

BURLINGTON NORTHERN INC.

BILLINGS REGION

**MONTANA, YELLOWSTONE AND
ROCKY MOUNTAIN DIVISIONS**

Special Instructions No. 5

IN EFFECT AT 12:01 A.M.

CENTRAL STANDARD TIME — JAMESTOWN-MANDAN

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

PACIFIC STANDARD TIME — PARADISE-KOOTENAI

Sunday, October 28, 1973

**Asst. Vice President
Transportation**

R. G. JOHNSON

**Superintendent
Montana Division
J. G. EDWARDS**

**Asst. Vice President
Operations**

W. L. ARNTZEN

**Superintendent
Yellowstone Division
E. M. MARTIN**

**Superintendent
Rocky Mountain Division
D. H. BURNS**

ALL SUBDIVISIONS

- 1. Speed Restrictions—** Maximum Speeds Permitted
- | | |
|------------------------------|---------|
| Passenger trains | 79 MPH. |
| Freight trains | 60 MPH. |
| Loaded unit coal trains..... | 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.
Wedge plows and dozers (dead in tow).....	35 MPH.	20 MPH.
Rotary Plows	30 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.
Log trains	30 MPH.	15 MPH.

Except when log cars are equipped with permanent steel side stakes.

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.

Maximum Speed Diesel Units Dead in Tow—

Switcher units	50 MPH.
Road switcher and other units.....	60 MPH.

2. Movement of Diesel Units—

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

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

Diesel units not equipped with alignment control coupler:

All switcher units
 Road and Road Switcher Diesel units
 600- 995 inclusive
 1556-1623 inclusive
 4000-4197 inclusive
 6000-6255 inclusive
 9700-9800 inclusive
 9804-9807 inclusive
 9818-9830 inclusive
 9911-9995 inclusive

Colorado and Southern units, 150-842 inclusive also Fort Worth and Denver Railroad diesel units.

3. At no time can more than seven high-horsepower units be coupled together as one consist (high-horsepower units include those with 3,000 horsepower or over).

On units with less than 3,000 horsepower, the number of units in any one consist will not exceed eight.

In the event Diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed at least five cars, but no further than 15 cars, behind the lead units.

When road passenger diesel units 9762 through 9794 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)

Handling 80 foot or longer cars—

Trailing tonnage may cause lateral forces on 80 foot or longer cars that could result in derailing 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 remote control units or helper units are in operation, equipment listed below must be placed behind such units and as near the caboose as practicable, but in no case closer than ten cars behind these units.

80 feet 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 rack cars.

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

5. Remote-Control Unit Operation—

The power distribution between lead and remote consists must not exceed the following:

Lead power consist must not exceed remote power consist by more than two (2) locomotive units.

Example: 3 lead-1 remote; 4 lead-2 remote; 5 lead-3 remote

Remote power consist must not exceed lead power consist by more than one (1) locomotive unit.

Example: 1 lead-2 remote; 2 lead-3 remote; 3 lead-4 remote

When remote control units or helper units are in operation in mountain grade territory, to the extent practicable, empty cars must not be handled in the ten (10) cars immediately ahead of or the ten (10) cars immediately behind such units.

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.

6. Repeater Relay Air Car Operation—

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

7. 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.

8. 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.

9. 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.
At automatic interlockings, in addition to complying with Rule 613, employees must be governed by instructions posted.
10. Rules 200 and 83(B) and other rules pertaining to authority for, and signature on train orders and clearances are modified to permit them to be issued by the authority and over the signature of the Chief Dispatcher.
11. **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.
To the extent practicable empty cars must not be handled in the head 15 cars of trains descending mountain grades.
Employees will be governed by the instructions contained in air brake rule book in mountain grade operation.
12. If radios are provided, a voice test of the radio in the control unit and caboose must be made to determine if the radio is working properly before a train leaves its starting point.
If radio is working properly, it must be turned on during entire trip with volume adjusted so calls may be received. Defective radio equipment must be reported to the Chief Dispatcher at first point of communication. The conductor and engineer will be equally responsible to see that these instructions are complied with.
13. In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.
14. Consolidated Code Rule 103(E), as contained in the 1967 edition, does not apply on Burlington Northern. The following rule applies:
103(E) Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.
15. Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.
16. Burlington Northern Air Brake and Train Handling Rules Form 15338 are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

Rules 226, 414A and 414B of Air Brake and Train Handling do not apply; all employees will be governed by the following Rules 226 and 414:

RULE 226

Freight trains arriving at terminals where facilities are available, and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20 pound service reduction has been made. After locomotive is detached or cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** Inspection of the brakes and needed repairs should be made as soon thereafter as practicable.

RULE 414

Before motive power is detached or angle cocks are closed on cars or trains which are to be left standing, engineer must make a full service brake pipe reduction. When reduction is com-

pleted and brake valve exhaust ceases, engineer will signal with one short blast of the whistle and the angle cocks may then be closed where cut is to be made. After cut is made, **ANGLE COCK MUST BE GRADUALLY OPENED AND LEFT IN FULL OPEN POSITION ON THE PORTION OF THE TRAIN OR CARS TO BE LEFT STANDING.** When required, a sufficient number of hand brakes must be applied in accordance with Rule 401.

17. On Yellowstone Division—

Unit coal trains must not be moving on Sidings or on Yard Tracks adjacent to main track when being met or passed by any train.

Trains meeting Unit Coal Trains and holding main track must not occupy main track between siding switches until Unit Coal Train has cleared main track and come to a stop in siding.

18. Failed Equipment Detector Instructions—

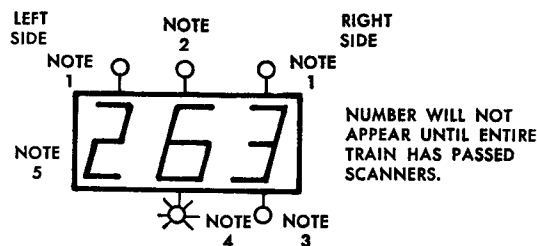
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site. If no means of communication is available train must not move beyond failed equipment sign unless proceed signal is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection.

DEFECTIVE EQUIPMENT DISPLAY

AS VIEWED FROM APPROACHING TRAIN



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

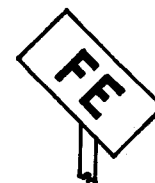
Note: 2—Multiple hot bearing or dragging equipment indicator light. When illuminated inspect train for more than one hot bearing or dragging equipment.

Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

Note: 4—Flashing train inspection indicator light. When illuminated train is being checked for hot bearing and dragging equipment. If this light is not illuminated, stop and inspect train.

Note: 5—Journal number display panel. Number shown is axle count from rear of train to first hot bearing or dragging equipment detected. When making inspection, check at least four (4) axles both directions from indicated number.

FAILED EQUIPMENT SIGN



Failed (F.E.) signs are located 13,500 feet beyond the defective equipment detector site.

MONTANA DIVISION

(Bainville to Havre)

FIRST SUBDIVISION

- Speed Restrictions—**
Pacific Zip—Train No. 3 and TOFC-COFC Train No. 4 passenger train speeds not exceeding..... 65 MPH.
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.
- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
52.5 ft. or longer 315,000 lbs.
- Train Register Exceptions—**
Glasgow, First Class Trains need not register.
- 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.
Montana division freight trains which do not change crews at Williston will obtain their Montana division clearance at Minot which will clear the train at Bainville.
Passenger carrying trains and freight trains originating at Williston will obtain their Montana division clearance at Williston.
- 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
- Following tracks are not equipped with electric locks, Rule 268(A) applies.
Culbertson—Safflower Spur
Sprole
Macon—Petrofuels Refining Co. Spur
Chelsea
Bowdoin
- 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.

MONTANA DIVISION

(Havre to Conkelley)

SECOND SUBDIVISION

- Speed Restrictions—**
Pacific Zip Train No. 3 and TOFC-COFC Train No. 4 passenger train speeds not exceeding..... 65 MPH.
45 MPH.—End of Double Track.....Red Eagle
35 MPH.—Trains or engines through No. 20 turnouts at following 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:

Gilford	Lothair	Browning	Bison
Buelow	Devon	Spotted Robe	Coram
Chester	Dunkirk	Belton	

Cut Bank—MP 1089.8, 1000 ft. east of depot to west end bridge 1090.8 30 MPH.

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

- Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length..... 220,000 lbs.
40 ft. to 52.5 in length..... 263,000 lbs.
52.5 ft. or longer 315,000 lbs.
- Train Register Exceptions—**
Cut Bank-Shelby register only for trains originating or terminating.
- Clearance Provisions and Exceptions, Rule 83(B)—**
Conkelley, trains destined Montana Division obtain clearance at Whitefish.
Pacific Jct., Rule 83(B) does not apply.
- Speed Test Board Locations—**
Burnham—MP 973 and MP 974
Ethridge—MP 1078 and MP 1077
- Spring Switches—**
A lunar light displayed on the spring switch light 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.
Essex.....Eastward Track Just West of Depot.
- Nimrod and Pinnacle—**
Dual control switches with signals remotely controlled by train dispatcher Havre.
NimrodSingle Track Bridge 1165.3.
Pinnacle.....Single Track MP 1173.2 to 1177.6.
Nimrod and Pinnacle Interlockings:
Trains or engines stopped by a stop indication on the absolute signal at entrance to either Nimrod or Pinnacle interlocking Rule 606(B) applies.
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.
- Main track switches to tracks shown below are not equipped with electric locks. Rule 268(A) applies.
FresnoIndustry track spur
JoplinElevator Spur north of Main Line
- Crossovers on Double Track Not Indicated at Station—**
Trailing Point
MP 1100 Sundance
MP 1110 Meriwether
- 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, as required will be provided for train and engine movements in this Rule 251, 252, 253, 254 territory.
- Havre, two main tracks known as NORTH MAIN AND SOUTH MAIN extend between Pacific Jct. and crossovers at west end of Havre yard.
Shelby, 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

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.

12. 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.

13. 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: 5,200 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.

14. Handling 80 Foot or Longer Cars—

(See all Subdivision Special Instructions Item 4)

Summit to Nimrod, MP 1151-1165 incl.

3. Train Register Exceptions—

Power register only for trains originating and terminating.

Vaughn, Emerson Jct., Dracut Jct., Eastham Jct., Choteau Jct., and Valier Jct. register is only for trains when directed by Train Order.

Moccasin Register only for trains to or from Eighth Subdivision.

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

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

At Rapelje clearance will not be required except Monday through Friday 8:00 a.m. to 5:00 p.m.

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.

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

Shelby, Third Subdivision trains require a clearance.

5. 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

6. 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. On Fourth Subdivision, Sixth Subdivision, Seventh Subdivision, Eighth Subdivision, Ninth Subdivision and Tenth Subdivision.

MONTANA DIVISION

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

- | | |
|---|---------------------------------|
| 1. Speed Restrictions— | Maximum Speeds Permitted |
| Zone—Between | Freight |
| Pacific Jct. and Sweet Grass..... | 40 MPH. |
| Saco and Hogeland..... | 30 MPH. |
| Great Falls and Mossmain..... | 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. |
- 2. Bridge, Engine and Heavy Car Restrictions—**
- Cars heavier than the following not permitted without authority of Superintendent:
- | | |
|---|--------------|
| 40 ft. or less in length..... | 220,000 lbs. |
| 40 ft. to 52.5 in length..... | 263,000 lbs. |
| Except on 3rd subdivision between Pacific Jct. and Shelby cars 52.5 ft. and longer..... | 315,000 lbs. |
- Ninth & Tenth Subdivisions—**
- | | |
|---|---------------|
| Wrecking cranes 250 ton..... | Not Permitted |
| U25C, U28C, U33C, and SD45 engines..... | Not Permitted |

YELLOWSTONE DIVISION

(Jamestown to Mandan)

FIRST SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Jamestown and Mandan.....	75 MPH.	
Against the current of traffic on double track	59 MPH.	49 MPH.
Except on curves between MP 94 and MP 96.....	55 MPH.	49 MPH.
Coal trains 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. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. to 52.5 ft. in length.....	263,000 lbs.
52.5 ft. or longer.....	315,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions, Rule 83(B)—**None.
5. **Spring Switches—**
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
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.
6. **Automatic Interlocking Not Indicated at Station—**
Bismarck, 2 miles east. Soo Line crossing.
7. **Automatic Dual Control Switch—**
Eldridge.
Dual control switch at end of double track is automatically operated. Normal position of switch is for eastward track.
When a train or engine is stopped by signal governing movement 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.
8. **Crossovers Not Indicated at Station—**
MP 96 west of Jamestown.
9. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. 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.
10. **Sidings—**
Loaded Coal Trains will not exceed 5 MPH on sidings Windsor, Ladoga, Driscoll, Sterling, Burleigh, Pierce and Bismarck and must not use any other siding.
Windsor, north siding is westward; south siding is eastward.
Medina, north siding is eastward; south siding is westward.
11. **Signal Overlap Signs—**
Near Pierce, sign governing westward trains located north of main track 4760 feet west of MP 188. Westward trains holding main track to meet an opposing train will not pass Signal Over-

lap sign before arrival of opposing train at Pierce, to avoid placing intermediate signals in stop position for the opposing movement.

12. **At Bismarck—**Whistle signal 15⁽¹⁾ will not be sounded at street crossings within the city limits, except in case of emergency.
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.
13. **Mandan and Bismarck—**Tracks between yard limit signs west of Mandan and east of Bismarck operated as one yard.
Engines and transfer movements may move from Mandan to Bismarck or Bismarck to Mandan as provided for by Rule 93 of the Consolidated Code of Operating Rules. Conductors must clear with the dispatcher before making the move so will not delay preferred trains. Engines and transfer movements beyond the east yard limit board at Bismarck must have train orders to do so.

YELLOWSTONE DIVISION

(Mandan to Glendive)

SECOND SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Passenger
Mandan and Glendive.....	75 MPH.
Coal trains 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 Dickinson, over street crossings	25 MPH.
At Dickinson—Engines backing over foot crossing near Montana Dakota Power and Light Co. plant, must stop before passing over this crossing.	
At Beach, over first crossings east and west of passenger station	50 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....	220,000 lbs.
40 ft. long to 52.5 in length.....	263,000 lbs.
52.5 ft. or longer	315,000 lbs.
3. **Train Register Exceptions—**At Dickinson trains 9 and 10 register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
At Dickinson all trains will require clearance.
5. **Spring Switches—**
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
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.

6. 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.

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. **Sidings—**

Loaded Coal Trains will not exceed 5 MPH on sidings Lyons, Sweet Briar; westward siding New Salem, Dengate, westward siding Glen Ullin, Eagle Nest, Hebron; eastward siding Richardson, Taylor, Boyle, South Heart; eastward siding Fryburg, Beach, Yates, Beaver Hill, Curry and Iona and must not use any other siding.

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.

Richardson, 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. 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.

10. At Gladstone—The normal position of the west switch of the crossover is for the spur track.

11. **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.

12. At Demores—westward Advance-warning sign located at east switch is 6000 feet in advance of the Reduce speed sign.

13. 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.

14. At Glendive—eastward Advance-warning sign located at east switch is 2200 feet in advance of the Reduce speed sign.

YELLOWSTONE DIVISION

(Glendive to Laurel)

THIRD SUBDIVISION

1. Speed Restrictions	Maximum Speeds Permitted	
	Passenger	Freight
Zone—Between		
Glendive and Laurel except as indicated below	75 MPH.	
Glendive and Laurel—		
Against the current of traffic on		
double track	59 MPH.	49 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. 30 MPH.

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..... 20 MPH. 20 MPH.

At Forsyth—

Westward freight trains, holding main track will not exceed 10 MPH. between East highway crossing and Forsyth passenger station.

Eastward freight trains holding main track will not exceed 10 MPH. between west highway crossing and Forsyth passenger station.

At Billings—

Over 27th, 28th, and 29th streets, all trains..... 10 MPH.

On Long Spur (Between Billings and Yegen)..... 10 MPH.

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

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

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

40 ft. to 52.5 ft. in length.....263,000 lbs.

52.5 ft. or longer.....315,000 lbs.

3. **Train Register Exceptions—**

At Forsyth trains 9 and 10 register by ticket.

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.

At East Billings, Huntley and Mossmain Rule 83(B) does not apply.

At Billings first class trains must secure clearance.

At intermediate locations in CTC Territory Rule 83(B) will not apply when authorized by Train Dispatcher.

Trains destined 12th Subdivision must obtain such clearance at Billings.

5. Between Laurel and Huntley train order authority not required for extra trains.

6. **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 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.

7. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

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, equipped with facing point lock.

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.

Exception—At West Switch Forsyth, westward train and engine movements will be governed by Absolute Signal. Rule 509 will apply.

At East Siding Switch Nichols, eastward train and engine movements will be governed by Absolute Signal. Rule 509 will apply. Trains for Eleventh Subdivision will be governed by Absolute Signals on East and West legs of wye.

9. 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.

10. Sidings—

Loaded coal trains must not exceed 5 MPH on eastward siding Terry and must not use any other siding.

Glendive, the first track south of passenger station is passenger siding; the second track is main track.

Terry, north siding is eastward; south siding is westward.

Miles City, the first track south of the main track is westward siding. The second track is eastward siding.

Custer, north siding is westward; south siding is eastward.

11. **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.

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

13. **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 East Siding switch at Nichols.

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

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

16. **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." Otherwise apply Rule D-152.

17. 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 (1) approaching yard office crossing, and also approaching east switch shanty located just west at Highway Overpass.

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

YELLOWSTONE DIVISION

(McKenzie to Linton)

FOURTH SUBDIVISION

1. Speed Restrictions—

Zone—Between

Maximum Speeds Permitted

McKenzie and Linton 30 MPH.

Diesel units and cars in excess of 248,000 lbs. between:

Temvik and Linton 15 MPH.

2. Bridge, Engine and Heavy Car Restrictions:

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.

3. Train Register Exceptions—None.

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

5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fourth Subdivision.

YELLOWSTONE DIVISION

(Mandan to Mott)

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.

Diesel units and cars in excess of 248,000 lbs. between:

Mandan and MP 5 25 MPH.

Flasher and Mott 25 MPH.

2. Bridge, Engine and Heavy Car Restrictions:

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.

3. Train Register Exceptions—None.

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

5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fifth Subdivision.

6. At Mandan, Second Subdivision Instructions Govern.

YELLOWSTONE DIVISION

(Mandan to Killdeer)

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. **Bridge, Engine and Heavy Car Restrictions:**
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.
3. **Train Register Exception—**
Beulah—for trains originating or terminating only.
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
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 Beulah and South Beulah is governed by staff operation. Staff box located at the passenger station Beulah and contains one staff in each box. Any train or engine leaving Beulah for South Beulah must have this staff in their possession which will be their authority to move between these points. On return to Beulah staff must be placed in 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—**
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.

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

13. **At Republic—**Engines must not pass under tipple. Tipple will not clear a man on top and/or side of car.

YELLOWSTONE DIVISION

(Beach to Carlyle)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Beach and Carlyle	25 MPH.
Highway 16 west of MP 1.....	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions:**
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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Seventh Subdivision.

YELLOWSTONE DIVISION

(Glendive to Snowden)

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.....	25 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, Engine and Heavy Car Restrictions—**
At Sidney—engines must not be operated over the hoppers at Holly Sugar Corporation plant trestles.
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.
3. **Train Register Exceptions—None.**
4. **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 93.
At Newlon Jct. for westward trains originating Rule 83(B) does not apply.
Snowden, Trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.
5. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between Newlon Jct. and Richey.
6. **At Glendive—**Eastward trains will get authority from train dispatcher before entering Third Subdivision.
7. **At Cecil—**Engines or caboose will not clear mine tipple on spur.
8. Between Newlon Jct. and Sidney track will be operated as one yard. Train and engine movements will be made under Rule 93.

(Watford City to Fairview)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Fairview and Watford City.....	25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary on Ninth Subdivision.

(Glendive to Brockway)

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. **Bridge, Engine and Heavy Car Restrictions—**
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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. Unless otherwise instructed, protection against following trains
as required by Consolidated Code Rule 99, is not necessary on
the Tenth Subdivision.
6. **Sidney Branch Junction—**Normal position of switch is for
Eighth Subdivision.
7. **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.

(Nichols to Big Sky)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Nichols and Cow Creek	25 MPH.
Cow Creek and Big Sky.....	20 MPH.
Cow Creek Yard over all Turnouts.....	5 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

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.
3. **Train Register Exceptions—**

Cow Creek, register when directed by train order.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

At Nichols, Rule 83 (B) does not apply.
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. **Trains to Third Subdivision must call operator Forsyth and secure permission from operator before entering Third Subdivision. Operator Forsyth must secure this permission from Train Dispatcher.**
7. **At Nichols—**Normal position of tail track switch is for East Leg of Wye.
8. **Between Cow Creek and Big Sky—**tracks will be operated as one yard. Train and engine movements will be made in accordance with Rule 93.
9. **At Cow Creek coal tippie Western Energy Company and at Big Sky coal tippie Peabody Coal Company both have restricted overhead clearance. Engines and cabooses will not clear and must not be operated under tipples, employees are forbidden from riding cars while passing under tippie.**

YELLOWSTONE DIVISION
(Gillette to Huntley)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Gillette and Huntley	49 MPH.
Curves between	
MP 609.9 and MP 613.9.....	45 MPH.
MP 675.2 and MP 676.2.....	45 MPH.
At Sheridan over First St. crossing with engine or leading car	15 MPH.
Trains handling coal in 100 ton cars in Unit trains only operating with or without complete Locotrol functions and dynamic brake availability.....	40 MPH.
Except	
Curve between MP 707.90 and MP 708.11.....	35 MPH.
Between Ulm and Clearmont.....	30 MPH.
Clearmont and Arvada	35 MPH.
Between MP 603 and Gillette.....	35 MPH.
All loaded unit coal trains without dynamic availability between:	
Parkman and Aberdeen	35 MPH.
Curve between MP 707.90 and MP 708.11.....	35 MPH.
Ulm and Clearmont	25 MPH.
Clearmont and Arvada	30 MPH.
MP 603 and Gillette	30 MPH.
Through all Turnouts	10 MPH.
Hardin: Engine or leading car over Center Street west of passenger depot.....	15 MPH.
Hardin North Line — Maximum Speed.....	10 MPH.
250 ton Wrecking derricks:	
Hardin North Line	Not permitted
Other derricks	10 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length220,000 lbs.
 40 ft. to 52.5 in length.....263,000 lbs.
 52.5 ft. or longer.....315,000 lbs.
Except:
 Maximum gross wt. of cars handled on Hardin North Line Spur beyond M.P. 1.60 and on Fort McKenzie Spur must not exceed 220,000 lbs.
 SD-24, SD-40, SD-45, U25C, U28C, U30C and U33C engines, not permitted on following tracks.
 Kiewit—Power house lead, beyond RR Crossing.
 Big Horn—Tail track beyond middle chute of Stockyard.
 Hardin Line North—Main track beyond Bridge 2.09.
 SheridanL-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. **Train Register Exceptions—**
 At Huntley, Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Huntley Rule 83(B) does not apply.
 Hardin North Line between M.P. 783.5 (Hardin) and M.P. 2.6 within yard limits, Rule 83(B) does not apply.
5. 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.

YELLOWSTONE DIVISION
(Dutch Creek to Decker)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Dutch Creek and Decker.....	40 MPH.
Speed around Loop Track Decker.....	10 MPH.
All trains approaching Decker Balloon Track will weigh empties inbound and loads outbound at the weigh-in-motion scale at not to exceed.....	4 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following not permitted without authority of Superintendent:
 40 ft. or less in length220,000 lbs.
 40 ft. to 52.5 ft. in length.....263,000 lbs.
 52.5 ft. or longer.....315,000 lbs.
3. **Train Register Exceptions—**
 At Dutch Creek, Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 At Dutch Creek Rule 83(B) does not apply.
5. Unless otherwise provided protection against following trains as required by Rule 99 is not required.
6. **At Decker—**
 All inbound trains will use the right leg of the balloon track.
 One signal pole with green, amber and red signal light is located at the Scale House and will indicate as follows:
 Green Signal Light—as train approaches indicates scales are calibrated and ready for weighing, to proceed. As train passes over scales a continuous green signal light indicates that train speed is 4 MPH or less.
 Amber Signal Light—(when weighing only) indicates train speed has exceeded 4 MPH and speed should immediately be reduced to 4 MPH (Signal then changes to green).
 Red Signal Light—(when weighing only) indicates train has exceeded maximum permissible weighing speed of about 6 MPH. Train should stop and request instructions from the coal plant control room by radio.
 No light at the control signal—indicates the scales have a malfunction and have not been automatically calibrated. Trains should request instructions by radio from coal plant control room before crossing scales.
 Train speed while loading will be 0.50 MPH.
 A red-green signal light is mounted on the in-bound side of the loading structure and will indicate as follows:
 Green light signal indicates that the loading chute is retracted (to the side) to permit safe passage of the engines.
 Red light signal indicates the chute is not retracted for proper clearance and engines must stop until chute is safely repositioned.

ROCKY MOUNTAIN DIVISION

(Laurel to Livingston)

FIRST SUBDIVISION

- Speed Restrictions**

Zone—Between	Maximum Speeds Permitted
	Passenger Freight
Laurel and Livingston except as indicated below	75 MPH.
At Columbus, between Pratten Street and crossing just west of depot	35 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 ft. in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—**

Rule 83(B) does not apply at Mission to trains originating.
At intermediate locations in CTC Territory Rule 83(B) will not apply when authorized by train dispatcher.
- 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.
- At Laurel—**Yellowstone Division instructions govern.
At Livingston—Second Subdivision instructions govern.
- At Big Timber—**Crossing at McLeod Street west of passenger station must not be blocked for more than ten minutes.

ROCKY MOUNTAIN DIVISION

(Livingston to Missoula)

SECOND SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Passenger trains Freight trains
Livingston to Missoula except as indicated below	75 MPH.
Livingston and Muir	
Ascending	40 MPH. 40 MPH.
Descending	40 MPH. 35 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. 30 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.
Phosphate to MP 4	20 MPH.
At Missoula, within city limits, Over public crossings	30 MPH. 30 MPH.
At Helena—	
Trains and engines must not exceed 10 MPH. from a point 500 feet west of Montana Avenue to a point 500 feet east of Robert Street.	

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

- | | |
|----------------------------------|---------|
| Livingston, east and west switch | 30 MPH. |
| Muir, west switch | 30 MPH. |
| West End, east switch | 30 MPH. |
| Bozeman, east and west switch | 30 MPH. |
| Helena, east switch | 30 MPH. |
| Townsend, east and west switch | 30 MPH. |
| Tobin, west switch | 30 MPH. |
| Garrison, west switch | 30 MPH. |
| Jens, east and west switch | 30 MPH. |
| Drummond, east and west switch | 30 MPH. |
| Missoula, east switch | 30 MPH. |
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 ft. in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.

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 SD24, F45, U25C, U28C, U33C, SD9 and SD45 series engines not permitted on spur track.
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.
 - Train Register Exceptions—**

Bozeman and Garrison for trains originating and terminating.
 - Clearance Provisions and Exceptions Rule 83(B)—**

Rule 83(B) does not apply at
Logan, Garrison—
Muir, West End, Bozeman and Blossburg—Helper engines originating.
At Manhattan for trains from the Thirteenth Subdivision.
At intermediate locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.
 - Spring Switches—**

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
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.
 - Between Livingston and Missoula—**

Electric switch locks have been removed at the following locations and Rule 268A applies.
Stanley Spur—800 feet west of MP 183
Penwell Spur—1,475 feet west of MP 231
Gold Creek Spur—1,200 feet west of MP 58
Bradman Spur—2,900 feet west of MP 75
Bonita Spur—2,200 feet west of MP 95
Clinton Ore Spur—3,300 feet west of MP 102
 - 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 proceed-

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

8. **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. 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.

9. **At Missoula—Third Subdivision Instructions Govern.**

10. **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.

Mountain Grade Operation—(See Mountain Grade Operation All Subdivisions)

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.

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.

11. **At Helena,** helpers 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. Helper units

in excess of 3600 H.P. must be cut in ahead of 40 per cent of train tonnage.

12. **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.

13. **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.

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

On the main track 20 feet east of the east switch, and east end of track No. 3 in Middle Yard.

Derail Switches—

In Lower Phosphate Yard—20 feet east of headblock just west of Highway No. 10.

14. Handling 80 Foot or Longer Cars—

(See all Subdivision Special Instructions, Item No. 4.)

Livingston to Helena, MP 132-133 inc.

Helena to Missoula, MP 13-19 inc.

Phosphate to MP 4, MP 0-3 inc.

ROCKY MOUNTAIN DIVISION

(Missoula to Kootenai)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Missoula and Kootenai except as indicated below	75 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	30 MPH.	30 MPH.
On Main Line between the interlocking plant and the No. 1 crossover east of the scale	20 MPH.	20 MPH.
Entering or departing yard, between crossover at MP 120 and East switch No. 9 track		10 MPH.
At Paradise, trains picking up train orders on main track will not exceed		30 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.
250-ton wrecking cranes over Bridge 55, Flathead River		20 MPH.
Trains or engines through No. 16 turnouts at following locations:		
Paradise, west switch	30 MPH.	
Plains, east and west switch	30 MPH.	
Eddy, east and west switch	30 MPH.	
Thompson Falls, east and west switch	30 MPH.	
Childs, east and west switch	30 MPH.	
Tuscar, east and west switch	30 MPH.	
Noxon, east and west switch	30 MPH.	
Heron, east and west switch	30 MPH.	
Colby, east and west switch	30 MPH.	
Hope, east and west switch	30 MPH.	
Missoula, West End, begin CTC	30 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

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

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

40 ft. or less in length	220,000 lbs.
40 ft. to 52.5 ft. in length	263,000 lbs.
52.5 ft. or longer	315,000 lbs.

3. Train Register Exceptions—

At Paradise, trains operating between Missoula and Spokane register by ticket.

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

Rule 83(B) does not apply at Dixon, Kootenai and at DeSmet to trains from Fifth Subdivision.

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

5. 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 or 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.

6. 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.

7. At Arlee—Normal position of switch at East end of siding is for house track.

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

9. At Sand Point—Spokane Division Instructions govern.

10. 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 8797.

11. Sidings—

Kootenai: Siding east of Kootenai station sign.

12. Handling 80 Foot or Longer Cars—

(See all Subdivision Special Instructions, Item No. 4.) Desmet to Schley, MP 1-15 inc.

13. On 2.2 per cent grade, helper units in excess of 3600 H.P. must be cut in ahead of 40 per cent of train tonnage.

ROCKY MOUNTAIN DIVISION

(Logan to Garrison)

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Logan to Garrison except as indicated below	75 MPH.	
At Sappington—Interlocking	55 MPH.	45 MPH.
MP 43 and Spire Rock		
Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	25 MPH.
Spire Rock and Homestake		
Ascending	30 MPH.	30 MPH.
Descending	25 MPH.	25 MPH.
Homestake and Skones	30 MPH.	15 MPH.
Skones to MP 68		
Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	20 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.
Trains handling 315,000 lb. cars		20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

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

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

40 ft. to 52.5 ft. in length.....263,000 lbs.

52.5 ft. or longer.....315,000 lbs.

U23C, U25C, U33C, SD9 and SD45 series engines not permitted on following tracks:

Deerlodge: House track, lumber spur and stockyards.

Kohr: Stock Spur.
3. **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.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

At Butte—Union Pacific trains must secure both BN and Union Pacific clearance before leaving.

At Logan—Rule 83(B) does not apply
5. **Spring Switches—**

Butte.....East switch of longyard lead

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.
6. **At Butte—**Trains and engines approaching Kaw Avenue crossing eastbound on main line, watch to see gates come down before occupying crossing. Movements westbound on freight lead and in any direction on House track must stop at Start circuit sign next to the crossing and wait until gates come down before occupying crossing.
7. **At Silver Bow—**Train order signal does not govern eastward Union Pacific Trains.
8. **At Whitehall—**

The west switch of the cross-over at the depot is the west end of the siding.
9. **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 2.2%, 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 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.

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

(See all Subdivision Special Instructions, Item No. 4.)

Logan to Butte, MP 45-68 inc.

Butte to Garrison, MP 12-13 inc.
11. On 2.2 per cent grade, helper units in excess of 3600 H.P. must be cut in ahead of 40 per cent of train tonnage.

ROCKY MOUNTAIN DIVISION

(DeSmet to Paradise)

FIFTH SUBDIVISION

1. **Speed Restrictions—**

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

Trains or engines through No. 16 turn-outs at the following locations:

Frenchtown, east and west switch..... 30 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. **Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length220,000 lbs.

40 ft. to 52.5 ft. in length.....263,000 lbs.

52.5 ft. or longer.....315,000 lbs.
3. **Train Register Exceptions—**

At Paradise—Trains operating between Missoula and Spokane register by ticket.
4. **Clearance Provisions and Exceptions Rule 83(B)—**Rule 83(B) will not apply at DeSmet to trains from Third Subdivision.
5. **Automatic Interlocking not indicated at station.**

Frenchtown 4.5 miles west.....Huson CMSTP&P Crossing.
6. **Spring Switches—**

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

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.
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.

ROCKY MOUNTAIN DIVISION
(Red Lodge to Silesia)

SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Silesia and Joliet.....	Freight 35 MPH.
Joliet and Red Lodge—	
Descending	30 MPH.
Ascending	30 MPH.
Red Lodge—west leg of wye.....	5 MPH.
Silesia—Over Junction Switch.....	12 MPH.
Bridges 19 and 29 between Joliet and Roberts	
U25C, U28C, U33C, and SD45 engines and 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.
2. **Bridge, Engine and Heavy Car Restrictions—**
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.
3. **Train Register Exceptions—**
At Silesia, trains will not register unless directed by train order to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Rule 83(B) does not apply at Silesia.
5. **At Silesia—**Normal position of Junction switch is for the Sixteenth Subdivision.
6. **At Red Lodge—**Normal position of stock spur switch is for stock spur, to provide derail protection.
7. **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.
8. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

ROCKY MOUNTAIN DIVISION
(Mission to Wilsall)

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mission and Wilsall	20 MPH.
Diesel engine units and cars weighing over 248,000 lbs.	15 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**
U25C, U28C, U33C, SD9 and SD45 engines.....Not Permitted
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**Rule 83(B) will not apply at Mission and Wilsall.
5. Unless otherwise instructed, protection against following trains, as required by Rule 99, is not required.

ROCKY MOUNTAIN DIVISION
(Livingston to Gardiner)

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
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, Engine and Heavy Car Restrictions—**
U25C, U28C, U33C, SD9, and SD45 diesel engines not permitted.
Cars heavier than the following not permitted without authority of Superintendent:
40 ft. or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.
3. **Train Register Exceptions—**None.
4. **Clearance Provisions and Exceptions Rule 83(B)—**None.
5. Unless otherwise instructed, protection against following trains, as required by Rule 99, is not required.

ROCKY MOUNTAIN DIVISION

(Missoula to Darby)

NINTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Missoula and MP 11.....	30 MPH.
MP 11 and MP 47.....	35 MPH.
MP 47 and Darby.....	30 MPH.
At Stevensville—Over highway crossing 1817 feet east of depot	10 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.

U25C, U28C, U33C, SD9 and SD45 diesel engines not permitted.
Bridge derrick 975501 and 250. ton wrecking derricks not permitted.

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 weighing under 177,000.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- At Stevensville,** expect to find west switch lined for stockyards and cars fouling main line.
- Unless otherwise provided, protection against following trains, as required by Rule 99, is not required.

ROCKY MOUNTAIN DIVISION

(Dixon to Polson)

TENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Dixon and Polson	30 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—Rule 83(B)** does not apply at Dixon.
- Handling 80 Foot or Longer Cars—**

(See all Subdivision Special Instructions, Item No. 4.)
Dixon to Polson, MP 31-33 inc.
- Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

ROCKY MOUNTAIN DIVISION

(St. Regis to Wallace)

ELEVENTH SUBDIVISION

- 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.

Descending—

Saltese and Lookout 20 MPH.
Lookout and MP 44 15 MPH.
MP 44 and Mullan 20 MPH.
Mullan and Wallace 25 MPH.

Ascending—

Saltese and Lookout 25 MPH.
Lookout and MP 44 15 MPH.
MP 44 and Wallace 25 MPH.

When handling Rotary Snow Plow or other snow equipment in service while descending the 4 percent grade both east and west of Lookout..... 8 MPH.
- Bridge, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length220,000 lbs.
Over 40 ft. long263,000 lbs.
- Train Register Exceptions—None.**
- Clearance Provisions and Exceptions Rule 83(B)—None.**
- 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.
- At Carbonite—**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.
- 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.
- 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.
- Handling 80 Foot or Longer Cars—**

(See all Subdivision Special Instructions; Item No. 4.)
Haugan to Wallace, MP 30-58 inc.

ROCKY MOUNTAIN DIVISION

(W.S. Jct. to Basin)

TWELFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
W.S. Jct. and Helena.....	Freight 40 MPH.
Helena and Basin	25 MPH.
2. **Bridge, Engine and Heavy Car Restrictions—**

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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **At W. S. Jct.—Montana Division Instructions govern.**
6. **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.
7. **Handling 80 Foot or Longer Cars—**

(See all Subdivision Special Instructions, Item No. 4.)
W.S. Jct. to Basin, MP 231-255.66 inc.

ROCKY MOUNTAIN DIVISION

(Manhattan to Ancney)

THIRTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Manhattan and Ancney	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.
3. **Train Register Exceptions—None.**
4. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **At Ancney—Derail located on main track 330 feet east of east switch. East switch of industry track lined for main track when occupied by cars.**
6. **Unless otherwise instructed, protection against following trains, as required by Rule 99, is not required.**
7. **Railroad Crossing Not Indicated at Station—**

Manhattan, 1.5 miles west, CMStP&P.
8. **Handling 80 Foot or Longer Cars—**

(See all Subdivision Special Instructions)
Manhattan to Ancney, MP 13-14 inc.

ROCKY MOUNTAIN DIVISION

(Sappington to Norris)

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, Engine and Heavy Car Restrictions—**

U25C, U28C, U30C, U33C, SD9, SD24, SD40 and SD45 diesel engines not permitted.

Trains over Bridge 14	10 MPH.
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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.

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

Sappington—Rule 83(B) does not apply.
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 provided, protection against following trains, as required by Rule 99 is not required.**
7. **Handling 80 Foot or Longer Cars—**

(See all Subdivision Special Instructions)
Sappington to Norris, MP 2-7 inc.

ROCKY MOUNTAIN DIVISION

(Whitehall to Alder)

FIFTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Whitehall and Alder	30 MPH.
MP 2 to Alder: Diesel engine units in excess of 263,000 lbs.	15 MPH.
- Bridge, Engine, and Heavy Car Restrictions—**
U25C, U28C, U33C, SD9 and SD45 diesel engines not permitted.
Cars heavier than 100 tons gross not permitted without authority of Superintendent.
- Train Register Exceptions—**None.
- Clearance Provisions and Exceptions Rule 83(B)—**None.
- At Whitehall—**
Fourth Subdivision instructions govern.
- At Alder—**When cars are left on stock yard track, 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.
- Unless otherwise instructed, protection against following trains, as required is not required.
- Interlocking Not Indicated at Station—**
Whitehall, 2 miles west, CMStP&P.

ROCKY MOUNTAIN DIVISION

(Drummond to Phillipsburg)

SIXTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Drummond and Phillipsburg	30 MPH.
except Drummond—Interlocking	20 MPH.
Elephant to end of track (Ascending)	25 MPH.
End of track to Elephant (Descending)	20 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
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.
- Train Register Exceptions—**None.
- Clearance Provisions and Exceptions Rule 83(B)—**None.
- At Elephant—**At Mill site engines are not permitted on loading track under tipple account no clearance.
- Derail Switches—**
Phillipsburg, 650 feet east of station on main track.
On Main Track, Fifty feet west of MP 1.
- Unless otherwise instructed, protection against following trains, as required by Rule 99, is not required.
- Handling 80 Foot or Longer Cars—**
(See all Subdivision Special Instructions, Item No. 4.)
Drummond to Phillipsburg, MP 25-26 inc.

ROCKY MOUNTAIN DIVISION

(Casper - Bonneville)

SEVENTEENTH SUBDIVISION

- Speed Restrictions**

Zone—Between	Maximum Speed Permitted
Casper and Bonneville	Freight 49 MPH.
Between Bucknum and Bonneville—All 6 axle units except SD7, SD9	40 MPH.
Head end of eastward trains MP 204.85	25 MPH.
Between Casper and Bonneville Derrick 975501 and 250 ton wrecking derrick must not exceed 25 MPH.	
- Bridge, Engine and Heavy Car Restrictions—**
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.
- Train Register Exceptions—**
Illco and Shobon—Trains will register when instructed to do so.
- Clearance Provisions and Exceptions Rule 83(B)—**
Casper—Trains enroute Eighteenth Subdivision must receive such clearance at Casper.
Bonneville—Operator on duty 8:00 A.M. to 5:00 P.M. daily except Saturday and Sunday. Trains must receive clearance when operator on duty.
Unless otherwise provided, all trains arriving at Bonneville must deliver all clearance, train orders and messages to relieving conductor or engineer, or both.
- At Illco—**The Junction switch of BN R.R. and C&NW Ry. is equipped with controlled electric switch lock and signals. C&NW trains in both directions must stop clear of absolute signals and be governed by instructions posted in box.

ROCKY MOUNTAIN DIVISION

(Bonneville to Laurel)

EIGHTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Bonneville and Laurel	Freight 49 MPH.
Through Boysen Tunnel	30 MPH.
M.P. 319.8 and M.P. 331.0	30 MPH.
M.P. 336.7 and M.P. 337.3	30 MPH.
Bonneville and M.P. 370.0	40 MPH.
M.P. 391.0 and M.P. 428.0	40 MPH.
M.P. 399.6 and M.P. 400.0	40 MPH.
M.P. 413.6 and M.P. 414.2	20 MPH.
M.P. 423.4 and M.P. 423.8	20 MPH.
M.P. 424.8 and M.P. 425.4	20 MPH.
M.P. 433.00 and Fromberg	40 MPH.
M.P. 465.2 and M.P. 466.1	40 MPH.
Fromberg to Bridger	25 MPH.
All six axle units except SD7, SD9—	
Bonneville and M.P. 370.0	40 MPH.
M.P. 391.0 and Laurel	40 MPH.
- Bridge, Engine and Heavy Car Restrictions—**
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.
- Train Register Exceptions—**
At Frannie—Trains will register at east siding switch when instructed to do so.

At Silesia, trains will not register unless directed by train order to do so.

At Fromberg, trains will not register unless directed by train order to do so.

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

At Bonneville—Operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday. Trains must receive clearance when operator on duty.

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

At Fromberg—Unless otherwise instructed trains going to Bridger and requiring orders to leave Fromberg should receive orders from operator Bridger.

5. **At Laurel**—Yellowstone Division Instructions govern.

ROCKY MOUNTAIN DIVISION

(Frannie to Cody)

NINETEENTH 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, Engine and Heavy Car Restrictions—**

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

40 ft. or less in length220,000 lbs.

Over 40 ft. long263,000 lbs.

SD-24, U25C, U33C, U28C and SD45 engines 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. **Train Register Exceptions—**

At Frannie—Trains will register at east siding switch.

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

At Frannie—Operator on duty 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday.

Train order signal does not govern Nineteenth Subdivision. Trains must secure Clearance when operator is on duty.

5. **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.

6. Unless otherwise provided, protection against following trains as required by Rule 99 is not required.

SPEED TABLE

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