

BURLINGTON NORTHERN INC.

BILLINGS REGION

**MONTANA, YELLOWSTONE AND
ROCKY MOUNTAIN DIVISIONS**

Special Instructions No. 10

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, November 9, 1980

**Asst. Vice President
Transportation
T. C. WHITACRE**

**Superintendent
Nebraska Division
E. M. MARTIN**

**Asst. Vice President
Operations
W. J. CONDOTTA**

**Superintendent
Alliance Division
W. E. GREENWOOD**

**Superintendent
Colorado Division
D. H. BURNS**

ALL SUBDIVISIONS

1. Speed Restrictions —

Maximum Speeds Permitted

All speeds are subject to modification by speed restrictions indicated under Individual Subdivision Special Instructions.

Passenger trains will be governed by freight train speeds if passenger train speed is not specified under Individual Subdivision Special Instructions.

Freight trains up to 100 Tons/OB* 60 MPH.

Freight trains over 100 Tons/OB* 50 MPH.

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

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 under Individual Subdivision Special Instructions or where fixed signals indicate otherwise 12 MPH.

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

	Psgr. 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 C-2 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: 256-259, 405, 406, 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, 6070-6089

FWD 700-701, 703

C&S 150-842

3. Manned Helper Operations —

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

The following 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 700-701, 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.

When 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 coal trains, equipped entirely with Type E or F couplers cast in Grade E steel, may have up to thirty-six powered axles. Helpers up to twenty-four powered axles may

shove on the rear of such trains except that helpers with twenty-four powered axles must be cut in ahead of caboose.

Note—The following 100-ton coal cars are not equipped with Grade E steel, type E or F couplers:

BN 513900-513999 (GN 70400-70499)
 BN 514100-514199 (NP 73600-73699)
 BN 514300-514499 (CBQ 160000-160199)
 BN 520000-520599 (NP 73000-73599)
 BN 520658-520699 (NP 74958-74999)
 BN 522000-522699
 BN 523000-523399
 BN 524000-525299 (CBQ 160200-161499)
 BN 530000-530004
 BN 540000-540210 (CBQ 163000-163209)

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

3A. Diesel Unit Weights

This chart is to be used in conjunction with any weight restrictions in items 1 or 2, Individual Subdivisions.

Group	Types	Unit Numbers	Weight (000)
A	SW-1	70, 80-97, SLSF 10.	198-201
B	SW-1 F-7 F-9 NW-5 GP-5 GP-7 GP-9 GP-18 ARS-11	102. 602-676, 702, 717, 720, 724, 725, 732-761. 847-853. 986-995. 1350-1365. 1553-1556, 1558-1561, 1565, 1566, 1569, 1570, 1572, 1575, 1576, 1580, 1582, 1586, 1588, 1590, 1592, 1596, 1597, 1603, 1606, 1610, 1612, 1614, 1616, 1619, 1621, 1623. FWD 700-701, FWD 703. 1723-1760, 1808-1830, 1884, 1885, 1887-1889, 1891, 1902-1958, 1960-1964, 1966-1969, 1971-1972, 1979, 1980. 1990-1997. 4180-4197.	216-251
C	SW-8 SW-900 SW-12 SW-7 SW-9 SW-10 NW-2 F-9 ARS-3 F-7	98, 99, 101. 100. 106, 162-166, 170-250, 256-259. 75-79, 108-134, 137-142, SLSF 300-304. 146-161, 167-169, 260-269, SLSF 305-314. 375-449, 574-585. 405, 410-425, 488-499, 517-573, 586-595, SLSF 250-265, C&S 150-153. 766-845. 4056, 4064, 4068. 682, 684, 703-706, 708-716, 718, 722.	233-251

Group	Types	Unit Numbers	Weight (000)
D	NW-12 SW-7 NW-2 GP-7 GP-9 SW-7 MP-15	1, 5, 14, 19. 135, 136, 143-145. 406, 451-487, 500-516. 1524-1552, 1557, 1562-1564, 1567, 1568, 1571, 1573, 1574, 1578, 1579, 1581, 1584, 1585, 1587, 1589, 1591, 1593, 1595, 1598-1602, 1604, 1605, 1607, 1608, 1611, 1613, 1615, 1617, 1618, 1620, 1622, 1626-1643. 1761-1807, 1886, 1890, 1959, 1965, 1970. C&S 154. 4000-4004, SLSF 361-365.	233-275
E	SW-1500 SW-15 GP-15-1 GP-10 GP-9 GP-20 GP-38 GP-38-2 GP-30 GP-35 GP-40 A-415 A-424 A-425 U-25B U-28B U-30B F-7 B-30-7 GP-40-2	20-65, SLSF 315-360. 300-324. 1375-1399, SLSF 100-124. 1400-1438. 1700-1722, 1831-1883, 1892-1901, 1973-1978. 2001-2071. 2072-2077, 2110-2138, SLSF 633-650, SLSF 652-662. 2078-2109, 2150-2154, 2255-2369, SLSF 400-478, SLSF 663-699. 2200-2254. 2500-2545, 2550-2582, SLSF 700-732. 3000-3039. 4010, 4011. 4240-4246. 4252-4264. 5210-5233, 5400-5429, SLSF 808-831. 5450-5465. 5470-5484, 5770-5799, SLSF 832-862. 707, 726. 5485-5492, SLSF 863-870. 3040-3064, SLSF 750-774.	255-276
F	SD-7	6048-6059.	300
G	SD-7 SD-9	6023-6047, 6070-6089. 6127-6206.	316-326
H	SD-7 SD-9 SD-24 E-9	6000-6022. 6100-6126. 6240-6255. 9900-9925.	330-347
I	A-636 C-30-7 U-23C U-30C U-25C U-28C U-33C SD-40 SD-40-2 SD-45 F-45 SD-38-2	4360-4369. 5000-5126, 5500-5599. 5200-5208. 5300-5394, 5800-5944. 5600-5641. 5650-5677. 5700-5765. 6300-6324, 6394-6399. 6325-6334, 6348-6385, 6700-8161, C&S 6850, C&S 6950, SLSF 950-957. 6400-6599, 6650-6696, SLSF 900-948. 6600-6645. 6260-6263.	370-421

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 Subdivision Special Instructions.

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. 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.

Note: For complete information on these regulations, consult tariff No. BOE-6000 or B.E. Pamphlet 20.

All loaded tank cars placarded "flammable gas" or "non-flammable gas" must not be cut off while in motion and no car 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.

Loaded placarded tank cars of the 112-A or 114-A types will not be handled in freight trains authorized at maximum speed of 60 MPH.

Trains handling loaded placarded tank cars of the 112-A or 114-A types must not exceed 50 MPH. Where maximum authorized speed is 40 MPH or less, such trains must not exceed 30 MPH observing all other speed restrictions.

112-A and 114-A tank cars will be identified on wheel reports and other computer generated documents by the letters (TR) in the first two positions of the car kind column.

When derailment or incident occurs in which hazardous materials may be involved:

- Except to effect rescue, keep everyone, including employees, at a safe distance pending determination of chemicals involved.
- Notify train dispatcher (yardmaster in terminal areas) advising portion

of train or cars involved. From waybills, consist or other data source, determine appropriate precautions in the event there has been a product release.

- Inspection of trains or cars should be undertaken with caution. If a release of hazardous material is evident, the area must not be entered except by person(s) with proper protective equipment.
- If flammable liquids or gases are involved and personal safety allows, remove or extinguish all sources of ignition in the area.
- When personal safety allows, take necessary action to prevent spilled material from entering lakes, streams or sewers, if possible.
- 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.

7. 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 failed equipment detector is out of service, the requirements of Operating Rules or instructions will be suspended for defective equipment indicator associated with such failed equipment detector.

Whenever a car is set out for a hot bearing discovered within 25 miles of an in-service failed equipment detector, the conductor will make a wire report to the superintendent and chief dispatcher indicating date, train, and location of failed equipment detector which failed to detect the hot bearing, 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.

Failed Equipment Wayside Display—

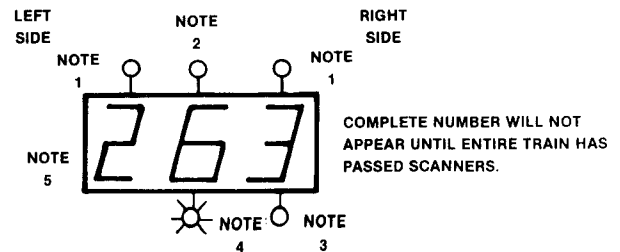
This device must be observed by the crew on rear of train, and they must be governed by the information shown immediately after the rear of the train has passed.

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.

FAILED EQUIPMENT DISPLAY
AS VIEWED FROM PASSING 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.

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.

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 immediately after the rear of the train has passed, 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 failed equipment display panel or when digital readout displays false indication such as numbers totaling more than train axle count.

Failed Equipment Radio Reporter—

Failed Equipment detectors at locations shown under Individual Subdivisions Special Instructions, convey information to train crews by Burlington Northern radio.

Each radio message from these devices will contain the site identification such as: "Burlington Northern (Town, State)".

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

This type of device must be monitored by the train crew and they must be governed by the information conveyed immediately after the train has passed.

Detector Status Message	Train Crew Response
"... No Defects"	Proceed
"... Integrity Failure"	Stop train for inspection
"... First hot box right side XXX"	Stop train for inspection near indicated axle
"... First Dragging equipment near axle XXX"	Stop train for inspection near indicated axle
"... First hot wheel near axle XXX"	Stop train for inspection near indicated axle
"... (No detector status message)"	Stop train for inspection*

Detector status messages may describe more than one defect such as:

- "... First hot box left and right side XXX"
- "... First hot wheel near axle XXX"
- "... Second hot box right side XXX"
- "... Third hot box left side XXX"

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

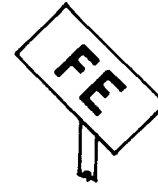
XXX is the axle count from the rear of the train to the defect indicated. When making inspection check at least (4) axles both directions from indicated number.

*When incomplete message or no message is received stop train for inspection.

Train must not move beyond failed equipment sign unless a proceed message is received from the detector site or until inspection is completed.

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

FAILED EQUIPMENT SIGN—



Failed equipment (FE) signs are located 13,500 feet beyond the failed equipment detector site.

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 as required in Rule 93.

9. 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 Individual Subdivision Special Instructions.

10. Commodities insulating track in CTC and ABS—

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

11. Rules Changes and Modifications—

BN Safety Rule 94—

BN Safety Rule 94 is cancelled and the following rule applies: 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 stopped.

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) Manual uncoupling of air hose on passenger equipment, between locomotives, yard air lines or when changing an air hose or air hose gasket must be performed as follows:

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

144(B) When air hoses are not manually uncoupled and separation is to be made, the following applies:

- a) Close angle cock on locomotive or on car toward locomotive when cut is made between cars.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part keeping all parts of body fully in the clear.

BN Safety Rule 217—

BN Safety Rule 217 has 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 Safety Rule 653 and Maintenance of Way Rule 889—

BN Safety Rule 653 is cancelled and the following new BN Safety Rule 653 is in effect, also, the following is added to Maintenance of Way Rule 889:

Employees performing maintenance or repair work to vehicular crossings at grade or who are exposed to contact with vehicular traffic during work shift, must wear a high visibility vest during time so engaged in such work.

12. Air Brake and Train Handling Rules—

BN Air Brake and Train Handling Rules, Form 15338 8-1-79, 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.

13. 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.

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 for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

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. Test Mile Locations—

Trenton—MP 139.4 and 140.4

Nashua—MP 259.0 and 260.0

Glasgow—MP 269.6 and 270.6

Glasgow—MP 283.1 and 284.1

Chinook—MP 411.6 and 412.6

7. 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 383.5

Chinook—MP 404

MONTANA DIVISION

(Havre to Conkelley)

SECOND SUBDIVISION

1. Speed Restrictions—

Passenger trains maximum speed 79 MPH.
Against current of traffic on Double Track

Passenger 59 MPH.

Freight 49 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
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Gilford	Lothair	Browning	Bison
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Buelow	Devon	Spotted Robe	Coram
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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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

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. Test Mile Locations—

Burnham—MP 973.0 and MP 974.0

Ethridge—MP 1077.0 and MP 1078.0

Spotted Robe—MP 1130.0 and MP 1131.0

7. 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 may 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, Item 3)
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, Items 3 and 4.)
Java to Summit—
 Trains of greater than 4250 trailing tons must handle empty cars 80 feet and longer in the rear 4250 tons.
 Trains of greater than 6550 trailing tons must handle loaded cars, 80 feet and longer, in the rear 6550 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train.
 When helper locomotives* of twelve powered axles are used at rear of train, a buffer of at least 900 tons must be provided to separate helper from the rearmost empty car, 80 feet or longer.
 When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.
 Helper locomotives up to 18 powered axles may be cut into train with less than the rated tonnage of the helper locomotives behind the helpers, provided that following restrictions are observed:

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

*Buffer to separate helper from next empty car, 80 feet or longer, ahead of the helper.
 Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.

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

17. **Trailing Tonnage Restrictions—**
 (See Items 2 and 3, All Subdivisions.)
Between Java and Summit, eastbound—
 When all locomotive power is operated at head end of train, trailing tonnage must not exceed 5,200 tons or 5800 feet in length excluding working power, except trains with head end power only, consisting entirely of Grade E steel couplers, must not exceed 9,750 trailing tons.
 Trains of greater than 6500 tons or 6500 feet in length must have helper cut into train in accordance with Item 3, All Subdivisions and Item 16 of this Second Subdivision of the Montana Division.

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, NINTH, TENTH, ELEVENTH, TWELFTH, THIRTEENTH, FOURTEENTH AND FIFTEENTH 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.
 Power and Pendroy 25 MPH.
 Valier and Valier Jct. 10 MPH.
 Spring Creek Jct. and Moccasin 25 MPH.
 Hesper and Rapelje 25 MPH.
 Lewistown and Geraldine 25 MPH.
 Heath and Lewistown. 25 MPH.
 Moore and Lewistown 25 MPH.
 Mossmain CTC Control point between absolute signals on the turnout for the Montana Fifth Subdivision . . . 12 MPH.
 Hesper to Rapelje Cars weighing over 248,000 lbs. 10 MPH.
 Item 1A, All Subdivisions, applies on Sixth, Seventh, Ninth, Eleventh, Twelfth, Thirteenth, Fourteenth and Fifteenth Subdivisions.
 Item 1A, All Subdivisions, applies on Fourth Subdivision from MP 100.0 to MP 138.9.

2. **Bridge, Engine and Heavy Car Restrictions—**
 Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
 220,000 lbs. or less, minimum length 38 ft.
 263,000 lbs. or less, minimum length 44 ft.

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 Sixth, Seventh, Ninth, Tenth, Eleventh, Twelfth, Thirteenth, Fourteenth and Fifteenth Subdivisions.
 Engines heavier than Group E are not permitted on Fourth Subdivision between Shelby and Sweetgrass.
 Engines heavier than Group D are not permitted on Sixth, Seventh, Eleventh, Twelfth, Thirteenth, Fourteenth and Fifteenth Subdivisions.

Engines heavier than Group E are not permitted on Ninth and Tenth Subdivisions and operation is restricted to single units only.

3. Train Register Exceptions—

Bainville, Plentywood, Scobey, Hesper, Eastham Jct., Power, Valler Jct., Moccasin and Spring Creek Jct. register is only for trains when directed by train order.

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

Bainville, Pacific Jct., Power, Saco, Moccasin, Hesper, Spring Creek Jct. and Valler Jct. Rule 83(B) does not apply.

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

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

Shelby—Fourth Subdivision trains require a clearance.

5. Rule 99—Unless otherwise instructed, protection against following trains is not required. 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 188.9 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.

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.

Thirteenth Subdivision—Flagging is required between Lewistown and Spring Creek Jct. Flagging distance is 1.0 miles.

Fourteenth Subdivision—Flagging distance is 1.0 miles.

Fifteenth Subdivision—Flagging distance is 1.0 miles.

6. Test Mile Locations—

Laredo—MP 5.1 and MP 8.1
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 Freight Speeds Permitted	
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Zone—Between		
Bismarck and Glendive		40 MPH.
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 Pierce 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 Beach, over first crossings east and west of depot	50 MPH.	40 MPH.
Head end restrictions for westbound freight trains:		
Signal 102.3 between Gladstone and Lehigh.	55 MPH.	40 MPH.
Head end restrictions for eastbound freight trains:		
Signal 121.4 between South Heart and Belfield	55 MPH.	40 MPH.
Signal 150.8 between Medora and Rider	55 MPH.	35 MPH.
Signal 176.4 between Beach and Yates	45 MPH.	40 MPH.
After engine passes signal, can proceed at normal speed.		
Trains or engines through No. 20 turn-outs at the following locations:		
Fryburg.	35 MPH.	35 MPH.
Yates	35 MPH.	35 MPH.
Sully Springs	35 MPH.	35 MPH.
Hodges	35 MPH.	35 MPH.
At Dickinson—Engines backing over foot crossing near Montana Dakota Power and Light Co. plant, must stop before passing over this crossing.		

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

3. 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.

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

5. At Mandan—Main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.
6. Sidings—
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, Sully Springs, Rider, Beach, Yates, Beaver Hill, Hodges, 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.
7. At Gladstone—The normal position of the west switch of the cross-over is for the spur track.

At Demores—Westward advance warning sign located at east switch is 6000 feet in advance of the reduce speed sign.

At Glendive—Eastward advance warning sign located at east switch is 2200 feet in advance of the reduce speed sign.
8. 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— Zone—Between	Maximum Freight Speeds Permitted	
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Glendive and Laurel.		40 MPH.
Against the current of traffic on double track.	49 MPH.	40 MPH.
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 Boule- vard crossing and Tongue River bridge	20 MPH.	20 MPH.
Head end restrictions for westbound freight trains:		
Signal 121.9 between Flynn and Forsyth.	55 MPH.	40 MPH.
Signal 211.7 between Jones Jct. and Huntley.	55 MPH.	40 MPH.
Signal 222.1 between Lockwood and Billings	55 MPH.	40 MPH.
Signal 10.1 between Billings and Laurel.	55 MPH.	40 MPH.
Signal 13.3 between Billings and Laurel.	55 MPH.	40 MPH.

Head end restrictions for eastbound freight trains:		
Signal 107.4 between Joppa and Rosebud	55 MPH.	40 MPH.
Signal 154.2 between Hysham and Myers	50 MPH.	40 MPH.
Signal 196.8 between Pompeys Pillar and Newton	45 MPH.	35 MPH.
Signal 216.8 between Huntley and Lockwood	50 MPH.	40 MPH.
Signal 221.6 between Lockwood and Billings	50 MPH.	40 MPH.
Signal 13.8 between Billings and Laurel.	55 MPH.	40 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.	10 MPH.
At Glendive—Engines must stop before backing over foot crossing between the yard office and roundhouse.		
Trains or engines through No. 20 turn- outs at following locations:		
Finch	35 MPH.	35 MPH.
Sarpy Jct.	35 MPH.	35 MPH.
Hysham East Siding Switch	35 MPH.	35 MPH.
Jones Jct.	35 MPH.	35 MPH.
Huntley—East and west siding switches and crossover to Third Sub- division	35 MPH.	35 MPH.
Lockwood—East and west siding switches.	35 MPH.	35 MPH.
East Billings—Begin CTC.	35 MPH.	35 MPH.
Trains or engines through No. 16 turn- outs at following locations:		
Laurel crossover	30 MPH.	30 MPH.
Laurel—West end passenger main . . .	30 MPH.	30 MPH.
Laurel—Eastbound freight to passen- ger main	30 MPH.	30 MPH.

2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.
3. Train Register Exceptions—
At Billings only 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. and Mossmain Rule 83(B) does not apply.

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

At Huntley Rule 83(B) does not apply. Trains moving on Second Subdivision and trains moving between Second Subdivision and Third Subdivision via Huntley and Moran Jct. will be governed by

train order signal at Huntley. Trains moving between Second Subdivision and Third Subdivision via Jones Jct. and Moran Jct. must obtain clearance at Huntley.

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.—3861 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.

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, Horton, Hathaway, Rosebud, Flynn, Nichols, Finch, Hysham, Myers, eastward siding Custer, Waco, 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 siding. The second track is designated Old Pass Track.

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 Moss main 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 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.
At Hardin over Center Street west of depot 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 608 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,
 and Moran Jct. 35 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, for minimum lengths shown, not
 permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

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.

Engines heavier than Group E not permitted on following tracks:

Kiewit. Power house lead, beyond RR crossing.

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

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

Fort McKenzie spur. .Bridge 0.48 to end of track

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

At Sheridan all trains must receive clearance.

At Huntley Rule 83(B) does not apply. Trains moving on Second
 Subdivision and trains moving between Second Subdivision and
 Third Subdivision via Huntley and Moran Jct. will be governed by
 train order signal at Huntley. Trains moving between Second Sub-
 division and Third Subdivision via Jones Jct. and Moran Jct. must
 obtain clearance at Huntley.

4. 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.

5. Sidings—

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

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, for minimum lengths shown, not
 permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Engines heavier than Group E not permitted.

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.

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.

Antelope Valley Spur. 10 MPH.

Item 1A, All Subdivisions, applies.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not
 permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

Zap to Killdeer and Hazen to Truax, engines heavier than Group E
 not permitted.

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, dis- tance is 1.5 miles.

6. Staff Operation—Movement of all trains or engines in both direc- tions between Beulah and South Beulah is governed by staff opera- tion. Staff box located at the Beulah depot and contains one staff. Any train or engine leaving Beulah for South Beulah must have this staff in their possession which will be their authority to move between these points. On return to Beulah staff must be placed in proper staff box and box locked.

Movement of all trains or engines in both directions between
 switch at MP 77.14 and end of Antelope Valley Spur is governed
 by Staff Operations. Staff box is located at the Beulah depot and
 contains one staff. Any train or engine leaving main track at MP
 77.14 and entering Antelope Valley Spur must have this staff in
 their possession which will be their authority to move on this spur.
 On return to Beulah, staff must be placed in proper staff box and
 box locked.

7. 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—Sliding 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

(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.
2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Engines heavier than Group E not permitted.
3. Clearance Provisions and Exceptions Rule 83(B)—None.
4. Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.5 miles.

YELLOWSTONE DIVISION

(Glendive to Snowden)

SEVENTH SUBDIVISION

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, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Engines heavier than Group E not permitted.
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 tipple on spur.
8. Between Newlon Jct. and Sidney track will be operated as one yard. Train and engine movements will be made under Rule 93.

YELLOWSTONE DIVISION

(Newlon Jct. to Richey)

EIGHTH SUBDIVISION

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, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
Engines heavier than Group D not permitted.
3. Clearance provisions and exceptions Rule 83(B) Newlon Jct. for westward trains originating Rule 83(B) does not apply.
4. 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, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Engines heavier than Group D not permitted.
3. **Train Register Exceptions—**
Fairview—Trains will register when instructed to do so.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
Fairview for eastward trains originating 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 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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Engines heavier than Group E not permitted.
3. **Clearance Provisions and Exceptions Rule 83 (B)—None.**
4. **Rule 99—Unless otherwise instructed, protection against following trains is not required. When protection is required, flagging distance is 1.5 miles.**
5. **Sidney Branch Junction—Normal position of switch is for Seventh Subdivision.**
6. **At Lindsay—In order to provide derail protection to cars on elevator track, the west switch of house track must always be left lined and locked for the house track.**

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.

Train speed while loading will be 0.5 MPH.

2. Bridge, Engine and Heavy Car Restrictions—
Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:
220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

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.
A member of the crew with radio will locate himself in the control house during loading.

(Sarpy Junction to Kuehn)

1. **Speed Restrictions—**

Zone Between	Maximum Speed Permitted
Sarpy Junction and Kuehn	40 MPH.
Kuehn around Loop Track	4 MPH.

Train speed while loading will be .05 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
268,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

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 left 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.
Speed around Loop Track East Decker	5 MPH.
Train speed while loading will be 0.5 MPH.	

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
268,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

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.

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. Sidings—

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

ROCKY MOUNTAIN DIVISION

(Laurel to Livingston)

FIRST SUBDIVISION

1. Speed Restrictions—

Maximum Freight Speeds Permitted

Zone—Between	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
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At Columbus, between Pratten Street and crossing just west of depot. . . .

35 MPH 35 MPH.

The following head end restrictions are in effect:

Head end of Westward Trains:

MP 15.1 to 15.5 (5th Avenue Crossing, Laurel)	50 MPH.	45 MPH.
Signal 16.5	50 MPH.	40 MPH.
Signal 16.7	50 MPH.	40 MPH.
Signal 21.1	55 MPH.	45 MPH.
Signal 29.5	55 MPH.	45 MPH.
Signal 36.9	55 MPH.	45 MPH.
Signal 43.5	55 MPH.	50 MPH.
Signal 45.1	55 MPH.	50 MPH.
Signal 53.3	55 MPH.	50 MPH.
Signal 60.1	55 MPH.	45 MPH.
Signal 68.7	55 MPH.	45 MPH.
Signal 100.3	55 MPH.	45 MPH.
Signal 108.7	55 MPH.	50 MPH.
Signal 110.3	55 MPH.	50 MPH.

Head end of Eastward Trains:

Signal end CTC (MP 116.1)	30 MPH.	20 MPH.
Signal 92.0 (Carney East)	55 MPH.	50 MPH.
Signal 84.4	55 MPH.	45 MPH.
MP 81.2 to MP 80.8 (Highway Crossing, Big Timber)	45 MPH.	45 MPH.
Signal 73.0	55 MPH.	45 MPH.
Signal 64.8	50 MPH.	45 MPH.
Signal 58.4	50 MPH.	40 MPH.
Signal 53.4	55 MPH.	45 MPH.
Signal 50.0	55 MPH.	45 MPH.
Signal 43.4	55 MPH.	50 MPH.
Signal 41.8	55 MPH.	45 MPH.
Signal 34.4	50 MPH.	40 MPH.
Signal 25.4	55 MPH.	45 MPH.
Signal 21.2	55 MPH.	50 MPH.
Signal 19.4	55 MPH.	50 MPH.
Signal 16.6	50 MPH.	40 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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
268,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

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

Laurel—Rule 83(B) does not apply. 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.

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

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

6. 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— Maximum Freight Speeds Permitted

Zone—Between	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Livingston and Muir		
Ascending	40 MPH.	40 MPH.
Descending	35 MPH.	20 MPH.
Muir and West End	30 MPH.	20 MPH.
West End and 1400 feet West of MP 135		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.
Birdseye (east Switch) and Austin		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.
Austin and Blossburg		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.

Between Livingston and Helena:

The following head end restrictions are in effect:

Head End of Westward Trains:

Signal 139-L (Muir West)	30 MPH.	25 MPH.
Signal 135-L (West End, East)	25 MPH.	25 MPH.
Signal 137.1	45 MPH.	35 MPH.
Signal 161.7	45 MPH.	40 MPH.
Signal 176.9	55 MPH.	45 MPH.
Signal 105-L (Clarkston East)	50 MPH.	40 MPH.
Signal 183.5	50 MPH.	45 MPH.
Signal 101-L (Lombard East)	50 MPH.	40 MPH.
Signal 192.7	55 MPH.	45 MPH.
Signal 97-L (Toston East)	45 MPH.	40 MPH.
Signal 202.5	55 MPH.	45 MPH.
Signal 93-L (Townsend East)	55 MPH.	45 MPH.
Signal 89-L (Winston East)	55 MPH.	45 MPH.
Signal 224.7	50 MPH.	40 MPH.
Signal 85-L (Louisville East)	50 MPH.	40 MPH.
Signal 231.5	50 MPH.	45 MPH.
Signal 234.5	45 MPH.	40 MPH.

Head End of Eastward Trains:

Signal 237.0	45 MPH.	40 MPH.
Signal 229.4	55 MPH.	45 MPH.
Signal 87-R (Winston West)	50 MPH.	40 MPH.
Signal 91-R (Townsend West)	50 MPH.	40 MPH.
Signal 196.8	55 MPH.	50 MPH.
Signal 95-R (Toston West)	40 MPH.	35 MPH.
Signal 187.4	45 MPH.	40 MPH.
Signal 99-R (Lombard West)	50 MPH.	45 MPH.
Signal 181.2	50 MPH.	40 MPH.
Signal 103-R (Clarkston West)	55 MPH.	45 MPH.
Signal 123.6	35 MPH.	30 MPH.
Signal 119.4	35 MPH.	30 MPH.

Between Helena and Missoula:

The following head end restrictions are in effect:

Head end of Westward Trains:

Signal 6.1	45 MPH.	40 MPH.
Signal 25.5	40 MPH.	30 MPH.
Signal 19-L (Bradley West)	45 MPH.	40 MPH.
Signal 45.3	45 MPH.	35 MPH.
Signal 46.5	45 MPH.	40 MPH.
Signal 67.3	55 MPH.	45 MPH.
Signal 115.5	55 MPH.	45 MPH.

Head end of Eastward Trains:

Signal 25-R (Avon East)	55 MPH.	50 MPH.
Signal 19.6	20 MPH.	15 MPH.
Signal 17.0	20 MPH.	20 MPH.
Signal 14.6	25 MPH.	15 MPH.
Signal 59-R (Austin West)	25 MPH.	20 MPH.
Signal 10.6	25 MPH.	20 MPH.
Signal 9.2	25 MPH.	20 MPH.
Signal 65-R (Birdseye West)	25 MPH.	20 MPH.
Signal 67-R (Birdseye East)	25 MPH.	20 MPH.
Through Mullan tunnel	25 MPH.	20 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.

Phosphate to MP 4. 20 MPH. 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 Rovert 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 (we 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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

At Fort Harrison, engines heavier than Group E not permitted.

3. Train Register Exceptions—

At Bozeman, trains originating and terminating will register.

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, 8 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 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 501K aspect on signals involved. Switching operations can be carried on continuously while signals are displaying 501K aspect. A member of the crew must promptly inform the train dispatcher at Glendive when switching operations have been completed. When a 501L Aspect is displayed the track between the interlocking signals must be cleared immediately and the Glendive dispatcher contacted for further instructions.

11. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions, Items 3 and 4.)

Between Livingston 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 900 tons must be provided to separate helper from the rear-most empty car 80 feet or longer.

When helper locomotives are cut into train in accordance with Item 3, All Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

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

Between 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 3, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts.

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

12. Trailing Tonnage Restrictions—

(See items 2 and 3, all subdivisions.)

Between Livingston and Muir, Westbound—

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 Bozeman and West End, Eastbound—

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—

Maximum Freight Speeds Permitted

Zone—Between	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
One mile West of DeSmet and Evaro		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Evaro and MP 19 (East of Arlee)		
Descending	25 MPH.	20 MPH.
Ascending	25 MPH.	25 MPH.
Between Paradise and Kootenai:		
The following head end restrictions are in effect:		
Head end of westward trains:		
Signal 4.7	55 MPH.	45 MPH.
Signal 29.5	55 MPH.	50 MPH.
Signal 114.1	50 MPH.	40 MPH.
Head end of eastward trains:		
Signal 106.0	55 MPH.	50 MPH.
Signal 49.2	55 MPH.	45 MPH.
Signal 23.8	55 MPH.	50 MPH.
Signal 3.8	55 MPH.	45 MPH.
Freight trains over 100 tons per operative 20 MPH descending mountain grades.		
At Missoula, over public crossings with- in corporate limits	30 MPH.	30 MPH.
At Missoula, Yard movements over yard tracks at Van Evans Crossing	10 MPH.	10 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.	10 MPH.
At Paradise, trains picking up train or- ders 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 cross- ings 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 (3.6 miles west of Perma)	20 MPH.	20 MPH.
Through turnouts of controlled sidings except East switch Paradise	30 MPH.	30 MPH.
Through sidings at Plains, Kootenai, Thompson Falls, Childs, Tuslor, Nox- on, Heron, Colby and Hope	20 MPH.	20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

263,000 lbs. or less, minimum length 44 ft.

315,000 lbs. or less, minimum length 52 ft.

Missoula diesel engines heavier than Group E 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 501K aspect on signals involved. Switching operations can be carried on continuously while signals are displaying a 501K aspect. A member of crew must promptly inform train dispatcher when switching operations have been completed. When a 501L aspect is displayed the track between the interlocking signals must be cleared immediately.

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, Items 3 and 4.)

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 3, All Subdivisions, and cuts exceed 2800 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 2800 tons of such cuts. A buffer of at least 2800 tons must be provided to separate the lead locomotive from the first empty car 80 feet and longer.
13. Trailing Tonnage Restrictions—
(See Items 2 and 3, 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—	Maximum Freight Speeds Permitted	
	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
Zone—Between Logan and Garrison	50 MPH.	40 MPH.
At Sappington—Interlocking 4200 feet west of MP 19	45 MPH.	40 MPH.
MP 43 and MP 46.4		
Ascending	25 MPH.	25 MPH.
Descending	25 MPH.	20 MPH.
MP 46.4 and Homestake	25 MPH.	20 MPH.
Homestake and Skones	15 MPH.	15 MPH.
Skones to MP 68		
Ascending	25 MPH.	25 MPH.
Descending	20 MPH.	20 MPH.

Head end restriction for WESTWARD trains Logan to Butte:

Signal 17.1	40 MPH.	30 MPH.
Signal 18.3	55 MPH.	45 MPH.
Signal 69.3	40 MPH.	35 MPH.
Signal 70.9	20 MPH.	15 MPH.

Head end restriction for EASTWARD trains Butte to Logan:

Signal 21.0	40 MPH.	30 MPH.
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Head end restriction for WESTWARD trains Butte to Garrison:

Signal 30.7	55 MPH.	45 MPH.
Signal 33.5	55 MPH.	45 MPH.

Head end restriction for EASTWARD trains Garrison to Butte:

Signal 33.6	50 MPH.	40 MPH.
Signal 1.2	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.

Trains handling 315,000 lb. cars 20 MPH. 20 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

Engines heavier than Group E not permitted on the following tracks:

Deerlodge House track, lumber spur and stockyards.

3. Train Register Exceptions—

At Silver Bow—Union Pacific trains must register. Burlington Northern trains will register when instructed to do so.

At Garrison, trains will register by train order 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 61.0 (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, Items 3 and 4.)

Between Whitehall and Butte—

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

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

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

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

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

10. Trailing Tonnage Restrictions—

(See Items 2 and 3, 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—

Maximum Freight Speeds Permitted

Zone—Between	Up to 100 tons per Op. Brake	Over 100 tons per Op. Brake
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The following head end restrictions are in effect:

Head End of Westward Trains:

Signal 134.9	55 MPH.	45 MPH.
Signal 139.7	50 MPH.	45 MPH.
Signal 170.1	50 MPH.	40 MPH.
Signal 190.5	50 MPH.	45 MPH.
Signal 211.5	40 MPH.	30 MPH.
Signal 212.5	40 MPH.	30 MPH.
Signal 214.7	50 MPH.	45 MPH.

Head End of Eastward Trains:

Signal 215.6	40 MPH.	35 MPH.
Signal 212.2	55 MPH.	45 MPH.
Signal 190.0	35 MPH.	30 MPH.
Signal 185.0	45 MPH.	35 MPH.
Signal 171.4	55 MPH.	45 MPH.
Signal 169.2	35 MPH.	30 MPH.
Signal 147.6	55 MPH.	45 MPH.
Signal 141.2	40 MPH.	30 MPH.

Between Schilling and Hoerner Waldorf Plant.

10 MPH. 10 MPH.

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

Frenchtown, east and west switch. . . 30 MPH. 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. 40 MPH.

2. Bridge, Engine and Heavy Car Restrictions—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.
315,000 lbs. or less, minimum length 52 ft.

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 AND EIGHTH SUBDIVISIONS

1. Speed Restrictions—

Maximum Speed Permitted

Zone—Between	Freight
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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

Engines heavier than Group E not permitted on following tracks.

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

Vocation: No. 1 and Industry track.

O'Donnell: No. 1 and Industry track.

3. Train Register Exceptions—

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

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 at Bonneville, except such trains must receive a clearance at Bonneville when operator on duty 6:01 a.m. to 11:59 p.m. daily except Saturday and Sunday, and from 6:01 a.m. to 1:59 p.m. Saturday and Sunday.

Greybull—Unless otherwise provided, clearance received at Greybull will clear trains at Bonneville, except such trains must receive a clearance at Bonneville when operator on duty 6:01 a.m. to 11:59 p.m. daily except Saturday and Sunday, and from 6:01 a.m. to 1:59 p.m. 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 available, 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 Subdivision—Flagging distance is 2.0 miles.

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

6. Restricted Clearance—

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

7. 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.

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

250 ton wrecking cranes and cars over 40 ft. long weighing between 220,000 lbs. and 263,000 lbs. in groups of two or more 10 MPH.

Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. in groups of two or more 20 MPH.

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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

On Ninth Subdivision, engines heavier than Group E not permitted.

On Tenth and Eleventh Subdivisions, engines heavier than Group D 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 Sixth 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 east 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

TWELFTH, THIRTEENTH, FOURTEENTH FIFTEENTH AND SIXTEENTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
Manhattan and Anceny.	25 MPH.
Sappington and Harrison.	25 MPH.
MP 2 and MP 8 Descending	15 MPH.
MP 8 and MP 10 diesel units and cars in excess of 248,000 lbs.	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.
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. Engines heavier than Group D not permitted.

On Twelfth and Fourteenth Subdivisions, engines heavier than Group E not permitted.

On Sixteenth Subdivision, engines heavier than Group H not permitted.

Heavy Cars—

Cars heavier than the following, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.

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

Sappington—Rule 83(B) does not apply.

Anceny—Rule 83(B) does not apply.

4. 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.

5. At Amazon—Doors at Amazon Tunnel No. 6 will be closed from November 1 to April 15. During this period if tunnel is to be used doors will be opened by a tunnel operator. High-wide loads not permitted to enter tunnel No. 6 unless authorized by chief dispatcher.

6. Mountain Grade Operation—

Air brake and train handling rules for mountain grade operation apply on following grades:

Manhattan and Anceny MP 13-15.

Ruling Grade Descending East: 1.6%.

Sappington and Harrison MP 2-8.

Ruling Grade Descending East 2.2%.

Drummond and Philipsburg MP 10-26.

Ruling Grade Descending East 2.2%.

Helena and Basin MP 230-241.

Ruling Grade Descending East 2.2%.

7. Elephant Mill Site—Engines are not permitted on loading track under tipple account no clearance.

8. Derail Switches—

Philipsburg—Derail located 650 feet east of station on main track.

Drummond—Derail located 50 feet west of MP 1.

Anceny—Derail located on main track 330 feet east of east switch. East switch of industry track lined for industry track when occupied by cars.

9. Between Helena and Basin—Automatic highway crossing signals may not actuate account rusty rails; therefore, employees must protect against highway traffic at the following highway crossing locations:

1,715 feet west of MP 222

2,493 feet west of MP 224

1,779 feet west of MP 227

5,071 feet west of MP 227

10. Handling 80 Foot or Longer Cars—

(See Handling 80 Foot or Longer Cars, All Subdivisions, Items 3 and 4.)

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.

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

SEVENTEENTH AND EIGHTEENTH 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.

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, for minimum lengths shown, not permitted without authority of Superintendent:

220,000 lbs. or less, minimum length 38 ft.
263,000 lbs. or less, minimum length 44 ft.

On Seventeenth Subdivision, engines heavier than Group H 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 H not permitted.

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

At Dixon Rule 83(B) does not apply.

4. 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 30.00.5 miles
MP 30.0 to MP 0.01.0 miles

Flagging distance against eastbound trains is:

MP 0.0 to MP 30.01.0 miles
MP 30.0 to MP 33.52.0 miles

5. 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%.

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	2 for yard forces in Mandan	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
Hysham	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
Rowley (10 miles west)	1	Continuous