

BURLINGTON NORTHERN INC.

BILLINGS REGION

**MONTANA, YELLOWSTONE AND
ROCKY MOUNTAIN DIVISIONS**

Special Instructions No.9

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 29, 1978

**Asst. Vice President
Transportation**

H. E. PIERCE

**Superintendent
Montana Division**

M. E. HAGEN

**Regional
Vice President**

J. O. DAVIES

**Superintendent
Yellowstone Division**

E. M. MARTIN

**Superintendent
Rocky Mountain Division**

R. D. SCHLAPPY

ALL SUBDIVISIONS

1. Speed Restrictions—

Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under each subdivision.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under individual subdivision.

Freight trains up to 100 Tons/O.B.* 60 MPH.
Freight trains over 100 Tons/O.B.* 50 MPH.

*Tons per operative brake (Tons/O.B.) is defined as the gross trailing tonnage of the train divided by the total number of cars having operative brakes.

To determine if train exceeds 100 tons per operative brake, add two zeros to the number of cars having operative brakes. If train has greater trailing tonnage than the resulting figure, train exceeds 100 tons per operative brake. Example: 85 cars with operative brakes plus two zeros equal 8500. An 85 car train with 9182 tons would exceed 8500 and hence would exceed 100 tons per operative brake.

Unless otherwise provided—

Loaded unit ore, ballast and potash trains 40 MPH.
Loaded unit coal trains 45 MPH.
Empty unit coal trains 50 MPH.
Engines running light or with caboose only 50 MPH.

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

When temperatures are below zero degrees fahrenheit the following speed restrictions apply:

	Psg. Trains	Freight Trains
Zero degrees to 10 below zero	65 MPH.	50 MPH.
11 degrees below zero and colder	60 MPH.	45 MPH.

Equipment—

	Main Line	Branch Line
Loaded BN ownership C2-covered hoppers (less than 2200 cubic capacity)	50 MPH.	
Ore cars	45 MPH.	20 MPH.
Scale test cars except WO-3, 4, 5	35 MPH.	20 MPH.
Air dump cars (loaded).	35 MPH.	20 MPH.
Wedge plow or dozer (dead in tow).	35 MPH.	20 MPH.
Rotary plow, wrecking derrick, loco crane, pile driver, clamshell, shovel, Jordan spreader.	30 MPH.	15 MPH.
Log cars not equipped with permanent steel side stakes.	30 MPH.	15 MPH.
Ribbon rail cars (loaded).	35 MPH.	25 MPH.

Except on Main Lines as shown in timetables, diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on any subdivision unless authorized by Chief Dispatcher and Roadmaster or covered by specific instructions.

Maximum Speed Diesel Units Dead in Tow—

Switcher units with friction bearings 35 MPH.
Switcher units with roller bearings 50 MPH.
Road switcher and other units 60 MPH.

1A. Control of Harmonic Rocking—

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

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

2. Restrictions on Diesel Units—

The number of diesel units coupled together in train operation, either working, idle, or dead in tow, must not exceed seven. When the operating diesel units on head end of train exceed 18 powered axles, Individual Subdivision Special Instructions or bulletin must be referred to in determining if any restrictions are in effect governing trailing tonnage. Maximum tonnages expressed in Individual Subdivision Special Instructions for head end power are extreme limits under ideal conditions and superintendents will establish lower limits as required.

In the event diesel units in excess of the above restrictions are to be handled dead in train, such units must be placed not less than 5 cars or more than 15 cars behind the lead 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.

Exception—Trains of 5 cars or less may handle not more than three such diesel units coupled dead in tow to the working consist.

When an engine consist of more than 3 units in service includes 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 couplers:

All switcher units

Road and road switcher diesel units: 600-995, 1350-1355, 1357-1365, 1524-1576, 1578-1585, 1587-1601, 1603-1612, 1614, 1616-1619, 1621, 1700-1775, 1777-1875, 1877-1936, 1938-1958, 1960-1966, 1968-1998, 4000-4197, 6000-6255, 9900-9925
FW&D 605-610, 700-703, 850-859
C&S 150-842

3. Remote Control (RCE-1) Operation—

Locomotives not equipped with alignment control coupler 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:

C30-7, F-45, SD-40, SD-45, U-25C, U-28C, U-33C, U-30C

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 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.

3A. Manned Helper Operations—

Locomotives not equipped with alignment control couplers (See item 2) must not be operated in manned helper consists unless equipped with bolster stops.

The following units, not equipped with alignment control couplers, are equipped with bolster stops:

602-644, 653, 675, 682, 702, 704-707, 710-714, 720, 724-735, 738-785, 788, 794-819, 824-825, 827-829, 831-847, 986-989,

1353, 1355, 1357-1360, 1362, 1365, 1524-1542, 1545, 1551-1552, 1555-1563, 1569-1571, 1573, 1575-1576, 1578, 1580-1584, 1587, 1590, 1592-1600, 1610, 1614, 1616-1618, 1621-1622, 1626-1643, 1700-1775, 1777-1799, 1802-1812, 1814, 1816-1817, 1819-1820, 1822, 1824-1833, 1835-1866, 1868-1875, 1877-1882, 1887-1889, 1892, 1894-1901, 1903-1904, 1906, 1908-1909, 1914-1926, 1928, 1930, 1932-1933, 1941-1952, 1955-1958, 1960-1965, 1971, 1975, 1978, 1990-1997
FW&D 700-703

Exception—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.

Where cars listed in first sentence of item 4 are handled at rear of train, manned helper must be cut in ahead of such cars. When helper is cut in ahead of such cars, or immediately ahead of the caboose, the helper will be considered as operating at the rear of the train.

Unless otherwise provided in Individual Subdivision Special Instructions:

Helpers of twelve powered axles or less, may be operated at rear of train ahead of or behind caboose, but must not be used on rear of trains handling empty equipment 80 feet and longer unless Individual Subdivision Special Instructions or bulletin are in effect to indicate the safe buffer between such cars and rear end helper for that subdivision.

Helpers will not exceed twenty-four powered axles. Head end consists in helper trains will not exceed twenty-four powered axles.

Head end consists in helper trains which are unit trains consisting entirely of Grade E steel couplers may have up to 36 powered axles. Helpers up to 24 powered axles may shove on the rear of trains so equipped.

Helpers of more than twelve powered axles must be cut into train. Dispatcher will advise conductor of tonnage rating of helper so that conductor can determine proper location in train, arranging that tonnage trailing the helper approximately equals combined tonnage rating of helper locomotives.

When restrictions governing trailing tonnage with head end power are provided by Individual Subdivision Special Instructions or bulletin, helper may be operated on head end, providing the combined head end and helper units do not exceed seven.

Exceptions to Item 3A—Helpers of six powered axles or less are not restricted by any of the provisions of this item.

3B. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.
Groups VII thru X are 6 axle units.

Group	Types	Unit Numbers	Weight (000)
I	SW-1	80-97	198-200
II	NW-5	986-995	217
III	SW-1-12, NW-2-12	1-14, 98-250, 375-595	232-255
	SW-12, NW-2	C&S 150-153, 156-160	246-250
	"	FWD 605-610	" "
	F7-9	602-853	232-250
	GP-5	1350-1365	243
	GP-7	1510-1623, 1633, 1643	246-250
	"	FWD 700-703	" "
	GP-9	1723-1760, 1808-1830	246-251
	"	1884-1891, 1902-1972	" "
	GP-18	1990-1998	248
IV	SW-15	300-324	255-262
V	GP-7	1625-1632, 1634-1642	254
	GP-9	1700-1722, 1761-1807	255-259
	"	1831-1883, 1973-1980	" "
	GP-10	1400-1436	257
	GP-20-30-35-38	2000-2545	257-267
	A415-424, ARS-3-11	4010-4246	245-258

VI	GP-40	3000-3039	275
	A-425	4252-4264	271
	U25B-28B-30B	5400-5484	269-275
	SW-7	C&S 154	274
VII	SD-7	6048-6059	298
VIII	SD-7-9	6023-6047, 6127-6206	316-326
	"	C&S 810-842, FWD-850-859	" "
IX	SD-7-9-24	6000-6022, 6100-6126	344-346
	"	6240-6255	" "
X	A636	4360-4369	393
	U23C-25C-28C	5200-5208, 5600-5677	370-392
	U30C, C30-7	5300-5394, 5500-5566	410-417
	"	C&S 890-893	" "
	U30C-33C	5700-5765, 5800-5944	388-411
	SD40-45, F-45	6300-7074, 8000-8029	369-416
	SD40-45	C&S 868-887, C&S 900-996	382-416
	"	C&S 7832-7868	" "
	"		" "
	"		" "

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
Scale test cars (next ahead of caboose) except WO-3, 4, 5
Pile drivers
Locomotive cranes
Rotary snowplows, 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 80 foot or longer empty car:

Cars weighing less than 50 tons, gross weight
Flat cars with one loaded trailer
Flat cars with empty trailers
Flat cars with either loaded or empty containers, unless the car is designated with a letter "Q" in the YHC column of the wheel report.

Locations where other restrictions are in effect are listed under Individual Subdivisions.

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

5. 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.

6. Instructions For Safety Inspection—

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

- A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
- No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.

- c. Open top loads, including trailers and containers on flat cars, must be safely loaded.
- d. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
- e. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs can be made.

7. Hazardous Materials—

Holders of the Consolidated Code of Operating Rules must have BN Form 15784, "Handling Placarded Cars In Railroad Transportation," in their possession and be familiar with its contents.

All carloads of chlorine and anhydrous ammonia must not be cut off while in motion and no car(s) moving under its own momentum shall be allowed to strike these cars, nor shall such cars be coupled to with more force than is necessary to complete the coupling. Employees must be informed of the presence of these cars and instructed to handle them in accordance with the above requirements.

F.R.A. Emergency Order No. 5—

- (a) DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49CFR 179.100-23, transporting flammable gas requiring Flammable Gas placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable gas placarded Flammable Gas, that is not equipped with head shields required by 49CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.
- (b) The shipping papers required by 49 CFR 172.203(g)(2), 174.25(a), for DOT specification tank cars 112A and 114A containing flammable gas, placarded Flammable Gas, and not equipped with head shields must carry the notations "DOT 112A" or "DOT 114A" and either "must be handled in accordance with FRA E.O. No. 5" or "shove to rest per E.O. No. 5."
- (c) Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

Note: For complete information on these regulations, consult R.M. Graziano's Tariff or B.E. Pamphlet 20.

When derailment or incident occurs involving hazardous materials:

- a. Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- b. Notify train dispatcher (yardmaster in terminal areas) advising portion of train or cars involved. From waybills, consist or other documents which may be available, determine special precautions to take when making inspection, i.e., protective clothing, breathing apparatus, etc.
- c. If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- d. When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- e. Remain at the scene, in close contact with the train dispatcher (yardmaster in terminals) and be readily accessible to advise emergency response forces of suspected dangers, contents and condition of cars. Furnish them all emergency response information available. This position should be maintained until relieved by an officer on the scene or emergency is corrected.

NOTE: Computer generated data does not indicate hazardous materials in TOFC/COFC shipments, certain mixed loads or residue remaining in empty tank cars. Such cars in a derailment may be as dangerous as other shipments. Information for such cars must be obtained from the waybill.

8. 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 yard speed as required in Rule 93.

9. 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 failed equipment detector is out of service or may be ineffective account blowing snow, freight trains will reduce speed to the extent required, stopping if necessary, to make train inspection. Conductors will determine frequency of inspections depending on visibility conditions and/or inspections by employees on the ground. Inspection intervals must not exceed 35 miles. Crews will examine train in advance of inoperative failed equipment detector which protects bridge, tunnel or other structure.

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.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service hot box detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of hot box detector which failed to detect the hot journal, with a copy of the wire to AVP Engineering, St. Paul. Dispatchers will arrange inspection of the detector by the signal maintainer in all such instances.

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.

Failed Equipment Detector Instructions—

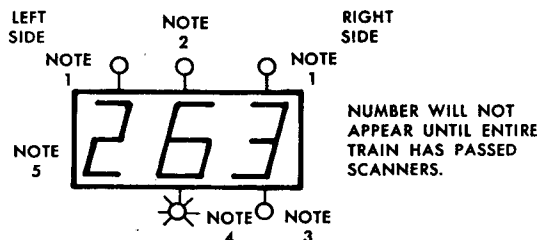
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

Enginemen must alert crew members on rear of train when approaching detector site.

Train must not move beyond failed equipment sign until authorization to proceed is received from rear of train.

When failed equipment is indicated engine crew must be notified to stop train for inspection. Advise dispatcher reason for delay by first available means of communication.

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.

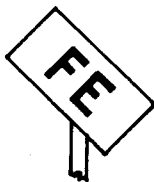
Note: 3—Dragging equipment indicator light. When illuminated dragging equipment has been detected, stop and inspect train as indicated. Advise dispatcher reason for delay by first available means of communication.

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.

10. Spring Switches—

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

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

11. 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.

12. Automatic Interlockings—

When a train or engine is stopped by a stop indication of an automatic interlocking signal and no immediate conflicting train or engine movement is evident, in addition to complying with Consolidated Code Rule 613, employees must be governed by instructions posted in the release box.

13. Rules Changes and Modifications—

Consolidated Code Rule M and BN Safety Rule 94—

BN Safety Rule 94 and the second, third, and fourth paragraphs of Consolidated Code Rule M are cancelled and 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.

Consolidated Code Rules 12 and 14—

On Burlington Northern and affiliated lines, Consolidated Code Rules 12 and 14 are modified to include:

"In the absence of a green flag, when crew of train is positive that their entire train has passed the restriction as indicated in train order, unless other speed restrictions govern, normal speed may be resumed."

These instructions in no way modify the requirement for trackmen to display flags as required by maintenance of way rules.

Consolidated Code Rule 26—

BLUE SIGNAL PROTECTION OF WORKMEN

Definitions—

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components,

including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling equipment" means engines and railroad cars.

"Blue signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

RULE 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workman are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

RULE 26(B)

Engine Servicing Facilities—

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

RULE 26(C)

Car Shop or Repair Track Protection—

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employees are clear of the track on which the movement is to be made.

RULE 26(D)

Hump Yard Tracks and Tracks with Remotely Controlled Switches—

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employee in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective blocking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

The date and time he received notification of work to be performed;

The name and craft of the employee in charge who provided the notification.

The number or other designation of the track involved;

The date and time he notified the employee in charge that protection has been provided; and

The date and time he was informed that the work had been completed, and the name and craft of the employee in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

Consolidated Code Rule 34—

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 signal 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.

Consolidated Code Rule 93—

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

Trains must clear other trains which are superior as prescribed by Rules 86 and S-87.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

Consolidated Code Rule 99—

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- a) In ABS territory, when rear of train is protected by at least two block signals.
- b) When rear of train is protected by an absolute block (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.).
- c) When rear of train is within interlocking limits.
- d) When a train order or special instructions provides that flag protection is not required.

NOTE: These provisions do not apply to any unit of equipment which does not actuate the block or cab signals or to a work extra.

Flagman's signals:

Day Signals—A red flag not less than *ten* torpedoes and *six* red fuses.

Night Signals—A white light, not less than *ten* torpedoes and *six* red fuses.

Consolidated Code Rule 103 (C)—

103(C): Cars on any track must be left clear of crossings and so as not to actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

Consolidated Code Rule 103 (E)—

103(E): Cars must not be handled ahead of engine between stations outside of yard limits except when necessary to take cars to or from 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.

Consolidated Code Rules 200 and 83 (B)—

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.

Consolidated Code Rule 211—

At stations designated by the division superintendent, duplication of slow and cautionary orders may be done mechanically on copier machine.

Consolidated Code Rule 213—

A set of train orders will be furnished the rear trainman on all passenger trains.

Consolidated Code Rule 214—

The following paragraphs are added to Consolidated Code Rule 214:

When a train and/or engine crew are relieved on line account hours of service or for other reasons, if the train orders, clearances and messages can not be personally delivered to the relieving crew, unless otherwise instructed, conductor will leave all train orders, clearances and messages in envelope on caboose desk and engineer will leave same in envelope on engine. Both conductor and engineer will show correct designation of train, date, location and signature on front of envelope.

Conductor of relieving crew must compare order numbers with engineer and unless otherwise instructed, conductor must contact train dispatcher before proceeding.

If the train dispatcher annuls the train orders by operator or directly to a member of the crew of the train or trains involved, all train orders and clearances must be removed from the engine and caboose by the crew being relieved.

The train dispatcher must instruct the relieving crew, before they leave their terminal, of the location where they will pick up train orders (including slow and cautionary orders).

Form H Train Orders—

When a work extra has been instructed to clear or protect against an extra train after a specified time and it is desired to extend such time, the following may be used:

"Work extra _____ (clear or protect against) Extra _____ (direction) after _____ M instead of _____ M."

The above example must be used to extend clearing time and may be used to extend protecting time.

When a work extra has been instructed to protect against an extra train after a specified time and it is desired to extend such time, if intended for other trains to use the additional time, Form E Example (3) order may be used and applied to extra trains.

If intended to extend such time only to the work extra, Form S-E Example (1) order must be used and applied to extra trains.

Necessary identification of a work extra by a train when required by Rule 89 must include confirmation by the Conductor of the work extra that their entire train has arrived.

Form W Train Orders—

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows. These examples will show the train order number as well as the date.

Examples

(4) Extra 37 West register at C on Order No. _____ of _____ (Date).

(5) Extra 38 East may check register at C against Extra 37 West on Order No. _____ of _____ (Date).

(6) No. 2 may check register at C against Extra 37 West on Order No. _____ of _____ (Date).

When used in this manner, it will not be necessary that the train authorized to check the train register have a copy of the train order instructing an extra train to register.

The train instructed to register will insert the train order number and date of train order in the column of train register captioned "Signals."

The train authorized to check the register will check the column captioned "Signals" for the train order number and date to ascertain that it is the same as the train order number and date shown on their train order authorizing them to check the register.

Consolidated Code Rule 281—

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

Railroad Radio Rules—

Consolidated Code of Operating Rules 650 through 663 and BN Safety Rules 685 through 696 are cancelled. The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.

401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.

402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to

- cover initial reports of derailments, collisions, storms, wash-outs, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.
404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.
405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.
406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.
407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:
- A. BASE OR WAYSIDE STATIONS:
1. Name or initials of the railroad.
 2. Name of office or other unique designation of the station, and location of station.
- B. MOBILE UNITS:
1. Name or initials of the railroad.
 2. Train name (number), engine number, or words that identify the precise mobile unit.
- If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.
408. An employee receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.
409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:
- A. Relates to yard switching operations.
 - B. Is a recorded message from an automatic alarm device.
 - C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.
410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".
411. To indicate to the receiving employee the exchange of transmissions is complete and that no response is expected, the transmitting employee must say the word "out".
412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.
413. Radio communication must not be used to avoid compliance with any operating rule.
414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.
415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.
416. Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.
417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.
418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.
419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.
420. When radio is being used in lieu of hand signals both the direction and distance to be travelled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.
421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:
- A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.
 - B. Before the train order is transmitted the employee to receive and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.
 - C. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.
 - D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "complete" and the time.
 - E. Except as provided by Rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
 - F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "complete" has been acknowledged by the train being restricted.
 - G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.
422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.
423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.
424. Citizens band radios must not be used for railroad operating purposes.
- Note: If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.
- A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

Consolidated Code Rule 729—

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

Consolidated Code Rule 957—

At stations designated by the Division Superintendent, duplication of train location lineups may be done mechanically on copier machines.

BN Safety Rule 144—

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 to be 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 are to be uncoupled on freight cars by trainmen and yardmen:

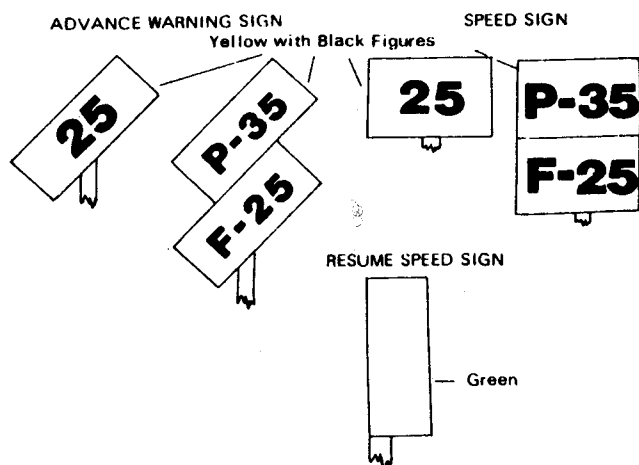
- Have both angle cocks closed.
- Operate uncoupling lever and signal for movement.
- Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

BN Air Brake and Train Handling Rule 202 and BN Safety Rule 217—
have been modified to include a second paragraph which reads:

"When necessary to work under cars in trains where inadvertent movement of the car being worked on could occur, sufficient hand brakes must be applied adjacent to the car to prevent such movement."

BN Speed Signs—

On subdivisions specified by bulletin, existing speed signs have been replaced by BN speed signs as illustrated below; Rule 240W and instructions on pages 126 and 127 of the Consolidated Code are changed accordingly.



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

- Figures preceded by letter P apply to passenger trains.
- Figures not preceded by a letter apply to all train and engine movements.

When Speed Is To Be Reduced

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

When Speed Is To Be Increased

At the end of a Reduce Speed zone, a train or engine will be governed by one of the following signs:

- A "Speed Sign" displaying a higher speed.
- A "Resume Speed" sign which will authorize the maximum permissible speed on that subdivision.

In either case, the speed must not be increased until the entire train has passed the sign displayed.

14. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338-11-76, 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.

15. Automatic Cab Signals—

Cab signals on any engine unit, so equipped, must not be used on any other portion of Burlington Northern except on suburban equipment only on Chicago Division, First Subdivision.

16. Signal Aspects and Indications—

BN signal aspects and indications as contained in pamphlet Form 15307 dated 2-1-77 are in effect. Special signal aspects and indications as shown for Burlington lines on pages 118, 119, 120, and 121 in the Consolidated Code of Operating Rules, remain in effect.

MONTANA DIVISION

(Williston to Havre)

FIRST SUBDIVISION

1. Speed Restrictions—

Passenger trains Maximum Speed 79 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	Frazer	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.

Williston—Freight trains on freight lead at Williston (MP 120.7 to MP 122) 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—

Glasgow, First Class Trains need not register.
Williston, Through Freight Trains need not register.

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

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

Dakota Division clearance received at Havre will apply at Bainville.

Montana Division freight trains which do not change crews at Williston and passenger carrying trains will obtain their Montana Division clearance at Soo Tower which will apply at Bainville.

Dakota Division clearance received at Soo Tower will clear the train at Williston.

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

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

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

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

6. 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

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

Lakeside
Culbertson—Safflower Spur
Sprole
Macon—Petrofuels Refining Co. Spur
Chelsea
Bowdoin

8. 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.

9. Account electronic scales do not exceed 5 MPH over scales on industry track at Macon and Oswego.

10. Hotbox Detector Locations—

Trenton—MP 142.8
Culbertson—MP 166.1
Sprole—MP 202.5
Wolf Point—MP 234.2
Nashua—MP 269
Vandalia—MP 293
Saco—MP 323
Malta—MP 347
Harlem—MP 380.2
Chinook—MP 404

MONTANA DIVISION

(Havre to Conkelley)

SECOND SUBDIVISION

1. Speed Restrictions—

Passenger trains maximum speed 79 MPH.
End of two main tracks—Nyack 45 MPH.
Trains or engines through No. 20 turnouts at following locations: 35 MPH.

Pacific Jct. switch and end of two main tracks.
West end Havre yard, lead switch to north main track.
End of double track at Teton.
East switch end of two main tracks at Shelby.
East switch eastward siding at Essex.
Crossover 1068.4 at Teton.
End of double track at Cut Bank.
End of double track at Blackfoot.
End of two main tracks at Summit.
End of double track at Java.
End of double track at Pinnacle.
End of double track at Paola.
End of double track at Conkelley.
East and west siding switches at:
Burnham Chester Dunkirk Belton
Gilford Lothair Browning Bison
Buelow Devon Spotted Robe Coram

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

Shelby—Engine or leading cars over footwalk to depot and over crossing east of depot. 20 MPH.

Westbound freight trains over 100 tons per operative brake must not exceed 20 MPH between Summit and Java.

2. Bridge, Engine and Heavy Car Restrictions—

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

40 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
52.5 feet 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. Rule 99—When flagging is required, flagging distance is as follows:

Flagging against westbound trains is 2.0 miles.

Flagging against eastbound trains:

MP 1208.2 to MP 1164.0 2.0 miles
MP 1164.0 to MP 1152.0 1.5 miles
MP 1152.0 to MP 430.2 (Summit to Havre) 2.0 miles

6. Speed Test Board Locations—

Burnham—MP 973 and MP 974
Ethridge—MP 1078 and MP 1077

7. 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.

8. Java—Interlocking limits from MP 1165.2 to MP 1165.9. Dual control switches are remotely controlled by the train dispatcher at Havre.

Train or engine stopped by a stop indication at the entrance to Java will comply with Rule 606(B). When communication cannot be made with the train dispatcher, no further movement may be made except on signal indication or authority from company officer with instructions from the train dispatcher.

Pinnacle-Paola—Single track from Pinnacle to Paola, Rules 261-264 are in effect between these points. Dual control switches at Pinnacle and Paola are controlled by the train dispatcher at Havre. Trains or engines stopped by a stop indication will communicate with the train dispatcher and be governed by his instructions.

When communication cannot be made with the train dispatcher, no further movement may be made except on signal indication or authority from a company officer with instructions from the train dispatcher.

Signals located to the left of track will govern movements against the current of traffic to single track at Pinnacle and Paola.

9. Shelby—When necessary to perform switching in CTC territory, the following instructions will govern:

Trains approaching Shelby from Second or Fourth Subdivisions may communicate by radio directly with the train dispatcher, or through Operator at Shelby who will relay information between dispatcher and train crew member regarding switching movements to be made at Shelby.

Prior to making such switching movements, permission to use electric lock switches (Rule 281); or, take dual control switches out of power (Rule 276); or to obtain "Track and Time Limits" (Rule 271) must be obtained directly from the train dispatcher. When "Track and Time Limits" include the West controlled signals and the East controlled signals at Shelby, and when the Absolute holding signals between these two points indicate STOP, such indication signals be considered as STOP AND PROCEED during the time that "Track and Time Limits" are in effect.

10. 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

11. Crossovers on Double Track not Indicated at Station—

Trailing Point

MP 1100 Sundance

MP 1110 Meriwether

12. Between Teton and Blackfoot which is 251-254 territory, running orders or numbered clearances will not be required for trains or engines moving with the current of traffic.

Between Marias and Red Eagle which is either 251-254 or 261-264 territory, running orders, numbered clearances or work orders are required for train and engine movements.

13. Two main tracks known as NORTH MAIN and SOUTH MAIN signaled for movement in both directions extend between:

Pacific Jct. and crossovers at west end of Havre yard.

East switch at Shelby and Teton.

East switch at Summit and Marias.

East crossover at Red Eagle and Nyack.

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.

14. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply on mountain grade between Summit and Java MP 1151-1165.

Ruling Grade Descending West. 1.8%
Ruling Grade Descending Eastbound between MP 1146
and MP 1141 (Bison) is 1.2%.

15. 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.

16. 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 of 12-14 powered axles are used at rear of train, a buffer of at least 600 tons must be provided to separate helper from the rearmost empty car, 80 feet or longer.

Helpers of sixteen powered axles may be used at rear of train. In such cases, a buffer of 2,250 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.

Helper locomotives up to 18 powered axles may be cut into train with less than the rated tonnage of the helper locomotives behind the helpers, provided that following restrictions are observed:

Helper Powered Axles	Tonnage Behind Helper	Buffer Required*
12-14	0-1,000 1,001-2,000 Above 2,000	600 tons 450 tons None
16	0-1,000 1,001-2,500 Above 2,500	2,250 tons 1,250 tons None
18	0-1,000 1,001-2,000 2,001-3,500 Above 3,500	Prohibited 2,100 tons 1,100 tons None

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

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

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

17. Trailing Tonnage Restrictions—

(See Items 3 and 5A, All Subdivisions.)

Between Summit and Java, eastbound—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 5,200, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 9,750 trailing tons.

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

19. Hotbox Detector Locations—

Kremlin—MP 981.7
Inverness—MP 1009.3
Lothair—MP 1030.8
Dunkirk—MP 1059.3
Sundance—MP 1099.2
Blackfoot—MP 1118.9
Bison—MP 1145.5
Pinnacle—MP 1175.1
Belton—MP 1198.9

MONTANA DIVISION

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

1. Speed Restrictions—

Zone—Between	Freight
Pacific Jct. and Great Falls	40 MPH.
Great Falls and Shelby	40 MPH.
Shelby and Sweet Grass	25 MPH.
Great Falls and Mossmain	49 MPH.
Bainville and Opheim	35 MPH.
Saco and Hogeland	25 MPH.
Vaughn and Dracut Jct.	10 MPH.
Power and Pendroy	25 MPH.
Valier and Valier Jct.	10 MPH.
Lewistown and Moccasin	35 MPH.
Hesper and Rapelje	25 MPH.
Mossmain CTC Control point between absolute signals on the turnout for the Montana Fifth Subdivision . . .	12 MPH.
Hesper to Rapelje diesel engine units heavier than Group V and cars weighing over 248,000 lbs	10 MPH.
Item 1A, All Subdivisions, applies on Six, Seven, Eight, Nine, Eleven and Twelfth.	
Item 1A, All Subdivisions, applies on Fourth Subdivision from MP 100.0 to MP 138.9.	

2. Bridge, Engine and Heavy Car Restrictions—

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

40 feet or less in length	220,000 lbs.
40 feet to 52.5 feet in length	263,000 lbs.

Except on Third Subdivision between Pacific Jct. and Great Falls
and Fourth Subdivision between Great Falls and Shelby cars 52.5
feet and longer 315,000 lbs.

250-ton wrecking cranes not permitted on Tenth and Twelfth Subdivisions.

Engines heavier than Group V not permitted on Tenth Subdivision and Twelfth Subdivision.

Engines heavier than Group V not permitted on Fourth Subdivision between Shelby and Sweet Grass.

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 trains departing from Milwaukee passenger station must obtain clearance from BN dispatcher which will clear the train at Emerson Jct.

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

Third Subdivision—Flagging distance is 1.5 miles.

Fourth Subdivision—Flagging distance is as follows:

MP 0.0 to MP 99.8	1.7 miles
MP 102.4 to MP 138.9	1.0 miles

Fifth Subdivision—Flagging distance is 2.0 miles.

Sixth Subdivision—Flagging distance is 2.0 miles.

Seventh Subdivision—Flagging distance is 1.5 miles.

Eighth Subdivision—Flagging distance is 1.0 miles.

Ninth Subdivision—Flagging distance is 1.0 miles.

Tenth Subdivision—Flagging distance is 1.0 miles.

Eleventh Subdivision—Flagging distance is 1.5 miles.

Twelfth Subdivision—Flagging distance is 1.0 miles.

6. Speed Test Locations—

Laredo—MP 5.1 and MP 6.1
Sheffels—MP 106 and MP 107
Vaughn—MP 9.1 and MP 10.1
Fields—MP 216.8 and MP 215.8
Hesper—MP 3.5 and MP 4.5

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

YELLOWSTONE DIVISION

(Bismarck to Glendive)

FIRST SUBDIVISION

1. Speed Restrictions—

Maximum Speeds Permitted

Zone—Between	Passenger	Freight
Bismarck and Glendive	75 MPH.	
Freight trains over 100 Tons/O.B. 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.
Freight trains over 100 Tons/O.B. 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 Soo Line crossing between 2000 feet west of MP 192 and 2200 feet west of MP 192 between Pierre and Bismarck 35 MPH. 35 MPH.
- At Bismarck over street crossings, Third to 26th Streets, including engine or leading end of all trains. 35 MPH. 35 MPH.
- At Dickinson, over street crossings 25 MPH. 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. 50 MPH.
- Head end restrictions for westbound freight trains:
- Signal 197.9 between Bismarck and Mandan 45 MPH.
- Signal 102.3 between Gladstone and Lehigh. 55 MPH.
- Head end restrictions for eastbound freight trains:
- Signal 121.4 between South Heart and Belfield 55 MPH.
- Signal 150.8 between Medora and Rider 55 MPH.
- Signal 176.4 between Beach and Yates 45 MPH.
- After engine passes signal, can proceed at normal speed.
2. Bridge, Engine and Heavy Car Restrictions—
- Cars heavier than the following not permitted without authority of Superintendent:
- 40 feet or less in length. 220,000 lbs.
- 40 feet long to 52.5 feet in length. 263,000 lbs.
- 52.5 feet or longer. 315,000 lbs.
3. Train Register Exceptions—
- At Dickinson first class trains 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. Rule 99—When flagging is required, flagging distance is 2.0 miles.
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. Sidings—
- Freight trains over 100 Tons/O.B. will only use sidings at Bismarck, Lyons, Sweet Briar, New Salem, Dengate, westward siding Glen Ullin, Eagle Nest, Hebron, Antelope, Richardton, Taylor, Boyle, Lehigh, South Heart, Fryburg, Rider, Beach, Yates, Beaver Hill, Iona and Curry.

Mandan—The first track south of depot is passenger track; the second track is main track.

Glen Ullin—North siding is westward; south siding is eastward.

Dickinson—First track south of depot is main track; the second track is passenger siding.

8. At Gladstone—The normal position of the west switch of the crossover 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.

9. Hotbox Detector Locations—

New Salem—MP 32.8
Eagle Nest—MP 61.8
Richardton—MP 87.9
South Heart—MP 124.8
Rider—MP 154.3
Yates—MP 178.9

YELLOWSTONE DIVISION

(Glendive to Laurel)

SECOND SUBDIVISION

1. Speed Restrictions—	Maximum Speeds Permitted	
	Passenger	Freight
Zone—Between		
Glendive and Laurel except as indicated below	75 MPH.	
Against the current of traffic on double track.	59 MPH.	49 MPH.
Freight trains over 100 Tons/O.B. not handled with RCU (Remote Control Units)		40 MPH.
At Glendive—Engines must stop before backing over foot crossing between the yard office and roundhouse.		
At Glendive—Over Allard Street	30 MPH.	30 MPH.
Westward		
Allard Street to yard office	10 MPH.	10 MPH.
Eastward		
Barry Street underpass to yard office	10 MPH.	10 MPH.
At Miles City between Leighton Boulevard crossing and Tongue River bridge	20 MPH.	20 MPH.
Trains or engines through No. 20 turnouts at following locations:		
Sarpy Jct.	35 MPH.	35 MPH.
Jones Jct.	35 MPH.	35 MPH.
Trains or engines through No. 16 turnouts at following locations:		
Huntley—East and west siding switches and crossover to Third Subdivision	30 MPH.	30 MPH.
Lockwood—East and west siding switches.	30 MPH.	30 MPH.
East Billings—Begin CTC.	30 MPH.	30 MPH.

Laurel crossover	30 MPH.	30 MPH.
Laurel—West end passenger main . . .	30 MPH.	30 MPH.
Laurel—Eastbound freight to passenger main	30 MPH.	30 MPH.
Head end restrictions for westbound freight trains:		
Signal 121.9 between Flynn and Forsyth		55 MPH.
Signal 211.7 between Jones Jct. and Huntley		55 MPH.
Signal 222.1 between Lockwood and Billings		55 MPH.
Signal 10.1 between Billings and Laurel		55 MPH.
Signal 13.3 between Billings and Laurel		55 MPH.
Head end restrictions for eastbound freight trains:		
Signal 107.4 between Joppa and Rosebud		55 MPH.
Signal 154.2 between Hysham and Myers		50 MPH.
Signal 196.8 between Pompeys Pillar and Newton		45 MPH.
Freight trains over 100 Tons/O.B..		35 MPH.
Signal 216.8 between Huntley and Lockwood		50 MPH.
Signal 221.6 between Lockwood and Billings		50 MPH.
Signal 13.8 between Billings and Laurel		55 MPH.
After engine passes signal, can proceed at normal speed.		
At Billings—		
Over 27th, 28th, and 29th Streets, all trains head end restriction only	10 MPH.	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 feet or less in length.		220,000 lbs.
40 feet to 52.5 feet in length		263,000 lbs.
52.5 feet or longer.		315,000 lbs.
3. Train Register Exceptions—		
At Forsyth first class trains 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 Jct., 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. Rule 99—When flagging is required, flagging distance is 2.0 miles.
6. Between Billings and Huntley—Electric switch locks have been removed at the following locations and Rule 268(A) applies:
Stockyard H.B.—1799 feet west of MP 221.
Dyce Chemical H.B.—3661 feet west of MP 222.
Brick Spur H.B.—3861 feet west of MP 222.
7. Between Laurel and end of double track East Billings train order authority not required for extra trains moving with current of traffic.
8. 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.
Movement of westward train against the current of traffic between end of double track East Billings and switch leading to east switch of westward auxiliary freight track will be made by authority and under protection of yardmaster.
Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner prescribed by the rules.
9. 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.
10. 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.
11. Sidings—
Freight trains over 100 Tons/O.B. will only use sidings at Colgate, Marsh, eastward siding Terry, Blatchford, Tusler, Ulmer, Hathaway, Rosebud, Finch, Hysham, 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.
12. 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.
13. 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.

14. 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.

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 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.

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 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(1) continuously from yard office crossing to 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.

18. Hotbox Detector Locations—

Fallon—MP 34.1
Shirley—MP 57.3
Hathaway—MP 95.9
Sarpy Jct.—MP 144.9
Waco—MP 177.9
Newton—MP 200.2

YELLOWSTONE DIVISION

(Gillette to Huntley)

THIRD SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Gillette and Huntley	49 MPH.
Curve between:	
MP 675.2 and MP 676.2	45 MPH.
At Sheridan over First Street crossing with engine or leading car	15 MPH.
Freight trains over 100 Tons/O.B. not handled with RCU (Remote Control Units)	40 MPH.
Freight trains over 100 Tons/O.B. 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.

Except east and west siding switches through No. 20 turnouts at following locations:

Oriva, Echeta, Lariat, Kendrick, Clearmont, Ulm, Benteen, and Moran Jct. 35 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 feet or less in length. 220,000 lbs.

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

52.5 feet or longer. 315,000 lbs.

Except—Maximum gross weight of cars handled on Hardin North Line spur beyond MP 1.60 and on Fort McKenzie spur must not exceed 220,000 lbs.

Engine Groups IX through X not permitted on following tracks:

Kiewit. Power house lead, beyond RR crossing.

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

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

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

MP 597.2 to MP 694.0 2.0 miles

MP 694.0 to MP 700.0 2.5 miles

MP 700.0 to MP 829.3 2.0 miles

Flagging distance against eastbound trains is 2.2 miles.

6. Sidings—

Freight trains over 100 Tons/O.B. will use only sidings at Oriva, Felix, Echeta, Lariat, Kendrick, Clearmont, Ulm, Arno, Dutch, Wyola and Rowley.

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.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

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

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

3. Train Register Exceptions—None.

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

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

6. At Mandan—First Subdivision instructions govern.

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 west of MP 72 from South Beulah Mine Spur must know crossing gates are down before occupying crossing.

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

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.)—westbound trains. 15 MPH.

Item 1A, All Subdivisions, applies.

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. Rule 99—Unless otherwise instructed, flagging is not required between Zap and Killdeer. When flag protection is required, distance is 1.5 miles.

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

YELLOWSTONE DIVISION

(Beach to Carlyle)

SIXTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Beach and Carlyle	10 MPH.
Highway 16 west of MP 1	5 MPH.

Item 1A, All Subdivisions, applies.

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

(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 Savage—Diesel units and cars in excess of 248,000 lbs.	20 MPH.
Cecil Jct. and Cecil (spur)	30 MPH.

Item 1A, All Subdivisions, applies.
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. **Rule 99—Flagging distance is 1.5 miles.**
6. **At Glendive—Eastward trains will get authority from yardmaster before entering Second Subdivision.**
7. **At Cecil—Engines or cabooses will not clear mine tippie 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.**

(Newlon Jct. to Richey)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Newlon Jct. and Richey	20 MPH.

Item 1A, All Subdivisions, applies.
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. **Clearance Provisions and Exceptions Rule 83(B)—None.**
5. **Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 0.5 miles.**

(Watford City to Fairview)

1. **Speed Restrictions—**
Zone—Between Maximum Speeds Permitted
Fairview and Watford City 25 MPH.
Item 1A, All Subdivisions, applies.
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. **Rule 99—Unless otherwise instructed, protection against following
trains is not required. When protection is required, flagging distance
is 1.0 miles.**

(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.

Item 1A, All Subdivisions, applies.
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. **Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.5 miles.**
6. **Sidney Branch Junction—Normal position of switch is for Seventh Subdivision.**
7. **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	Maximum Speeds Permitted
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. Rule 99—Flagging distance is 1.5 miles.
6. Sidings—

Freight trains over 100 Tons/O.B. will use only siding at Moon.
7. At Nichols—Normal position of tail track switch is for East Leg of Wye.
8. At Cow Creek coal tippie Western Energy Company has restricted overhead clearance. Engines and cabooses will not clear and must not be operated under tippie. Employees are forbidden from riding cars while passing under tippie.
9. 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.
10. At Colstrip all inbound trains will use left leg of the loop track. Train speed while loading will be 0.5 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	Maximum Speed Permitted
Sarpy Junction and Kuehn	40 MPH.
Kuehn around Loop Track	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 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.
5. Rule 99—Flagging distance is 2.0 miles.
6. Sidings—

Freight trains over 100 Tons/O.B. will use only sidings at Bob and Kuehn.
7. 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.
8. All trains delayed at Sarpy Jct. beyond 15 minutes will stop their leading engine west of the cattle crossing and will have to cut the first private crossing around the curve one quarter of a mile west of the junction.

YELLOWSTONE DIVISION

(Dutch to Decker)

THIRTEENTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
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 Decker, train register is located in company telephone booth and trains will register when instructed to do so.

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

5. Rule 99—Flagging distance is 2.0 miles.

6. 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 0.5 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.

7. 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 in-bound. 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.

8. Sidings—

Freight trains over 100 Tons/O.B. can use siding at Decker.

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.	30 MPH.
Through sidings at Park City, Columbus, Big Timber and Livingston	20 MPH.	20 MPH.
Through old eastward main at Laurel . .	20 MPH.	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.	

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. First class trains will receive their clearance at Billings. Other trains will receive their clearance at Laurel yard unless otherwise instructed.

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

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

6. Rule 268(A) applies when train or engine enters track leading off of sidings at Rapids, Reed Point, Quebec, Greycliff, Carney and Elton.

7. Hotbox Detector Locations—

Rapids—MP 36.1

Quebec—MP 66.6

Carney—MP 86.8

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.
Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.		
Westbound freight trains over 100 tons per operative brake must not exceed 30 MPH between Blossburg and Elliston.		
Through Mullan tunnel.	25 MPH.	25 MPH.
Blossburg and MP 41 (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.	30 MPH.

Through sidings at Bozeman, Logan, Garrison (wye and siding), Townsend and Drummond. 20 MPH. 20 MPH.

East and west switches of the following controlled sidings: Belgrade, Manhattan, Logan, Clarkston, Lombard, Toston, Winston, Louisville, Birdseye, Austin, Weed, Skyline, Blossburg, Elliston, Avon, Bearmouth, Nimrod, Clinton, Bonner, speed restricted to 12 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 heavier than Group V 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. Rule 99—When flagging is required, flagging distance against west-bound trains is:

MP 115.3 to MP 128.0 (Livingston)	1.5 miles
MP 128.0 to MP 138.0	2.2 miles
MP 138.0 to MP 238.0	2.0 miles
MP 0.0 to MP 5.0 (Helena West).	2.0 miles
MP 5.0 to MP 20.5.	1.0 miles
MP 20.5 to MP 32.0.	2.5 miles
MP 32.0 to MP 119.3 (Missoula).	2.0 miles

Flagging distance against eastbound trains is:

MP 119.3 to MP 27.0 (Missoula East)	2.0 miles
MP 27.0 to MP 20.5.	1.5 miles
MP 20.5 to MP 0.0 (Helena)	2.0 miles
MP 239.0 to MP 133.5 (Helena East).	2.0 miles
MP 133.5 to MP 128.0	1.5 miles
MP 128.0 to MP 115.3 (Livingston)	2.0 miles

6. Restricted Clearances—

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. 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.

7. Between Livingston and Missoula—

Electric switch locks have been removed at the following locations and Rule 268(A) applies.

Stanley Spur—800 feet west of MP 183
 Penwell Spur—1,475 feet west of MP 231
 Austin Set Out Track off Siding
 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

8. At Helena—

Eastbound freight trains use lead extension when moving from yard.

End of two main tracks is at spring switch west of Montana Avenue crossing. Movements from 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.

9. Mountain Grade Operation—

Air Brake and Train Handling Rules for Mountain Grade Operations apply on:

Mountain Grade between Livingston and 1400 feet west of MP 135. Ruling grade descending east 1.8%, west 1.9%.

Mountain Grade between Blossburg and Tobin. Ruling grade descending: east 2.2%.

Ruling grade descending westbound between Blossburg and Elliston is 1.4%.

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

10. 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 and Missoula 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".

11. 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 Blossburg—

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.)

12. Trailing Tonnage Restrictions—

(See items 3 and 5A, all subdivisions.)

Between Livingston and Muir—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 5000, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 9500 trailing tons.

Between West End and Bozeman—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 4900, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 9300 trailing tons.

Between Birdseye and Blossburg, Westbound—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 4200, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8150 trailing tons.

Between Elliston and Blossburg, Eastbound—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 6500, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 12,000 trailing tons.

13. Hotbox Detector Locations—

Belgrade—MP 154.0
Trident—MP 174.5
Toston—MP 199.8
Elliston—MP 33.0
Jens—MP 64.6
Nimrod—MP 94.3

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.	25 MPH.
Ascending	30 MPH.	30 MPH.
Evaro and MP 19 (East of Arlee)		
Descending	35 MPH.	25 MPH.
Ascending	35 MPH.	30 MPH.
Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.		
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.	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.	30 MPH.
Through sidings at Plains and Kootenai .	20 MPH.	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.

Missoula diesel engines heavier than Group V 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. Rule 99—When flagging is required, flagging distance against west-bound trains is:

MP 119.3 to MP 2.0 (DeSmet West) 2.0 miles
MP 2.0 to MP 10.0 1.0 miles
MP 10.0 to MP 23.0 2.0 miles
MP 23.0 to MP 115.3 (Kootenai) 2.0 miles

Flagging distance against eastbound trains is:

MP 115.3 to MP 19.0 (Kootenai East) 2.0 miles
MP 19.0 to MP 12.0 1.0 miles
MP 12.0 to MP 125.0 (DeSmet East) 2.0 miles
MP 125.0 to MP 119.3 (Missoula) 2.0 miles

6. Rule 268(A) applies when train or engine enters track leading off siding at Eddy, Thompson Falls, Childs, Tuscor, Noxon, Heron, Colby, Hope and Plains.

7. 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.

Trains arriving Missoula 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".

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

9. At Ravalli—Normal position of switch at west end of siding is for house track.
10. At Paradise—Fifty foot log flats of the BN 640,000 series will not clear a man on side of car on adjacent tracks.
11. 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%.
12. Handling 80 Foot or Longer Cars—
(See Handling 80 Foot or Longer Cars, All Subdivisions.)

Between DeSmet and Arlee—
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. A buffer of at least 2300 tons must be provided to separate the lead locomotive from the first empty car 80 feet and longer.
13. Trailing Tonnage Restrictions—
(See Items 3 and 5A, All Subdivisions)

Between DeSmet and Arlee—
When all locomotive power is operated at head end of train, trailing tonnage must not exceed 4200, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8150 trailing tons.
14. Hotbox Detector Locations—
Woodlin—MP 28.5
Trout Creek—MP 54.0
Heron—MP 76.6
Kootenai—MP 111.8

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 4200 feet west of MP 19.	55 MPH.	45 MPH.
MP 43 and MP 46.4 Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	25 MPH.
MP 46.4 and Homestake	25 MPH.	25 MPH.
Homestake and Skones.	25 MPH.	15 MPH.

Skones to MP 68 Ascending	30 MPH.	30 MPH.
Descending	30 MPH.	20 MPH.
Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.		
At Butte, within city limits, all trains On main track.	20 MPH.	20 MPH.
On other tracks.	15 MPH.	15 MPH.
Kaw Avenue 2,213 feet west of MP 0	10 MPH.	10 MPH.
Between Warm Springs and Deer Lodge —CMStP&P automatic interlocking 1089 feet west of MP 32.	60 MPH.	45 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 feet or less in length. 220,000 lbs.
40 feet to 52.5 feet in length. 263,000 lbs.
52.5 feet or longer. 315,000 lbs.
All engines heavier than Group V 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 must register. Burlington Northern trains will register when instructed to do so.
4. Clearance Provisions and Exceptions Rule 83(B)—
At Butte—All trains must receive clearance.
At Logan—Rule 83(B) does not apply. Trains entering Fourth Subdivision at Logan will receive their clearance at Livingston, Bozeman, Manhattan or Trident.
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. Rule 99—When flagging is required, flagging distance against west-bound trains is:
MP 0.0 to MP 44.0. 2.0 miles
MP 44.0 to MP 61.0. 1.0 miles
MP 61.0 to MP 70.5 (Butte East) 1.5 miles
MP 0.0 to MP 51.0 (Garrison) 2.0 miles
Flagging distance against eastbound trains is:
MP 51.0 to MP 0.0 (Garrison East) 2.0 miles
MP 70.5 to MP 51.0 (Butte East) 1.0 miles
MP 61.0 to MP 0.0. 2.0 miles
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 Whitehall—
The west switch of the crossover at the depot is the west end of the siding.
8. Mountain Grade Operations—
Air brake and train handling rules apply for mountain grade operations between four (4) miles west of Whitehall and MP 68.9. Ruling grade descending: east 2.2%, west 2.2%.
9. Handling 80 Foot or Longer Cars—
(See Handling 80 Foot or Longer Cars, All Subdivisions.)

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

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

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

When helper locomotives are cut into train in accordance with item 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.)

10. Trailing Tonnage Restrictions—

(See items 3 and 5A, all subdivisions.)

Between Whitehall and Butte—

When all locomotive power is operated at head end of train, trailing tonnage must not exceed 3,900, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 8,150 trailing tons.

11. All trains handling UP 13000 and 19000 series covered hoppers between Butte and Great Falls and return, and Butte to Logan and return will handle these cars at rear of train with a 10-car buffer between cars and caboose.

These UP series cars should be watched closely by crew and if rocking motion develops, train is to be reduced immediately in speed to eliminate rocking conditions.

ROCKY MOUNTAIN DIVISION

(DeSmet to Paradise)

FIFTH SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
	Freight
Between Frenchtown and Lothrop, CMS&P automatic interlocking 560 feet west of MP 141	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)—

DeSmet—Rule 83(B) does not apply. Trains entering Fifth Subdivision at DeSmet will receive their clearance at Missoula.

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

5. Rule 99—When flagging is required, flagging distance is 2.0 miles.
6. Rule 268(A) applies when train or engine enters track leading off siding at Frenchtown.
7. Hotbox Detector Locations—

Lothrop—MP 150.2
Rivulet—MP 172.0
St. Regis—MP 193.2

ROCKY MOUNTAIN DIVISION SIXTH, SEVENTH AND EIGHTH SUBDIVISIONS

1. Speed Restrictions—

	Maximum Speed Permitted
	Freight
Zone—Between	
Casper and Laurel	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 492.5	40 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 heavier than Group VI not permitted on following tracks.

Cody: Tracks No. 8-15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.

Vocation: No. 1 and Industry track.

O'Donnell: No. 1 and Industry track.
3. Train Register Exceptions—

Illco and Shobon—Trains will register when instructed to do so.

Frannie—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—Unless otherwise provided, clearance received at Casper will clear trains enroute Seventh Subdivision at Bonneville, except such trains must receive a clearance at Bonneville when operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday.

Greybull—Unless otherwise provided, clearance received at Greybull will clear trains enroute Sixth Subdivision at Bonneville, except such trains must receive a clearance at Bonneville when operator on duty 8:00 a.m. to 5:00 p.m. daily except Saturday and Sunday.

Bonneville—Unless otherwise provided, all trains arriving Bonneville must deliver all train orders, clearances and messages personally to relieving conductor and engineer. If connecting crew is not rested, conductors will leave such train orders, clearances and messages in envelope on conductor's desk and engineer will leave same in envelope on engine. Both conductor and engineer will show on the front of the envelope the correct designation of train, date, location and signature.

Conductor of relieving crew must compare order numbers with engineer and unless otherwise instructed, conductor must contact train dispatcher before proceeding.

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.

Laurel—Trains will receive their clearance at Laurel Yard unless otherwise instructed.

5. Rule 99—Sixth and Seventh Subdivisions—Flagging distance is 2.0 miles.

Eighth Subdivision—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.0 mile.

6. At Ilco—The junction switch of BN and C&NW 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.

7. Restricted Clearance—

At Stucco—Loading ramp will not clear man on side of car.

Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. in groups of two or more 20 MPH.
Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.

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.

On Tenth and Eleventh Subdivisions, engines heavier than Group V not permitted 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. Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is as follows:

Ninth Subdivision—Flagging distance against westbound trains is 2.0 miles and against eastbound trains is 1.0 miles.

Tenth Subdivision—Flagging distance is 0.5 miles.

Eleventh Subdivision—Flagging distance is 1.0 miles.

6. At Silesia—Normal position of junction switch is for the Seventh Subdivision.

7. At Red Lodge—Normal position of stock spur switch is for stock spur, to provide derail protection.

8. At Chadborn—Derail located on main track 400 feet of east switch. East switch of industry track lined for industry track when occupied with cars.

9. 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%.

10. Between Livingston and Brisbin—

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.

ROCKY MOUNTAIN DIVISION

NINTH, TENTH AND ELEVENTH SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	Freight
Silesia and Joliet	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 Brisbin	30 MPH.
Except trains handling gravel and rock.	20 MPH.
Diesel units and cars in excess of 248,000 lbs.	25 MPH.
Bridges 19 and 29 between Joliet and Roberts	
All engines heavier than Group VI 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.

ROCKY MOUNTAIN DIVISION

TWELFTH, THIRTEENTH, FOURTEENTH FIFTEENTH AND SIXTEENTH SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Zone—Between	
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	40 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.
 Engine or leading car between absolute signals on turnout for 15th Subdivision at Helena Junction CTC control point, 12 MPH.
 Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.
2. Bridge, Engine and Heavy Car Restrictions—
 Thirteenth Subdivision: Trains and engines not permitted beyond MP 10.
 On Twelfth, Thirteenth, and Fourteenth Subdivisions, engines heavier than Group V not permitted.
 Heavy Cars—
 Cars heavier than the following not permitted without authority of Superintendent:
 40 feet or less in length. 220,000 lbs.
3. Train Register Exceptions—None.
4. Clearance Provisions and Exceptions Rule 83(B)—
 Sappington—Rule 83(B) does not apply.
 Anceney—Rule 83(B) does not apply.
5. Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is as follows:
 Twelfth Subdivision—Flagging distance is 1.0 mile.
 Thirteenth Subdivision—Flagging distance against westbound trains is 0.5 mile and against eastbound trains is 1.0 mile.
 Fourteenth Subdivision—Flagging distance is 1.0 mile.
 Fifteenth Subdivision—Flagging distance is 1.5 miles.
 Sixteenth Subdivision—Flagging distance against westbound trains is 0.5 mile and against eastbound trains is 2.0 miles.
6. 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.
7. Mountain Grade Operation—
 Air brake and train handling rules for mountain grade operation apply on following grades:
 Manhattan and Anceney 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%.
8. Elephant Mill Site—Engines are not permitted on loading track under tipple account no clearance.
9. Derail Switches—
 Philipsburg—Derail located 650 feet east of station on main track.
 Drummond—Derail located 50 feet west of MP 1.
 Anceney—Derail located on main track 330 feet east of east switch. East switch of industry track lined for industry track when occupied by cars.
10. 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

11. Railroad Crossings 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.)
13. All trains handling UP 13000 and 19000 series covered hoppers between Butte and Great Falls and return, and Butte to Logan and return will handle these cars at rear of train with a 10-car buffer between cars and caboose.
 These UP Series cars should be watched closely by crew and if rocking motion develops, train is to be reduced immediately in speed to eliminate rocking conditions.

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. |
- Freight trains over 100 tons per operative brake must not exceed 20 MPH descending mountain grades.

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.

On Seventeenth Subdivision, engines heavier than Group V not permitted. Also 250-ton wrecking derrick not permitted. Over bridges 0, 4, and 16, cars less than 40 feet long weighing between 177,000 lbs. and 220,000 lbs., and over Bridges 0.1 and 16, cars weighing between 220,000 lbs. and 263,000 lbs., must be preceded and followed by a car weighing under 177,000 lbs.

On Eighteenth Subdivision, engines heavier than Group IX not permitted.

On Nineteenth Subdivision, engines heavier than Group V not permitted. 250-ton wrecking derrick not permitted.

3. Train Register Exceptions—None.

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

At Dixon Rule 83(B) does not apply.

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

Seventeenth Subdivision—Flagging distance is 1.5 miles.

Eighteenth Subdivision—Flagging distance against westbound trains is:

MP 33.0 to MP 30.0.0.5 miles
MP 30.0 to MP 0.0.1.0 miles

Flagging distance against eastbound trains is:

MP 0.0 to MP 30.0.1.0 miles
MP 30.0 to MP 33.5.2.0 miles

Nineteenth Subdivision—Flagging distance from St. Regis to Haugen is governed by CMStP&P rules. Flagging distance against westbound trains is:

MP 19.2 to MP 38.5.0.5 miles
MP 38.5 to MP 58.7.2.0 miles

Flagging distance against eastbound trains is:

MP 58.7 to MP 38.5.0.5 miles
MP 38.5 to MP 19.2.2.0 miles

6. 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.

7. 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.

RADIO INFORMATION

YELLOWSTONE DIVISION

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

RADIO INFORMATION

MONTANA DIVISION

Base Stations	Channel	Hours in Operation
Havre Disprs. Office	1	Continuous
Minot Disprs. Office	1	Continuous
Wayside Stations		
Williston	1	Continuous
Snowden	1	Continuous
Bainville	1	Continuous
Plentywood	1	8:00 am-4:00 pm Mon. thru Fri.
Scobey	1	7:00 am-9:00 am 11:30 am-4:00 pm Mon. thru Fri.
Opheim	1	7:00 am-2:30 pm Mon. thru Fri.
Culbertson	1	Continuous
Poplar	1	Continuous
Wolf Point	1	Continuous
Frazer	1	Continuous
Glasgow	1	Continuous
Hinsdale	1	Continuous
Saco	1	Continuous
Malta	1	Continuous
Dodson	1	Continuous
Harlem	1	Continuous
Chinook	1	Continuous
Havre	1	Continuous
Broadview	1	Continuous
Judith Gap	1	Continuous
Stanford	1	Continuous
Big Sandy	1	Continuous
Fort Benton	1	Continuous
Great Falls	1	Continuous
Dutton	1	Continuous
Conrad	1	Continuous
Valier	1	7:00 am-4:00 pm Mon. thru Fri.
Shelby	1	Continuous
Kremlin	1	7:00 am-8:30 am 1:15 pm-4:00 pm Mon. thru Fri.
Rudyard	1	7:00 am-8:30 am 1:00 pm-4:00 pm Mon. thru Fri.
Chester	1	9:00 am-6:00 pm Mon. thru Fri.
Tiber	1	Continuous
Devon	1	Unattended
Cut Bank	1	Continuous
Browning	1	Continuous
Glacier Park	1	Continuous
Summit	1	Continuous
Blacktail	1	Continuous
Essex	1	Continuous
Red Eagle	1	Continuous
Belton	1	Continuous

RADIO INFORMATION

ROCKY MOUNTAIN DIVISION

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