

**BURLINGTON
NORTHERN
INC.**

**MONTANA
DIVISION**

**Special
Instructions
No. 1**

**IN EFFECT AT 12:01 A.M.
Mountain Standard Time**

Tuesday, March 3, 1970

**Asst. Vice President
Transportation
H. J. SURLS**

**Asst. Vice President
Operations
J. H. HERTO**

**Superintendent
D. S. NELSON**

ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Passenger trains	79 MPH.
Freight trains	65 MPH.

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

All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise 12 MPH.
Engines running light or with caboose only 50 MPH. unless otherwise provided.

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

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

2. Movement of Engines dead in Trains—

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

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

Diesel units not equipped with alignment control devices—

GN	1 through 195
CBQ	9103 through 9106 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9310 through 9321
NP	99 through 177 400 through 429 500-501-525-551-555 through 558 602-603-651-700 through 724 750-800 through 803-850 through 853 900 through 912
SPS	11 through 55 856 through 869

Diesel units equipped with coupler alignment lock blocks—

GN	550 through 599
CBQ	200 through 267, 270 through 287 300 through 374, 400 through 411 430 through 459
NP	200 through 375, 552 through 554 562 through 569
SPS	60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead In Tow—

CBQ 9103 through 9106.....	30 MPH.
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292.....	50 MPH.
100 through 999.....	65 MPH.
9916 through 9993.....	79 MPH.

NP Engine 100.....	40 MPH.
400 series, 600, 700 series.....	45 MPH.
99 and 5400 series.....	55 MPH.
100 series (except 100) 525, 800 through 803 200 series, 300 series, 500, 501, 550 through 569, 850 series, 860 series 900 series, 6000 series, 7000 series.....	60 MPH. 65 MPH.
2500, 2800, 3300, 3600 series.....	70 MPH.
6500 series, 6600, 6700 series.....	75 MPH.
Budd cars B-30, B-31, B-32, B-40, B-41, B-42 on rear of train only.....	79 MPH.

GN 14, 15, 16, 77, 80 through 83, 98, 99, 102 through 110, 112 through 131, 134 through 136, 145 through 162, 165 through 170.....	50 MPH.
11 through 13, 17 through 23, 29 through 33, 100, 101, 163, 164, 186 through 195, 200 through 209, 271 through 276, 307 through 317, 448 through 474 even nos., 550 through 599, 600 through 678, 681 through 734, 900 through 915, 2000 through 2035, 3000 through 3040	65 MPH.
350 through 385, 500 through 503, 505 through 512, 679, 680, 320 through 333, 400 through 440, 2500 through 2544.....	79 MPH.
Budd Car 2350, on rear of train only.....	79 MPH.

SPS 11, 22 through 28, 40 through 45, 50 through 55.....	50 MPH.
60 through 98, 154 through 327, 856, 869.....	65 MPH.
330 through 335, 150 through 153, 750, 800 through 806.....	79 MPH.

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

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

- Outfit cars
- Tie flats (GN X4800 to X4975, X4410)
- Scale test cars (next ahead of caboose)
- Wrecking derricks
- Pile drivers
- Loco cranes
- Rotary snow plows, dozers, wedge plows
- Jordan spreaders
- Air dump cars loaded or empty
- Log flats—NP 117002 to 117892

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivisions have curves of 6° or more on grades of 1% or more.

2nd Subdivision

In helper territories, helper engines must be cut in ahead of above equipment.

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

6. Rules 200 and 83(B) and other rules pertaining to authority for, and signature on, train orders and clearance are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.

Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

FIRST SUBDIVISION

1. **Speed Restrictions—** Maximum Speed Permitted
35 MPH.—Trains or engines through No. 20 turnouts at following locations:
 East Havre, 3 miles East of Pass. Station.
 East and West siding Switches at;

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

 West siding switch at Blair.
 East siding switch at Savoy, Harlem, Hinsdale and Culbertson.
 West and East switch North No. 1 track Glasgow.
2. **Train Register Exceptions—**
 Glasgow, First Class Trains need not register.
3. **Clearance Provisions and Exceptions, Rule 83(B)—**
 Williston, Montana division trains must obtain their Montana division clearance at Williston which will clear the train at Bainville.
4. **Main track switch to Petrofuels Refining Co. Spur track at Macon** is not equipped with electric locks. Rule 268(A) applies.
5. **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.
3. **At Bainville Minot Division Instructions Govern—**

SECOND SUBDIVISION

1. **Speed Restrictions—** Maximum Speed Permitted
 Between Depot and MP 1089.8, 1000 feet east of depot at Cut Bank..... **30 MPH.**
 Cut Bank, over Bridge 1090.8..... **30 MPH.**
 Shelby—**20 MPH.** over foot walk to depot and over crossing east of depot.
35 MPH.—Trains or engines through No. 20 turnouts at following locations:
 Pacific Jct., Jct. switch and ends of 2 main tracks.
 West end Havre yard, Lead Switch to North Main Track.
 West siding switch Burnham.
 End of Double Track Shelby.
 East switch end of Two Main Tracks at Shelby.
 East switch eastward siding Essex.
 Crossover 1068.4 at Shelby.
 End of Double Track Cut Bank.
 End of Double Track Blackfoot.
 End of Double Track Summit.
 Ends of Double Track Nimrod.
 Ends of Double Track Pinnacle.
 End of Double Track Red Eagle.
 End of Double Track Conkelley.
 East and West Siding Switches at:

Gildford	Lothair	Browning	Bison
Buelow	Devon	Spotted Robe	Coram
Chester	Dunkirk	Belton	
2. **Train Register Exceptions—**
 Shelby, register only for trains originating or terminating.
 Cut Bank, first class trains register by ticket.
 Register of regular trains at Whitefish will cover their arrival at Conkelley.
3. **Clearance Provisions and Exceptions, Rule 83(B)—**
 Conkelley, Pacific Jct., trains destined Montana Division obtain clearance at Whitefish.

4. **When cutting in helper engines for movement between Essex, Montana and Summit, Montana** under no circumstances should the helper locomotive be immediately behind any 80 foot or longer flat car when shoving on the train. When 80 foot or longer flat cars are on the rear of the train the helper should be cut in a substantial distance from the rear of the train. When outfit cars or passenger equipment handled on rear of freight trains or when stockmen messengers, etc., are carried in the caboose, helper engines must be cut into train ahead of such equipment.
5. **Crossovers on Double Track Not Indicated at Station—**
Trailing Point
 MP 1100
 MP 1110
6. **Main track switches to tracks shown below are not equipped with electric locks.** Rule 268(A) applies.
 FresnoIndustry track spur
 JoplinElevator Spur north of Main Line
7. **Between Havre and Summit and between Red Eagle and Conkelley, which is either CTC territory or Rule 251, 252, 253, 254 territory, running orders or numbered clearances will not be required for trains or engines.**
 Between Summit and Red Eagle running orders, numbered clearances, or work orders, will be required for all train and engine movements in this Rule 251, 252, 253, 254 territory.
 Consolidated Code Rules 251, 252, 253 and 254 are in effect on the double track between Shelby and Blackfoot, between Summit and Red Eagle.
8. **Manual Interlockings with Dual Control Switches—**
 Cut Bank.....End of double track east of depot
 End of double track east and west end Bridge 1090.8.
 Switches are controlled by operator at depot.
9. **Two main tracks known as NORTH MAIN and SOUTH MAIN** extend between Pacific Jct. and crossovers at west end of Havre yard.
 The following signals are located adjacent to the left of the track which they govern:
Eastward on North Main Track—
 Signal 433.2
 Eastward governing absolute signal end of two main tracks Havre.
Westward on South Main Track—
 Signal 433.3
 Westward governing absolute signal end of two main tracks Havre.
 Two main tracks known as NORTH MAIN and SOUTH MAIN extend between east switch Shelby and the end of double track Shelby at MP 1067 and are signalled for movements in both directions This is part of the CTC on this subdivision.
10. **Manual Interlockings with Spring Switches—**
 NimrodSingle Track Bridge 1166.8
 PinnacleSingle Track MP 1173.2 to 1177.6
Nimrod and Pinnacle Interlockings:
 Spring switches with signals remotely controlled by train dispatcher Havre.
 Trains or engines stopped by a stop indication on the absolute signal at entrance to either Nimrod or Pinnacle interlocking will be governed as follows;
 A member of the crew must immediately communicate with train dispatcher and be governed by his instructions which must be repeated back to him by employe receiving them. When the dispatcher knows there is no opposing train or engine movement between the opposing controlled absolute signals at these locations he may authorize the train or engine to proceed at restricted speed to the next signal. When the train dispatcher does not positively know that there is no opposing train or engine movement between these signals he may authorize the train or engine to proceed as follows; "Proceed under flag protec-

tion to the next clear or approach signal." When flagging from the stop signal train must wait ten minutes after flagman has started. When communication cannot be made with the train dispatcher no further movement may be made except on signal indication or authority is received from train dispatcher or proper officer.

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

11. The following spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104 (H) of the Consolidated Code of Operating Rules.
~~Concord~~ ~~Billings~~ ~~7~~ ~~3/13/70~~
 Nimrod.....East and West End Single Track
 Essex..... Eastward Track Just West of Depot
 Pinnacle.....East and West End Single Track

12. At Conkelly, Spokane Division Instructions apply—
13. 1.8% grade. Road locomotives must not exceed a total of 14,400 rated horsepower and consist of not more than 6 units. Helper locomotives must not exceed a total of 7,750 rated horsepower and consist of not more than 5 units. The following maximum tonnages must not be exceeded on a 1.8% grade, single train:
 Eastbound: 4,500 tons.
 Westbound: Eastward Track 7,500 tons.
 Westbound: Eastward Track 8,500 tons.
 1.0% grade. Road locomotives must not exceed a total of 14,400 rated horsepower and consist of not more than 6 units. Maximum train tonnage must not exceed 9,000 tons.

14. RADIO CONTROL UNIT OPERATION:
 When radio controlled units are used in train, slave units must be placed in train approximately two thirds back from headend of train. Train tonnage will be limited, by number of cars which may be handled over the various districts, and tonnage ratings of the locomotive units used.

THIRD, FOURTH, FIFTH AND SIXTH SUBDIVISIONS

1. Speed Restrictions—

Zone—Between	Passenger	Freight
Pacific Jct. and Sweet Grass.....	59 MPH.	49 MPH.
Saco and Hogeland		30 MPH.
Vaughn and Augusta		20 MPH.
Power and Pendroy		25 MPH.

Shelby—20 MPH. over Foot walk to Depot and over Crossing east of Depot.
2. Train Register Exceptions—
 Power register only for trains originating and terminating.
 Vaughn, Emerson Jct. register is only for trains when directed by Train Order.
3. Clearance Provisions and Exceptions Rule 83(B)—
 Pacific Jct., Eastham Jct., Choteau Jct., Vaughn, Power and Saco, Rule 83(B) does not apply.
 Great Falls, westward CMSTP&P RR. trains departing from Milwaukee passenger station must obtain clearance from BN dispatcher.

4. Great Falls, normal position of the Billings Line Jct. switch is lined for the Billings Line.
5. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on:
 Third Subdivision.....between Shelby and Sweet Grass
 Fourth Subdivision.....between Saco and Hogeland
 Fifth Subdivision.....between Dracut Jct. and Augusta
 Sixth Subdivision.....between Power and Eastham Jct. and between Choteau Jct. and Pendroy
6. Third Subdivision—For operating information: Main Line. Pacific Jct. to Shelby; Branch Line Shelby to Sweetgrass.