

BURLINGTON NORTHERN INC.

BILLINGS REGION

**MONTANA, YELLOWSTONE AND
ROCKY MOUNTAIN DIVISIONS**

Special Instructions No. 7

IN EFFECT AT 12:01 A.M.

CENTRAL STANDARD TIME—BISMARCK-MANDAN

**MOUNTAIN STANDARD TIME { MANDAN-PARADISE
WILLISTON-CONKELLEY**

PACIFIC STANDARD TIME—PARADISE-KOOTENAI

Sunday, October 26, 1975

**Asst. Vice President
Transportation**

H. E. PIERCE

**Superintendent
Montana Division**

M. E. HAGEN

**Asst. Vice President
Operations**

C. J. BRYAN

**Superintendent
Yellowstone Division**

E. M. MARTIN

**Superintendent
Rocky Mountain Division**

R. D. SCHLAPPY

ALL SUBDIVISIONS

1. Speed Restrictions— Maximum Speeds Permitted

Passenger trains—

See Subdivision Special Instructions

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

4. Restrictions on Placing Cars in Trains—

Following equipment, loaded or empty, must be on rear of trains, except in work trains or when otherwise provided by authority of Chief Dispatcher:

Outfit Cars

Tie Flats (GNX 4410, GNX 4800 to 4971)

Log Flats (NP 117201 to 117871, BN 633504 to 633523)

Air Dump Cars

Scale Test Cars (next ahead of caboose)

Wrecking Derricks

Pile Drivers

Locomotive Cranes

Rotary Snow Plows, Wedge Plows, Dozers

Jordan Spreaders

Rear End Only Cars

Handling 80 Foot or Longer Cars—

During either throttling, or braking, trailing tonnage may cause lateral force sufficient for derailment, where cars 80 feet or longer are coupled to cars 50 feet or shorter, when grade and curvature exceed certain limitations. To avoid creating such conditions, trains of 8,000 or greater trailing tons must handle empty cars 80 feet or longer in the rear 8,000 tons, unless otherwise provided in Individual Subdivision Special Instructions.

Where the total tonnage of cars 80 feet or longer is so large that it is impossible to comply with Individual Subdivision Special Instructions, the train consist must instead be so arranged that all cars less than 80 feet are handled in the required rear tonnage, thus placing all long-car to short-car couplings in the safe tonnage area.

In applying these limits, the following 80-foot or longer loaded cars must be regarded the same as an empty 80-foot or longer car:

Cars weighing less than 50 tons, gross weight

Flat cars with one loaded trailer

Flat cars with empty trailers

Flat cars with either loaded or empty containers

Locations where other restrictions are in effect are listed under individual subdivisions.

5. Remote Control Equipment (RCE-1) Operation—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in RCE-1 consists. Locomotive units in RCE-1 operations, which will be coupled to cars, must be equipped with alignment control couplers.

Master and remote consists in RCE-1 operation must be confined to the following classes of locomotives:

F-45, SD-40, SD-45, SDP-40, SDP-45, U-25C, U-30C,
U-28C, U-33C

Exception—When necessary to operate other classes of locomotives in RCE-1 trains they must be confined to master consist only.

Unless otherwise provided in Individual Subdivision Special Instructions, remote controlled locomotives must be placed in train approximately two-thirds back from master consist by car count.

In all RCE-1 trains, the number of master consist powered axles must equal or exceed the number of remote consist powered axles, but in no case may the excess be greater than six powered axles. The master consist must have a minimum of twelve powered axles and a maximum of twenty-four powered axles. The remote consist must have a minimum of six powered axles and a maximum of twenty-four powered axles.

Axles of cars numbered RCC 101 through RCC 112 must not be counted in determining the axle count of the remote consist.

RCE-1 equipment must not be used in trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between remote consist and such cars for that subdivision.

5A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers or bolster stops (see Item 2) must not be operated in manned helper consists, except single non-equipped locomotives may be operated between locomotives equipped with alignment control couplers or bolster stops. Locomotive units, including trailing unit of head end consists, in manned helper operation, which will be coupled to cars must be equipped with alignment control couplers.

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**

pressed gases, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A (or DOT 114A) must be handled in accordance with FRA E.O. No. 5." Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with **flammable compressed gas**.

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

Within yard limits in non-ABS territory, the main track must not be used as a storage track except in case of emergency. When it becomes necessary to leave cars on main track in such territory, they must be protected by train order. This does not modify the requirement to move at reduced speed as required in Rule 93.

10. Use of Radios—

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.

11. Train Inspection and Failed Equipment Detector Instructions—

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. Conductors will determine frequency of such inspection, dependent on visibility conditions, avoiding unnecessary delay to trains.

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

When a hot box detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such hot box detector.

Failed Equipment Detector Instructions—

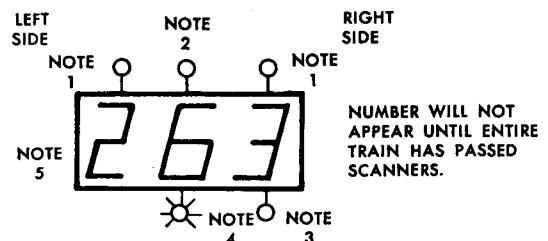
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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.

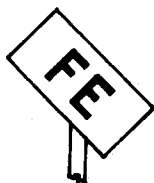
Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

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.

All journals on the train must be inspected whenever hot bearing indicator light, dragging equipment indicator light, multiple hot bearing or dragging equipment indicator light is illuminated and there is no count shown on defective equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

FAILED EQUIPMENT SIGN



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

12. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Spring switches are identified by yellow sign with black letter "S" located on or near spring switch.

All spring switches are equipped with facing point locks except when identified as not having a facing point lock in the Subdivision Special Instructions.

13. Railroad Crossings at Grade—

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.

14. Rules Changes and Modifications—

Rule 34 as contained in the Consolidated Code of Operating Rules is amended as follows:

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

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.

Rule 103(E) as contained in the Consolidated Code 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.

The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled.

The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- Have both angle cocks closed. When disconnecting yard air line, valve must be closed.
- Take firm grip on hose coupling and apply upward pressure.
- Break connection gradually to release pressure in hose.
- Turn face away from air hose connection as pressure is released.
- When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

- Have both angle cocks closed.
- Operate uncoupling lever and signal for movement.
- Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

In CTC territory, before using any electrically locked switch, permission must be obtained from control operator. Rule 281 is amended accordingly.

Consolidated Code of Operating Rule No. 729 has been changed to read as follows:

Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transportation of explosives and flammables, and be governed thereby. When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

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 completed 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.

15. Flat Spots on Wheels of Passenger Trains or Engines—

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

MONTANA DIVISION

(Williston to Havre)

FIRST SUBDIVISION

1. Speed Restrictions—

Passenger trains Maximum Speed 79 MPH.

Trains No. 3 and No. 4 consisting of 40 roller bearing cars or less passenger train speeds not exceeding 65 MPH.

Williston—freight trains on main track and on freight lead from east crossover switches to the west yard limit board 30 MPH.

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

East Havre, 3 miles East of Pass. Station.

East and West siding Switches at:

Trenton	Macon	Nashua	Dodson
Snowden	Wolf Point	Hinsdale	Lohman
Bainville	Oswego	Saco	
Brockton	Frazier	Bowdoin	
Poplar	Kintyre	Malta	

West Yard Lead Williston.

West siding switch at Blair.

East siding switch at Savoy, Harlem and Culbertson.

West and East switch North No. 1 track Glasgow.

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.

52.5 ft. or longer. 315,000 lbs.

3. Train Register Exceptions—

Glasgow, First Class Trains need not register.

Williston, Through Freight Trains need not register.

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

Dakota Division clearance and train orders will govern between Williston and Bainville.

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 Williston.

Passenger carrying trains will obtain their Montana Division clearance at Soo Tower, Minot which will clear the train at Williston.

Incoming Engineers and Conductors on passenger crews at Williston must deliver all train orders, clearances and messages personally to relieving engineers and conductors.

Montana Division freight trains originating at Williston will obtain their Montana Division clearance at Williston.

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

At Glasgow, if a connecting crew is not rested, conductor and engineer will turn their clearances, orders and messages over to an

operator who will be on call under these conditions. These orders will then be delivered by the operator to the outgoing train and engine crew when called.

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

5. Speed Test Board Locations—

Trenton—MP 139.4 and 140.4

Glasgow—MP 269.6 and 270.6

Glasgow—MP 283.1 and 284.1

Chinook—MP 410.4 and 411.4

6. Following tracks are not equipped with electric locks, Rule 268(A) applies.

Lakeside

Culbertson—Safflower Spur

Sprole

Macon—Petrofuels Refining Co. Spur

Chelsea

Bowdoin

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

Havre Stock Yard—

Westward governing absolute signal for Main track.

Eastward governing absolute signal for yard track.

MONTANA DIVISION

(Havre to Conkelley)

SECOND SUBDIVISION

1. Speed Restrictions—

Passenger trains Maximum Speed 79 MPH.

Trains No. 3 and No. 4 consisting of 40 roller bearing cars or less passenger train speeds not exceeding 65 MPH.

End of Double Track—Red Eagle 45 MPH.

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

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 Java.

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.

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.

52.5 ft. or longer. 315,000 lbs.

3. **Train Register Exceptions—**
Cut Bank-Shelby register only for trains originating or terminating.
4. **Clearance Provisions and Exceptions, Rule 83(B)—**
Conkelley, Rule 83(B) does not apply. Montana Division trains must obtain such clearance at Whitefish.
At intermediate locations in CTC territory Rule 83(B) will not apply when so authorized by train dispatcher.
5. **Speed Test Board Locations—**
Burnham—MP 973 and MP 974
Ethridge—MP 1078 and MP 1077
6. **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.
7. **Java and Pinnacle—**
Dual control switches with signals remotely controlled by train dispatcher Havre.
Java Single Track Bridge 1165.3.
Pinnacle Single Track MP 1173.2 to 1177.6.
Java and Pinnacle Interlockings:
Trains or engines stopped by a stop indication on the absolute signal at entrance to either Java 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.
8. **Main track switches to tracks shown below are not equipped with electric locks. Rule 268(A) applies.**
Fresno Industry track spur
Joplin Elevator Spur north of Main Line
9. **Crossovers on Double Track Not Indicated at Station—**
Trailing Point
MP 1100 Sundance
MP 1110 Meriwether
10. **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.
11. **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 signaled for movements in both directions.
Summit, Two main tracks known as NORTH MAIN and SOUTH MAIN extend between East switch Summit and West crossover and are signaled for movement in both directions.
Red Eagle, Two main tracks known as NORTH MAIN and SOUTH MAIN extend between East crossover Red Eagle and West switch Red Eagle and are signaled for movement 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—**
Air brake and train handling rules for mountain grade operation apply on mountain grade between Bison and Java MP 1141-1165.
Ruling Grade Descending West 1.8%
Ruling Grade Descending East 1.2%
13. **Manned Helper Operation—**
(See Manned Helper Operation, All Subdivisions)
Between Whitefish and Browning—
Locomotives equipped with bolster stops may be coupled to cars in manned helper service between Whitefish and Browning.
14. **Handling 80 Foot or Longer Cars—**
(See Handling 80 Foot or Longer Cars, All Subdivisions)
Summit to Java—
Trains of greater than 4250 trailing tons must handle empty cars 80 feet and longer in the rear 4250 tons.
Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.
When helper locomotives are used at rear of train, a buffer of at least 600 tons must be provided to separate helper from the rear-most empty car, 80 feet or longer.
Helpers of sixteen powered axles may be used at rear of train. In such cases, a buffer of at least 900 tons must be provided to separate helper from the rearmost empty car, 80 feet or longer.
When helper locomotives are cut into train in accordance with Item 5A, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.
Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

MONTANA DIVISION

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

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
	Freight
Pacific Jct. and Great Falls	40 MPH.
Great Falls and Sweet Grass	40 MPH.
Great Falls and Mossmain	49 MPH.
Bainville and Opheim	35 MPH.
Saco and Hogeland	30 MPH.
Vaughn and Augusta	20 MPH.
Power and Pendroy	25 MPH.
Valier and Valier Jct.	15 MPH.
Lewistown and Moccasin	35 MPH.
Hesper and Rapelje	25 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 Great Falls and 4th subdivision between Great Falls and Shelby cars 52.5 ft. and longer 315,000 lbs.

Tenth and Twelfth Subdivisions—

Wrecking cranes 250 ton. Not Permitted
Six axle units of greater than 2200 HP. Not Permitted
Valier Jct. to Valier single unit 4-axle engines only.
Shelby to Sweet Grass 6-axle units of greater than 2200 h.p. not permitted.

3. Train Register Exceptions—

Hesper, Vaughn, Emerson Jct., Dracut Jct., Eastham Jct., Choteau Jct., Power, Valier Jct., and Moccasin register is only for trains when directed by Train order.

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

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

Dakota Division clearance and train orders will govern between Bainville and Opheim.

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

Mossmain Rule 83(B) does not apply, obtain Montana Division clearance at Billings or Laurel yard.

Spring Creek Jct., 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, Fourth 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 the following subdivisions: Fourth between Shelby and Sweet Grass; Sixth, Seventh, Eighth, Ninth, Tenth, Eleventh and Twelfth.

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 Bismarck Rule 83(B) does not apply. Trains for which Bismarck is initial station may proceed on clearance received on Dakota Division.

All trains between Bismarck and Mandan will operate on Dakota Division clearance and train orders.

At Mandan all trains require clearance.

At Dickinson all trains require clearance.

5. At Mandan—main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.

6. Sidings—

Loaded Coal Trains will only use sidings at Bismarck, Lyons, Sweet Briar, New Salem, Dengate, westward siding Glen Ullin, Eagle Nest, Hebron, Antelope, Richardton, Taylor, Boyle, South Heart, Fryburg, Rider, Beach, Yates, Beaver Hill, Iona and Curry.

Mandan, the first track south of depot is main track; the second track is passenger siding.

Glen Ullin, north siding is westward; south siding is eastward.

Dickinson, first track south of depot is main track; the second track is passenger siding.

7. At Gladstone—The normal position of the west switch of the cross-over is for the spur track.

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

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

YELLOWSTONE DIVISION

(Bismarck to Glendive)

FIRST SUBDIVISION

1. Speed Restrictions—

Zone—Between Maximum Speeds Permitted

Passenger
Bismarck 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 Bismarck over street crossings, 3rd to 26th Streets, including engine or leading end of all trains 30 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 depot 50 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

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

YELLOWSTONE DIVISION

(Glendive to Laurel)

SECOND SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between Passenger Freight

Glendive and Laurel except as indicated below 75 MPH.

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

between east highway crossing and depot and eastward freight trains

between west highway crossing and depot will not exceed 10 MPH.

- 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.
At Jones Jct. and Huntley trains will register when instructed to do so.
At Billings only first class trains, extra passenger trains and freight trains originating will register.
At Laurel Yard all originating or terminating trains will register.
- 4. Clearance Provisions and Exceptions Rule 83(B)—**
At Forsyth all trains will require clearance.
At Sarpy Junction, 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.
Eastward trains destined third subdivision must obtain such clearance at Billings unless otherwise directed. Train and engine crews transported via highway to Huntley, Jones Jct., or Moran Jct. for eastward trains will receive their clearance at Laurel unless otherwise directed.
At Laurel, Rule 83(B) does not apply for first class trains.
- 5. Between Laurel and end of double track East Billings train order authority not required for extra trains moving with current of traffic.**
- 6. At Billings—**
Portable train order stand located between eastward main track and auxiliary track at a point about 12 feet west of 29th Street will not clear man on side of car when placed for use.
Tracks will be designated as follows, numbering southward from passenger depot:
Track No. 1—Depot track.
Track No. 2—WESTWARD MAIN TRACK.
Track No. 3—EASTWARD MAIN TRACK.
Track No. 4—Westward Auxiliary freight track.
Track No. 5—Eastward Auxiliary freight track.
Through freight trains will use main tracks except when instructed to use auxiliary freight tracks account passenger trains at the depot.
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—**
At Billings, switch at east end of auxiliary main track to eastward main track (MP 224.4) is not equipped with facing point lock.
- 8. Special Track Circuit—**
At Miles City a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.
- 9. Sidings—**
Loaded coal trains will only use sidings at Marsh, eastward siding Terry, Blatchford, Tusler, Ulmer, Hathaway, Rosebud, Finch, eastward siding Custer, Bull Mountain, Worden, Huntley and Lockwood.

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

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

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

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

- 10. At Glendive—**main track not protected by a continuous automatic block signal system. Trains leaving Glendive must provide rear end protection Per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.
- 11. At Colgate—**Westward advance warning sign located at east switch of back track, is 5850 feet in advance of reduce speed sign.
At Billings—Eastward advance warning sign located at east switch of eastward auxiliary track is 2209 feet in advance of reduce speed sign.
- 12. At Hysham—**
Westward train requiring train order authority to proceed beyond Hysham will be authorized to proceed on main track from end CTC limits to train order station Hysham if control signal located at end CTC limits Hysham indicates proceed.
- 13. Laurel Yard Limits—**Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard.
- 14. At Mossmain—**Trains entering the Second 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.
- 15. At Laurel Yard—**
Because of grade conditions and possibility of cars running out, trainmen will not release brakes until it is known that road engine is on train.
Eastward Second Subdivision trains departing from the Eastbound Yard or the Middle Yard will use the east lead of the Middle Yard. Normal position of the switch where the east lead from the Middle Yard connects with the east lead from the Westbound Yard is for this movement and target displays yellow indication.
Trains using the main track will sound whistle signal 15 (l) 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

(Gillette to Huntley)

THIRD SUBDIVISION

- 1. Speed Restrictions—**
- | Zone—Between | Maximum Speeds Permitted |
|---|--------------------------|
| Gillette and Huntley | 49 MPH. |
| Curves between | |
| MP 609.9 and MP 613.9 | 35 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 depot 15 MPH.
- Hardin North Line—Maximum Speed 10 MPH.
- 250 ton Wrecking derricks:
Hardin North Line Not Permitted
Other derricks 10 MPH.
- Hardin—Cars must not be moved beyond engine limit sign on Track No. 7 (Rock Track) servicing Holly Sugar Company.
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.
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, F-45, SD-45, SDP-40, SDP-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.
Sheridan L-3 track beyond switch to No. 109 track
M tracks beyond Grinell Street
City 4 track
City 2 track
City 3 track
Sugar factory spur
Fort McKenzie Spur. . . Bridge 0.48 to end of track
3. Train Register Exceptions—
At Huntley, Moran Jct. and Dutch, Trains will register when instructed to do so.
4. Clearance Provisions and Exceptions Rule 83(B)—
At Huntley Rule 83(B) does not apply.
At Sheridan all trains must receive clearance.
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.
6. Sidings—
Loaded coal trains will use only sidings at Oriva, Felix, Echeta, Lariat, Kendrick and Wyola.

YELLOWSTONE DIVISION

(Mandan to Mott)

FOURTH SUBDIVISION

1. Speed Restrictions—
Zone—Between Maximum Speeds Permitted
Mandan and MP 5 30 MPH.
MP 5 and Flasher. 40 MPH.
Flasher and Mott. 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.
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 necessary.
6. At Mandan, First Subdivision Instructions Govern.

YELLOWSTONE DIVISION

(Mandan to Killdeer)

FIFTH 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.
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)—
Killdeer—Rule 83(B) does not apply.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99, is not necessary on the Fifth Subdivision between Zap and Killdeer.
6. Staff Operation—Movement of all trains or engines in both directions between Beulah and South Beulah is governed by staff operation. Staff box located at the Beulah depot and contains one staff 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.
7. At Mandan—First Subdivision Instructions Govern.
At Mandan—Std. Oil Refinery track gate must be kept locked except when opened for switching.
8. 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.
9. At Hazen—Siding extends between east switch and east crossover switch.
Cars left on House Track must be left not less than 150 feet west of depot.
10. 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

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

(Beach to Carlyle)

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.**

(Glendive to Snowden)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Glendive and Savage (MP 34)	30 MPH.
Savage (MP 34) and MP 53	45 MPH.
MP 53 and Sidney	30 MPH.
Sidney and Snowden	40 MPH.
Sidney over main street and third street N.E. crossings . .	15 MPH.
Glendive to Crane-Diesel units and cars in excess of 248,000 lbs.	20 MPH.
Cecil Jct. and Cecil (Spur).	30 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—**

Fairview—Trains register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**

Snowden, Trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.
5. **At Glendive—Eastward trains will get authority from train dispatcher before entering Second Subdivision.**
6. **At Cecil—Engines or cabooses will not clear mine tippie on spur.**
7. **Between Newlon Jct. and Sidney track will be operated as one yard. Train and engine movements will be made under Rule 93.**

(Newlon Jct. to Richey)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Newlon Jct. and Richey	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.
Over 40 ft. long.	263,000 lbs.
3. **Clearance provisions and exceptions Rule 83(B) Newlon Jct. for westward trains originating Rule 83(B) does not apply.**
4. **Unless otherwise instructed, protection against following trains as required by the Consolidated Code Rule 99, is not necessary between Newlon Jct. and Richey.**

(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—**
Fairview—Trains will register when instructed to do so.
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.**

(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.
6. Sidney Branch Junction—Normal position of switch is for Seventh 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.

YELLOWSTONE DIVISION

(Nichols to Big Sky)

ELEVENTH SUBDIVISION

1. Speed Restrictions—
 Zone—Between
 Nichols and Big Sky 25 MPH.
 Cow Creek Yard over all Turnouts 5 MPH.
 Colstrip and Big Sky Loop Tracks. 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.
 Colstrip, register when directed by train order.
4. Clearance Provisions and Exceptions Rule 83 (B)—
 At Nichols, Rule 83 (B) does not apply.
5. At Nichols—Normal position of tail track switch is for East Leg of Wye.
6. At Cow Creek coal tipple Western Energy Company has restricted overhead clearance. Engines and cabooses will not clear and must not be operated under tipple. Employees are forbidden from riding cars while passing under tipple.
7. At Big Sky unit coal trains will leave Big Sky with white stripe headed east, therefore, either entrance to loop track may be used. If necessary to use right entrance to loop track to have cars in proper direction it will be necessary to reverse the caboose and engine.
 A member of the crew with radio will locate himself in the control house during loading.
 Trains will only be weighed loaded and at a speed not to exceed 4 MPH over the scale. Reverse movements over scale must not be made after train has started to weigh unless authorized by mine personnel.
 Spring switch is located at entrance to loop track at Big Sky Mine. Normal position of switch is for left entrance to loop track. All trains must stop and examine spring switch at entrance to loop track.
8. At Colstrip all inbound trains will use left leg of the loop track. Train speed while loading will be 0.50 MPH.
 A member of the crew with radio will locate himself in the control house during loading.

YELLOWSTONE DIVISION

(Sarpy Junction to Kuehn)

TWELFTH SUBDIVISION

1. Speed Restrictions—
 Zone Between
 Sarpy Junction and Kuehn 40 MPH.
 Kuehn around Loop Track 4 MPH.
2. At Kuehn all inbound trains will use right leg of the loop track. A member of the crew with radio will locate himself in the control house during loading.
3. Train Register Exceptions—
 At Kuehn trains register when instructed to do so.
4. Clearance Provisions and Exceptions Rule 83 (B)—
 At Sarpy Junction Rule 83 (B) does not apply.

YELLOWSTONE DIVISION

(Dutch to Decker)

THIRTEENTH SUBDIVISION

1. Speed Restrictions—
 Zone—Between
 Dutch and Decker 40 MPH.
 Speed around Loop Track Decker. 10 MPH.
 All trains approaching Decker Loop 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 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 Dutch, trains will register when instructed to do so.
4. Clearance Provisions and Exceptions Rule 83 (B)—
 At Dutch Rule 83 (B) does not apply.
5. At Decker—
 All inbound trains will use the right leg of the loop 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.

6. At Decker, when cars are to be set out and/or picked up by unit coal trains, such moves must be completed prior to weighing inbound. After all switching is completed, the engine must be re-coupled to the train, clearing the scale approach track circuit. Inbound weighing, loading and outbound weighing are then performed in the normal manner.

ROCKY MOUNTAIN DIVISION

(Laurel to Livingston)

FIRST SUBDIVISION

1. 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.	35 MPH.
Through turnouts of controlled sidings		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—
Laurel: First class trains not required to register.
4. Clearance Provisions and Exceptions Rule 83(B)—
Laurel Rule 83(B) does not apply to first class trains.
At intermediate locations in CTC Territory Rule 83(B) will not apply when authorized by train dispatcher.

ROCKY MOUNTAIN DIVISION

(Livingston to Missoula)

SECOND SUBDIVISION

1. 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		
Ascending	35 MPH.	30 MPH.
Descending	30 MPH.	30 MPH.
Birdseye (east Switch) and Austin		
Ascending	35 MPH.	30 MPH.
Descending	35 MPH.	25 MPH.
Austin and Blossburg		
Ascending	30 MPH.	30 MPH.
Descending	25 MPH.	25 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. | |
| Through turnouts of controlled sidings, except east switch Muir, west switch West End and east switch Garrison | 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.

 At Fort Harrison, engines having six axle trucks not permitted.
3. Train Register Exceptions—
Bozeman for trains originating and terminating only.
4. Clearance Provisions and Exceptions Rule 83(B)—
At intermediate locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.
5. Restricted Clearances—
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 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.
At Bradman—Ramps will not clear a man on side of car.
At Calcium—Ramp will not clear a man on side of car.
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.
At Phosphate Lower Yard—No clearance at loading dock.
6. 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
Austin Set Out Track
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
7. 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 indicators 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.
8. Mountain Grade Operation—
Air Brake and Train Handling Rules for Mountain Grade Operations apply on:
Mountain Grade between Livingston and 1400 feet west of MP 135. Ruling grade descending east 1.8%, west 1.9%.

Mountain Grade between east switch Elliston and Tobin. Ruling grade descending: east 2.2%, west 1.4%.

When shoving cars on descending grade a trainman must ride the leading car and sufficient hand brakes must be set on low end of cut to control slack.

9. 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 the Glendive dispatcher. He will position and lock dual control switches and display a 501J aspect on signals involved. Switching operations can be carried on continuously while signals are displaying 501J aspect. A member of the crew must promptly inform the train dispatcher at Glendive when switching operations have been completed. When a 501K Aspect is displayed the track between the 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".

10. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between West End and Bozeman—

Trains of greater than 4250 trailing tons must handle empty cars, 80 feet and longer, in the rear 4250 tons.

Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 600 tons must be provided to separate helper from the rear-most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 5A, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

Between Birdseye and Weed—

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

Trains of greater than 4300 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4300 tons except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at the rear of train, a buffer of at least 1100 tons must be provided to separate helper from the rear-most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 5A, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

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, over public crossings within corporate 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, over public crossings within corporate limits | 30 MPH. | 30 MPH. |
| At Plains, over public crossings within corporate limits | 35 MPH. | 35 MPH. |
| 250-ton wrecking cranes over Bridge 55, Flathead River | | 20 MPH. |
| Through turnouts of controlled sidings except East switch Paradise | | 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. | |
| Missoula diesel engines heavier than GP9's not permitted on coach tracks 1 and 2 east of Depot and coach track 2 west of Depot. | | |
| 3. Train Register Exceptions— | | |
| Paradise—Trains operating between Missoula and Spokane register by ticket. | | |
| 4. Clearance Provisions and Exceptions Rule 83(B)— | | |
| Rule 83(B) does not apply at Dixon, Kootenai and DeSmet. | | |
| At intermediate locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher. | | |
| 5. At Missoula—When necessary to switch over dual control switches, authority must be obtained from dispatcher. He will position and lock dual control switches and display a 501J Aspect on signals involved. Switching operations can be carried on continuously while signals are displaying a 501J aspect. A member of crew must promptly inform train dispatcher when switching operations have been completed. When a 501K Aspect is displayed the track between the interlocking signals must be cleared immediately. | | |
| 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 Paradise—Fifty foot log flats of the BN 640,000 series will not clear a man on side of car on adjacent tracks.
10. Mountain Grade Operation—
Air brake and train handling rules for mountain grade operations apply between one mile west of DeSmet and two miles East of Arlee. Ruling grade descending: East 2.2%, West 2.2%.
11. Handling 80 Foot or Longer Cars—
(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between Missoula and Nagos—

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

Trains of greater than 4300 trailing tons must handle loaded cars, 80 feet and longer, in the rear 4300 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.

When helper locomotives are used at rear of train, a buffer of at least 1100 tons must be provided to separate helper from the rear-most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 5A, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

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 1,090 feet west of MP 32.	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.
Interlocking 1,089 feet west of MP 32.	60 MPH.	45 MPH.
At Butte, within city limits, all trains.		
On Main track.		20 MPH.
On other tracks.		15 MPH.
Kaw Ave. 2,213 feet west of MP 0		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.

All engines having six axle trucks not permitted on the 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.
4. Clearance Provisions and Exceptions Rule 83(B)—
At Butte—All trains must receive clearance. Union Pacific trains must secure BN and U.P. clearance.
At Logan—Rule 83(B) does not apply. Trains entering fourth subdivision at Logan will receive their clearance at Livingston, Bozeman or Manhattan.
At Garrison—Rule 83(B) does not apply. Trains entering fourth subdivision at Garrison will receive their clearance at Missoula, Drummond, Helena or Garrison.
At Sappington and Whitehall—Rule 83(B) does not apply.
5. 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.
6. At Whitehall—
The west switch of the cross-over at the depot is the west end of the siding.
7. Mountain Grade Operations—
Air brake and train handling rules apply for mountain grade operations between four (4) miles west of Whitehall and MP 68.9 Ruling grade descending: east 2.2%, west 2.2%.
8. Handling 80 Foot or Longer Cars—
(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between Pipestone and Homestake—

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

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

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

When helper locomotives are cut into train in accordance with Item 5A, All Subdivisions, and cuts exceed 2450 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2450 tons of such cuts.

Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

ROCKY MOUNTAIN DIVISION

(DeSmet to Paradise)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
	Freight
Huson Interlocking, 4.5 miles west of Frenchtown.	45 MPH.
Between Schilling and Hoerner Waldorf Plant	10 MPH.
Trains or engines through No. 16 turnouts at the following locations:	
Frenchtown, east and west switch.	30 MPH.
Advance warning speed sign located 2439 feet west of MP 125 on westward track and reduce speed sign located 1473 feet west of MP 126 on Third Sub govern speed on both 5th and 3rd Subdivisions.	40 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 Paradise—Trains operating between Missoula and Spokane register by ticket.
4. Clearance Provisions and Exceptions Rule 83(B)—
At DeSmet and St. Regis Rule 83(B) does not apply.
At intermediate locations in CTC Territory—Rule 83(B) will not apply when so authorized by the Train Dispatcher.
5. Automatic Interlocking not indicated at station—
Frenchtown 4.5 miles west Huson CMSTP&P Crossing.

ROCKY MOUNTAIN DIVISION

SIXTH, SEVENTH AND EIGHTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speed Permitted
Casper and Laurel	Freight 49 MPH.
Bucknum and Bonneville—6 axle units except SD7, SD9.	40 MPH.
Eastward trains approaching MP 204.85.	25 MPH.
Casper and Bonneville: Wrecking derricks.	25 MPH.
MP 305 to Boysen Tunnel.	40 MPH.
Through Boysen Tunnel	30 MPH.
Boysen Tunnel to MP 319.8	40 MPH.
MP 319.8 to MP 331.0	30 MPH.
MP 331.0 to MP 336.7	40 MPH.
MP 336.7 to MP 337.3	30 MPH.
MP 337.3 to MP 370.0	40 MPH.
MP 391.0 to MP 413.6	40 MPH.
MP 413.6 to MP 414.2	20 MPH.
MP 414.2 to MP 423.4	40 MPH.
MP 423.4 to MP 425.4	20 MPH.
MP 425.4 to MP 428	40 MPH.
MP 433 to MP 494.	40 MPH.
MP 494 to MP 506.	25 MPH.
Fromberg to Bridger (Spur).	25 MPH.
Frannie to Cody	35 MPH.
Powell: Leading car or engine over Main Street Crossing	10 MPH.
Cody: Leading car or engine over road crossing opposite Husky Refinery.	10 MPH.
2. Bridge, Engine and Heavy Car Restrictions—
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.
Engines having six axle trucks not permitted on following tracks.
Cody: Tracks No. 8-15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.
Vocation: No. 1 and Industry track.
O'Donnell: No. 1 and Industry track.
3. Train Register Exceptions—
Ilco and Shobon—Trains will register when instructed to do so.
At Frannie—Trains from Cody will register at the east siding switch. Other trains will register at the east siding switch when instructed to do so.
Silesia and Fromberg—Trains will not register unless directed by train order to do so.

4. Clearance Provisions and Exceptions Rule 83(B)—
Casper—Trains enroute Seventh Subdivision must receive such clearance at Casper.
Greybull—Trains enroute Sixth Subdivision must receive such clearance at Greybull.
Bonneville—If a connecting crew is not rested, conductor and engineer will turn their clearances, train orders and messages over to an operator who will be on call under these conditions. These orders will then be delivered by the operator to the outbound train and engine crew when they are called on duty. Rule 83(B) does not apply except when operator is on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday.
Frannie—Rule 83(B) does not apply except when operator on duty 7:00 a.m. to 4:00 p.m. daily except Saturday and Sunday.
5. At Ilco—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.
If absolute signals on BN fail to clear, trains may proceed examining junction switch and complying with Rule 509 within absolute signal limits.
6. Between Cody and Frannie—Unless otherwise instructed, protection against following trains as required by Rule 99, is not necessary.
7. Restricted Clearance—
At Stucco—Loading ramp will not clear man on side of car.

ROCKY MOUNTAIN DIVISION

NINTH, TENTH AND ELEVENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Silesia and Joliet	Freight 35 MPH.
Joliet and Red Lodge	30 MPH.
Red Lodge—west leg of wye	5 MPH.
Silesia—Over Junction Switch	12 MPH.
Mission and Wilsall.	20 MPH.
Diesel units and cars in excess of 248,000 lbs.	15 MPH.
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.

Bridges 19 and 29 between Joliet and Roberts
All engines having six axle trucks 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 length. 220,000 lbs.
Over 40 ft. long. 263,000 lbs.
All engines having six axle trucks not permitted between Mission and Wilsall and between Livingston and Gardiner without authority of Superintendent.
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.
Rule 83(B) does not apply at Mission or Wilsall.
5. **At Silesia**—Normal position of Junction switch is for the Seventh Subdivision.
6. **At Red Lodge**—Normal position of stock spur switch is for stock spur, to provide derail protection.
7. **Mountain Grade Operation**—
Air brake and train handling rules for mountain grade operation apply between Red Lodge and Joliet.
Ruling grade descending west: 1.9%.
8. **Between Livingston and Gardiner**—
Automatic highway crossing signals may not actuate account rusty rails; therefore, employees must protect against highway traffic at the following location:
4,240 feet west of MP 4.
9. Unless otherwise instructed, protection against following trains as required by Rule 99, is not necessary.

ROCKY MOUNTAIN DIVISION

TWELFTH, THIRTEENTH, FOURTEENTH FIFTEENTH AND SIXTEENTH SUBDIVISIONS

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Manhattan and Anceny	25 MPH.
Sappington and Harrison	25 MPH.
MP 2 and MP 8 Descending	15 MPH.
MP 8 and MP 10 diesel units and cars in excess of 248,000	10 MPH.
Whitehall and MP 24	30 MPH.
MP 24 to Alder—Westward	20 MPH.
Alder to MP 24—Eastward	15 MPH.
Great Falls and Helena	40 MPH.
Helena and Basin	25 MPH.
Drummond and Philipsburg	30 MPH.
Drummond—Interlocking MP 0.45	20 MPH.
Elephant and MP 5.12—Ascending	25 MPH.
MP 5.12 and Elephant—Descending	20 MPH.
2. **Bridge, Engine and Heavy Car Restrictions**—
Sappington to Harrison: Trains and engines not permitted beyond MP 10.
Sappington and Harrison and between Whitehall and Alder engines having six axle trucks not permitted.
Whitehall and Alder: Cars heavier than 100 gross tons not permitted without authority of Superintendent.
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.
Anceny—Rule 83(B) does not apply.
5. **At Amazon**—Doors at Amazon Tunnel No. 6 will be closed from November 1 to April 15. During this period if tunnel is to be used

doors will be opened by a tunnel operator. High-wide loads not permitted to enter tunnel No. 6 unless authorized by chief dispatcher.

6. **Mountain Grade Operation**—
Air brake and train handling rules for mountain grade operation apply on following grades:
Manhattan and Anceny MP 13-15.
 Ruling Grade Descending East: 1.6%.
Sappington and Harrison MP 2-8.
 Ruling Grade Descending East 2.2%.
Drummond and Philipsburg MP 10-26.
 Ruling Grade Descending East 2.2%.
Helena and Basin MP 230-241.
 Ruling Grade Descending East 2.2%.
7. **Elephant Mill Site**—Engines are not permitted on loading track under tipple account no clearance.
8. **Derail Switches**—
Philipsburg—Derail located 650 feet east of station on main track.
Drummond—Derail located 50 feet west of MP 1.
Anceny—Derail located on main track 330 feet east of east switch. East switch of industry track lined for main track when occupied by cars.
9. **Between Helena and Basin**—Automatic highway crossing signals may not actuate account rusty rails; therefore, employees must protect against highway traffic at the following highway crossing locations:
1,715 feet west of MP 222
2,493 feet west of MP 224
1,779 feet west of MP 227
5,071 feet west of MP 227
10. Unless otherwise instructed, protection against following trains as required by Rule 99, is not necessary.
11. **Railroad crossing not indicated at Station**—
Manhattan, 1.5 miles west, CMStP&P
Whitehall, 2 miles west, CMStP&P
Drummond, 0.4 miles west, CMStP&P
12. **Handling 80 Foot or Longer Cars**—
(See Handling 80 Foot or Longer Cars, All Subdivisions.)
Between Wolf Creek and Helena—
Trains of 6500 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 6500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.
Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car. (See Item 4, All Subdivisions.)

ROCKY MOUNTAIN DIVISION

SEVENTEENTH, EIGHTEENTH AND NINETEENTH SUBDIVISIONS

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Missoula and Darby	35 MPH.
Missoula and MP 11	30 MPH.
MP 47 and Darby	30 MPH.
Stevensville—over highway crossing 1817 feet east of depot	10 MPH.
Dixon and Polson	30 MPH.
Haugan and Wallace	25 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.
- Ascending—
- Lookout and MP 44 15 MPH.
- At Mullen, over public crossings 10 MPH.
- When handling snow equipment in service while descending the 4 percent grade both east and west of Lookout 8 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.
- Between Missoula and Darby—All engines having six axle trucks, and 250 ton wrecking derrick, not permitted. Over Bridges 0, 4, and 16, cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs., and over Bridges 0, 1, and 16, cars weighing between 220,000 lbs. and 263,000 lbs., must be preceded and followed by a car weighing under 177,000 lbs.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—
- At Dixon Rule 83(B) does not apply.
5. 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.
6. Mountain Grade Operation—
- Air brake and train handling rules for mountain grade operations apply on following grades:
- Dixon and Polson MP 30-33.
- Ruling Grade Descending West 2.0%.
- Haugen and Wallace MP 29-55.
- Ruling Grade Descending West 4.0%.
- Ruling Grade Descending East 4.0%.
- A brake pipe test to be made at Lookout.
- Retaining valves must be used on all cars, Lookout to Saltese and Lookout to Mullan.
7. Unless otherwise instructed, protection against following trains between Missoula and Darby, Dixon and Polson, Haugen and Wallace, as required by Rule 99, is not necessary.

SPEED TABLE

Time Per Mile			Time Per Mile		
Minutes	Seconds	Miles Per Hour	Minutes	Seconds	Miles 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