....	25 MPH.
Lookout and MP 44 .....	15 MPH.
MP 44 and Wallace .....	25 MPH.

### **2. Heavy Cars—**

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

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

EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over

52.5 ft. long .....	315,000 lbs.
Subdivision 14 .....	220,000 lbs.

### **3. At Lookout—Rule 91 is modified to require trains and engines descending in same direction to keep not less than twenty (20) minutes apart.**

South siding is eastward, north siding is westward.

### **4. A runaround track 1350 feet in length is located 1350 feet west of MP 43. End of track is located 2950 feet west of MP 43. Trains must be runaround and movement must be made in reverse direction at this location.**

### **5. Mountain Grade Operation between Saltese and Mullan.**

(See Mountain Grade Operation All Subdivisions)

A brake pipe test to be made at Lookout.

Retaining valves must be used on all cars, Lookout to Saltese and Lookout to Mullan.

Diesel engines will not exceed 8 MPH when handling Rotary Snow Plow or other snow equipment in service while descending the 4 percent grade both east and west of Lookout and this speed must be maintained by use of air brakes entirely.

### **6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eleventh Subdivision between Haugan and Wallace.**

### **7. Railroad Crossings Not Indicated at Station—**

Wallace, 0.4 miles East, UP.

### **8. Handling 80 Foot or Longer Cars—**

(See all Subdivision Special Instructions)

Haugan to Wallace, MP 30-58 inc.

# **ROCKY MOUNTAIN DIVISION**

## **TWELFTH SUBDIVISION**

- Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
W.S. Jct. and Butte.....	Passenger 59 MPH. Freight 40 MPH.
Helena .....	15 MPH.
- Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length .....220,000 lbs.  
 Over 40 ft. long .....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
 52.5 ft. long .....315,000 lbs.  
 Subdivision 14 .....220,000 lbs.
- At Butte train and engine movements over crossings must be protected by a crew member on the ground at the crossing except during assigned hours of watchmen.
- Railroad Crossings Protected by Gates—**  
 Helena, 1.8 miles east, Industry track. Normal position is clear for Thirteenth Subdivision.
- At Great Falls—Montana Division Instructions govern.
- Doors at both ends of Tunnel No. 6 at Amazon, Montana, will be kept closed between trains. The doors will be opened thirty minutes before arrival of any trains by tunnel door operator. Trains will approach from east and west at restricted speed and know that doors are open before entering tunnel and be on lookout for doorman in tunnel.  
 Dispatcher will notify tunnel door operator when to open doors, but no advice will be given train or engine crew by message as to position of doors.  
 These instructions are in effect seven days a week, including holidays, until further advised.  
 Piggybacks, bi-level and tri-level cars and any other high-wide loads not permitted to enter Tunnel No. 6.
- Handling 80 Foot or Longer Cars—**  
 (See all Subdivision Special Instructions)  
 W.S. Jct. to Butte, MP 231-283 inc.

# **ROCKY MOUNTAIN DIVISION**

## **THIRTEENTH SUBDIVISION**

- Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Manhattan and Anceney .....	25 MPH.
- Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length .....220,000 lbs.  
 Over 40 ft. long .....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
 52.5 ft. long .....315,000 lbs.  
 Subdivision 14 .....220,000 lbs.
- At Anceney—Derail located on main track three hundred thirty (330) feet east of east switch. Derail to be left in derail position and east switch of industry track lined for main track when occupied by cars.
- Clearance Provisions and Exceptions Rule (83(B)).—**  
 At Anceney.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Thirteenth Subdivision.
- Railroad Crossing Not Indicated at Station—**  
 Manhattan, 1.5 miles west, CMStP&P.
- Handling 80 Foot or Longer Cars—**  
 (See all Subdivision Special Instructions)  
 Manhattan at Anceney, MP 13-14 inc.

## ROCKY MOUNTAIN DIVISION FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Sappington and Norris .....	25 MPH.
except MP 2 to MP 8—Descending .....	15 MPH.
MP 8 to MP 14 diesel units and cars in excess of 248,000 lbs. ....	10 MPH.
2. **Bridge and Engine Restrictions—**  
 U25C, U28C, U33C, SD9 and SD45 diesel engines not permitted.  
 Trains over Bridge 14 ..... 10 MPH.  
 250 Ton Wreckers and Cars heavier than 220,000 lbs. not permitted over Bridge 14.  
 220,000 pound cars must be separated from other 220,000 pound cars and from engine with cars of 177,000 pounds or less over Bridge 14.
3. **Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length .....220,000 lbs.  
 Over 40 ft. long .....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
 52.5 ft. long .....315,000 lbs.  
 Subdivision 14 .....220,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)—**  
 Sappington.
5. **Mountain Grade—(See Mountain Grade Operation All Subdivisions)** MP 2 and MP 8 between Sappington and Harrison.  
 Ruling grade descending: East 2.2%  
   West 1.3%  
 Freight trains handled by engines which do not have dynamic brake in effective operation on all units, and/or brake pipe maintaining feature in operative condition, will turn up retaining valve handles on all cars for movement between Harrison and Sappington.
6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Fourteenth Subdivision.
7. **Handling 80 Foot or Longer Cars—**  
 (See all Subdivision Special Instructions)  
 Sappington to Norris, MP 2-7 inc.

## ROCKY MOUNTAIN DIVISION FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Whitehall and Alder .....	25 MPH.
MP 2 to Alder: Diesel engine units and cars in excess of 248,000 lbs. ....	15 MPH.
Whitehall and Twin Bridges, handling loaded 100 tons capacity cars .....	10 MPH.
2. **Bridge and Engine Restrictions—**  
 U25C, U28C, U33C, SD9 and SD45 diesel engines not permitted.
3. **Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length .....220,000 lbs.  
 Over 40 ft. long .....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
 52.5 ft. long .....315,000 lbs.  
 Subdivision 14 .....220,000 lbs.

4. **At Whitehall—**  
 Fourth Subdivision instructions govern.
5. **At Alder—**When cars are left on stock yard track, derail on west end of house track must be set in derailing position, the west house track switch left lined for the house track, the east wye switch left lined for the wye and the stockyard switch left lined for the stockyard.
6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Fifteenth Subdivision.
7. **Interlocking Not Indicated at Station—**  
 Whitehall, 2 miles west, CMStP&P.

## ROCKY MOUNTAIN DIVISION SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**  

Zone—Between	Maximum Speeds Permitted
Drummond and Philipsburg .....	25 MPH.
except Drummond—Interlocking .....	20 MPH.
Elephant to end of track (Ascending) .....	25 MPH.
End of track to Elephant (Descending) .....	20 MPH.
2. **Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length .....220,000 lbs.  
 Over 40 ft. long .....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
 52.5 ft. long .....315,000 lbs.  
 Subdivision 14 .....220,000 lbs.
3. **At Elephant—** At Mill site engines are not permitted on loading track under tipple account no clearance.
4. **Derail Switches—**  
 Philipsburg, 650 feet east of station on main track.  
 On Main Track, Fifty feet west of MP 1.
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Sixteenth Subdivision.
6. **Handling 80 Foot or Longer Cars—**  
 (See all Subdivision Special Instructions)  
 Drummond to Philipsburg, MP 25-26 inc.

## ROCKY MOUNTAIN DIVISION SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**  

Maximum Speeds Permitted
Phosphate to MP 4 ..... 20 MPH.
2. **Heavy Cars—**  
 Cars heavier than the following not permitted without authority of Superintendent:  
 40 ft. or less in length .....220,000 lbs.  
 Over 40 ft. long .....263,000 lbs.  
 EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over  
 52.5 ft. long .....315,000 lbs.  
 Subdivision 14 .....220,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**Phosphate and MP 4.

4. **Mountain Grade Operation**—(See Mountain Grade Operation All Subdivisions)  
Mountain grade 2400 feet west of the junction switch to end of track. Ruling grade descending: east 4.0%, west 4.0%.  
Retaining valve handles to be turned up to horizontal position descending.  
When shoving cars on descending grade a trainman must ride the leading car and sufficient hand brakes must be set on low end of cut to control slack.
5. **At MP 4**—At loading dock close clearance exists. Trainmen must not ride side of cars passing dock, nor stand between dock and moving cars.
6. **Derail Switches**—  
**In Lower Phosphate Yard**—20 feet east of headblock just west of Highway No. 10.  
**At MP 4**—On the main track 20 feet east of the east switch, and east end of track No. 3 in Middle Yard.
7. **Yard Limits**—At Phosphate from 1075 feet west of junction switch with Second Subdivision to 300 feet east of MP 1.
8. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Seventeenth Subdivision.
9. **Handling 80 Foot or Longer Cars**—  
(See all Subdivision Special Instructions)  
Phosphate to MP 4, MP 0-3 inc.

## ROCKY MOUNTAIN DIVISION

### EIGHTEENTH SUBDIVISION

1. **Speed Restrictions**—  

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

An Octagonal Yellow Sign with horizontal black stripe displayed on the right of the track will indicate the beginning of Slow Track.
2. **Bridge and Engine Restrictions**—  
SD-24, U25C, U33C and U28C engines  

between Greybull and U.P. 428.00....	40 MPH.	40 MPH.
M.P. 433.00 and Fromberg.....	40 MPH.	40 MPH.
3. **Heavy Cars**—  
Cars heavier than the following not permitted without authority of Superintendent:  

40 ft. or less in length .....	220,000 lbs.
Over 40 ft. long .....	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over	
52.5 ft. long .....	315,000 lbs.
Subdivision 14 .....	220,000 lbs.
4. **Train Register Exceptions**—  
**At Frannie**—No. 1017 and No. 1018 will register at east siding switch. Other trains will register at east siding switch when instructed to do so.
5. **Clearance Exceptions and Provisions 83(B)**—  
At Greybull westward trains secure Sixth Subdivision clearance.
6. **At Fromberg**—Sixth Subdivision Instructions govern.

## ROCKY MOUNTAIN DIVISION

### NINETEENTH SUBDIVISION

1. **Speed Restrictions**—  

Zone—Between	Maximum Speeds Permitted	
	Passengers	Freight
Bonneville and Greybull .....	59 MPH.	49 MPH.
Through Boysen Tunnel .....	30 MPH.	30 MPH.
M.P. 319.8 and M.P. 331.0.....	30 MPH.	30 MPH.
M.P. 336.7 and M.P. 337.3 .....	30 MPH.	30 MPH.
Worland: Engine or leading car between M.P. 367.8 and M.P. 368.8.....	50 MPH.	
M.P. 399.6 and M.P. 400.0.....	50 MPH.	45 MPH.
2. **Bridge and Engine Restrictions**—  
SD-24, U25C, U33C and U28C engines:  

Bonneville and M.P. 370.0.....	40 MPH.	40 MPH.
M.P. 391.0 and Greybull.....	40 MPH.	40 MPH.
3. **Heavy Cars**—  
Cars heavier than the following not permitted without authority of Superintendent:  

40 ft. or less in length .....	220,000 lbs.
Over 40 ft. long .....	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over	
52.5 ft. long .....	315,000 lbs.
Subdivision 14 .....	220,000 lbs.
4. **Clearance Provisions and Exceptions Rule 83(B)**—  
**At Bonneville**—Trains must secure Clearance. Unless otherwise provided, conductor or engineer or both, arriving at Bonneville on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both.
5. **At Bonneville**—Alliance Divisions Instructions govern.

## ROCKY MOUNTAIN DIVISION

### TWENTIETH SUBDIVISION

1. **Speed Restrictions**—  

Zone—Between	Maximum Speeds Permitted	
Frannie and Cody .....	35 MPH.	
Powell: Engine or leading car over Main Street crossing .....	10 MPH.	
Cody: Engine or leading car over road crossings, opposite Husky Refinery .....	10 MPH.	
2. **Bridge and Engine Restrictions**—  
SD-24, U25C, U33C and U28C engines, Series 500, must not operate on the following tracks:  

Cody	Track 8	Roundhouse No. 2 Track
		Main Track West of M.P. 42.5
Cody	Track 15	Pullman Track
Vocation	Track 1	Industry Track
O'Donnell	Track 1	Industry Track
3. **Heavy Cars**—  
Cars heavier than the following not permitted without authority of Superintendent:  

40 ft. or less in length .....	220,000 lbs.
Over 40 ft. long .....	263,000 lbs.
EXCEPT on Subdivisions 1, 2, 3, 4, 5, cars over	
52.5 ft. long .....	315,000 lbs.
Subdivision 14 .....	220,000 lbs.



4. **Train Register Exceptions—**  
**At Frannie—**Trains will register at east siding switch.
5. **Clearance Exceptions and Provisions Rule 83(B)—**  
**At Frannie—**Operator on duty 7:45 a.m. to 4:45 p.m. daily except Saturday and Sunday.  
Train order signal does not govern Twentieth Subdivision.  
Trains must secure Clearance when operator is on duty.
6. **At Cody—**Normal position of switch at west leg of wye is for wye. Normal position of west storage track switch is for storage track.
7. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on this Subdivision.

## SPEED TABLE

Time Per Mile			Miles	Time Per Mile			Miles
Minutes	Seconds		Per Hour	Minutes	Seconds		Per Hour
0	45		80	1	12		50
0	46		78.3	1	15		48
0	47		76.6	1	20		45
0	48		75	1	25		42.3
0	49		73.5	1	30		40
0	50		72	1	40		36
0	51		70.6	1	45		34.3
0	52		69.2	1	50		32.7
0	53		67.9	2	----		30
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	58		62	2	40		22.5
0	59		61	2	45		21.8
1	----		60	2	50		21.2
1	1		59	3	----		20
1	2		58	3	9		19
1	3		57.1	3	20		18
1	4		56.2	3	31		17
1	5		55.3	3	45		16
1	6		54.5	4	----		15
1	7		53.7	5	----		12
1	8		52.9	6	----		10
1	9		52.1	7	30		8
1	10		51.4	10	----		6