

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safe-guarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.



Montana Division

Timetable No. 6

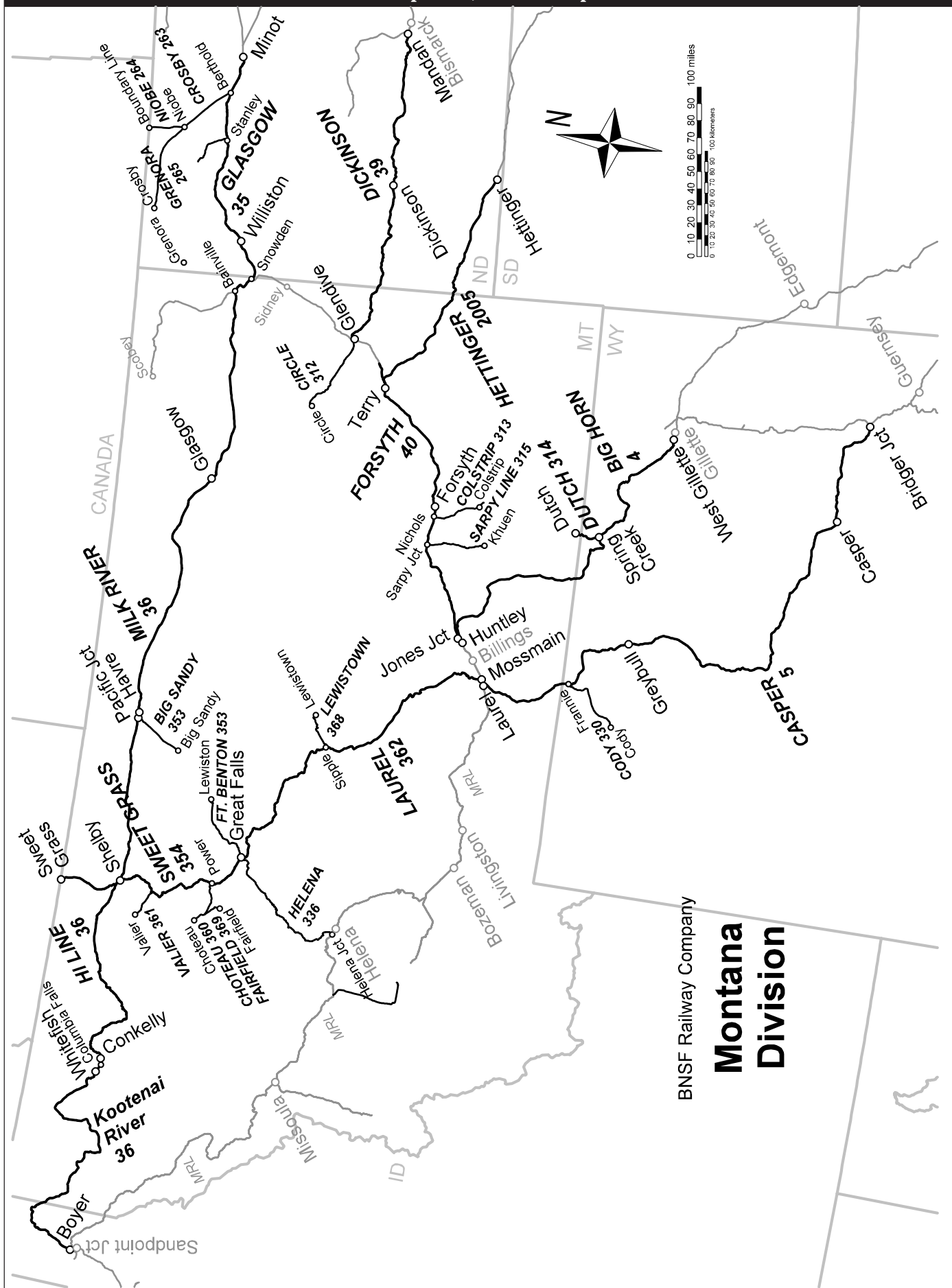
IN EFFECT AT 0800
Mountain Continental Time
Wednesday April 26, 2006

Division General Manager

M.L. Plott
Billings, Montana
(406) 256-4035

General Director Transportation

K.W. Duryea
Billings, Montana
(406) 256-4088



Division Managers

Montana Division General Manager's Safety Hotline—8-256-4000 or 1-888-312-2673

Billings

D.G. Boespflug Director Administration (406) 256-4012
 M.W. Christianson Asst. Dir. Mtc. Production ... (406) 256-4021
 S.J. Johnson Signal Supervisor (406) 256-4238
 T.A. Kale Maintenance Planner (406) 256-4049
 K.G. Orr Mgr. Signal Maintenance (406) 256-4044
 K.N. Ruby Maintenance Planner (406) 256-4069
 T.E. Rudolph Maintenance Planner (406) 256-4059
 L.K. Vallone Safety Manager (406) 256-4091
 L.D. Woodley Gen. Dir. Maintenance (406) 256-4033

Bonniers Ferry

D.W. Hehn Signal Supervisor (208) 267-6803
 A.K. Olson Roadmaster (208) 267-6813

Casper

R.L. Harrison Road Foreman (307) 473-5221

Dickinson

R.M. Kinzel Roadmaster (701) 227-7235
 L.B. Nantt Asst. Roadmaster (701) 227-2236

Essex

F.L. Smith Asst. Roadmaster (406) 863-0286
 G.J. Smith Roadmaster (406) 863-0253

Forsyth

R.J. Boager Roadmaster (406) 356-3235
 H.A. Tait Trainmaster (406) 356-3255

Glasgow

..... Trainmaster (406) 228-3373

Glendive

D.A. Kautzmann Trainmaster (406) 359-4455
 C.C. Knutson Supv. Structures (406) 359-4218
 G.R. Lehman Road Foreman (406) 359-4412
 J.T. Lowe Superintendent Operations (406) 359-4255
 D.F. Ruddy Roadmaster (406) 359-4235
 J.C. Stanford Division Engineer (406) 359-4219
 R.J. Stauffer Shop Superintendent (406) 359-4275
 R.S. Zorn Signal Supervisor (406) 359-4220

Great Falls

D.E. Apland Trainmaster (406) 791-3355
 W.M. Bernard Asst. Roadmaster (406) 791-3307
 A.P. LaPierre Asst. Roadmaster (406) 791-3368
 D. A. Pavilcek Roadmaster (406) 791-3335

Greybull

D.F. Galasso Trainmaster (307) 765-4255
 C. Jordan Asst. Roadmaster (307) 765-4234
 B.M. Klein Roadmaster (307) 765-4235

Hauser

B.A. Leavitt Road Foreman (206) 687-4653

Havre

M.C. Boyer Planned Mtnce. Coord. (406) 265-0496
 R.B. Galland Road Foreman (406) 265-0258
 R.C. Harman Division Engineer (406) 265-0425
 E.A. Jackson Terminal Trainmaster (406) 265-0255
 M.J. Kennelly Terminal Trainmaster (406) 265-0723
 T.J. Lambrecht Shop Superintendent (406) 265-0357
 J.L. Molenda Signal Supervisor (406) 265-0724
 R.A. Moran General Car Foreman (406) 265-0293
 D.H. Nilsen Roadmaster (406) 265-0235
 S.J. Reinke Superintendent Operations (406) 265-0424
 E.D. See Terminal Manager (406) 265-0415
 G.E. Shelton Trainmaster (406) 265-0257

Laurel

M.R. Phillips Trainmaster/Rd. Foreman .. (406) 628-3101

Mandan

B.R. Luch Asst. Roadmaster (701) 667-4646
 L.M. Kuntz Road Foreman (701) 667-2260
 W.A. Tayler Trainmaster (701) 667-2200
 P.A. Yaune Roadmaster (701) 667-2235

Minot

D.G. Jacobson Signal Supervisor (701) 837-6630
 J.R. Kuhnhehn Roadmaster (701) 837-6759
 M.L. Neva Road Foreman (701) 837-6622
 C.P. Young Trainmaster (701) 837-6607

Shelby

H.L. Giard Roadmaster (406) 265-0318
 R.L. Pflug Trainmaster (406) 265-0311
 G.K. Vallard Asst. Roadmaster (406) 450-3819

Sheridan

S.J. Alles Roadmaster (307) 673-2235
 P. Hamilton Trainmaster (307) 673-2258
 L.W. Reichardt Road Foreman (307) 673-2255

Spokane

D.L. Kayser Superintendent Operations (509) 536-2258

Whitefish

R.L. Montini Trainmaster (406) 863-0232
 L.R. Ross Trainmaster (406) 863-0232
 J.R. Shepard Asst. Roadmaster (406) 863-0393
 D.L. Shuch Trainmaster (406) 863-0257
 J.E. Wetham Mgr. Roadway Planning (406) 863-0387
 R.J. Wolff Road Foreman Engines (406) 863-0255
 L. Yudysky Signal Supervisor (406) 863-0216
 Roadmaster (406) 863-0253

Williston

D.L. Braun Roadmaster (701) 837-6752
 Q.L. Ligon Asst. Roadmaster (701) 837-6852

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Big Horn Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		30596	599.9	W GILLETTE	BT	2MT CTC		6.5	
	8,976	30605	606.4	ORIVA				15.0	
	12,690	30620	621.4	ECHETA				9.8	
	13,217	30630	631.2	LARIAT				16.9	
	12,672	30647	648.0	KENDRICK				12.5	
	11,168	30659	660.5	CLEARMONT	B			11.1	
	12,734	30670	671.8	ULM				14.7	
	12,556	30689	686.5	EAST DUTCH				2.6	
		30689	689.1	DUTCH CENTER	X(2)T			1.3	
		30689	690.4	WEST DUTCH	JT			8.2	
	6,343	30697	698.6	SHERIDAN	BT		4	6.2	
		30705	704.8	KIEWIT		CTC		10.1	
	14,176	30713	714.9	RANCHESTER				9.2	
	6,834	30723	724.1	PARKMAN	B			6.8	
	7,109	30730	731.0	ABERDEEN				19.4	
	7,425	30749	750.2	LODGE GRASS				9.9	
	7,343	30759	760.1	BENTEEN				15.0	
	7,031	30775	775.0	DUNMORE				17.6	
	7,250	30791	792.7	ROWLEY				21.3	
	8,115	30812	813.9	ANITA				11.9	
		30825	825.1	MORAN JCT (To Jones Jct 1.4)	J			3.4	
		30828	829.3	HUNTLEY	J			229.4	

Radio Channel 66 in service Jones Jct. to W. Sheridan.

Radio Channel 54 in service W. Sheridan to Gillette.

Radio Channel 70 in service at Gillette and Sheridan Yards.

MRL Channel 1 (AAR 15) when operating on MRL
 Sheridan East Dispatcher—650 (Channel 66)
 Sheridan East Dispatcher—680 (Channel 54)
 Sheridan West Dispatcher—690 (Channel 54)

Radio Call-In		
Jones Junction - 59(X)	Hardin - 61(X)	Benteen - 62(X)
Lodge Grass - 63(X)	Parkman - 64(X)	Decker - 70(X)
Dutch - 71(X)	Ulm - 72(X)	Clearmont - 73(X)
Kendrick - 74(X)	Echeta - 75(X)	Oriva - 76(X)
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

W. Gillette to W. Sheridan—(817) 234-6186, FAX (817) 234-6174
 W. Sheridan to Huntley—(817) 234-6465, FAX (817) 234-6462

MRL Dispatcher calls—Huntley and Laurel—32 or 35.

1. Speed Regulations

Freight

1(A). Speed—Maximum

MP 599.9 to MP 829.3
 Up to 100 TOB 60 MPH.
 100 TOB and over 50 MPH.

Freight

1(B). Speed—Permanent Restrictions

MP 599.8 to MP 615.1 45 MPH.
 MP 615.1 to MP 615.4 40 MPH.
 MP 615.4 to MP 620.0 45 MPH.
 MP 622.5 to MP 623.0 50 MPH.
 MP 638.2 to MP 642.7 45 MPH.
 MP 642.7 to MP 651.3 40 MPH.
 MP 662.3 to MP 663.0 50 MPH.
 MP 667.0 to MP 676.2 40 MPH.
 MP 676.2 to MP 696.6 50 MPH.
 MP 696.6 to MP 698.6 25 MPH.
 MP 698.6 to MP 709.0 45 MPH.
 MP 730.1 to MP 730.7 45 MPH.
 MP 829.0 to MP 829.3 35 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control
 switches and on sidings unless otherwise
 specified 25 MPH.
 Through turnouts at siding at Kiewit, and Sheridan Yard 10 MPH.
 Eastward trains departing Track 1 (TSS 101) at Sheridan
 after head end occupies 1st Street Crossing 25 MPH.

1(D). Speed—Other

All elevator and industry tracks 5 MPH.
 Moran Jct. and Jones Jct. on loop track 25 MPH.
 Hardin North Line 10 MPH.

Temperature Restrictions

Cold Weather Restrictions—Between MP 599.9 and MP 813.7, when the
 temperature is minus 0 degrees Fahrenheit or colder, do not exceed the
 following speeds:

Trains 100 TOB and over 30 MPH.
 Trains up to 100 TOB 45 MPH.

Hot Weather—When ambient air temperature is 90 degrees or greater, the
 following information governs trains maximum authorized speed on main
 tracks within the following limits unless a more restrictive speed is in
 effect:

MP 620.0 to MP 671.0 40 MPH.
 MP 757.0 to MP 782.0 50 MPH.
 MP 806.0 to MP 814.0 No Restriction
 Trains over 100 TOB 40 MPH.
 Trains 80 to 100 TOB 50 MPH.
 Trains less than 80 TOB No Restriction

See Item 1 of the System Special Instructions for additional
 speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Gillette to Huntley 143 tons, Restriction A
 Fort McKenzie Spur 110 tons

Six-axle locomotives, six-axle derricks and cars with six or
 more axles not permitted on following tracks:
 Sheridan Saw Mill Lead, Cloud Peak Spur, Fort McKenzie Spur,
 Kiewit Retail Yard.

3. Type of Operation

CTC—in effect:
 West Gillette to Huntley

TWC Instructions

Sheridan—All crews transporting under pay departing
 Sheridan must receive Track Warrant unless otherwise
 authorized by train dispatcher. Trains departing Sheridan
 destined Forsyth Subdivision, in addition to obtaining Big Horn
 Subdivision track bulletins, will obtain Forsyth Subdivision track
 bulletins.

Trains departing Sheridan destined MRL 1st Subdivision, in
 addition to obtaining Big Horn Subdivision track bulletins, will
 obtain MRL 1st Subdivision track bulletins.

4. General Code Of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—Flagging distance against Westward trains is:

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 Eastward trains is 2.2 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 602.4—Recall Code 768
 MP 607.6—DED, Exception Reporting
 MP 611.8—DED, Exception Reporting
 MP 616.4—DED, Exception Reporting
 MP 620.6—DED, Exception Reporting
 MP 627.3—Recall Code 758
 MP 632.0—DED, Exception Reporting
 MP 638.6—DED, Exception Reporting
 MP 642.7—DED, Exception Reporting
 MP 648.1—DED, Exception Reporting—Main and Siding
 MP 654.0—Recall Code 748
 MP 657.7—DED, Exception Reporting
 MP 666.2—DED, Exception Reporting
 MP 671.8—DED, Exception Reporting—Main and Siding
 MP 677.3—DED, Exception Reporting
 MP 681.9—Recall Code 738
 MP 686.5—DED, Exception Reporting
 MP 693.2—DED, Exception Reporting
 MP 698.5—DED, Exception Reporting—Main and Siding
 MP 704.8—DED, Exception Reporting
 MP 710.5—Recall Code 728
 MP 736.3—Recall Code 648
 MP 757.9—Recall Code 638
 MP 785.9—Recall Code 628
 MP 807.5—Recall Code 618
 MP 822.9—Recall Code 608

6. FRA Excepted Track—None**7. Special Conditions**

Coal Trains—Dispatcher will, when possible, have loaded coal trains hold the main track at Ulm, Parkman and Aberdeen.

Helper Engines—Arrange to notify Train Dispatcher of the engine numbers in their consist before departing Sheridan.

Helper Operations—Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Job briefing should include where and how helpers will be taken off the train. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

Engineer Only Helper Operations—With few exceptions, the current operating practices and procedures for two-man helper service operations at Sheridan, Wyoming will remain unchanged by the implementation of one-man helper service. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist prior to departing Sheridan at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the following Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

- (1) Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge and determine that retarding effort is provided.
- (2) Release independent brakes and continue movement.
- (3) Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed by observation of the gauge and that retarding effort is provided.
- (4) Actuate independent brake. Determine brake cylinder pressure releases by observation of the gauge and the locomotive rolls freely.
- (5) Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link Equipment must be inspected prior to departure. Pin lifters, cable connections, angle cocks, and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the dispatcher and leave a voice mail message for the Road Foreman before departure. Helper Link Report Forms must be filled out and left in the Mechanical Foreman's mailbox detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended, if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Changing Operating Ends—When required to change controlling locomotive in Engineer Only Helper Operation, an air brake test as prescribed by ABTH Rule 101.6 (A) will not be required. Instead, after changing operating ends, conduct the Locomotive Running Air Brake Test to determine that locomotive brakes are properly working.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of the movement. When operating conditions require movement at restricted speed or while moving on other than main track, and it is necessary to make a back-up move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles be governed by GCOR Rules 6.4 and 6.5. If it is determined by observation of the track directly behind the locomotives, that a back-up move can be safely made changing operating ends will not be

required. Engineers will be required to maintain a Train Activity Report / Safety Checklist, entering delay information, when it will not interfere with the movement. When notified of grade crossing signal failure / malfunction requiring flag protection at a crossing, occupying movement can not be made until other available BNSF employees provide protection. Contact the dispatcher in advance to arrange for assistance from available employees working in the area. Helper "Cut Off Zone" signs will be placed near the crest of Parkman Hill at MP 723.8. Helper Link equipped locomotives will be allowed to cut off on the fly only after passing those signs. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries.

Sheridan—All trains in excess of 100 tons per operative brake will be restricted to main line, coal siding, or No. 1 track for meeting trains. No. 2 track may be used for trains over 100 tons per operative brake only with permission from an operating officer.

Restricted Clearance

Dutch—Car being set out on Arno back track must be set out between Fouling Point signs in order to clear man on side of cars and wide loads.

Hardin—Close clearances on all tracks.

1000 Mile Inspection Point—In addition to established 1000 mile inspection points, the following 1000 mile inspection points will govern:

Kiewit Siding—Private track - Trains must have permission from Big Horn Coal Co. before entering (via dispatcher).

Hardin North Line Spur—End of track MP 2.1. Car stop in place.

Reporting Locomotive Problems—When a locomotive in consist encounters a problem, no matter how minor, it will be necessary to report the malfunction to the Mechanical Help Desk in Ft. Worth and to the train dispatcher.

Roll-by Inspections—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Gillette—Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will only operate on the road on the north side of the track. Employees being picked up or delivered in this area are prohibited from walking up or down the embankment on the south side of the main track.

8. Line Segments

Yard Line Segments

Line Segment Limits

952 Gillette
739 Sheridan

Road Line Segments

Line Segment Limits

Mileposts

308 Moran Jct. to Jones Jct. . 0.0 to 1.5
4 Gillette to Huntley 597.2 to 829.3
40 Huntley 209.8 to 209.9

Ballast Pit

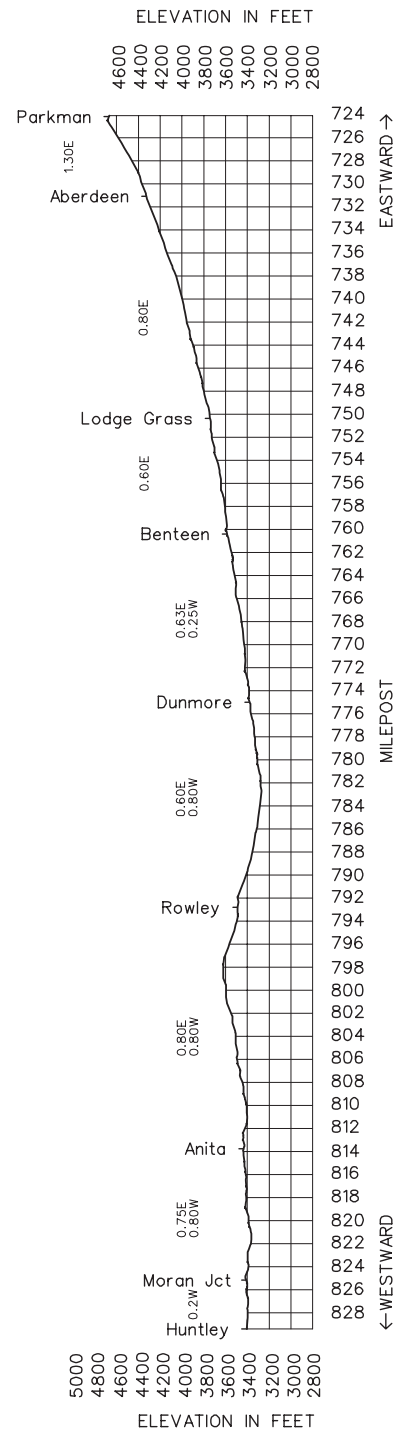
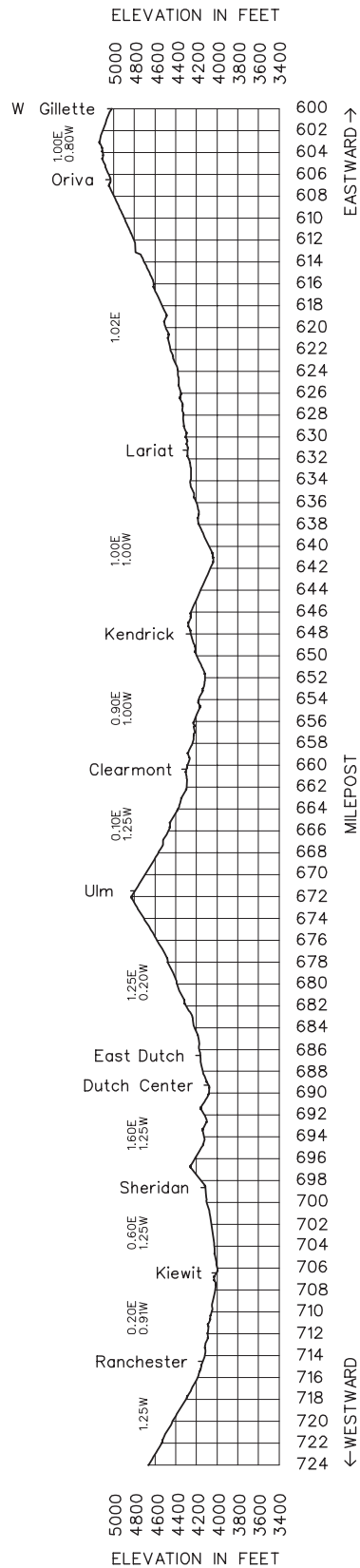
Line Segment Limits

750 Sheridan

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30605 Oriva-Gas Track-2660	Oriva - Siding	30	East
30628 Echeta-Back Track-2651	Echeta - Siding	15	Both
30630 Lariat-Back Track-2646	Lariat - Siding	15	West
30640 Arvada-2640	7.1 east of Kendrick-MT	22	East
30647 Kendrick-Back Trk-2636	Kendrick - Siding	8	Both
30659 Clearmont-Stock Track-2631	Clearmont - Siding	26	Both
30659 Clearmont-Storage Track-2632	Clearmont - Siding	40	Both
30670 Ulm-Back Track-2626	Ulm - Siding	3	Both
30678 Verona-2620	8.0 west of Ulm-MT	81	Both
30666 Arno-2606	0.6 east of Dutch-Siding	11	Both
30692 Wakeley-2600	5.6 west of Dutch-Siding	60	East
30705 Kiewit-1610	Kiewit-MT	210	Both
30707 Kleenburn-1630	1.6 west of Kiewit-MT	50	Both
30713 Ranchester Back Track-1636	Ranchester Siding	10	West
30723 Parkman-Back Trk-1641	Parkman - Siding	20	Both
30730 Aberdeen-Back Trk-1646	Aberdeen - Siding	12	East
30736 Wyola-1650	6.2 west of Aberdeen-MT	7	West
30759 Benteen-Back Trk-1661	Benteen - Siding	7	West
30779 Reno-1620	5.1 west of Dunmore-MT	10	West
30782 Hardin Pass-1675	8.7 west of Dunmore-MT	60	Both
30782 Hardin Pass-1676	8.7 west of Dunmore-MT	52	Both
90791 Rowley-Back Track-1681	Rowley - Siding	11	East
30812 Anita-Back Track-1686	Anita - Siding	16	West

10. Grade Charts



Length of Siding (Feet)	Station Nos.	Mile Post	Big Sandy Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	01350	0.0	PACIFIC JCT	J	TWC	353	10.9
	11011	10.8	LAREDO				9.8
	11021	20.8	BOX ELDER				10.8
	11032	31.2	BIG SANDY	R			31.5

Radio Channel No. 76 in service.

Emergency Radio Call-In—911

Train Dispatcher Telephone Number—(817) 234-6564

1 Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 31.2 **Freight** 10 MPH

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions, applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2 Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Pacific Jct. to Big Sandy 143 tons, Restriction D

3 Type of Operation

TWC—in effect:

Pacific Jct. to Big Sandy

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

Restricted Limits—in effect:

MP 28.0 to MP 32.1

4 General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5 Trackside Warning Detectors (TWD)—None

6 FRA Excepted Track—None

7 Special Conditions

List of Long and Short Miles

MP 29 to MP 30—6314 ft.

Big Sandy—Main track switch to the South Industry track at Big Sandy will be left lined for the industry track.

Test Mile Locations

Laredo—MP 5.1 to MP 6.1

8 Line Segments

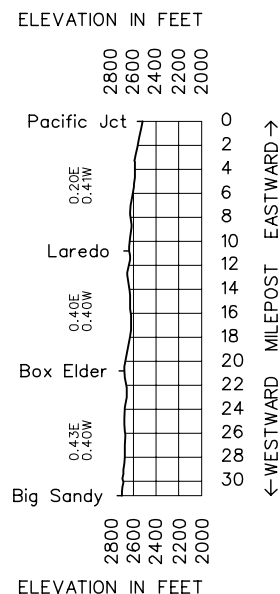
Road Line Segments

Line Segment Limits

353 Pacific Jct. to Big Sandy, MP 0.0 to MP 32.1

9 Locations Not Shown as Stations—None

10 Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		30855	514.47	LAUREL	JR			8.5	
	5,247	32541	506.0	SILESIA				12.3	
	5,014	32528	493.7	FROMBERG				6.9	
		32521	486.8	EAST BRIDGER				10.7	
	8,115	32511	476.1	WADE				10.8	
		32500	465.2	LIMESTONE				6.1	
	4,470	32493	458.9	FRANNIE	BJT			6.3	
		32487	452.9	DEAVER				5.8	
		32481	447.2	COWLEY				5.4	
		32476	441.7	LOVELL				9.9	
	7,113	32466	431.7	KANE				9.8	
		32456	422.0	HIMES				6.6	
	4,203	32450	415.3	SPENCE				11.5	
	4,630	32438	403.9	GREYBULL	BR			7.8	
		32431	396.2	BASIN				8.9	
		32422	387.2	MANDERSON				11.1	
		32411	376.7	DURKEE				7.8	
		32403	368.4	WORLAND				8.5	
	7,551	32394	359.9	PULLIAM				11.8	
		32382	348.0	KIRBY		TWC		4.9	
		32377	343.1	LUCERNE			5	7.1	
	4,750	32370	336.0	THERMOPOLIS	B			4.4	
		32366	331.7	MINNESELA				8.7	
		32358	323.2	DORNICK				8.0	
	5,027	32349	314.7	PIPER				10.8	
	8,400	32339	304.0	BONNEVILLE	BR			0.5	
		32338	303.9	SHOBON	JR			13.4	
	6,402	32325	290.4	GATE				17.2	
		32307	273.8	MADDEN				13.5	
	6,600	32294	260.4	ARMINTO				19.0	
	7,990	32275	241.5	POWDER RIVER				17.6	
	4,100	32257	223.9	BUCKNUM				10.6	
	5,726	32247	213.0	BISHOP				11.1	
		32236	202.2	CASPER	BR			24.0	
	5,492	32212	178.2	GLENROCK				7.2	
		32205	171.0	CLAYTON	J			12.5	
	5,490	32192	158.6	RICHARDS				9.8	
	3,750	32182	148.8	DOUGLAS				14.4	
	5,628	32167	134.4	ORIN				1.2	
			133.2	BRIDGER JCT.	J	CTC		382.3	

Radio Channel No. 70 in service Bridger Jct. to Casper.

Radio Channel No. 44 in service Casper to Laurel.

Radio Channel No. 8814 in service in Greybull Yard.

Radio Channel No. 14 in service in Casper Yard.

Radio Call-In

Douglas - 61(X)	Glenrock - 64(X)	Casper - 53(X)
Powder River - 46(X)	Arminto - 57(X)	Lysite - 49(X)
Boysen - 54(X)	Thermopolis - 59(X)	Copper - 51(X)
Worland - 56(X)	Greybull - 58(X)	Sheep Mountain - 52(X)
Frannie - 50(X)	Basin - 48(X)	Laurel - 53(X)
East Bridger = 55(X)	Emergency - Call 911	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

Casper to Laurel - 0700-2300:

(817) 234-6053, Fax (817) 234-6067

Casper to Laurel - 2300-0700:

(817) 234-1605, Fax (817) 234-1606

Bridger Jct. to Casper:

(817) 234-6054, Fax (817) 234-6075

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 514.47 to MP 202.2	40 MPH.
MP 202.2 to MP 133.2	49 MPH.
Trains 100 TOB and Over	40 MPH.

1(B). Speed—Permanent Restrictions

MP 171.0 to MP 196.5	30 MPH.
MP 316.4 to MP 338.5	30 MPH.
MP 413.5 to MP 414.4	30 MPH.
MP 423.4 to MP 424.0	10 MPH.
MP 424.0 to MP 425.0	30 MPH.
MP 438.6 to MP 438.9	35 MPH.
MP 501.4 to MP 501.6	30 MPH.
MP 513.0 to MP 514.47	25 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

MP 371.68 to MP 372.0, Track 4240 Coors	5 MPH.
MP 376.55 at Durkee Track 4255, Gas Track to end of track	5 MPH.
MP 376.55 at Durkee Track 4251, North Spur to end of track	5 MPH.
All sidings	10 MPH.
Sidings—Trains 100 TOB and over	5 MPH.
Exception: Wade, Kane, Pulliam, Bonneville, Arminto, Powder River, Richards, and Orin	10 MPH.
Item 1 A of the System Special Instructions applies and includes all trains consisting of empty equipment.	

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. is 85 degrees F or greater		Cold Weather When temp. is -10 degrees F or colder
Casper	35	Trains 100 TOB and over	30
	35	Freight trains up to 100 TOB	40
	35	Empty coal trains	40

Between Orin and Bucknum:

When Ambient temperatures falls below 0 degrees Fahrenheit,
do not exceed 30 MPH.

See Item 1 of the System Special Instructions for additional
speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bridger to Laurel 143 tons, Restriction A

Not more than one six-axle locomotive or six-axle derrick permitted on the following tracks:

Worland—Crown Cork and Seal Track

Himes—Georgia Pacific trackage

3. Type of Operation

TWC—in effect:

Bridger Jct. to Laurel

Casper—Southward trains at Casper must obtain an additional track warrant from Powder River, Canyon subdivision dispatcher for movement on the Canyon subdivision.

CTC—in effect:

Bridger Jct.

Restricted Limits—in effect:

Orin MP 133.2 to MP 136.0

Casper MP 196.5 to MP 206.0

Bonneville MP 303.6 to MP 306.5

Greybull MP 402.6 to MP 406.5

Laurel MP 513.2 to MP 514.47

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—MRL responsibility MP 514.47 to and including Laurel Yard. Rule 6.28 applies to Main Track.

Rule 8.3

Orin—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 134.5 and MP 135.61. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

The switch from the new north leg of the wye to the siding at Orin may be left lined as last used, however, it must be locked. Trains must approach this switch expecting to find it locked against movement.

Casper—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 200.9 and MP 202.3. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Bonneville—Normal position of main track switches does not apply at the main track switches located at MP 304.1 and MP 305.7. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

Greybull—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 403.4 and MP 405.1. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 153.5—Recall Code 618

MP 183.3—Recall Code 648

MP 231.7—Recall Code 468

MP 257.9—Recall Code 577

MP 286.7—Recall Code 578

MP 310.5—Recall Code 518

MP 339.6—Recall Code 598

MP 392.5—Recall Code 588

MP 417.4—Recall Code 527

MP 440.0—Recall Code 528

MP 460.9—Recall Code 508

MP 488.9—Recall Code 537

6. FRA Excepted Track—None

7. Special Conditions

At all industries, loaded cars scheduled for pickup will be inspected by ground service personnel. If found to be leaking, they are to be left at the plant. Report the car as bad order, so that repairs can be made before pickup.

Dave—Coal Loop Switch at MP 171.0, coal trains unloading counter clockwise, derail must be lined for derailing position when trains left unattended. The following Pacific Power tracks must not be used without authority of train dispatcher:

- Track No. 1 beyond 1000 feet south of No. 1 track switch.
- Track No. 2 and Track No. 3 beyond switch to the south leg of wye.
- The south leg of wye.

Switch lock has been installed on lead switch and is to be lined and locked for Dave Johnson movement after picking up or setting out.

Casper—Cars must not be left on track serving Black Hills Bentonite Company, MP 203.7, between main track switch and derail location 529 feet north of main track clearance point.

Trains arriving or departing Casper must notify Through Freight Desk at (817) 593-7610.

At Casper, prior to the departure of all northbound trains destined for Greybull, the engineer or his designee must take fuel readings on all working locomotives in the consist. Locomotives of all types must have a minimum of 1500 gallons to ensure they will reach Laurel without running out of fuel. It will be the responsibility of both the engineer and conductor to notify the Casper Subdivision Dispatcher of any locomotives with less than the minimum required fuel level (1500 gallons at Casper and 600 gallons at Greybull) sufficiently in advance of the trains arrival at Greybull so that, when necessary, arrangements can be made for a fuel truck to be standing by to minimize train delay at Greybull.

The back lead is to be used only by northbound trains and for switch moves.

Greybull—Cars found to be leaking product in yard will be moved to the Rip Track for repair immediately.

Remote Control Operations—Signs located at MP 402.6 and MP 406.5 designate the Remote Control Area at Greybull.

Test Mile—Test mile signs have been placed for Southward movement between MP 509.0 and MP 508.0, and between South R.L. Laurel and Silesia.

Restricted Clearance

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

Limestone—Close clearance on south side of industry track at Industry Building, and at the (2) Limestone Tipples.

Fromberg—House track along storage bins will not clear man on side of car.

Break-in-Two Reports

1. When a train has stopped for an emergency application for any reason, the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined, the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
3. Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate road foreman (Casper/Cody subs: 473-5221) to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Montana Division road foreman. The dispatcher must also arrange to have pulse tapes removed at the next forward location and forwarded to the appropriate road foreman.

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

MP 139.0 to MP 146.0
 MP 163.0 to MP 171.0
 MP 175.0 to MP 187.0
 MP 224.0 to MP 225.0
 MP 243.0 to MP 261.0
 MP 271.0 to MP 304.0
 MP 318.0 to MP 336.0
 MP 373.0 to MP 377.0
 MP 381.0 to MP 386.0
 MP 396.0 to MP 400.0
 MP 405.0 to MP 427.0
 MP 434.0 to MP 438.0
 MP 483.0 to MP 484.0

Boeing Trains—Prior to departing on duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the yardmaster/trainmaster must be notified at the time of inspection. The time and comments regarding the inspection must be noted on the delay report.

8. Line Segments**Yard Line Segments****Line Segment Limits**

717 Greybull
 894 Casper

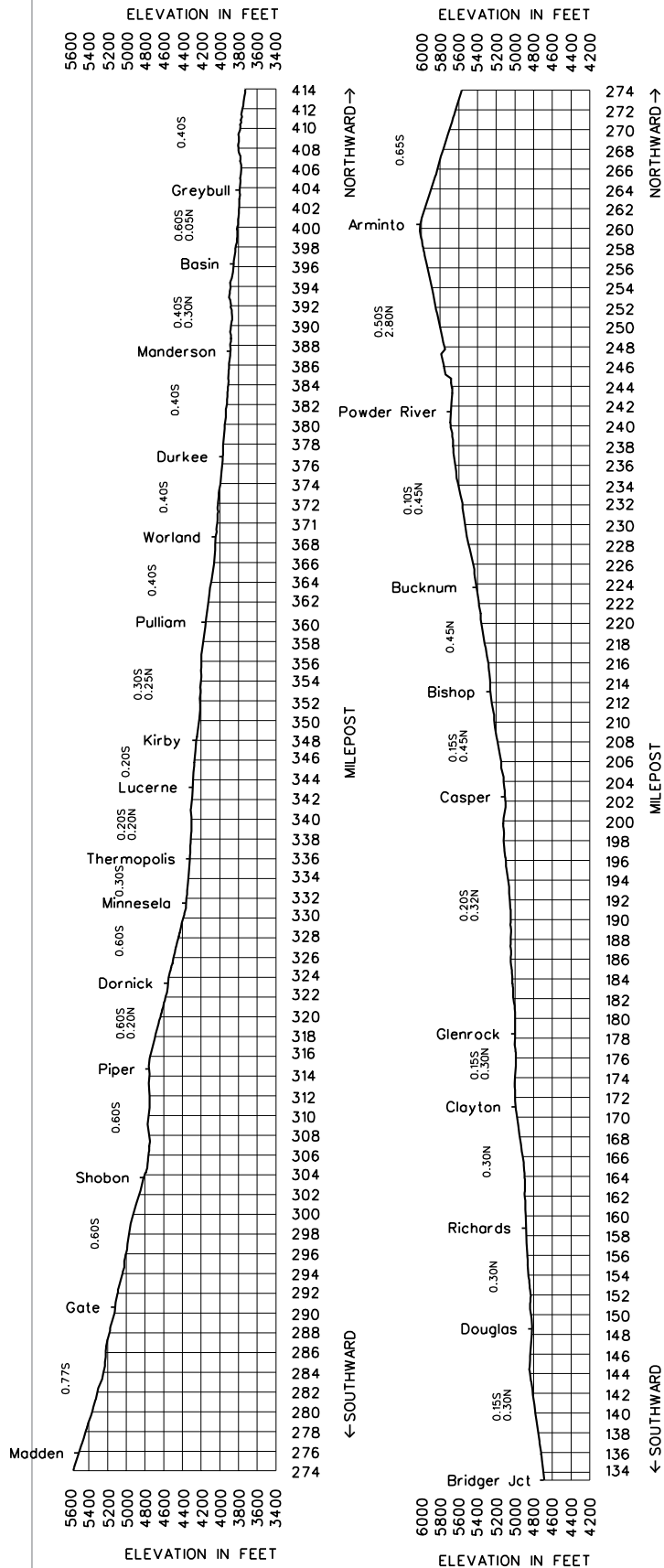
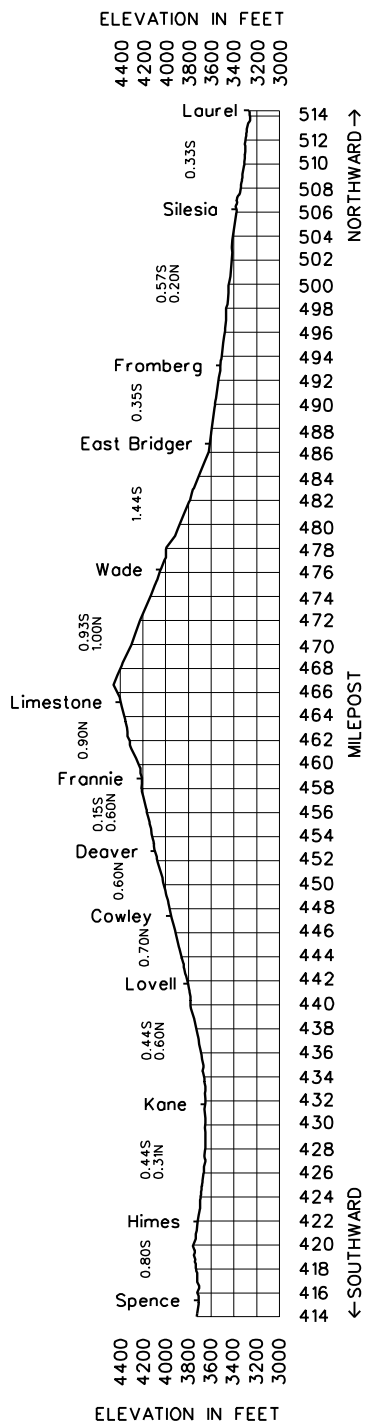
Road Line Segments**Line Segment Limits**

5 Bridger Jct. to Laurel, MP 133.2 to MP 514.51

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32167 Orin Long X-Over to CNW	Orin	28	Both
32182 Douglas Equip. Trk.	Douglas	6	North
32205 Clayton	Clayton	25 20	South North
32207 Dave	1.6 north of Clayton	120	South
32269 Sodium	11.3 north of Bucknam	10	South
32318 Lysite	10.1 north of Madden	25	South
32370 Thermopolis Trk. S. Siding	Thermopolis	70	Both
32400 Geddes	5.3 north of Pulliam	17	North
32403 Worland S. Siding	Worland	32	Both
32403 Worland East House Trk.	Worland	39	Both
32403 Worland West House Trk.	Worland	32	Both
32405 Coors	2.5 north of Worland	28	Both
32431 Basin Back Trk.	Basin	12	Both
32431 Basin House Trk.	Basin	15	Both
32440 Magnet Cove	2.2 north of Greybull	12	South
32446 Stucco	7.7 north of Greybull	50	Both
32468 Baroid	2.0 north of Kane	70	Both
32473 Quality	7.0 north of Kane	24	Both
32476 Lovell Team Trk.	Lovell	27	Both
32476 Lovell S. House Trk.	Lovell	35	Both
32479 Sage Creek Spur	2.4 north of Lovell	24	Both
Wyoming Lime Company	1.5 north of Frannie	11	South
32493 Frannie N. Siding	Frannie	56	Both
32500 Rock Track	Limestone	59	Both
32523 Fromberg House Trk.	Fromberg	40	Both
32534 Edgar N. Trk.	5.9 north of Fromberg	45	North

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Choteau Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	32802	0.0	POWER	JT	TWC	360	21.2
	61521	21.1	EASTHAM JCT	J			7.5
	61529	29.0	CHOTEAU	R			28.7

Radio Channel No. 70

Radio Call-In
Dutton - 75(X)
Emergency - Call 911
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Telephone Number

(817) 234-1605

1. Speed Regulations**1(A). Speed—Maximum**

MP 0.0 to MP 29.0 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 21 10 MPH.
MP 27.9 to End of Track 10 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Power to Choteau 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted.

3. Type of Operation**TWC—in effect:**

MP 0.0 to MP 29.0

Restricted Limits—in effect:

MP 27.0 to MP 29.6

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

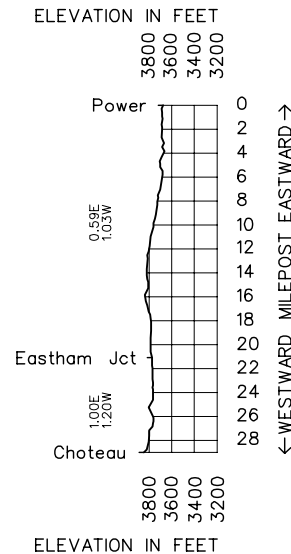
Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions—None****8. Line Segments****Road Line Segments****Line Segment Limits**

360 Power to Choteau

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
61506 Cordova	5.7 west of Power	9	West
61520 Flume Spur	0.4 east of Eastham Jct.	13	East

10. Grade Chart

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Circle Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper. Rule 6.28 TWC Rule 6.28	Line Segment	Miles to Next Stn.	EAST WARD ↑
		03649	0.0	GLENDIVE	BJT		312	52.1	
	1,914	85952	50.0	CIRCLE				52.1	

Radio Channel No. 85 in service.

Radio Call-In	
Glendive - 20(X)	Rimroad - 17(X)
Emergency - Call 911	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5	

Train Dispatcher Telephone Numbers

(817) 234-6420, Fax (817) 234-6496

1. Speed Regulations**1(A). Speed—Maximum**

MP 0.0 to MP 50.0	Freight 10 MPH.
-------------------------	--------------------

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1(A) of System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Glendive to Circle 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted between MP 1.0 and MP 50.0.

3. Type of Operation

TWC—in effect:
MP 7.8 to MP 49.0

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, distance will be 1.5 miles.

Rule 6.28—in effect:
MP 0.0 to MP 7.8
Circle MP 49.0 to end of track.

5. Tracksides Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Track Warrants—Authority Track Warrants on the Circle Subdivision will be addressed as follows:

To: _____ On: Circle Sub

Circle—West switch must be lined and locked for elevator track. Siding is owned by Farmer's Elevator

Sidney Line Subdivision Junction—Normal position of switch is for Sidney Line Subdivision.

Glendive to Circle—Between the hours of 1200 to 1900, no trains can operate between Glendive and Circle (MP 7.0 to MP 50.0) when ambient temperature reaches 80 degrees Fahrenheit, except as follows:

Permission to operate freight trains within these time and temperature restrictions may be granted by the Division General Manager or General Director Transportation, Division Engineer, or Superintendent Operations.

Permission to operate work trains within these time and temperature restrictions may be granted by the supervisory Roadmaster.

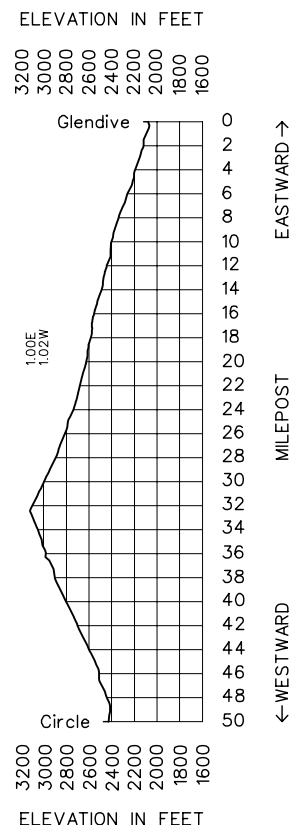
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 0.0 to MP 50.0

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
312	Glendive to Circle	0.0 to 50.41

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
85907 Fisher	7.8 west of Glendive	20	Both
85924 Lindsay	24.4 west of Glendive	16	Both
85933 Rim Road	19.2 east of Circle	14	Both

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	Cody Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	32493	0.8	FRANNIE	BRJT			13.7
	86514	14.5	GARLAND				5.0
	86519	19.5	POWELL		TWC	330	6.0
	86525	25.5	RALSTON				17.1
	86542	42.6	CODY	BRT			41.8

Radio Channel No. 70 in service.

Radio Call-In
Frannie - 50(X)
Emergency - Call 911
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Phone Numbers

(817) 234-6053, Fax (817) 234-6067.

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 0.8 to MP 42.6	25 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts—None****1(D). Speed—Other**

Powell—Leading car or engine over Main Street Crossing	10 MPH.
Frannie—East Leg of Wye	5 MPH.
All sidings	10 MPH.
Cody Yard Tracks	5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Frannie to Cody 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

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

O'Donnell—Siding

Frannie—Loaded grain trains not permitted on east leg of wye.

3. Type of Operation**TWC**—in effect:

Frannie to Cody

Restricted Limits—in effect:

Cody—MP 40.6 to MP 42.6

Frannie—East and West Leg Wye Switch to MP 2.0

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 1.0 mile.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions****Break-in-Two Reports**

- When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.

- As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
- Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate road foreman (Casper/Cody subs: 473-5221) to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the proper Montana Division road foreman. The dispatcher must also arrange to have pulse tapes removed at the next forward location and forwarded to the appropriate road foreman.

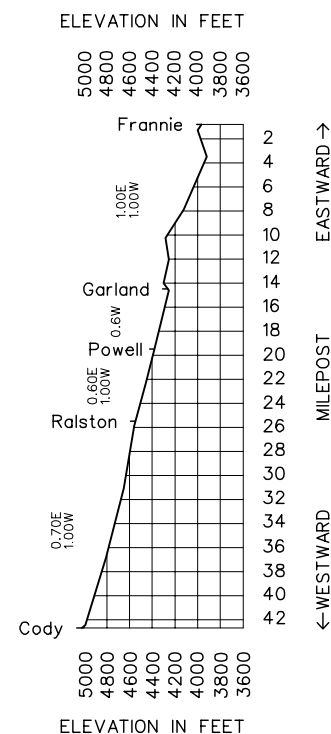
Test Mile—Test mile signs have been placed for westward movement between MP 5.0 and MP 6.0 between Frannie and Garland, and for eastward movement between MP 38.0 and MP 37.0 between Cody and Ralston.

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
330	Frannie to Cody	0.8 to 42.7

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
85722 O'Donnell	2.5 west of Powell	17	Both
86525 Busch Ag Res	1.4 west of Ralston	26	East

10. Grade Chart

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Colstrip Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03778	0.0	E. NICHOLS WYE	JT	TWC	313	0.5	
		86001	0.5	NICHOLS WYE				28.6	
		86029	29.1	COLSTRIP	R			10.0	
		86039	39.5	BIG SKY		Rule 6.28		39.1	

Radio Channel No. 66 in service.

Radio Call-In	
Nichols Wye - 25(X)	Colstrip - Big Sky - 28(X)
Emergency - Call 911	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5	

Train Dispatcher Telephone Numbers

(817) 234-6465, Fax (817) 234-6462 0700—1500
 (817) 234-6420, Fax (817) 234-6496 1500—0700

1. Speed Regulations**1(A). Speed—Maximum**

MP 0.0 to MP 39.5 **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

Colstrip and Big Sky 25 MPH.

1(C). Speed—Switches and Turnouts

Cow Creek Yard through all turnouts 5 MPH.
 Colstrip Storage Yard through all turnouts 5 MPH.
 Colstrip/Big Sky Divide Switch (MP 29.03) 10 MPH.

1(D). Speed—Other

East leg Nichols wye 25 MPH.
 West leg Nichols wye 10 MPH.
 Big Sky MP 38.0 to Loop Track Switch (HER) 20 MPH.
 Colstrip and Big Sky Loop Tracks 10 MPH.
 Between Colstrip/Big Sky Divide switch and Colstrip loop track switch 10 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Nichols Wye to Big Sky 143 ton, Restriction A

3. Type of Operation

TWC—in effect:
 MP 0.0 to MP 38.0

Restricted Limits—in effect:
 Colstrip—MP 28.5 to MP 32.0

Trains on the Loop Track, Colstrip ready to depart will not leave the Loop Track until they receive their Track Warrant. Eastward Big Sky trains and trains from the storage tracks within the restricted limits at Colstrip will obtain their Track Warrant before blocking any crossings.

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.5—A crew member is not required to provide visual protection for the rear of their train at Rosebud mine during loading operations.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Rule 6.28—in effect:

Big Sky, MP 38.0 to Loop Track Switch
 West Leg Nichols Wye—(Derails on both ends of Wye.)

Rule 8.3—Colstrip/Big Sky Divide Switch (MP 29.03) can be left lined for either direction.

Nichols Wye—Normal position of tail track switch is for East Leg of Wye.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Colstrip and Big Sky—Trains will not depart the mines unless crew will be relieved before the expiration of their hours of service.

Roll-by Inspections on Cabooseless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Safety Rule S-13.5 Getting On or Off Equipment is amended on the Colstrip Subdivision by adding:

When the following conditions exist at coal mines, it is permissible to get on and off moving equipment only when necessary to perform required duties.

1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 8.0 to MP 26.0

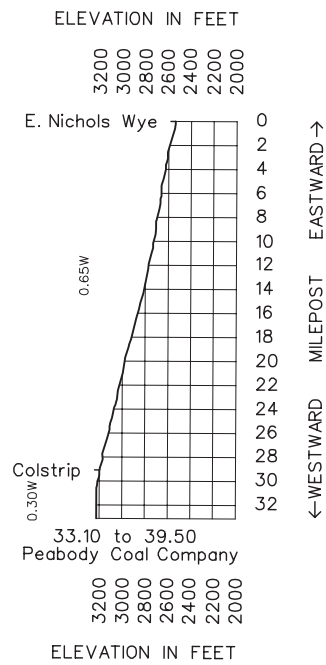
8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
313	East and West Nichols Wye to Big Sky	0.0 to 39.5

9. Locations Not Shown as Stations

Name & TSS Track Nos.	Miles - Location	Capacity Cars	Switch Opens
86000 W. Nichols Wye - 1117	W. Nichols Wye	10	Both
86015 Dowlin - 1201	2.5 east of Moon	15	East
86017 West Moon - 1203	16.0 west of Nichols Wye	50	West
86017 East Moon - 1202	15.0 west of Nichols Wye	50	Both
86034 Cow Creek - 1223	10.0 west of Colstrip	220	East

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Crosby Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
1,913	00939	0.0	BERTHOLD	J	TWC	263	20.5
	58620	20.4	COULEE				7.0
	58627	27.2	KENASTON				6.7
1,703	58634	33.9	NIOBE	J			6.7
	58641	40.6	COTEAU				14.2
	58655	54.8	LIGNITE				2.1
	58657	57.0	LIGNITE JCT	J			8.0
	58665	64.5	KINCAID				10.3
	58675	75.3	NOONAN				13.2
	58688	88.5	CROSBY	TR			88.7

Radio Channel No. 54 in service on this subdivision.

Radio Call-In	
Berthold - 01(X)	Niobe - 02(X)
Emergency - Call 911	
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5	

Train Dispatchers Telephone Number—(817)-234-6407

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 33.9	25 MPH.
MP 33.9 to MP 57.0—all empties	25 MPH.
MP 33.9 to MP 57.0—any load(s)	10 MPH.
MP 57.0 to MP 88.5	10 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Berthold to Niobe 143 tons, Restriction D
Niobe to Crosby 134 tons, Restriction G

Six-axle locomotives and six-axle derricks not permitted between Niobe and Crosby.

3. Type of Operation

TWC—in effect:

Berthold to Crosby

Restricted Limits—in effect:

Crosby, MP 87.6 and 89.5

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Between MP 57.0 Lignite Jct. and MP 89.5 Crosby.

7. Special Conditions

Niobe—Normal position of the junction switch is lined for last movement.

Lignite Jct.—Normal position of the junction switch is lined for last movement.

8. Line Segments

Road Line Segments

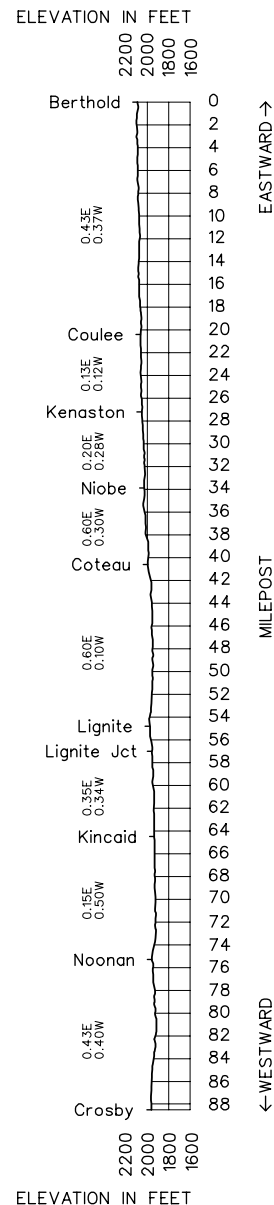
Line Segment Limits

263 Berthold to Crosby

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
58607 Hartland	6.2 west of Berthold	21	West
58654 TXL Track	13.2 west of Coteau	33	Both
58663 Stampede	5.9 west of Lignite Jct.	34	West

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dickinson Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03444	200.3 0.0	MANDAN	BJTY M	Rule 6.28		8.5	
	7,086	03451	8.3	LYONS				19.3	
	7,424	03471	27.9	NEW SALEM				10.7	
	6,848	03481	38.7	DENGATE				9.6	
	6,437	03491	57.5	GLEN ULLIN	B			5.5	
		03496	63.6	EAGLE NEST				7.1	
	6,867	03504	70.1	HEBRON				9.1	
	7,982	03513	79.2	ANTELOPE				11.3	
	10,917	03524	92.0	TAYLOR				14.4	
	7,343	03538	104.9	LEHIGH				4.3	
	6,610	03543	109.2	DICKINSON	BT			10.0	
	7,215	03553	119.1	SOUTH HEART		TWC ABS	39	15.7	
	9,673	03569	134.5	FRYBURG				5.3	
	9,592	03574	141.0	SULLY SPRINGS				13.7	
	7,474	03588	155.0	RIDER				12.4	
	10,115	03599	167.2	SENTINEL BUTTE				7.0	
		03607	174.2	BEACH	B			5.7	
	7,149	03613	179.8	YATES				8.5	
	6,476	03621	188.4	BEAVER HILL				6.8	
	6,901	03628	195.5	HODGES				4.9	
	6,533	03634	200.5	IONA				9.8	
	8,497	03644	210.1	CURRY				5.4	
		03649	215.8	GLENDIVE	BMJTY			205.0	

Radio Channel No. 87 in service Mandan to Dickinson.

Radio Channel No. 70 in service Dickinson to Glendive.

Radio Call-In		
Mandan - 51(X)	New Salem - 52(X)	Antelope - 53(X)
Dickinson East - 54(X)	Fryburg - 56(X)	Dickinson West - 59(X)
Sentinel Butte - 57(X)	Curry - 58(X)	
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatchers Phone Numbers

DX East (Mandan-Dickinson)—(817) 234-1233,

Fax (817) 234-6096

DX West (Dickinson-Glendive)—(817) 234-6418,

Fax (817) 234-6495

These districts are consolidated Monday through Friday between 2130 and 0530 MT and on week-ends. Either phone number may be used. Use Fax number (817) 234-6495

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 215.8	
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.8	35 MPH.
MP 0.8 to MP 10.2	50 MPH.
MP 10.2 to MP 14.0	30 MPH.
MP 14.0 to MP 27.9	40 MPH.
MP 27.8 to MP 28.2 (HER), on siding	20 MPH.
MP 75.8 to MP 80.1	40 MPH.

	Freight
MP 90.0 to MP 111.6	45 MPH.
MP 127.2 to MP 128.7	50 MPH.
MP 128.7 to MP 131.6	45 MPH.
MP 131.6 to MP 138.1	35 MPH.
MP 138.1 to MP 166.5	40 MPH.
MP 174.1 to MP 179.6	50 MPH.
MP 186.9 to MP 189.0	40 MPH.
MP 189.0 to MP 209.8	50 MPH.
MP 209.8 to MP 214.7	45 MPH.

1(C). Speed—Switches and Turnouts

Trains through No. 20 turnouts and on sidings at the following locations:

Taylor, South Heart, Fryburg, Sully Springs, Sentinel Butte,
New Salem, Yates, Hodges and Rider 35 MPH.

W. South Heart

MP 119.9 to MP 119.6, Eastward (HER) 10 MPH.

MP 119.4 to MP 119.6, Westward (HER) 10 MPH.

E. New Salem

MP 28.2 to MP 27.9, Eastward (HER) 10 MPH.

MP 27.8 to MP 28.0, Westward (HER) 10 MPH.

All other sidings and turnouts 10 MPH.

1(D). Speed—Other

All elevator and industry tracks 10 MPH.

Cold Weather Restrictions—

When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB or over 40 MPH.

Trains up to 100 TOB 50 MPH.

9 symbol intermodal trains may operate at the maximum allowable speed for the subdivision.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Mandan to Glendive 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on the following tracks:

Lehigh M-Bar-D track restricted to four-axle locomotives beyond derail.

Beach From bridge to west end of house track restricted to no more than one six-axle unit in consist.

Hebron Brick Yard Track (from and including road crossing to the Brick Plant.

Dickinson—Loaded unit coal trains not permitted on No. 3 track.

3. Type of Operation

TWC—in effect:

MP 0.0 to MP 215.8

Yard Limits—in effect:

MP 0.0 to MP 0.7

MP 213.5 to MP 215.8

Foul Time—in effect:

Manual Interlocking at MP 0.7 for MW only.

Mandan—Main track not protected by a continuous automatic block signal system, between eastward signal 198.9 at the east end of Mandan yard and westward signal 0.7 at the west end of Mandan yard.

Glendive—Main track is not protected by continuous block system between the manual interlocking at the east switch, MP 214.7 and the manual interlocking at the west switch, MP 1.3. Both switches are controlled by the Dickinson Subdivision Dispatcher, Ft Worth.

Dickinson—Tracks 3102 and 3103 are not to be blocked with engines or cars or permitted to be tied up on by locals or switch engines without the permission of the Train Dispatcher.

Manual Interlocking—Westward absolute signal and dual control switch (MP 0.7) are controlled by Mandan Yardmaster.

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Rule 8.3—Mandan, normal position of main track switch, does not apply at East Main Line to East #1 track switch located at MP 199.3.

5. Trackside Warning Detectors (TWD)

A. Protecting bridge, tunnel or other structures: None

B. Other TWD Locations

MP 15.2—Recall Code 518

MP 32.8—Recall Code 528

MP 61.8—Recall Code 538

MP 87.9—Recall Code 547

MP 93.2—DED, Exception Reporting

MP 98.4—DED, Exception Reporting

MP 103.8—DED, Exception Reporting

MP 107.4—Recall Code 548

MP 113.5—DED, Exception Reporting

MP 118.3—DED, Exception Reporting

MP 124.8—Recall Code 568

MP 128.9—DED, Exception Reporting

MP 133.5—DED, Exception Reporting

MP 137.9—DED, Exception Reporting

MP 144.3—DED, Exception Reporting

MP 148.2—DED, Exception Reporting

MP 152.5—Recall Code 577

MP 158.5—DED, Exception Reporting

MP 161.9—DED, Exception Reporting

MP 168.3—DED, Exception Reporting

MP 172.1—DED, Exception Reporting

MP 177.0—Recall Code 578

MP 182.9—DED, Exception Reporting

MP 187.5—DED, Exception Reporting

MP 190.6—Recall Code 588

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 4.0 (Dickinson and Zap Line Subdivisions) and MP 192.0 (Jamestown Subdivision), designate the Remote Control Area at Mandan.

Automatic Switches—installed at both ends of the following sidings:

Lyons	Fryburg
New Salem	Sully Springs
Dengate	Rider
Hebron	Sentinel Butte
Antelope	Yates
Taylor	Beaver Hill
Lehigh	Hodges
Iona	South Heart
Curry	

Milepost Equation—Exists at MP 44.5 equals MP 53.8, between Dengate and Glen Ullin.

Test Mile Locations

MP 6.0 to MP 7.0

MP 101.0 to MP 102.0

MP 115.0 to MP 116.0

MP 134.0 to MP 135.0

MP 206.0 to MP 207.0

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:

MP 10.0 to MP 21.0

MP 55.0 to MP 56.0

MP 119.0 to MP 167.0

MP 184.0 to MP 215.0

Mandan—Permission is required from the Mandan Yardmaster before crew members of train and engines, yard pilots or work equipment, employees in charge of maintenance, communications, signal employees and work equipment to occupy the track between (Rule 6.28) MP 198.8 to MP 200.3, Jamestown Subdivision and MP 0.0 to MP 2.9.

Mandan Yard—Derails located both ends main track and 1 track for protection of unattended locomotives.

Dickinson—Tracks 3102 and 3103 are not to be blocked with engines or cars or permitted to be tied up on by locals or switch engines without the permission of the Train Dispatcher.

8. Line Segments

Yard Line Segments

Line Segment Limits

733 Dickinson

731 Mandan

732 Mandan Shop

Road Line Segments

Line Segment Limits

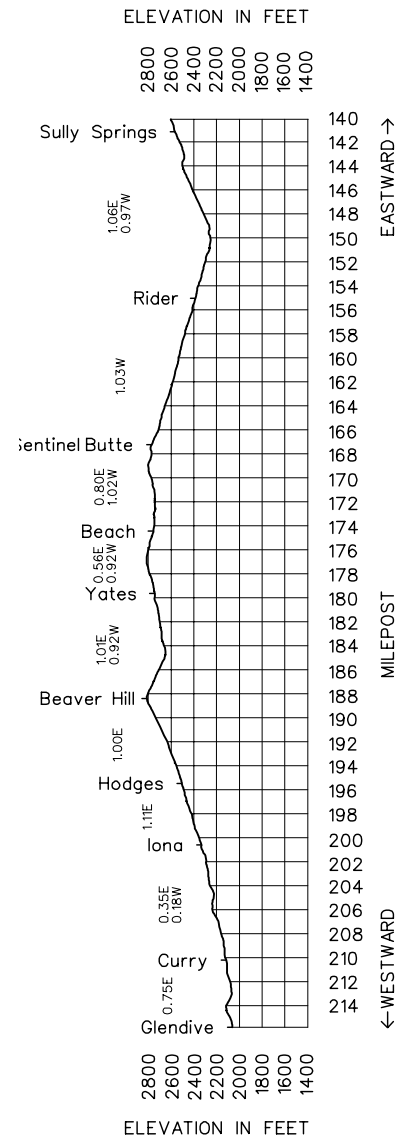
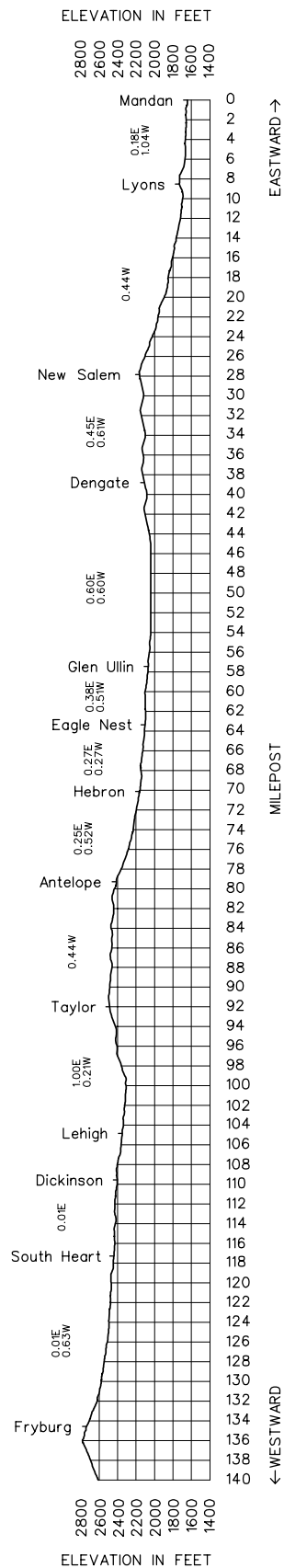
Mileposts

39 Mandan to Glendive 0.0 to 215.8

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
03447 Sunny	3.1 west of Mandan	20	East
03458 Sweetbriar	6.8 west of Lyons	40	East
03463 Judson	6.5 east of New Salem	18	West
03489 Abrasives Inc.	1.0 east of Glen Ullin	7	West
03529 Boyle	5.0 west of Taylor	120	Both
03532 Gladstone	6.7 east of Lehigh	10	West
03548 Eland	4.5 west of Dickinson	90	West
03563 Belfield	10.3 west of South Heart	70	Both
03583 Little Missouri	5.2 east of Rider	25	East
03594 Demores	6.0 west of Rider	10	West

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dutch Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		30689	0.0	DUTCH	JT	CTC	314	14.7	
		33218	14.7	DECKER		Rule 6.28		7.9	
		33228	22.8	SPRING CREEK			320	22.6	

Radio Channel 54 in service on this Subdivision.

Radio Channel 70 in service for Decker Mine loading.

Radio Channel 85 in service for Spring Creek Mine loading.

Radio Call-In	
Dutch - 71(X)	Decker - 70(X)
Sheridan-69(X)	
Emergency - Call 911	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5	

Train Dispatcher Telephone Numbers

Phone (817) 234-6186, Fax (817) 234-6174

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 22.8 **Freight**
30 MPH

1(B). Speed—Permanent Restrictions

MP 14.5 to MP 16.6 10 MPH

1(C). Speed—Switches and Turnouts

Decker, Nerco, Countant Creek 10 MPH

1(D). Speed—Other

Dutch—On West leg of Wye 25 MPH.
On east leg of wye to west crossover at Dutch Center 25 MPH.
Loop Track West Decker 10 MPH.
Loop Track East Decker 5 MPH.
Loop Track—Spring Creek 10 MPH.
Spring Creek Tipple 5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Dutch to Spring Creek 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
Dutch to MP 14.5

4. General Code of Operating Rules and Safety Rules Items

Rule 6.19—When flagging is required, distance will be 2.0 miles.

Rule 6.28—in effect:
MP 14.5 to MP 22.6

Safety Rule S-13.5 Getting On or Off Equipment of Safety Rules and General Responsibilities for All Employees is amended on the Dutch Subdivision by adding:

When the following conditions exist at coal mines, it is permissible to get on and off moving equipment only when necessary to perform required duties.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.

- Employees are allowed to get on and off moving equipment only during the coal loading process.
- Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Helper Operations—With few exceptions, the current operating practices and procedures for two-man helper service operations at Sheridan, Wyoming will remain unchanged by the implementation of one-man helper service. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist prior to departing Sheridan at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the following Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit:

Locomotive Running Air Brake Test:

- Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge and determine that retarding effort is provided.
- Release independent brakes and continue movement.
- Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed by observation of the gauge and that retarding effort is provided.
- Actuate independent brake. Determine brake cylinder pressure releases by observation of the gauge and the locomotive rolls freely.
- Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link Equipment must be inspected prior to departure. Pin lifters, cable connections, angle cocks, and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the dispatcher and leave a voice mail message for the Road Foreman before departure. Helper Link Report Forms must be filled out and left in the Mechanical Foreman's mailbox detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended, if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles, and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Changing Operating Ends—When required to change controlling locomotive in Engineer Only Helper Operation, an air brake test as prescribed by ABTH Rule 101.6 (A) will not be required. Instead, after changing operating ends, conduct the Locomotive Running Air Brake Test to determine that locomotive brakes are properly working.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of the movement. When operating conditions require movement at restricted speed or while moving on other than main track, and it is necessary to make a back-up move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles be governed by GCOR Rules 6.4 and 6.5. If it is determined by observation of the track directly behind the locomotives, that a back-up move can be safely made changing operating ends will not be required. Engineers will be required to maintain a Train Activity Report / Safety Checklist, entering delay information, when it will not interfere with the movement. When notified of grade crossing signal failure / malfunction requiring flag protection at a crossing, occupying movement can not be made until other available BNSF employees provide protection. Contact the dispatcher in advance to arrange for assistance from available employees working in the area. Helper “Cut Off Zone” signs will be placed near the crest of Parkman Hill at MP 723.8. Helper Link equipped locomotives will be allowed to cut off on the fly, only after passing those signs. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries.

All Coal Mines—Trains must notify Train Dispatcher before leaving loop tracks.

1000-Mile Inspection Points—In addition to established 1000-mile inspection points, the following 1000-mile inspection points will govern:

West Decker and East Decker—All unit coal trains departing West Decker and East Decker destined Moran Jct./Jones Jct. East.

Spring Creek—All unit coal trains departing Spring Creek destined Moran Jct./Jones Jct. East.

West Decker—All inbound trains will use the right leg of the loop track.

Trains must obtain permission from mine personnel before entering tipple. Maximum speed through tipple is 4 MPH.

Trains will load counterclockwise at West Decker and clockwise at East Decker.

Spring Creek—The Loop Track has the capacity to hold two coal trains. Verbal authority must be received from the tipple operator before trains move under tipple. Tipple operator will bring out the Spring Creek radio for the conductor's use while loading. Trains will load counterclockwise.

Roll-by Inspections—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

8. Line Segments

Road Line Segments

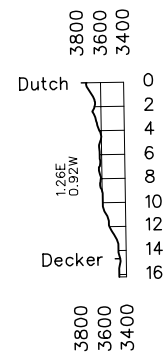
Line Segment	Limits	Mileposts
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
320	Spring Creek	22.6 to 28.7
314	Dutch to Decker	
320	Decker Nerco	

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
33207 Countant Creek-2612	6.8 west of Dutch MT	7	East
33228 Spring Creek Loop Track-1350	Spring Creek MT	250	Loop

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Fairfield Subdivision BRANCH LINE STATIONS			Miles to Next Stn.	↑ EASTWARD
				Rule 4.3	Type of Oper.	Line Segment		
	3,600	61521	0.6	EASTHAM JCT	J	369	11.0	
		61585	11.0	FAIRFIELD	TWC		11.0	

Radio Channel No. 70 in service.

Radio Call-In
Dutton - 75(X)
Emergency - Call 911
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Telephone Number

(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

MP 0.6 to MP 22.8 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 10.7 to End of Track 10 MPH.
All Sidings 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

Speed—Other

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Eastham Jct. to Fairfield 143 tons, Restriction D

3. Type of Operation

TWC—in effect:

Eastham to Fairfield

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments

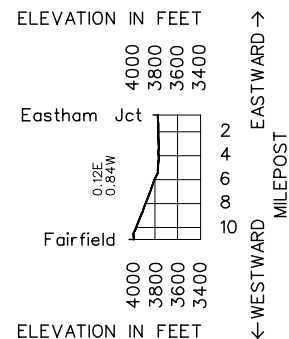
Road Line Segments

Line Segment Limits

369 Eastham Jct. to Fairfield

9. Locations Not Shown as Stations—None

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Forsyth Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		03649	0.0	GLENDIVE	BMJTY				7.2	
	8,180	03656	7.2	COLGATE					12.3	
	6,854	03668	19.4	MARSH					19.8	
	6,574	03688	39.2	TERRY	BJ				10.2	
	6,720	03698	49.3	BLATCHFORD					10.3	
	6,960	03708	59.9	SHIRLEY			TWC ABS		10.1	
	7,245	03718	69.8	TUSLER					8.8	
		03727	78.6	MILES CITY					5.5	
	7,155	03733	84.1	ULMER					14.6	
	6,930	03747	98.7	HATHAWAY					12.6	
	6,450	03760	111.3	ROSEBUD				40	12.4	
		03772	123.8	FORSYTH	B				12.4	
		03778	129.4	EAST NICHOLS WYE	JT				0.4	
		03778	129.8	WEST NICHOLS WYE	JT				0.2	
	6,135	03779	130.2	NICHOLS			CTC		8.8	
	10,853	03787	138.5	FINCH					8.1	
		03795	146.6	SARPY JCT.	J				4.6	
	6,707	03800	151.2	HYSHAM	B				21.1	
	7,180	03821	172.3	CUSTER			TWC ABS		21.9	
	9,590	03843	194.2	POMPEY'S PILLAR					15.6	
		03858	209.9	JONES JCT.	J		CTC		216.7	

Radio Channel No. 15 in service on MRL beyond Jones Jct.

Radio Channel No. 76 in service Glendive to Forsyth.

Radio Channel No. 66 in service Forsyth to Jones Jct.

Radio Channel No. 19 in service on MRL at Laurel Yard.

Radio Call-In		
Fallon - 21(X)	Hathaway - 24(X)	Miles City - 23(X)
Hysham - 26(X)	Forsyth - 25(X) Ch. 66 Forsyth - 33(X) Ch. 76	Pompey's Pillar - 27(X)
MRL - 32(X)	Res. Creek - 28(X)	Laurel East - 340
Glendive - 20(X)	Dickinson Disp - 550	Jones Jct. - 59(X)
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

(817) 234-6420, FAX (817) 234-6496—Glendive to Forsyth
 (817) 234-6465, FAX (817) 234-6462—Forsyth to Jones Jct.
 0700—1500
 (817) 234-6420, FAX (817) 234-6496—Forsyth to Jones Jct.
 1500—0700

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 209.9	
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 8.0 to MP 12.0	45 MPH.
MP 23.8 to MP 24.3	40 MPH.
MP 44.6 to MP 45.4	45 MPH.
MP 64.6 to MP 66.0	45 MPH.
MP 77.7 to MP 79.0 (HER)	30 MPH.
MP 85.0 to MP 94.2	50 MPH.

	Freight
MP 102.4 to MP 104.5	40 MPH.
MP 104.5 to MP 123.0	50 MPH.
MP 123.0 to MP 125.7 (HER)	25 MPH.
MP 157.2 to MP 157.9	45 MPH.
MP 157.9 to MP 158.8	25 MPH.
MP 158.8 to MP 163.0	45 MPH.

1(C). Speed—Switches and Turnouts

Trains through No. 20 turnouts and on sidings at following locations:

Colgate—Both siding switches	25 MPH.
Marsh—Both siding switches	25 MPH.
Shirley—West siding switch	25 MPH.
Rosebud—Both siding switches	25 MPH.
Forsyth, WWD departing track 1101	25 MPH.
Nichols Wye—East Jct. switch	25 MPH.
Finch—Both siding switches	25 MPH.
Sarpy Jct.—Switch	25 MPH.
Hysham—Both siding switches	25 MPH.
Custer—Both siding switches	25 MPH.
Jones Jct.—Switch	25 MPH.
All other sidings and turnouts	10 MPH.

1(D). Speed—Other

All elevator and industry tracks	5 MPH.
Glendive, Sidney Industrial Lead	25 MPH.
Rosebud Siding—Signaled Crossing (HER)	10 MPH.

Miles City—The speed limit through Miles City (MP 77.7 to MP 79.0) will be 30 MPH (HER) unless train is transporting hazardous material as defined by the United States Department of Transportation, in which case train is not to exceed 20 MPH.

Hot Weather Speed Restrictions—When ambient air temperature is 90 degrees or greater, the following information governs trains maximum authorized speed on main tracks within the following limits unless a more restrictive speed is in effect:

MP 146.0 to MP 150.0	
Trains over 100 TOB	40 MPH.
Trains 80 to 100 TOB	50 MPH.
Trains less than 80 TOB	No Restriction

Cold Weather Speed Restrictions—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:
 Trains 100 TOB and over

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Glendive to Jones Jct. 143 tons, Restriction D

3. Type of Operation

Yard limits—in effect:

MP 0.0 to MP 2.8

TWC—in effect:

MP 0.0 to MP 123.2
 MP 152.1 to MP 209.8

ABS—in effect:

MP 0.0 to MP 123.2
 MP 152.1 to MP 209.8

CTC—in effect:

MP 123.2 to MP 152.1
 MP 209.8 to MP 209.9

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, the flagging distance is 2.0 miles.

Rule 6.28—Rule 6.28 is in effect on the Sidney Industrial Lead at Glendive, old Sidney Subdivision MP 0.0 to MP 6.0 and on the west leg of the wye at Nichols.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures: None
- B. Other TWD Locations
 - MP 10.4—Recall Code 218
 - MP 34.1—Recall Code 217
 - MP 54.8—Recall Code 237
 - MP 74.9—Recall Code 238
 - MP 95.9—Recall Code 247
 - MP 120.0—Recall Code 248
 - MP 140.9—Recall Code 267
 - MP 153.2—Recall Code 268
 - MP 177.9—Recall Code 277
 - MP 200.2—Recall Code 278

6. FRA Excepted Track—None

7. Special Conditions

Glendive—The main track is not protected by a continuous block system between the manual interlocking at the east switch, MP 215.7 and the manual interlocking at the west switch, MP 1.3. Both switches are controlled by the Dickinson Subdivision Dispatcher.

The main track and yard tracks 1, 2, and 3 are controlled by the Dickinson Subdivision Dispatcher. Yard tracks 1, 2, and 3 have yard air installed on the west end. The normal position of the Wye Tail Switch is for the East leg of the Wye. 5-pack cars cannot be turned on the wye.

All movements entering the Forsyth Subdivision at the east or west leg of the wye (the Sidney Industrial Lead) must be granted permission to enter by the Forsyth Subdivision Dispatcher.

Colgate Siding—The distance between the west overlap and the grade crossing at MP 6.3 is 6925 feet.

Terry—Trains arriving at Terry from the Hettinger Subdivision will not occupy the siding at Terry until they receive permission from train dispatcher or receive their Track Warrant for movement on the Forsyth subdivision.

Miles City—Freight trains over 100 TOB must not use the industry track at Miles City.

Forsyth—Eastward departing trains destined beyond Terry via the Hettinger Subdivision will obtain their track warrant at Forsyth for the Hettinger Subdivision. Westward trains departing Forsyth destined beyond Jones Jct., whether on the MRL between Jones Jct and Laurel or on the Big Horn Subdivision will obtain the appropriate track bulletins at Forsyth.

Westward crews will give their train a roll-by inspection at the depot before going to the head end to change crews. Inbound crews on eastward trains will give the outbound train a roll-by inspection at the depot if the eastward crew is on duty and ready to depart. The inbound crew will wait 20 minutes for the train to depart to give this roll-by inspection before going off duty.

The local works on Channel 70 in Forsyth Yard.

Hysham TWD—Westward trains actuating the Hysham TWD at MP 153.2, will set out any bad order equipment to the Backtrack at Hysham. It is not permitted to take a possible bad order to Big Horn.

Custer—Westward trains delayed over 30 minutes will be required to cut the west crossing.

Jones Jct.—The westward signal located at Jones Jct. for movement onto the MRL railroad is under the control and authority of the MRL Missoula dispatcher. A westward movement may be made only by signal indication or by verbal authority from the MRL Missoula dispatcher. The dual control switch is controlled by the Laurel East/Sheridan Dispatcher.

Laurel—Trains departing Laurel destined east of Jones Jct. will obtain at Laurel all track bulletins in effect between Laurel and Jones Jct. and all track bulletins in effect between Jones Jct. and Forsyth.

Automatic Switches—Automatic switches have been installed on both ends of the sidings at Colgate, Marsh, Terry, Blatchford, Shirley, Tusler, Ulmer, Hathaway, Rosebud, Custer and Pompey's Pillar and on the Terry siding at the Hettinger subdivision switch.

Signs have been installed at all entering ends of sidings with automatic switches indicating the point at which a train must stop to activate the circuit to enter the siding (within 200 ft.). The signs have been permanently mounted on a sturdy post and display the words "Switch Circuit" in black letters on a white background.

These Switch Circuit signs provide the following benefits:

- They positively identify the limits of the switch circuit.
- They eliminate multiple stops to get within the circuit.
- They provide a target or reference point for the engineer to plan their stop.
- They eliminate the need to hand operate the switch.

To operate the switch to enter the siding, stop with the leading wheels of the movement past the "Switch Circuit" sign, within 200 feet of the absolute signal that governs movement over the switch. A crew member of the train which is to enter the siding will then operate the push button which is located on the signal mast. After 40 seconds, the signal will indicate red over lunar when the switch is lined for movement into the siding.

Derails—Derails are located at both ends of the following sidings:

Fallon (auxiliary track)
Terry (auxiliary track)
Nichols, West Leg of Wye

MRL Operations—When westward trains arrive at Jones Jct. must tune their portable radio to the MRL Road Channel. The locomotive Radio will remain on the BNSF Road Channel until their track warrant is cleared or, if the train is closely approaching the East Billings Failed Equipment Detector, the radio on the controlling engine will be switched to the proper MRL channel. Locomotives will switch to Channel 15 and BNSF portable radios so equipped will switch to Channel 66.

Portable radios with MRL channels are available from the trainmaster in Forsyth.

Radios on eastward trains will remain on the MRL radio channel as prescribed above, until they have passed the MRL Failed Equipment Detector at East Billings and have received the transmission from that detector. The locomotive radio may be tuned to the BNSF road channel, but the portable radio must be tuned to the MRL road channel until arrival at Jones Jct.

The MRL yard channel on BNSF portable radios so equipped is Channel 19. Westward trains departing Billings will switch their radio(s) to the MRL Yard channel. Eastward trains departing Laurel must notify the Billings Yard on their departure.

Speed Test Boards—Engineers shall test speed on their train passing the following locations:

Westward trains MP 4.3 to MP 5.3
 MP 134.0 to MP 135.0
 Eastward trains MP 120.0 to MP 119.0
 MP 207.0 to MP 206.0

Coal Train Fill Points—Conductors are responsible for filling empty coal trains to the ideal tender. All of the following locations are protected by derailed:

Waco—Fill point for East-Striped COLX equipment SPC trains.
 Bull Mountain—Fill point for West-Striped COLX equipment SPC trains.

Big Horn—Fill point for SCKX equipment trains.

Joppa—Fill point for BSPX equipment trains.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 190 to MP 180.0
 MP 163.0 to MP 158.0
 MP 132.0 to MP 64.0
 MP 40.0 to MP 0.0

8. Line Segments

Yard Line Segments

Line Segment Limits

734 Glendive

Road Line Segments

Line Segment Limits

40 Glendive to Jones Jct. 0.0 to 209.9

Mileposts

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
03678 Fallon - 1010	10.2 west of Marsh	104	Both
03727 Miles City - 1054	8.8 west of Tusler	50	Both
03738 Horton - 1065	6.2 west of Ulmer	85	Both
03754 Joppa - 1075	6.2 west of Hathaway	25	West
03765 Flynn - 1085	5.1 west of Rosebud	80	East
03805 Meyers - 1130	5.3 west of Hysham	10	East
03815 Big Horn - 1140	15.4 west of Hysham	105	Both
03829 Waco - 1160	8.5 west of Custer	85	Both
03838 Bull Mountain - 1170	16.7 west of Custer	100	Both
United Harvest - 1182	1.0 west of Pompey's Pillar	110	West
03853 Worden - 1190	10.3 west of Pompey's Pillar	80	Both

10. Grade Chart

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Glendive

Colgate

Marsh

Fallon

Terry

Blatchford

Shirley

Tusler

Miles City

Ulmer

Horton

Hathaway

Rosebud

Forsyth

Nichols

Finch

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Glendive

Colgate

Marsh

Fallon

Terry

Blatchford

Shirley

Tusler

Miles City

Ulmer

Horton

Hathaway

Rosebud

Forsyth

Nichols

Finch

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Glendive

Colgate

Marsh

Fallon

Terry

Blatchford

Shirley

Tusler

Miles City

Ulmer

Horton

Hathaway

Rosebud

Forsyth

Nichols

Finch

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Glendive

Colgate

Marsh

Fallon

Terry

Blatchford

Shirley

Tusler

Miles City

Ulmer

Horton

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

ELEVATION IN FEET

3000
2800
2600
2400
2200
2000
1800

Sarpy Jct

Hysham

Custer

Waco

Pompey's Pillar

Jones Jct

Length of Siding (Feet)	Station Nos.	Mile Post	Ft Benton Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
4,822	11075	74.6	FT BENTON		TWC	353	15.7
4,054	11090	90.3	CARTER				12.6
	11103	102.9	PORTAGE				5.6
	11109	108.1	SHEFFELS				10.7
	32777	119.4	GREAT FALLS	BJTR			44.6

Radio Channel No. 70 in service.

Radio Channel No. 54—MP 115.0 to MP 119.4

Radio Call-In	
Great Falls - 71(X)	Ft. Benton - 79(X)
Emergency - Call 911	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5	

Train Dispatcher Telephone Number

(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

MP 74.6 to MP 119.4 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 74.6 to MP 76.0 10 MPH.
 MP 77.8 to MP 78.3 10 MPH.
 MP 105.8 to MP 106.6 10 MPH.
 MP 112.4 to MP 112.9 10 MPH.
 MP 115.0 to MP 119.4 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

All Sidings 10 MPH.
 Cereal Foods, Zone 7 tracks 0721-0725, 0751-0752 10 MPH.

When ambient air temperature is 85 degrees or greater, there will be **NO** train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions, applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Fort Benton to Great Falls 143 tons, Restriction D

3. Type of Operation

TWC—in effect:

MP 74.6 to MP 119.4

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

Restricted Limits—in effect:

MP 111.8 to MP 119.4

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, the distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 114.5 (Ft. Benton Subdivision), MP 222.4 (Laurel Subdivision) and MP 3.5 (Sweetgrass Subdivision) designate the Remote Control Area at Great Falls.

Test Mile Locations

Sheffels MP 106.0 to MP 107.0

8. Line Segments

Road Line Segments

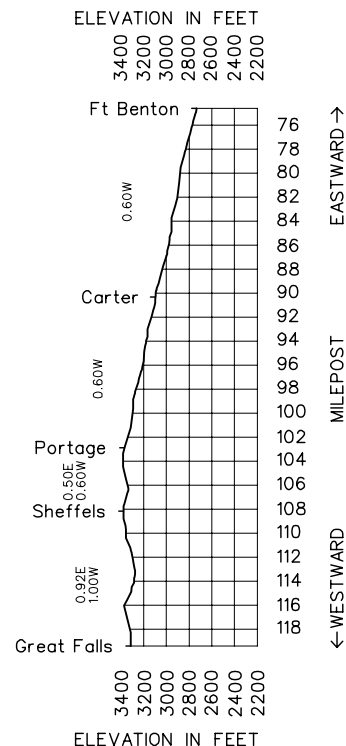
Line Segment Limits

353 Fort Benton to Great Falls

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
11080 Kershaw	5.0 west of Ft. Benton	78	Both
11085 Tunis	5.6 east of Carter	8	West
11095 Floweree	7.5 east of Portage	37	Both

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Glasgow Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00917	0.0	MINOT	BX			0.5
		0.5	SOO TOWER	MJX(2)	2MT CTC		4.2
		4.7	W L SWITCH				0.7
		5.9	GASSMAN SWITCH		CTC		8.5
	00930	13.9	DES LACS		2MT CTC		8.8
9,880	00939	22.7	BERTHOLD	J			16.5
9,090	00956	39.4	BLAISDELL				14.8
12,662	00970	54.3	STANLEY	JT			7.3
8,264	00978	61.5	ROSS				12.0
9,080	00990	73.5	WHITE EARTH		CTC		7.9
	00998	81.8	TIOGA				5.5
12,448	01003	87.4	TEMPLE				11.6
8,665	01015	99.0	WHELOCK				5.0
	01020	104.5	EPPING		2MT CTC	35	17.1
	01036	121.1	WILLISTON	BTX(2)			12.0
15,021	01049	133.2	TRENTON		CTC		13.9
12,267	01063	147.2	SNOWDEN	JT			12.0
8,552	01075	159.2	BAINVILLE	J			14.3
8,437	01089	173.5	CULBERTSON				5.5
8,430	01095	179.1	BLAIR				13.7
12,990	01108	192.8	BROCKTON		CTC		14.0
8,422	01122	206.8	POPLAR				15.4
8,424	01138	222.1	MACON				5.8
14,025	01144	227.3	WOLF POINT				11.3
8,422	01155	239.2	OSWEGO				12.4
8,495	01167	251.8	KINTYRE				11.4
9,431	01179	263.2	NASHUA				14.5
11,700	01192	277.5	GLASGOW	B	2MT CTC		276.6

Radio Channel No. 54 in service between Minot and Bainville.

Radio Channel No. 66 in service Bainville West.

Radio Call-In		
Gavin Yard - 07(X)	Berthold - 01(X)	Stanley - 12(X)
White Earth - 02(X)	Tioga - 03(X)	Epping - 04(X)
Williston - 06(X)	Snowden - 05(X)	Bainville - 9(X)
Culbertson - 14(X)	Poplar - 15(X)	Wolfpoint - 16(X)
Fraser - 17(X)	Glasgow - 18(X)	Emergency - Call 911
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5		

Train Dispatchers' Telephone Numbers

Minot West—8-234-6407

Havre East—8-234-1601

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 0.0 to MP 272.9	79 MPH	60 MPH.*

Exception to SSI Item 1 Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

*Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

Passenger	Freight
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1(B). Speed—Permanent Restrictions

MP 0.0 to MP 1.2	35 MPH.	35 MPH.
MP 1.2 to MP 4.7	55 MPH.	50 MPH.
MP 4.7 to MP 5.2, Gassman Bridge	40 MPH.	40 MPH.
MP 5.2 to MP 11.2	60 MPH.	55 MPH.
MP 68.8 to MP 72.4	70 MPH.	60 MPH.
MP 72.4 to MP 76.5	65 MPH.	60 MPH.
MP 81.1 to MP 81.8	65 MPH.	60 MPH.
MP 81.9 to MP 83.6	70 MPH.	60 MPH.
MP 83.6 to MP 83.9	65 MPH.	60 MPH.
MP 83.9 to MP 90.3	70 MPH.	60 MPH.
Epping—Through equilateral turnout at		
two main tracks to MP 104.0	60 MPH.	50 MPH.
MP 111.3 to MP 113.4	55 MPH.	50 MPH.
MP 113.4 to MP 119.3	60 MPH.	60 MPH.
MP 119.3 to MP 121.1	55 MPH.	50 MPH.
MP 121.1 to MP 125.9	60 MPH.	55 MPH.
MP 125.9 to MP 126.1	40 MPH.	40 MPH.
MP 126.1 to MP 128.7	60 MPH.	55 MPH.
MP 133.3 to MP 133.7	70 MPH.	60 MPH.
MP 176.1 to MP 178.8	70 MPH.	60 MPH.
MP 184.5 to MP 187.4	70 MPH.	60 MPH.
MP 213.1 to MP 213.5	65 MPH.	60 MPH.
MP 272.9 to MP 276.7	65 MPH.	
MP 276.7 to MP 277.2	55 MPH.	50 MPH.
MP 277.2 to MP 277.5	35 MPH.	35 MPH.

1(C). Speed—Switches and Turnouts

Trains entering turnouts of controlled sidings

unless otherwise specified	20 MPH.	20 MPH.
End of Main 1, through turnout W.L. Switch	35 MPH.	35 MPH.
End of Main 2, through turnout at		

Gassman Switch	35 MPH.	35 MPH.
End of Main 2, through turnout at Des Lacs	35 MPH.	35 MPH.
East Crossover through turnout at MP 120.4	35 MPH.	35 MPH.
West Crossover through turnout at MP 120.7	35 MPH.	35 MPH.
End of Main 2, through turnout at Williston		

West of MP 124.8	35 MPH.	35 MPH.
Glasgow, Main 2	10 MPH.	10 MPH.

Trains or engines departing sidings and through turnouts may increase speed after passing a proceed signal at the following locations:

Stanley	35 MPH.	35 MPH.
Ross	35 MPH.	35 MPH.
Wheelock	35 MPH.	35 MPH.
Snowden	35 MPH.	35 MPH.
Glasgow	35 MPH.	35 MPH.

	Passenger	Freight
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1(D). Speed—Other

Turnouts and Sidings—Berthold, Blaisdell, White Earth, Temple, Bainville, Culbertson, Blair, Brockton, Trenton, Poplar, Macon, Wolf Point, Oswego, Kintyre and Nashua 35 MPH. 35 MPH.
 MP 120.65, crossover EWD MT2 to MT1 until headend occupies East Dakota Parkway crossing at MP 120.35 25 MPH. 25 MPH.
 Bainville, Scobey Industrial Lead 10 MPH.
 Tioga—Locomotives and cars on north L.P.G. track 5 MPH.
 Macon, over electronic scales on industry track 5 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Minot to Glasgow 143 tons, Restriction A

Williston

Trains over 100 TOB may use Tracks No. 1 and No. 2 at Williston, but do not exceed 10 MPH on these tracks.

Trains over 100 TOB may use Tracks No. 3 and No. 4 at Williston, but do not exceed 5 MPH on these tracks.

Six-axle locomotives and six-axle derricks not permitted on Rip track, first track west of depot.

3. Type of Operation**CTC—in effect between:**

MP 0.0 to MP 277.5

All trains will receive one track warrant which lists all track bulletins in effect between crew point origin and final destination.

Mountain Continental Time in effect on entire Montana Division.

Two Main Tracks

0.0 to 4.7

MP 5.9 to MP 14

MP 104.5 to MP 124.8

MP 275.82 to MP 277.25.

Manual Interlocking

Soo Tower operated by Minot West Dispatcher.

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Rule 6.28—Rule 6.28 is in effect on the Scobey Industrial Lead at Bainville, old Scobey Subdivision MP 0.0 to MP 1.2 and on the Sidney Industrial Lead at Snowden, old Sidney Subdivision MP 77.0 to MP 78.6.

Rule 6.32.6—There are 6,400 feet between the clearance point for the crossing gates at MP 263.2 and the west end of Nashua. To prevent blocking the crossing at Nashua for longer than 10 minutes the following restrictions apply for both main track and siding:

Nashua must not be used for meeting, passing or holding trains exceeding 6,400 feet in length except when one of the following conditions can be met.

- **Westward trains**—When the train holds back of the main road crossing at MP 263.2, and only then when movement begins it must continue until the crossing can be cleared.
- **Eastward trains**—When the train holds back of the main road crossing at MP 263.2, and only then when movement begins it must continue until the crossing can be cleared, train length is less than 2,000 feet to clear the crossing gates and the east end or the crossing can be cut with proper protection provided.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures
 MP 2.0—DED—WWD only—Recall Code 077
 MP 8.9—DED—EWD only—Recall Code 078

B. Other TWD Locations

MP 2.0—DED—EWD only—Recall Code 077

MP 8.9—DED—WWD only—Recall Code 078

MP 20.1—Recall Code 018

MP 46.5—Recall Code 128

MP 67.5—Recall Code 028

MP 92.1—Recall Code 038

MP 115.7—Recall Code 048

MP 142.8—Recall Code 068

MP 167.1—Recall Code 148

MP 173.8—DED, Exception Reporting—Recall Code 147

MP 184.3—Recall Code 157

MP 202.5—Recall Code 158

MP 212.6—DED, Exception Reporting—Recall Code 159

MP 218.9—Recall Code 167

MP 234.2—Recall Code 168

MP 248.0—Recall Code 177

MP 269.0—Recall Code 178

6. FRA Excepted Track—None**7. Special Conditions**

Minot—Eastward trains at Gassman Bridge will call the Gavin Yardmaster for instructions. Westward trains departing Gavin Yard will receive route instructions from Gavin Yardmaster.

Remote Control Operations—Signs located at MP 195.0 (Devils Lake Subdivision), MP 3.0 (Glasgow Subdivision) and MP 226.0 (KO Subdivision), designate the Remote Control Area at Minot.

Train Inspection—At Glasgow and Minot roll-by inspection required of departing eastward and westward through freight trains at speed not exceeding 20 MPH.

Unless otherwise provided inbound train crews will perform inspection of departing train.

Roll-by is not required when due to extended delay at Glasgow inbound crew is tied up and unavailable to perform inspection.

Macon—Do not shove loaded grain trains around the loop track at the shuttle facility.

Williston—Do not park engines on Rip Track. Do not exceed 5 MPH on Northwest Grain Elevator Tracks.

Test Mile Locations

MP 18.0 to MP 19.0

MP 91.5 to MP 92.5

MP 139.4 to MP 140.4

MP 268.5 to MP 269.5

MP 283.1 to MP 284.1

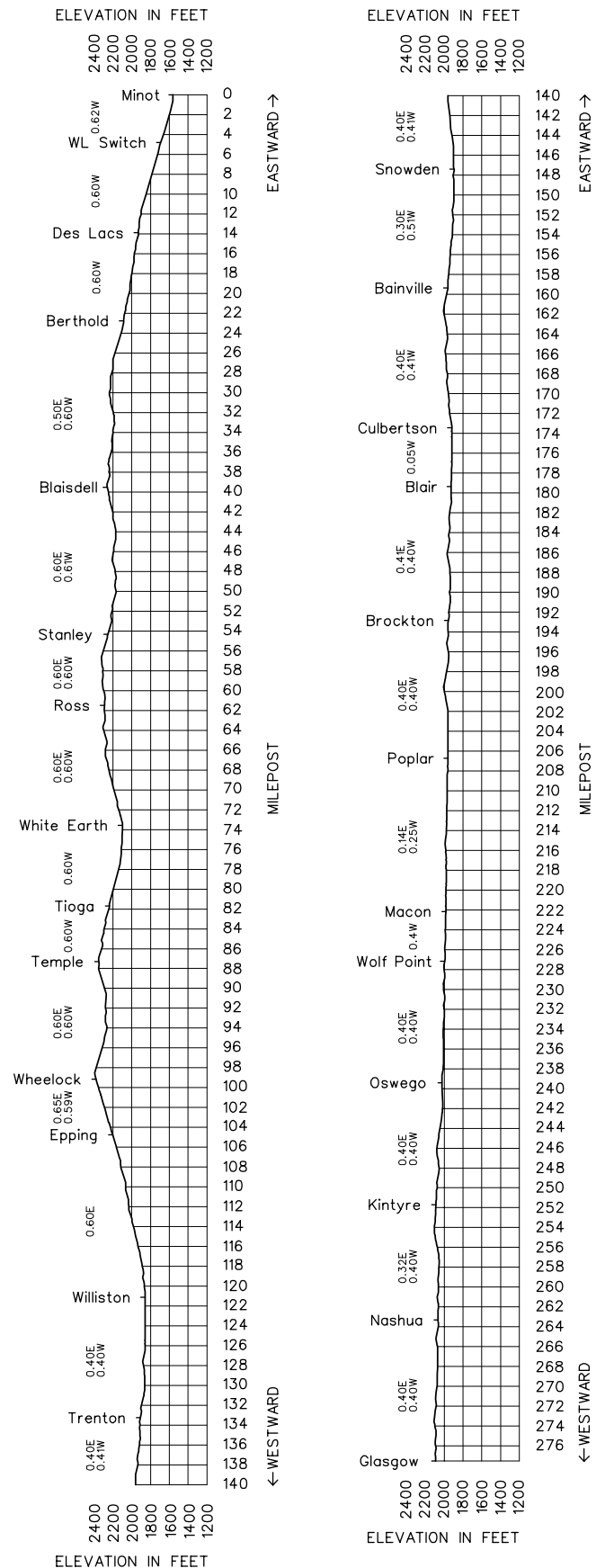
8. Line Segments**Road Line Segments****Line Segment Limits**

35 Minot to Glasgow

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
00934 Lonetree	4.1 west of Des Lacs	38	East
00963 Palermo	7.0 west of Blaisdell	28	West
01009 Ray	6.8 west of Temple	66	Both
01116 Sprole	6.6 east of Poplar	10	West
01162 Frazer	5.1 east of Kintyre	40	East

10. Grade Chart



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Great Falls Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		01451	99.9	SHELBY	BJTXR			9.1	
	6,387	32868	90.8	NAISMITH				6.7	
		32859	84.1	FWLER				4.6	
	6,890	32854	79.5	LEDGER				7.7	
		32847	71.8	VALIER JCT	J			3.2	
	8,970	32843	68.6	CONRAD	T			13.4	
	5,115	32830	55.2	BRADY		TWC	354	9.9	
		32820	45.3	COLLINS				8.0	
	6,358	32813	37.3	DUTTON				10.5	
	6,455	32802	26.8	POWER	JT			14.5	
	2,847	32788	12.3	VAUGHN				11.9	
		32777	0.4	GREAT FALLS	BJT			99.5	

Radio Channel No. 70 in service.

Radio Channel No. 8442 in Great Falls Yard

Radio Call-In		
Great Falls - 71(X)	Dutton - 75(X)	Conrad - 76(X)
Shelby - 78(X)		
Great Falls Radio Channel Call-ins		
Cutbank Radio - 127	Shelby Mainline Radio - 126	Shelby Branch Radio - 124
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Number

(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

MP 99.9 to MP 0.4 **Freight**
49 MPH.

1(B). Speed—Permanent Restrictions

MP 93.6 to MP 91.1 25 MPH.
MP 91.1 to MP 88.1 35 MPH.
MP 75.9 to MP 74.8 35 MPH.
MP 72.7 to MP 69.4 35 MPH.
MP 69.4 to MP 67.5 25 MPH.
MP 64.1 to MP 63.5 35 MPH.
MP 56.0 to MP 55.9 25 MPH.
MP 49.5 to MP 43.5 30 MPH.
MP 13.8 to MP 10.9 25 MPH.
MP 10.9 to MP 8.2 40 MPH.
MP 8.2 to MP 7.0 10 MPH.
MP 7.0 to MP 3.5 40 MPH.

1(C). Speed—Switches and Turnouts

MP 99.9, through turnout to Main 2, Hi Line Subdivision 10 MPH.

1(D). Speed—Other

All sidings **Freight**
10 MPH.
Conrad, tracks 1606, 1607, 1608 5 MPH.
Great Falls, Central Ave. Zone 4 grade crossing (HER) 5 MPH.

Temperature Restriction—When ambient air temperature is 85 degrees or greater, all trains must not exceed the following speeds unless a more restrictive speed is in effect:

MP 100.0 to MP 0.4 35 MPH.

Item 1A System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Shelby to Great Falls 143 tons, Restriction C

Conrad—No more than one six axle locomotive allowed beyond the clearance points on track 1606 East Leg of the Wye, 1607 West Leg of the Wye, and 1608 tail track of the wye.

3. Type of Operation

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

TWC—in effect:

MP 99.9 to MP 3.5

Restricted Limits—in effect:

MP 99.9 to MP 97.0

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required the distance will be 2.0 miles.

Rule 6.28—in effect:

Great Falls MP 3.5 to MP 0.4

Rule 8.3—The main track switches on tracks 107 and 122 in Great Falls may be left lined in the last position used.

Rule 8.12—At Shelby the normal position for the East Crossover Switch Great Falls Subdivision Main Line to Main 2, Hi Line Subdivision is lined and locked for track South No. 1. The target has been changed to reflect green when the switch is lined for South yard and red when the switch is lined for a crossover move to Main 2.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations

MP 84.2—Recall Code 788

MP 58.7—Recall Code 767

MP 35.7—Recall Code 758

MP 18.5—Recall Code 748

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 114.5 (Ft. Benton Subdivision), MP 222.4 (Laurel Subdivision) and MP 3.5 (Great Falls Subdivision) designate the Remote Control Area at Great Falls.

Shelby—The normal position for the East Loop Track Switch and the East Leg of the Wye Switch located on the Butte Pass will be lined and locked for the Loop Track.

Naismith—The track number of the Stub Track is changed from 1501 to 1502 and the track number of the siding is changed from 1598 to 1596.

Ledger—The track number of the siding is changed from 1598 to 1597.

List of Long and Short Miles

MP 85 to MP 84—4744 ft.

MP 44 to MP 43—2224 ft.

MP 3 to MP 2—6193 ft.

MP 2 to MP 1—2544 ft.

Test Mile Locations

MP 16.0 to MP 17.0—Northbound

MP 86.0 to MP 85.0—Southbound

Loaded Unit Trains— Loaded unit trains of 52 cars or more will hold the main track at the following meeting or passing points: Naismith, Ledger, Conrad, Brady, Dutton, Power, and Vaughn.

Exception: This restriction does not modify the operating restrictions for Key Trains.

8. Line Segments**Yard Line Segments****Line Segment Limits**

0354 Exxon Spur

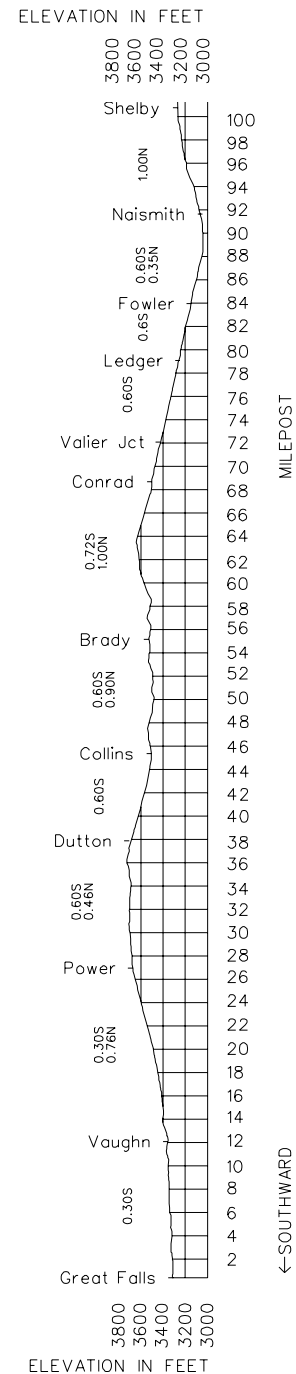
703 Great Falls

Road Line Segments**Line Segment Limits**

354 Shelby to Great Falls

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
Mt. View Ind.	5.1 north of Collins	120	North

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	Grenora Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00970	0.0	STANLEY	JT	TWC	265	13.2
	58812	11.7	LOSTWOOD				12.8
	58825	24.6	POWERS LAKE				13.5
	58838	38.0	McGREGGOR				12.3
	58850	50.4	WILDROSE				13.9
	58864	64.3	ALAMO				5.5
	58870	69.8	APPAM				4.8
	58875	74.6	ZAHL				12.0
	58887	87.1	GRENORA	T			88.0

Radio Channel No. 54 in service on this subdivision.

Radio Call-In		
Stanley - 12(X)	Powers Lake - 02(X)	Wildrose - 04(X)
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Number—(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 87.1 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

Grenora—Engine or leading car over Main Street crossing 10 MPH.
MP 1.0 to MP 26.0 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A of the System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Stanley to Zahl 143 tons, Restriction D

Zahl to Grenora 134 tons, Restriction E

Six-axle locomotives heavier than 175 tons not permitted.

Six-axle derricks not permitted between Zahl and Grenora.

3. Type of Operation

TWC—in effect:

MP 0.0 to MP 87.1

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Between MP 74.6 Zahl and MP 87.1 Grenora. See GCOR Rule 6.12.

7. Special Conditions

Stanley—Normal position of the north wye switch at Stanley is lined for the east leg of the wye.

The main track is out of service from MP 26.0 to MP 87.1.

8. Line Segments

Road Line Segments

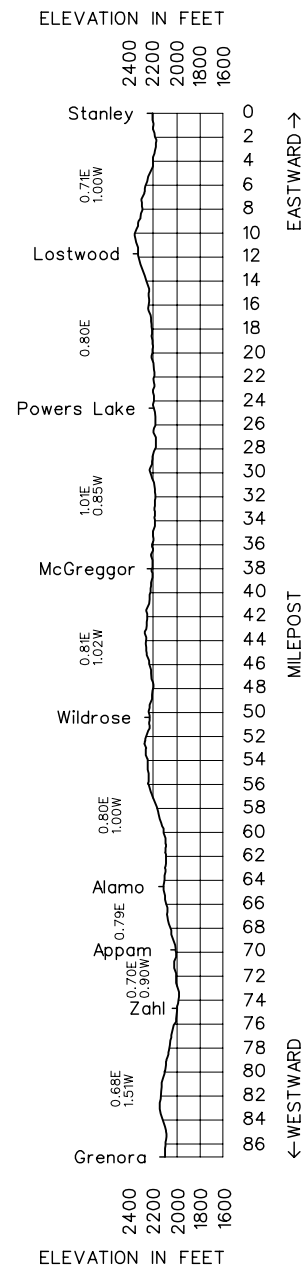
Line Segment Limits

265 Stanley to Grenora

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
58818 Lunds Valley	6.3 west of Lostwood	24	Both
58844 Hamlet	7.9 west of McGreggor	25	Both

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Helena Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		32777	115.5	GREAT FALLS	BJT			28.8	
	2,211	11148	144.3	CASCADE				22.9	
	6,100	11171	167.2	CRAIG				7.9	
	2,488	11179	175.1	WOLF CREEK		TWC	336	9.3	
	2,276	11188	184.4	SIEBEN				12.1	
	5,112	11200	196.5	SILVER CITY				14.5	
		31082	210.9	HELENA JCT	J			95.4	

Radio Channel No. 70 in service.

Radio Call-In		
Helena Jct. - 53(X)	Craig - 81(X)	Great Falls - 71(X)
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Number

(817) 234-1605

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 115.5 to MP 210.9	35 MPH.

1(B). Speed—Permanent Restrictions

MP 117.7 to MP 118.3	10 MPH.
MP 121.3 to MP 122.0	25 MPH.
MP 137.0 to MP 137.5	25 MPH.
MP 146.0 to MP 146.6	25 MPH.
MP 152.9 to MP 155.0	25 MPH.
MP 155.0 to MP 155.7	10 MPH.
MP 155.7 to MP 164.6	25 MPH.
MP 164.6 to MP 164.8	10 MPH.
MP 164.8 to MP 181.4	25 MPH.
MP 181.4 to MP 181.7	10 MPH.
MP 181.7 to MP 183.5	25 MPH.
MP 183.5 to MP 184.5	10 MPH.
MP 184.5 to MP 210.0	25 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

All sidings	10 MPH.
Bridge 117.3, Bridge 162.1, cars heavier than 134 tons	10 MPH.

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Great Falls to Helena 143 tons, Restriction E

3. Type of Operation**TWC—in effect:**

MP 115.5 to MP 210.9

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 1.5 miles.

Rule 6.28—Rule 6.28 is in effect at Great Falls from MP 115.6 to MP 129.4 and at Helena Jct. from MP 209.0 to MP 210.9.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

Helena Jct.—East leg of wye belongs to Montana Rail Link. The west leg of wye belongs to BNSF. Both legs are in restricted limits. Montana Rail Link may use the west leg of the wye to cut in helpers. BNSF may use the east leg of wye to enter Montana Rail Link Main No. 1. The wye tail switch for the east and west leg of the wye may be left in the last position used.

Test Mile Locations

Ulm—MP 124 to MP 125

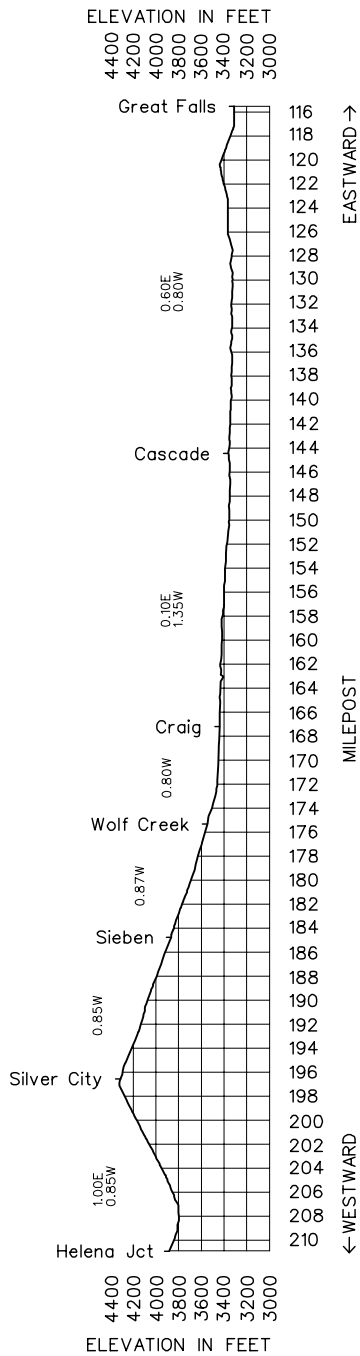
8. Line Segments**Road Line Segments****Line Segment Limits**

336 Great Falls to Helena Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
11156 Hardy	6.2 west of Cascade	29	West
11133 Ulm	14.2 west of Great Falls	34	East

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Hettinger Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
9,690	08527	926.0	HETTINGER	B	TWC	2005	10.1
	08538	936.1	BUCYRUS				13.1
	08549	949.2	KNIFE RIVER				10.4
7,806	08560	959.6	BUFFALO SPRINGS				7.8
	08567	967.4	BOWMAN				13.2
6,650	08581	980.6	RHAME				35.0
11,265	08615	1015.6	BAKER	B			12.5
4,600	08628	1028.1	PLEVNA				15.8
6,454	08644	1043.9	ISMAY				15.0
8,970	08659	1058.9	MILDRED				14.4
6,535	08673	1073.3	BLUFFPORT				5.6
	03688	1078.9	TERRY	JB			152.9

Radio Channel No. 54 in service.

Radio Call-In		
Hettinger - 27(X)	Bowman - 28(X)	Marmarth - 29(X)
Ismay - 30(X)	Terry - 94(X)	
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

(817) 234-2356, Fax (817) 234-6096

1. Speed Restrictions**1(A). Speed—Maximum**

	Freight
MP 926.0 to MP 1078.9	40 MPH.

1(B). Speed—Permanent Restrictions

MP 927.5 to MP 928.0 (HER)	20 MPH.
MP 1078.5 to MP 1078.9 (HER)	20 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

All sidings 10 MPH.

Temperature Restriction—When ambient air temperature is 85 degrees or greater, all trains must not exceed 35 MPH unless a more restrictive speed is in effect.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Hettinger to Terry 143 tons, Restriction C

Bowman elevator tracks restricted to one locomotive.

3. Type of Operation**TWC**—in effect:

MP 926.0 to MP 1078.9.

Hettinger—Westward departing trains destined beyond Terry will obtain Forsyth Subdivision track warrant and track bulletin(s).

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 950.9—Recall Code 297

MP 977.6—Recall Code 298

MP 1000.3—Recall Code 307

MP 1023.2—Recall Code 308

MP 1046.6—Recall Code 309

MP 1075.8—Recall Code 947

6. FRA Excepted Track—None**7. Special Conditions**

Automatic Switches—on siding Terry for Hettinger Subdivision.

Terry—Trains arriving Terry from the Hettinger Subdivision will not occupy the siding at Terry until they receive permission from the train dispatcher or receive their Forsyth subdivision Track Warrant.

Test Mile Locations

MP 942.0 to MP 943.0

Sidings—The following sidings are authorized for trains over 100 TOB: Hettinger, Buffalo Springs, Baker and Mildred.

Roll-by Inspections on Cabooselless Trains

After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

MP 1068 to MP 1049.0

MP 1013.0 to MP 982.0

MP 948.0 to MP 944.0

8. Line Segments**Road Line Segments****Line Segment Limits****Mileposts**

2005 Hettinger to Terry 927.8 to 1078.9

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
08545 Reeder - 750	8.5 west of Bucyrus	50	Both
08555 Scranton - 746	4.6 east of Buffalo Springs	110	Both
08595 Marmarth - 725	14.5 west of Rhame	7	East

Length of Siding (Feet)	Station Nos.	Mile Post	Hi Line Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	01350	964.8	PACIFIC JCT	J	2MT CTC		5.7
8,431	01356	970.9	BURNHAM		CTC		9.6
8,574	01365	980.1	KREMLIN				8.7
	01375	988.8	GILDFORD EAST		2MT CTC		5.4
		994.2	HINGHAM CENTER	X			5.5
		999.7	HINGHAM WEST	X(2)			3.0
8,579	01387	1002.7	RUDYARD				4.0
		1006.7	INVERNESS	X(2)	CTC		5.2
		1011.9	JOPLIN				3.9
9,571	01400	1015.8	BUELOW				7.1
8,552	01407	1022.9	CHESTER				13.1
8,585	01420	1035.6	LOTHAIR		2MT CTC		12.0
8,556	01432	1047.6	DEVON				8.6
9,062	01441	1056.3	DUNKIRK		CTC		9.5
	01451	1065.4	SHELBY	BJTX			2.7
		1068.4	TETON	X(2)	2MT CTC		21.5
	01475	1090.1	CUT BANK	BX(2)	CTC		16.4
	01491	1106.5	PIEGAN	X(2)	2MT CTC		9.7
	01501	1116.2	BLACKFOOT	T	CTC		7.3
12,183	01508	1123.9	BROWNING				7.9
	01517	1131.8	SPOTTED ROBE		2MT CTC		4.3
		1136.1	GRIZZLY				2.0
4,631	01522	1138.1	GLACIER PARK	T	CTC		5.3
9,536	01525	1144.0	BISON				6.3
	01534	1149.8	SUMMIT		2MT CTC		2.4
		1152.2	MARIAS	T			4.6
	01540	1157.6	BLACKTAIL		CTC		7.3
	01548	1165.2	JAVA EAST				0.9
		1166.1	JAVA WEST		2MT CTC		4.1
	01552	1170.2	ESSEX	TX(2)			3.0
	01558	1173.2	PINNACLE		CTC		4.3
		1177.6	PAOLA				7.5
	01568	1185.2	RED EAGLE	TX	2MT CTC		2.9
		1188.0	NYACK		CTC		7.7
10,232	01578	1196.1	BELTON				7.9
11,157	01586	1203.9	CORAM		2MT CTC		4.4
	01590	1208.7	CONKELLEY				2.9
W4,015	01593	1211.6	COLUMBIA FALLS	TX(2)	CTC		5.9
	01601	1217.5	WHITEFISH	BT(2)			250.5

Radio Channel No. 54 in service in Whitefish Yard.

Radio Channel No. 76 in service on this subdivision.

Train Dispatcher Telephone Number

Havre West—(817) 234-6564

Glacier—(817) 234-1603

Radio Call-In

Havre - 27(X)	Rudyard - 28(X)	Lothair - 29(X)
Shelby - 30(X)	Cut Bank - 31(X)	Browning - 32(X)
Glacier Park - 34(X)	Summit - 35(X)	Blacktail - 36(X)
Essex - 37(X)	Red Eagle - 38(X)	Belton - 39(X)
Coram - 40(X)	Whitefish - 41(X)	
Great Falls Radio Channel Call-ins		
Cutbank Radio - 127	Shelby MT - 126	Shelby Branch - 124
Sunburst Radio - 125		
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 964.8 to MP 1217.5	79 MPH.	60 MPH.

Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

MP 964.8 to MP 967.2	55 MPH.	50 MPH.
MP 992.6 to MP 993.3	70 MPH.	
MP 1040.3 to MP 1046.1	70 MPH.	
MP 1062.6 to MP 1065.1	70 MPH.	
MP 1065.1 to MP 1066.1	45 MPH.	45 MPH.
MP 1066.1 to MP 1068.7	65 MPH.	45 MPH.
MP 1068.7 to MP 1075.1	55 MPH.	50 MPH.
MP 1080.1 to MP 1082.4	70 MPH.	
MP 1082.4 to MP 1083.1	60 MPH.	55 MPH.
MP 1083.1 to MP 1087.9	70 MPH.	
MP 1087.9 to MP 1090.6	30 MPH.	30 MPH.
MP 1090.6 to MP 1095.0	50 MPH.	45 MPH.
MP 1111.4 to MP 1112.7	55 MPH.	50 MPH.
MP 1117.2 to MP 1122.4	70 MPH.	
MP 1122.4 to MP 1126.9	55 MPH.	50 MPH.
MP 1126.9 to MP 1135.1	65 MPH.	50 MPH.
MP 1135.1 to MP 1138.4	45 MPH.	40 MPH.
MP 1138.4 to MP 1140.7	35 MPH.	30 MPH.
MP 1140.7 to MP 1145.7	50 MPH.	45 MPH.
MP 1145.7 to MP 1151.4	40 MPH.	35 MPH.
MP 1151.4 to MP 1166.5	30 MPH.	25 MPH.
MP 1166.5 to MP 1169.1	35 MPH.	30 MPH.
MP 1169.1 to MP 1173.7	45 MPH.	40 MPH.
MP 1173.7 to MP 1180.7	50 MPH.	40 MPH.
MP 1180.7 to MP 1184.2	40 MPH.	35 MPH.
MP 1184.2 to MP 1185.0	60 MPH.	45 MPH.
MP 1188.2 to MP 1190.2	50 MPH.	45 MPH.
MP 1190.2 to MP 1195.9	45 MPH.	40 MPH.
MP 1195.9 to MP 1204.4	60 MPH.	50 MPH.
MP 1204.4 to MP 1207.3	55 MPH.	50 MPH.
MP 1207.3 to MP 1208.9	40 MPH.	35 MPH.
MP 1208.9 to MP 1210.8	70 MPH.	
MP 1210.8 to MP 1212.9	70 MPH.	45 MPH.
MP 1212.9 to MP 1217.5	70 MPH.	

1(C). Speed—Switches and Turnouts

Unless otherwise specified, trains entering		
turnouts of controlled sidings	20 MPH.	20 MPH.
End of two main tracks Gildford East (MP 988.8)		
through turnout	50 MPH.	50 MPH.
Crossover—Hingham Center (MP 994.2)	35 MPH.	35 MPH.
Crossovers—Hingham West (MP 999.7)	35 MPH.	35 MPH.
Crossovers—Inverness (MP 1006.72)	40 MPH.	40 MPH.
End of two main tracks—Joplin thru turnout	50 MPH.	50 MPH.
On siding and dual control switches at Rudyard	20 MPH.	20 MPH.
Trains or engines through No. 20 turnouts at		
following locations:		
End of two main tracks Pacific Jct.	35 MPH.	35 MPH.
On siding and dual control turnouts at Devon	35 MPH.	35 MPH.

	Passenger	Freight
End of two main tracks at Shelby	35 MPH.	35 MPH.
Through crossovers at Teton	50 MPH.	50 MPH.
Through crossovers Cut Bank	35 MPH.	35 MPH.
End of two main tracks Cut Bank	35 MPH.	35 MPH.
Through crossovers at Piegan	35 MPH.	35 MPH.
End of two main tracks at Blackfoot	35 MPH.	35 MPH.
End of two main tracks at Spotted Robe	35 MPH.	35 MPH.
End of two main tracks at Grizzly	35 MPH.	35 MPH.
At Glacier Park thru No. 11 turnout	10 MPH.	10 MPH.
On siding and dual control turnouts at Bison	35 MPH.	35 MPH.
End of two main tracks at Summit	35 MPH.	35 MPH.
End of two main tracks Java East and Java West	30 MPH.	25 MPH.
Through crossovers at Essex	35 MPH.	35 MPH.
End of two main tracks at Pinnacle	35 MPH.	35 MPH.
End of two main tracks Paola	35 MPH.	35 MPH.
Through crossover at Red Eagle	35 MPH.	35 MPH.
End of two main tracks at Nyack	50 MPH.	50 MPH.
End of 2 main tracks at Konkelley	35 MPH.	35 MPH.
Crossovers MP 1213.1	50 MPH.	50 MPH.
Crossovers MP 1213.1—100 TOB and Over	40 MPH.	40 MPH.
Shelby through No. 11 turnout on No. 2 Main	10 MPH.	10 MPH.

Trains departing sidings on proceed indication, except Glacier Park, may increase speed to 35 MPH after engine has passed signal.

1(D). Speed—Other

The following head end restrictions are in effect:	UPTO 100 TOB	100TOB and Over
Head end of westward trains (Does not apply to Amtrak trains and light engine consists)		
MP 1151.7 to MP 1152.2	15 MPH.	15 MPH.
Head end of eastward trains		
Signal 431.9 to MP 429.7	20 MPH.	20 MPH.
MP 1023.0 to MP 1022.4	70 MPH.	

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions Maximum Gross Weight of Car

Havre to Whitefish 143 tons, Restriction A

Six-axle locomotives and six-axle derricks not permitted:
Summit Balloon Track
Stoltze Lumber Industry Track

3. Type of Operation

CTC—in effect:
MP 964.8 to MP 1217.5

Two Main Tracks

MP 964.0 to MP 964.7
MP 988.8 to MP 1011.9
MP 1065.3 to MP 1090.9
MP 1090.9 to MP 1116.4
MP 1131.9 to MP 1136.1
MP 1149.8 to MP 1165.1
MP 1166.0 to MP 1173.2
MP 1177.4 to MP 1187.9

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

Amtrak trains will receive a new track warrant with new track bulletins at Whitefish.

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, the distance will be 2.0 miles, except from MP 114.0 to MP 1150.0 when flagging against eastward trains the distance will be 1.0 mile.

Rule 8.12—At Shelby the normal position for the East Crossover Switch Sweetgrass Subdivision Main Line to Main Line No. 2 Hi Line Subdivision is lined and locked for track South No. 1. The target has been changed to reflect green when the switch is lined for South yard and red when the switch is lined for a crossover move to Main No. 2.

Moveable Point Frogs—The following locations have moveable point frogs—West Switch Bison and West Switch Belton.

Moveable point frogs are equipped with two switch machines. When dual switches at these locations are operated by hand, both the switch machine that operates the switch points and the switch machine that operates the moveable point frog must be operated.

Columbia Falls—Trains from the Kalispell Subdivision must not enter the main track on the Hi Line Subdivision until permission is received from train dispatcher.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnel or Other Structures
 - MP 1086.3—DED—Recall Code 319—WWD only
 - MP 1077.8—WWD only—Recall Code 317
 - MP 1099.0—Both Tracks—Recall Code 318—EWD only
 - MP 1131.8—DED—Recall Code 327—WWD only
 - MP 1162.1—DED—Recall Code 368—WWD only
 - MP 1170.3—DED—Recall Code 377
 - MP 1188.0—DED—Recall Code 388—WWD only
 - MP 1198.9—Recall Code 398
 - MP 1208.3—DED—Recall Code 407—EWD only
- B. Other TWD Locations
 - MP 969.7—DED, Exception Reporting—Recall Code 287
 - MP 986.1—DED, Exception Reporting
 - MP 981.7—Recall Code 278
 - MP 991.7—DED, Exception Reporting—Main 1
 - MP 997.7—DED, Exception Reporting—Main 1
 - MP 1002.3—DED, Exception Reporting
 - MP 1009.3—Recall Code 288
 - MP 1014.7—DED, Exception Reporting
 - MP 1030.8—Recall Code 298
 - MP 1059.3—Recall Code 308
 - MP 1077.8—EWD only—Recall Code 317
 - MP 1086.3—DED—Recall Code 319—EWD only
 - MP 1099.0—Recall Code 318—WWD only
 - MP 1119.1—Recall Code 328
 - MP 1125.9—DED, Exception Reporting
 - MP 1131.8—DED—Recall Code 327—EWD only
 - MP 1137.1—DED, Exception Reporting
 - MP 1138.8—Recall Code 347
 - MP 1142.5—DED—Recall Code 358
 - MP 1145.5—Recall Code 348
 - MP 1149.8—DED, Exception Reporting
 - MP 1157.2—DED—Recall Code 367
 - MP 1153.9—DED, Exception Reporting
 - MP 1162.1—DED—EWD only
 - MP 1166.1—DED, Exception Reporting
 - MP 1175.1—Recall Code 378
 - MP 1180.1—DED, Exception Reporting
 - MP 1185.1—DED, Exception Reporting
 - MP 1188.0—DED—Recall Code 388—EWD only
 - MP 1192.2—DED, Exception Reporting
 - MP 1204.4—DED, Exception Reporting
 - MP 1208.6—DED—Recall Code 407—WWD only
 - MP 1212.9—Recall Code 408

6. FRA Excepted Track—None**7. Special Conditions**

Work Train Instructions—These instructions apply to all work trains operating on the Hi Line Subdivision.

All mountain grade train handling rules outlined under ABTH Rule 103.7 apply to work trains.

All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and charged.

All cars left standing on the main track (in addition to securing with hand brakes) will be left in emergency when locomotive is detached.

Shelby—All trains must announce arrivals to Shelby westbound to Peavey Elevator and eastbound at Teton. Train announcement will include locomotive number direction and location. Signs are placed at Peavey Elevator and both sides at Teton. Eastbound trains staging on South One at Shelby will need to stop short of viaduct to allow access to manual crossovers from Main 2 to Main 1 Shelby Center - Shelby East.

Mountain Grade Operation—Air Brake and Train Handling Rules for mountain grade operation apply on mountain grade between Summit MP 1151.0 and Java East MP 1165.2. Eastward trains must not exceed 11,500 tons.

Ruling grade descending westward is 1.8.

Heavy grade descending eastward between MP 1146.0 and MP 1141.0 (Bison) is 1.2.

The maximum number of powered axles in head end consist ascending mountain grades must not exceed 36.

Dynamic brake requirements for westward freight trains, Hi Line Subdivision, MP 1151 to MP 1165:

Before descending grade, westward, Summit to Java West, MP 1151 to MP 1165, it must be known that locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirement as outlined below, train must not proceed. Helper consist may be added to meet this requirement. For the purpose of this rule, the weight of locomotives with inoperative brakes is to be included in train's total trailing tonnage.

Total Trailing Train Tonnage	85 or less	86 to 95	96 to 105	106 to 115	116 to 125	126 to 135	136 & above
4,000 or less	4	4	6	6	8	8	10
4,001 to 5,000	6	6	8	8	10	10	12
5,001 to 6,000	10	10	10	10	12	12	14
6,001 to 7,000	10	10	10	12	14	14	16
7,001 to 8,000	10	10	12	14	16	18	20
8,001 to 9,000	10	10	12	14	16	18	20
9,001 to 10,000	10	10	12	16	18	20	22
10,001 to 12,000	10	10	14	18	20	22	24
12,001 to 14,000	10	10	16	20	24	26	28
14,001 & above	10	12	18	22	26	28	32

Dynamic brake limitation is now 28 axles per consist for all trains on BNSF, per Air Brake and Train Handling Rule 103.2.1. Dynamic brake rate for each locomotive may be found in the BNSF System Special Instructions 2(B).

EXCEPTION: Solid loaded unit bulk commodity trains (coal, grain, taconite, potash, etc.) may be operated on the Hi Line Subdivision with 32 axles of dynamic brake effort per consist.

When mechanical personnel make up locomotive consists and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are made up by mechanical personnel, mechanical personnel will set up the locomotive consist in compliance with the 28-axle dynamic brake limitation along with other consist setup procedures for each locomotive in the consist.
2. During that inspection, mechanical personnel will note all defective dynamic brakes in the consist when the consist is initially made up and leave this information on the controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane, and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consists being built for trains requiring a minimum number of DB axles for heavy grade territories.

In order to comply with minimum dynamic brake requirements for trains on the Hi Line Subdivision, crews on such trains before departing Havre, Montana, and Sandpoint, Idaho, must:

1. Inspect the locomotive consist before departing locations outlined above and determine if any locomotives in the consist have dynamic brakes cut out and/or are tagged defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake.)
2. If any locomotive in the consist is found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and the Mechanical Help Desk.
3. Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
4. All relieving locomotive engineers must be advised of defective dynamic brakes in the locomotive consist either verbally or with a note left on the control stand.

Note: This inspection of the locomotive consist is not required if this information concerning dynamic brakes of the consist is left on the controlling locomotive.

Westward trains descending mountain grade between Summit (MP 1151) and Java East (MP 1165.2) must plan train braking to control train speed and make an emergency brake application without hesitation if train speed should exceed 5 MPH over the train's maximum authorized speed.

Job Briefing for Helper Operation

The following job briefing is to be used for helper operations:

1. Dispatcher is to determine the location of helper application, realizing that helper limits should be maintained between Essex and Summit, if at all possible.
2. Dispatcher is to notify train to be helped no later than when the train is passing Paola of information about the location of where helpers are to be applied and specific instructions of how that move is to be made, i.e. train clears electric lock switch or dual control switch or crossover, and who the responsible party is for stopping train movement by helper ID or engine number.
3. Dispatcher will notify helper crew which train is to be helped, including train identification, location of where work is to be done. Information should also be included as to where helpers will be taken off the train to be helped.

4. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Job briefing should include where and how helpers will be taken off the train.
5. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement. This method of operation should allow for improved train inspections under GCOR 6.29.2.

Temperature Reading—Temperature reading at Snow Slip located between Summit and Java is available by pressing *1 on BNSF Radio Channel 76.

List of Long and Short Miles

MP 1205 to MP 1206—4627 ft.
 MP 1144 to MP 1145—3981 ft.
 MP 1143 to MP 1144—4901 ft.
 MP 1142 to MP 1143—3093 ft.
 MP 1141 to MP 1142—7140 ft.
 MP 1139 to MP 1140—4096 ft.
 MP 1129 to MP 1130—4834 ft.
 MP 1126 to MP 1128—4,967 ft. (MP 1127 is missing)
 MP 1124 to MP 1125—8886 ft.
 MP 1123 to MP 1124—5345 ft.
 MP 1121 to MP 1122—4124 ft.
 MP 1120 to MP 1121—4381 ft.
 MP 990 to MP 991—2348 ft.
 MP 964 to MP 965—3108 ft.
 MP 433 to MP 964—5249 ft.

Test Mile Locations

Burnham MP 973.0 to MP 974.0
 Chester MP 1020.0 to MP 1021.0
 Tiber MP 1030.0 to MP 1031.0
 Dunkirk MP 1059.0 to MP 1060.0
 Ethridge MP 1077.0 to MP 1078.0
 Piegan MP 1105.0 to MP 1106.0
 Summit MP 1146.0 to MP 1147.0
 Blacktail MP 1157.0 to MP 1158.0
 Red Eagle MP 1182.0 to MP 1183.0
 Conkelley MP 1207.0 to MP 1208.0
 Columbia Falls MP 1213.6 to MP 1214.6

8. Line Segments

Yard Line Segments

Line Segment Limits

650 Whitefish

Road Line Segments

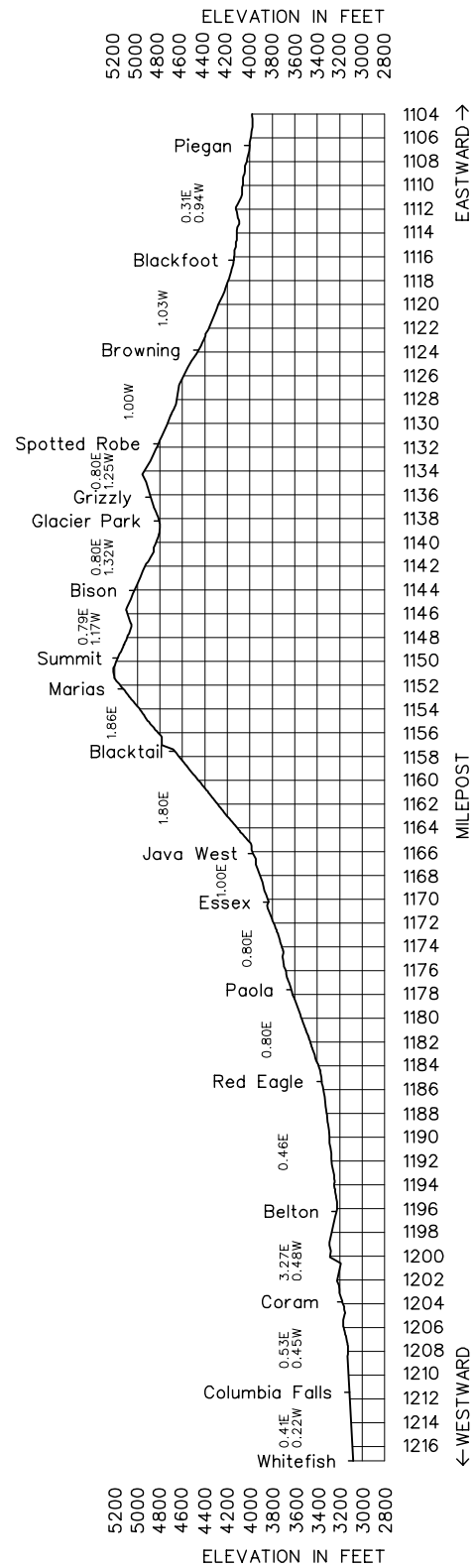
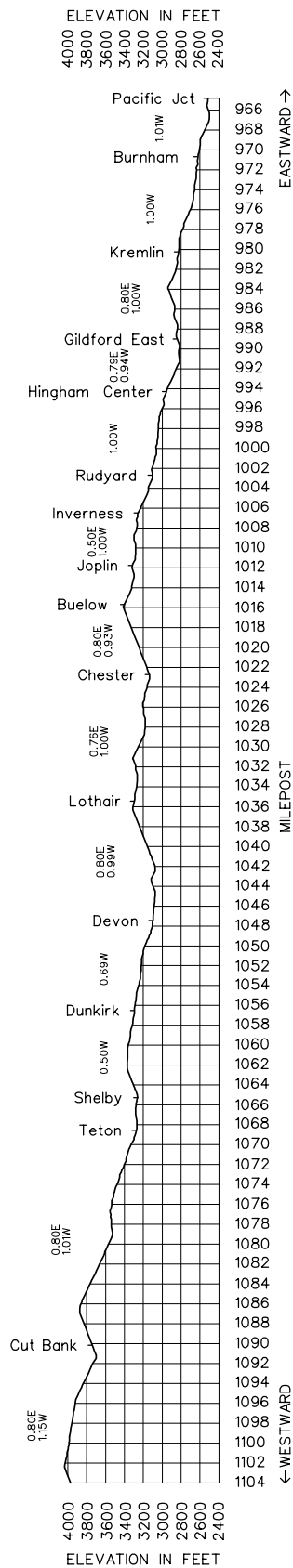
Line Segment Limits

36 Pacific Jct. to Whitefish

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
01381 Hingham	5.9 west of Gildford	48	Both Main 2
01375 Gildford	GMI	52	Both Main 2
01394 Inverness	6.2 west of Rudyard	104	Both Main 2
01397 Joplin GMI	10.01 west of Rudyard	104	Both
01413 Tiber (2 Tracks)	5.5 west of Chester	167	Both
01389 Set Out Tracks	MP 1004.1	15	Main 2 East
01389 Set Out Tracks	MP 1004.1	15	Main 1 East
01464 Ethridge (Main 2)	11.2 east of Cut Bank	20	East
01470 Union Oil Spur	4.6 east of Cut Bank	6	East
01486 Pardue Sammons Spur	10.4 west of Cut Bank	1	Main 2 Both
01495 Meriwether (2 Tracks)	5.9 east of Blackfoot	56	Main 2 Both
01596 Halfmoon (East Track)	4.7 east of Whitefish	46	West

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Kootenai River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		01601	1217.5	WHITEFISH	BTX(2)	2MT CTC	36	7.0	
	7,060	01607	1224.6	VISTA				6.4	
	9,325	01613	1231.1	LUPFER				11.2	
	9,711	01624	1243.3	RADNOR				7.1	
		01631	1249.3	STRYKER	JT			3.4	
	9,722	01636	1252.8	BRIMSTONE				10.7	
	9,763	01646	1263.5	TWIN MEADOWS				9.6	
	9,760	01656	1273.2	ROCK CREEK				9.0	
	9,730	01665	1282.2	WOLF PRAIRIE				7.9	
	10,344	01672	1290.0	TAMARACK				7.9	
	9,769	01683	1298.0	FISHER RIVER				8.9	
	10,799	01692	1306.9	RIVERVIEW				7.0	
	9,568	01710	1312.2	RIPLEY				7.2	
	10,510	01718	1319.6	LIBBY	B			11.0	
	8,641	01729	1331.3	KOOTENAI FALLS				7.2	
	14,286	01736	1337.9	TROY	T			6.7	
	11,082	01742	1343.3	YAKT			45	6.8	
	8,235	01749	1350.3	LEONIA				6.3	
	10,440		1356.6	KATKA				7.7	
		01763	1364.3	CROSSPORT				2.0	
			1366.3	CP 13663	X(2)	2MT CTC		2.1	
		01767	1368.4	BONNERS FERRY				11.4	
	9,577	01778	1379.8	NAPLES				7.4	
	9,912	01786	1387.4	ELMIRA				6.7	
	7,439	01793	1394.1	COLBURN				7.2	
	10,363		1401.3	BOYER	MJ			2.0	
		01798	1403.3 2.9	SANDPOINT JCT.	J			0.1	
		01803	3.0	SANDPOINT	B			2.1	
		01810	5.1	EAST ALGOMA				9.0	
			14.1	WEST ALGOMA		2MT CTC		2.3	
		01817	16.4	COCOLALLA		CTC		5.9	
			22.3	CP 223	X(2)	2MT CTC		11.2	
		01830	33.5	ATHOL				4.2	
	10,661	01837	37.7	RAMSEY				6.9	
		01843	44.6	RATHDRUM					M1-5.1 M2-1.0
		01845	45.6	EAST HAUSER (Main 2)		2MT CTC			M2-4.1 M4,5-1.8
			47.4	EAST DOWNING (Main 4 & 5)				0.1	
			47.5	HAUSER	B	5MT CTC		0.2	
			47.7	WEST DOWNING (Main 4 & 5)				2.0	
			49.7	WEST HAUSER				1.8	
		01850	51.5	HAUSER JCT.	J	2MT CTC		8.4	
		01855	58.9	OTIS ORCHARDS				3.4	
		01861	63.3	IRVIN		CTC			
						2MT CTC		3.3	
		01865	66.6	PARKWATER	XY			1.5	
		01866	68.1	YARDLEY	BMTX (2)Y			1.6	
			69.7	NAPA ST.	MJX (2)Y	DT ABS OCS		1.3	
			71.0	ERIE STREET	Y			0.5	
		01870	71.5	SPOKANE	BY			256.5	

MP 1401.2 to MP 71.5 is under the jurisdiction of the Northwest Division

Radio Channel No. 54 in service Whitefish to Sandpoint Jct.

Radio Channel No. 76 in service Sandpoint Jct. to Spokane

Radio Channel No. 87 in service in Whitefish Yard.

Radio Channel No. 88-20 in service in Hauser Yard.

Radio Channel No. 31 is assigned to Hauser Yard Mechanical.

UPRR Channel 42-42, UPRR Call-up *16.

Radio Call-In		
Whitefish - 41(X)	East Portal Flathead Tunnel - 42(X)	Flathead Tunnel - 43(X)
Libby - 46(X)	West Portal Flathead Tunnel - 45(X)	Crossport - 47(X)
Sand Point East - 48(X) AAR 54	Sand Point West - 49(X) AAR 76	
Athol 50(X)	Hauser 42(X)	Spokane 52(X)
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Phone Numbers

Whitefish to Riverview—(817) 234-1611, Fax (817) 234-1612

Riverview to Sandpoint Jct.—(817) 234-6419

Sandpoint Jct to Spokane—(817) 234-1609, Fax (817) 234-1610

UPRR Dispatcher Phone Numbers: 402-636-1710 - Weekdays
402-636-1709 - Weekends

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 1217.5 to MP 71.5	79 MPH.	60 MPH.

Exception: to System Special Instructions, Item 1, Speed Restrictions:
Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.

1(B). Speed—Permanent Restrictions

MP 1217.5 to MP 1219.9	20 MPH.	20 MPH.
MP 1219.9 to MP 1220.5	35 MPH.	35 MPH.
MP 1220.5 to MP 1227.2	55 MPH.	50 MPH.
MP 1227.2 to MP 1230.8	60 MPH.	55 MPH.
MP 1230.8 to MP 1239.9	65 MPH.	
MP 1239.9 to MP 1242.5	60 MPH.	55 MPH.
MP 1246.5 to MP 1250.8	70 MPH.	
MP 1264.6 to MP 1272.1	50 MPH.	50 MPH.
MP 1279.5 to MP 1279.9	75 MPH.	
MP 1285.3 to MP 1285.9	75 MPH.	
MP 1296.6 to MP 1301.1	75 MPH.	
MP 1305.2 to MP 1324.8	60 MPH.	55 MPH.
MP 1324.8 to MP 1329.6	55 MPH.	50 MPH.
MP 1329.6 to MP 1333.5	45 MPH.	40 MPH.
MP 1333.5 to MP 1336.0	50 MPH.	45 MPH.
MP 1336.0 to MP 1339.8	60 MPH.	55 MPH.
MP 1339.8 to MP 1344.1	45 MPH.	40 MPH.
MP 1344.1 to MP 1363.2	35 MPH.	30 MPH.
MP 1363.2 to MP 1366.8	60 MPH.	55 MPH.
MP 1366.8 to MP 1371.3	50 MPH.	45 MPH.
MP 1371.3 to MP 1376.1	45 MPH.	40 MPH.
MP 1376.1 to MP 1376.5	40 MPH.	40 MPH.
MP 1376.5 to MP 1382.2	70 MPH.	
MP 1382.2 to MP 1384.2	50 MPH.	45 MPH.
MP 1401.2 to MP 1403.3	35 MPH.	35 MPH.
MP 2.9 to MP 5.0	35 MPH.	35 MPH.
MP 5.0 to MP 5.9	50 MPH.	45 MPH.
MP 5.9 to MP 7.5 (Main 2)	60 MPH.	50 MPH.
MP 5.9 to MP 14.2 (Main 1)	60 MPH.	50 MPH.
MP 7.5 to MP 14.2 (Main 2)	70 MPH.	
MP 14.6 to MP 14.8	40 MPH.	40 MPH.
MP 19.3 to MP 19.6	75 MPH.	
MP 21.6 to MP 22.0	70 MPH.	
MP 33.0 to MP 33.5	70 MPH.	
MP 44.4 to MP 44.5	60 MPH.	
MP 45.6 to MP 47.5 (MT 4, MT 5, MT 6)	40 MPH.	40 MPH.
MP 47.5 to MP 47.6 (MT 4, MT 5, MT 6)	25 MPH.	25 MPH.
MP 47.6 to MP 49.7 (MT 4, MT 5, MT 6)	40 MPH.	40 MPH.

	Passenger	Freight
MP 63.3 to MP 65.9, Main 1	35 MPH.	35 MPH.
MP 65.9 to MP 68.1	35 MPH.	35 MPH.
MP 68.1 to MP 71.5	25 MPH.	25 MPH.

1(C). Speed—Switches and Turnouts

Whitefish West, trains or engines through turnout at end of two main tracks	35 MPH.	35 MPH.
Whitefish, through crossovers east of yard MP 1217.5 to MP 1219.1	35 MPH.	35 MPH.
Trains entering turnouts of controlled sidings	20 MPH.	20 MPH.
Radnor, Rock Creek, Crossport, Lupfer, Katka, Yakt	35 MPH.	35 MPH.
Bonniers Ferry—Trains over 100 TOB	40 MPH.	40 MPH.
Bonniers Ferry	50 MPH.	50 MPH.
CP 13663 (All turnouts)	40 MPH.	40 MPH.
Brimstone, trains departing siding through turnouts	25 MPH.	25 MPH.
Vista	25 MPH.	25 MPH.
Through dual control turnouts at following locations:		
Algoma (East)	35 MPH.	35 MPH.
Cocolalla	50 MPH.	50 MPH.
Turnouts at:		
Athol	50 MPH.	50 MPH.
Athol and Cocolalla, Trains over 100 TOB	40 MPH.	40 MPH.
Sandpoint Jct., Ramsey, and Otis Orchards	35 MPH.	35 MPH.
East Downing	10 MPH.	10 MPH.
Rathdrum, West Hauser, East Hauser all turnouts MP 22.3, Algoma (West)	40 MPH.	40 MPH.
Crossover at Hauser Jct.	40 MPH.	40 MPH.
Main 2 to Coeur d'Alene Branch	10 MPH.	10 MPH.
Hauser, all other switches and turnouts	10 MPH.	10 MPH.
Irvin and Parkwater through dual control turnouts	35 MPH.	35 MPH.
Parkwater—between dual control turnout from Main 2 at MP 65.8 to dual control turnout on Main 1 at MP 66.3	35 MPH.	35 MPH.
Napa Street—Through crossovers and dual control switches	10 MPH.	10 MPH.
Erie Street crossover (westward)	10 MPH.	10 MPH.
New Spokane crossover (westward)	10 MPH.	10 MPH.
Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed unless otherwise specified.		

1(D). Speed—Other

Radnor, Rock Creek, Yakt, Lupfer, Katka, Ramsey sidings	35 MPH.	35 MPH.
Libby siding	20 MPH.	20 MPH.
Libby—Champion International Industry Tracks, wye and turnout	5 MPH.	5 MPH.
Bonniers Ferry—wye track	10 MPH.	10 MPH.
The following head end restrictions are in effect:		
Head end of westward trains:		
MP 1337.0 to MP 1337.5	60 MPH.	55 MPH.
Head end eastward trains, signal 1265.8		
Flathead tunnel with other than a clear aspect	35 MPH.	
On Fodge Spur (Bonniers Ferry)	5 MPH.	5 MPH.
Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.		
Tunnels at MP 1336.3, 1347.0, MP 1374.1 and MP 1376.2,		
cars with card kind code M3F	13 MPH.	
East Hauser, East Yard Lead between east dual control switch and east track 10 switch	20 MPH.	20 MPH.
Hauser, East and West Yard Leads	20 MPH.	20 MPH.
Scale Track	10 MPH.	10 MPH.
Hauser Fueling Facility, over Main 3 pad	5 MPH.	5 MPH.
West Hauser, West Yard Lead between West Main 3 switch and Main 4 yard lead switch	20 MPH.	20 MPH.

Up to 100 TOB

Signal 35.1, WWD (HER)	55 MPH.
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Temperature Restrictions

All train speeds must be reduced 10 MPH below maximum posted speed (but in no case below 10 MPH) when ambient temperature exceeds 90 degrees Fahrenheit. Trains 100 TOB and over do not exceed 35 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

**2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car**

Whitefish to Sandpoint Jct. 143 tons, Restriction B

Locomotives are not permitted on the following tracks:
Libby—Champion International Corp. wye track.

Six-axle locomotives and derricks are not allowed on:

Libby—house track

Troy—wye tracks.

Bonniers Ferry—Idaho Timber industry tracks

Fodge Spur

wye track.

Velox—industry tracks

Irvin—Ideal Cement Spur

Yardley—East fueling platform crossover

Spokane—Erie Street industry tracks

S.I. industry tracks

Alki Spur

South 40 industry tracks

3. Type of Operation

CTC—in effect:

MP 1217.5 to MP 66.3—Main 1

MP 1217.5 to MP 65.8—Main 2

MP 45.6 to MP 49.7—Main 4, Main 5, Main 6

MP 47.4—track 3593, within control point

Multiple Main Tracks—in effect:

2 MT:

MP 1217.5 to 1219.9

MP 1363.4 to MP 1370.3

MP 5.1 to MP 14.5

MP 16.48 to MP 33.53

MP 44.6 to MP 45.6

MP 49.7 to MP 59.9

MP 63.0 to MP 65.8

5 MT:

MP 45.6 to MP 49.7

ABS—in effect:

MP 66.3 to MP 71.5, Main 1

MP 65.8 to MP 71.5, Main 2

Double Track—in effect:

MP 65.8 to MP 71.5

Yard Limits—in effect:

MP 65.8 to MP 71.5

Occupancy Control System—in effect:

MP 66.3 to MP 71.5, Main 1

MP 65.8 to MP 71.5, Main 2

Before occupying the main track, trains or engines must receive one of the following permissions from the train dispatcher:

- Written OCS

- Proceed indication on a controlled signal

- Verbal Permission

See System Special Instructions, Item 14, Rule 18.0 (OCS)

4. General Code of Operating Rules Items

Rule 5.5—Advance Warning signs have been placed at MP 46.0 for westward trains and at MP 49.0 for eastward trains for MT 4, MT 5, and MT 6. This is less than 2 miles in advance.

Rule 5.8.2, Item 11—sound the whistle approaching all crossings, public and private, between MP 1217.5 and MP 1350.6 which are marked by whistle posts.

MP 64.0 to MP 64.1 is a designated Quiet Zone. The requirement to use whistle signal 7 is no longer in effect. All other whistle requirements remain in effect.

Rule 5.13—A dwarf signal with a B marker is a blue signal.

Rule 6.19—When flagging is required the distance will be 2.5 miles.

Rule 6.26—The 5 main tracks between MP 45.6 and MP 49.7 are numbered (facing westward, from right to left) Main 1, Main 2, Main 4, Main 5, and Main 6. There is currently no Main 3.

Rule 10.3—A sign reading “Track and Time Point One” has been installed within the control point at MP 66.0. Track and time may be issued using this sign as a designated point. Trains and employees must not occupy the track beyond this sign. Diagrams are posted in the MOW lunch room, Building 1 at Parkwater, and in the TY&E lunch room at Yardley for review.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures
 - MP 1258.1—WWD only—Recall Code 428
 - MP 1276.4—EWD only—Recall Code 458
 - MP 1315.9—WWD only—Recall Code 468
 - MP 1324.1—DED—EWD only—Recall Code 469
 - MP 1352.9—Recall Code 479
 - MP 1381.6—EWD only
 - MP 1398.6—WWD only—Recall Code 488
 - MP 0.8—DED—WWD only
 - MP 8.5—DED—EWD only—Recall Code 498
 - MP 60.1—WWD only—Recall Code 498
- B. Other TWD locations
 - MP 1222.2—DED/Exception Reporting
 - MP 1228.1—DED/Exception Reporting
 - MP 1232.8—DED/Exception Reporting
 - MP 1236.6—Recall Code 418
 - MP 1242.4—DED/Exception Reporting
 - MP 1246.4—DED/Exception Reporting
 - MP 1253.8—DED/Exception Reporting
 - MP 1258.1—EWD only—Recall Code 428
 - MP 1276.4—WWD only—Recall Code 458
 - MP 1283.2—DED/Exception Reporting
 - MP 1286.7—DED/Exception Reporting
 - MP 1291.2—DED/Exception Reporting
 - MP 1296.1—Recall Code 467
 - MP 1301.2—DED/Exception Reporting
 - MP 1305.8—DED/Exception Reporting
 - MP 1311.2—DED/Exception Reporting
 - MP 1315.9—EWD only—Recall Code 468
 - MP 1320.0—DED/Exception Reporting
 - MP 1324.1—DED—WWD only—Recall Code 469
 - MP 1330.4—DED/Exception Reporting
 - MP 1337.2—DED/Exception Reporting
 - MP 1340.5—Recall Code 468
 - MP 1346.5—DED/Exception Reporting
 - MP 1349.0—DED/Exception Reporting
 - MP 1357.8—DED/Exception Reporting
 - MP 1361.8—DED/Exception Reporting
 - MP 1366.3—Both Tracks—Recall Code 478
 - MP 1370.5—DED/Exception Reporting
 - MP 1375.3—DED/Exception Reporting
 - MP 1381.6—WWD only—Recall Code 487
 - MP 1384.2—DED/Exception Reporting
 - MP 1391.0—DED/Exception Reporting
 - MP 1398.6—EWD only—Recall Code 488
 - MP 2.9—DED—Exception Reporting
Recall Code 497
 - MP 8.5—DED—WWD only—Recall Code 498
 - MP 11.7—Recall Code 487
 - MP 16.5—DED—Exception Reporting
 - MP 24.2—Recall Code 488
 - MP 27.1—DED—Exception Reporting
 - MP 33.5—DED—Exception Reporting

MP 36.8—DED—Exception Reporting
 MP 41.2—Recall Code 497
 MP 47.0—DED—Exception Reporting
 MP 51.9—DED—Exception Reporting
 MP 56.1—DED—Exception Reporting
 MP 60.1—EWD only—Recall Code 498

6. FRA Excepted Track

Industrial trackage on SCP line between UP crossover east of Long Lake Lumber and Argonne Road
 Ideal Cement Spur off Main 1 at Irvin
 Industrial SCP tracks
 Centennial Mill tracks and leads
 Napa Street all trackage on Alki Spur
 The Starch Plant off Main 2

7. Special Conditions

Remote Control Operations—Signs located at MP 1217.5 and MP 1221.8, designate the Remote Control Area at Whitefish.

Signs located at MP 1.1 (Spokane Subdivision) and MP 65.08 (Kootenai River Subdivision) designate the Remote Control Area at Yardley.

Remote Control Zone Yardley—Signs located at MP 68.6 (east of “Around the Horn” switch) and MP 68.2 (west of Havanna St.) designate the Remote Control Zone (RCZ) on the old main at the west end of Yardley Yard.

Activation/Deactivation Procedure—The Remote Control Operator will contact the Desk One Yardmaster and request that the RCZ be activated. After permission is received from the yardmaster, the RCZ will be activated. The RCZ will remain activated until the Remote Control Operator has notified the yardmaster that the RCZ has been deactivated.

Before occupying or fouling the tracks within the RCZ, the Desk One Yardmaster must be contacted to determine if the RCZ is activated. The Desk One Yardmaster may instruct movement beyond the RCZ signs when the RCZ has been deactivated by the Remote Control Operator.

Whitefish—When road crews come on duty at Whitefish, they will use the following process:

1. Inform the dispatcher they are on the property using intercom in on duty building.
2. Receive track warrants and bulletins from dispatcher following notification in number 1 above.
3. Board train and notify the dispatcher when they are prepared to depart.

Road crews arriving at Whitefish on trains that do not pickup or set out at Whitefish will leave a copy of their train list (wheel report) on the engineer's console of the lead locomotive.

To avoid blocking road crossing, all eastward trains must not pass State Park Crossing without dispatcher permission.

Whitefish Fueling Facility—TY&E employees will not deliver or receive their power directly at the fueling facility. Power inbound to the fueling facility will be tied up on the Old Fuel Track. Outbound power will not be boarded until Mechanical Department personnel have moved it off the fueling facility.

Flathead Tunnel, between Twin Meadows and Rock Creek
 If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.

In each bay of the tunnel is a supply of emergency tools which include an E knuckle, air hoses, wrench, hammer, chisel, and air hose supports. Contact the Whitefish trainmaster to replenish any supplies used.

If a train is stopped in the tunnel, protection and safety of all crew members must be provided for, including deadhead crews. Comply with rules pertaining to protection of your train. In case of emergency, a train in the tunnel may make a forward or reverse movement to Twin Meadows or Rock Creek without flag protection.

Crews of all trains stopped in Flathead Tunnel must communicate with the train dispatcher to have the tunnel ventilating fans operating and the door at Twin Meadows closed during the time the train is standing. Telephones are located in each bay in the tunnel.

When it is necessary to enter the Flathead Tunnel under a restrictive signal indication, the train dispatcher must complete a full flush prior to giving that train permission. Train dispatcher must leave the fans on in the tunnel while the train is enroute. The ventilating fan and tunnel door are located at the east portal of Flathead Tunnel, MP 1264.5. The eastward absolute signal is located 120 feet west of the tunnel door, and the westward absolute signal is located 166 feet east of the tunnel door. These two signals are for the door only. When a train or engine is stopped by either of these signals, contact the train dispatcher by telephone. Great care must be taken before proceeding to see that the tunnel door is in the fully opened position.

In the event that the tunnel door is closed denying movement, the crew must first contact the train dispatcher who will take the proper action. However, instructions and emergency push buttons for operating the tunnel door are located inside the air lock door at the east end on the south side of the tunnel.

A Tunnel Emergency Respirator Program is in place. This program is designed to offer the highest level of respiratory protection to train crews and other persons riding trains through long tunnels. Employees who ride freight trains through the Flathead Tunnel must be trained on the use of Self-Contained Breathing Apparatus (SCBA) and have an SCBA in their possession when traveling through the tunnel.

When hours of service has expired, employees may take the SCBA with them to the motel or home. Individuals will not be allowed to work in the Whitefish pool without having been trained on the use of an SCBA.

SCBA Air Tanks have been placed in each bay of the tunnel. Whenever one is used, notify the dispatcher immediately and advise the trainmaster at Whitefish the number of air tanks used and where they were left so that they can be recharged at once. Used air tanks must be left at Spokane or Whitefish.

Employees must be careful when using a fusee in the Flathead Tunnel and crews handling hazardous materials must exercise extreme caution when using a fusee.

Emergency Communications in Flathead Tunnel—Crews working in flathead tunnel must have a portable radio equipped with Channel 20/54 or MRAS Channel 7—AAR 09-92:

1. Initial contact with the dispatcher is 911. After the initial contact is made, determine by a safety briefing the best method of communication between the crew members and the dispatcher.
2. Preferred method of communications with dispatcher: Engineer set locomotive radio to Channel 20/54 and conductor turn portable to Channel 20/54. This allows a complete link between engineer, conductor and dispatcher.

3. Second method is to use MRAS Channel 7 (AAR 09-92), Yellow telephone number—863-0219. Request dispatcher to monitor channel.
4. Dispatcher Telephone Numbers
Trick Dispatcher—911 or 8-234-1611
Chief Dispatcher—8-234-1300 or 1301

Rock Creek—Eastward trains that change crews between East Rock Creek MP 1272.2 and East Industry MP 1272.7 will stop at the east industry switch to do so. Under no circumstances will crews walk down steep embankment to van.

Boyer Manual Interlocking—MP 1402.51 UP Crossing located just west of west switch Boyer, operated by Boyer East Dispatcher.

Athol—Due to line change, MP 29 and MP 30 are missing.

Hauser Fueling Facility—Blue signal protection will be displayed on Main 4, 5, and 6 entering the New Hauser Fueling Facility at West and East Hauser Control Points, Main 4,5, and 6; at the West and East entrance to the Fueling Platform; leaving the Unloading Platform MP 47.1; and leaving the setout track at West Downing. A dwarf signal with a B marker is a blue signal and, as with a flashing blue light, it may not be passed.

Yarding Instructions—The crew must contact the Mechanical Supervisor in charge via radio channel 31 prior to entering or departing the fuel pad, located between MP 47.4 and MP 47.7. Trains or engines may not occupy the fueling pad until fuel spotting instructions have been provided by the Mechanical Supervisor in charge. When required to spot a DP consist on the rear of a train for fuel and service, the outbound conductor will spot the consist in the desired location working with the Mechanical Leadman. Once the DP units are spotted, the Engineer will make a 20 psi. brake pipe reduction, fully apply the independent brake, center the reverser, and notify the Leadman via radio channel 31 that the train is secure. Mechanical will place a blue flag on the lead locomotive and activate the electronic blue flags while the crews are servicing the units. The Mechanical Supervisor will notify the crew when the electronic blue flags have been removed. The maximum speed on the Main 3 pad is 5 MPH. The whistle will be used only in an emergency. The bell will be rung continuously.

Weighing grain trains—All loaded grain trains will contact the yardmaster at Yardley prior to their arrival at Hauser and ascertain if their train is to be weighed. Train crews will then contact the Boyer West dispatcher with notification of the instructions received.

Trains using the scale must not exceed 10 MPH or fall below 3 MPH (optimum speed is between 8 and 10 MPH) in a continuous motion until the train reaches the west block signal at Hauser Yard.

After weighing, trains will wait for the results and be governed by the yardmaster's instructions before departing Hauser Yard. These instructions must be passed on to the Boyer West dispatcher.

Hauser Yard Hand Brakes—Apply five (5) hand brakes to the west end of tracks 1 through 12.

Hauser yard air must be turned off at the compressor end, not at the hose end to prevent any injuries from a flying hose.

Pac Hyde—Track 911, do not spot cars inside the facility gate. All cars and engines must be handled outside the gates due to close clearances.

Erie Yard—Close clearances exist between the following tracks:

East End—Tracks 1—2, 5—6, 9—10, 12—13, and 14—15.
West End—Tracks 2—3, 5—6, and 7—8.

Yardley Manual Interlocking—At Yardley (Havanna Street) and Napa streets—controlled by Boyer West dispatcher.

Safety Lockout Program-Spokane—Switch locks are installed at Yardley at both ends of the following tracks:
Tracks 1 through 16 and 45 through 59
Crossovers 1, 59, 2, 2 to 1, and from the Main Track to 1 Track through the hand-throw switches (the Hard Way).

Under the authority of the conductor or foreman in charge, the employee will be required to lock both ends of a track while coupling air hoses, and/or performing air tests on their own train. This requirement will not apply to a conductor or foreman who is only coupling air hoses between their locomotive and the train or between cars they will be handling. The conductor or foreman may request the assistance of a switch or road crew operator at either end of their track to lock or unlock tracks for their protection.

Upon completion of coupling air hoses, and/or air testing, the conductor or foreman must notify the yardmaster when his crew is unlocking the track. It will not be necessary for the crew to remove the locks at both ends of the track upon their departure. Any yard or train crew member who encounters a locked track in the yard, must call the yardmaster to make sure the track is clear of employees working on their train and to get permission to remove the lock before switching any car into that track. SWITCH LOCKS MAY NOT BE REMOVED WITHOUT THE AUTHORITY OF THE YARDMASTER.

These procedures are a tool for your use to provide additional protection while in a specific track. They are not intended to supersede GCOR Rule 5.13, (Blue Flag Signal Protection of Workmen). The conductor or foreman in charge must notify the yardmaster before locking out any track.

University Road Crossing at MP 64.03—A whistle ban is in effect at the University Road public crossing located at MP 64.03. GCOR Rule 5.8.2 (Sounding Whistle) is suspended as it pertains to the public crossing at University Road. However, an engine's bell will continue to be rung as required by GCOR Rule 5.8.1 (Ringing Engine Bell).

This whistle prohibition does not preclude the sounding of an engine's whistle in the event the highway grade crossing warning system fails at University Road, nor is it intended to stop the sounding of an engine's whistle to provide a warning to vehicle operators, pedestrians, trespassers, or crews on other trains in an emergency situation if, in the engineer's sole judgement, such action is appropriate to prevent imminent injury, death, or property damage.

This whistle prohibition is also not intended to stop the sounding of an engine's whistle to provide necessary communication with other trains and train crew members if other means of communication are unavailable.

An engine's whistle will continue to be sounded at ALL other public crossings.

Parkwater (Spokane) Roundhouse—The tracks at the roundhouse are protected by electronically activated derails. Prior to entering onto or departing from the tracks protected by these derails, TY&E employees must contact Mechanical Department personnel on Radio Channel 53.

Parkwater—At the fueling facility, if a locomotive is on the fuel dock, or is blue-flag protected on any track, the locomotive is not to be occupied until the Mechanical Department's service crew has completed its work and the blue flag(s) have been removed.

Application of Handbrakes on Grade—
Spokane Yard—Call Yardmaster for instructions.
Erie Street—Call Yardmaster for instructions.

Spokane—Within city limits, GCOR Rule 5.8 applies at all public crossings including Havanna Street.

Outbound train crews, for trains destined west via Wenatchee and east via Whitefish, must have a record of ETD test as per ABTH Rules.

All trains and/or engines will get permission from the yardmaster before entering the yard or moving from a yard track. The yardmaster will communicate with any affected switch crew before authorizing the movement.

Moveable Point Frogs—Sandpoint Jct. and Irvin. Instructions for hand operation are contained in System Special Instructions.

Dynamic Braking—In order to comply with minimum dynamic brake requirements for trains on the Hi Line, Stampede, and Scenic subdivisions, crews on such trains, before departing Seattle (Interbay), Tacoma, Everett (if train originates at Everett), Havre, Sandpoint (if originating from MRL RR), Spokane (if train originates at Spokane), or Pasco (if train originates at Pasco), must:

1. Inspect locomotive consist before departing locations outlined above and determine if any locomotives in consist have dynamic brakes cut out and/or are tagged defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake).
NOTE: Before cutting in a dynamic brake found cut out but not tagged defective, contact Mechanical Help Desk and be governed by that supervisor's instruction.
2. If any locomotive in consist is found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and Mechanical Help Desk.
3. Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
4. All relieving locomotive consist is not required if this information concerning dynamic brakes of consist is left on controlling locomotive.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake & Train Handling Rule 103.2.1, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are made up by mechanical personnel, mechanical personnel will set up locomotive consist in compliance with 28-axle dynamic brake limitation (if more than 28 rated DB axles in consist) along with the other consist set up procedures for each locomotive in the consist.
2. During that inspection, mechanical personnel note all defective dynamic brakes in consist when consist is initially made up and leave this information on controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consist being built for trains requiring a minimum number of DB axles for the heavy grade territories.

Test Mile Location

Radnor WWD MP 1248.0—MP 1249.0
 Radnor EWD MP 1244.2—MP 1245.2
 Ripley MP 1311.95—MP 1312.95
 Leonia MP 1350.0—MP 1351.0
 Moravia MP 1373.0—MP 1374.0
 Lupfer to Vista, WWD MP 1227.0—MP 1228.0
 Yakt MP 1342.0—MP 1343.0
 MP 34.0 to MP 35.0

List of Long and Short Miles

MP 1307 and MP 1308 between Riverview and Ripley is 13,077 feet long.
 MP 1337 to MP 1338 at Troy is 9,684 feet long.
 MP 1359.0 to MP 1360.0 is 4,625 feet long.

Flash Flood Warnings—Refer to Item 33 in the System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

MP 1299.0
 MP 1305.5
 MP 1320.3
 MP 1329.4 to MP 1329.8
 MP 1334.0 to MP 1335.0
 MP 1340.0 to MP 1341.0
 MP 1357.6
 MP 1363.3
 MP 1372.0
 MP 1375.0
 MP 1381.5
 MP 1382.0
 MP 7.8
 MP 51.3
 MP 58.0

Close Clearance—The following switching procedures will apply on tracks having track centers of 13 feet or less: When working around areas with close clearance conditions, before fouling those areas, all movements are to be stopped and all crew members must be accounted for before completing the switching move. Riding the side of cars is prohibited unless the adjacent track is known to be clear. It is the responsibility of each crew member to review close clearance locations within their area of work prior to the start of the work process.

The following tracks have track centers of 13 feet or less:

Erie Street Yard between tracks:

1 and 2 2 and 3 4 and 5 5 and 6
 7 and 8 9 and 10 10 and 11 13 and 14
 14 and 15

8. Line Segments**Yard Line Segments****Line Segment Limits**

627 Hauser Yard
 650 Whitefish Yard
 651 Spokane
 652 Spokane passenger tracks 5 & 6
 and crossover to main track.
 653 Hillyard Shop Yard
 654 Hillyard WFE
 655 Hillyard WFE Shop

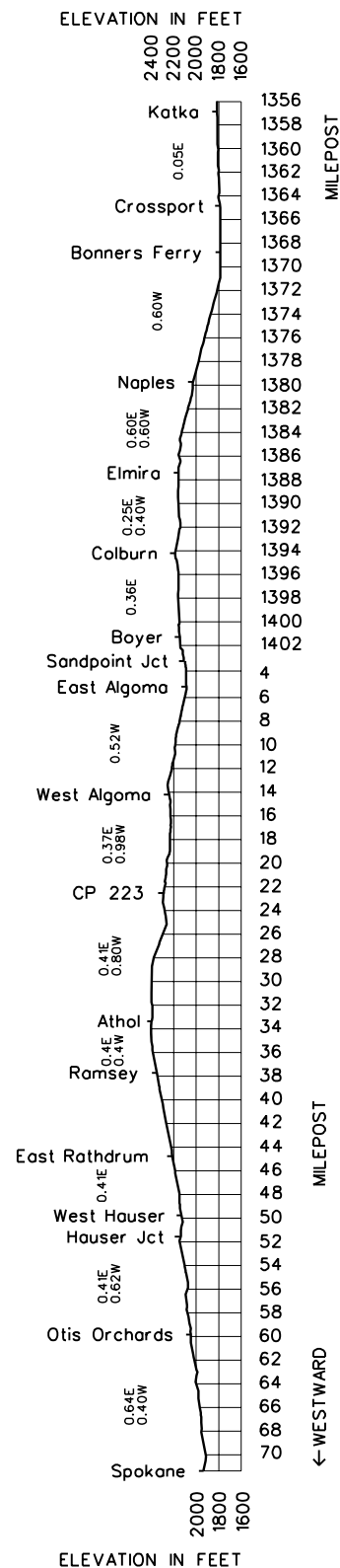
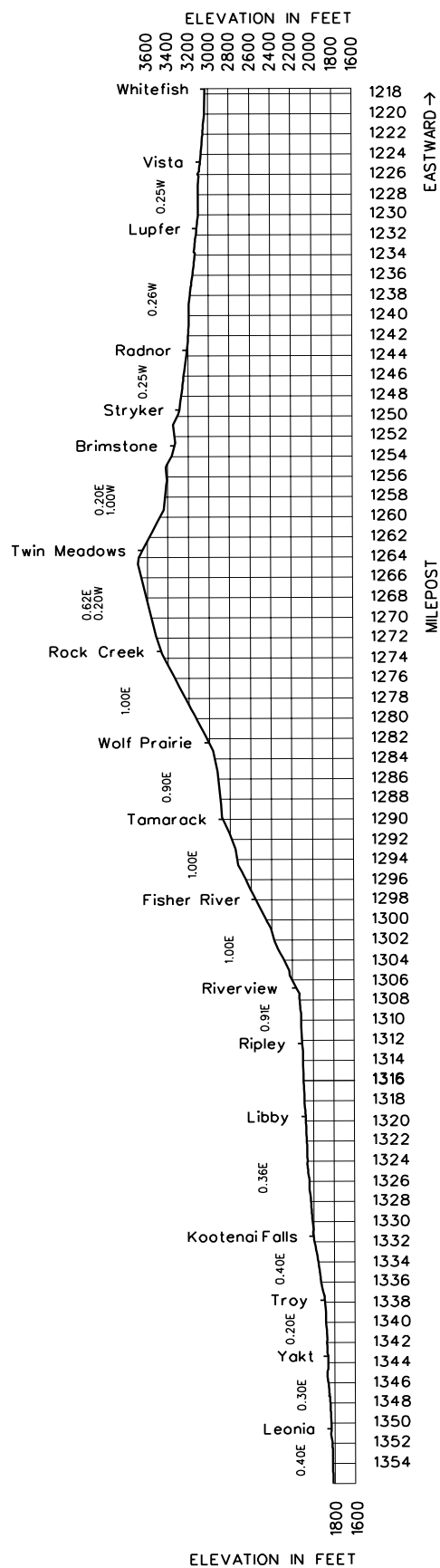
Road Line Segments**Line Segments Limits**

36 Whitefish to Sandpoint Jct.
 45 Sandpoint Jct. to Spokane

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
01618 Olney	5.5 west of Lupfer	75	Both
01744 Swamp Creek (3 Trks)	3.1 east of Twin Meadows	83	East
Katka	5.5 west of Leonia	2	East
Crossport (Main 2) set out track	0.6 east of Crossport	4	East
Fodge Spur	0.7 miles west of Bonners Ferry	40	West
01772 Moravia	4.9 west of Bonners Ferry	21	East
01790 Samuels (Cedapine Veneer)	10.0 east of Boyer	9	East
01791 Emerson Spur	Off WI Forest Prod. Spur	15	West
01792 WI Forest Prods Spur	7.8 east of Boyer	15	West
Boyer Jct. Switch	MP 1401.25 to Sandpoint Yard		East
01858 Velox	2.6 east of Irvin	20	West
01860 Trentwood	1.6 east of Irvin	30	West

10. Grade Charts



SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Laurel Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
		32777	224.5	GREAT FALLS	BJTR			7.9	
	9,520	32766	216.6	WHITE BEAR				22.2	
	6,743	32748	194.4	ARMINGTON				11.2	
		32736	183.1	RAYNESFORD				13.5	
	8,445	32724	169.2	GEYSER				15.6	
	9,500	32707	155.1	STANFORD				20.0	
	6,196	32688	135.1	MOCCASIN	JT			5.3	
		32683	129.8	HOBSON				7.4	
			122.4	SIPPLE	J	TWC	362	8.0	
		32668	114.4	BUFFALO				12.3	
	6,654	32655	102.1	JUDITH GAP				20.3	
	6,339	32635	81.8	HEDGESVILLE				25.7	
	6,442	32609	56.1	CUSHMAN				19.6	
	6,400	32590	36.5	BROADVIEW				10.1	
	9,425	32575	24.6	ACTON				20.4	
		32557	4.2	HESPER				4.0	
		30853	0.74	MOSSMAIN	JTR			223.5	

Radio Channel No. 70 in service.

Radio Call-In		
Belmont - 51(X)	Judith Gap - 70(X)	Stanford - 72(X)
Raynesford - 73(X)	Great Falls - 71(X)	Hesper - 60(X)
Emergency - Call 911		
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Number

(817) 234-1605

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 224.5 to MP 0.74	49 MPH.

1(B). Speed—Permanent Restrictions

MP 10.0 to MP 13.1	25 MPH.
MP 13.1 to MP 21.3	35 MPH.
MP 43.9 to MP 44.8	25 MPH.
MP 146.1 to MP 149.0	40 MPH.
MP 149.0 to MP 149.6	25 MPH.
MP 153.0 to MP 159.6	40 MPH.
MP 159.6 to MP 161.5	25 MPH.
MP 181.5 to MP 184.0	40 MPH.
MP 198.3 to MP 200.2	35 MPH.
MP 200.2 to MP 200.4	25 MPH.
MP 208.3 to MP 210.2	25 MPH.
MP 210.2 to MP 211.1	40 MPH.
MP 219.1 to MP 220.3	30 MPH.
MP 220.3 to MP 222.4	25 MPH.

1(C). Speed—Switches and Turnouts—None**1(D). Speed—Other**

All sidings 10 MPH.

Temperature Restriction—When ambient air temperature is 85 degrees or greater, all trains must not exceed 35 MPH unless a more restrictive speed is in effect.

Item 1A, System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Mossmain to Great Falls 143 tons, Restriction C

3. Type of Operation**TWC**—in effect:

MP 224.5 to MP 0.74

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

Restricted Limits—in effect:

MP 2.0 to MP 0.74

MP 224.5. to MP 222.4

Yard Limits—in effect:

At Moccasin—CMR Trackage MP 0.4 to MP 2.0

4. General Code of Operating Rules Items**GCOR Rule 5.8.2**—Within the State of Montana, the

locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations

MP 14.8—Recall Code 608

MP 33.4—Recall Code 518

MP 69.3—Recall Code 728

MP 95.3—Recall Code 718

MP 129.9—Recall Code 738

MP 151.7—Recall Code 728

MP 176.9—Recall Code 717

MP 204.5—Recall Code 718

6. FRA Excepted Track—None**7. Special Conditions**

Remote Control Operations—Signs located at MP 114.5 (Ft. Benton Subdivision), MP 222.4 (Laurel Subdivision) and MP 3.5 (Sweetgrass Subdivision) designate the Remote Control Area at Great Falls.

Laurel Subdivision—Auto racks with the car kind of M3E and M3F are restricted from operation on the Laurel Subdivision. Additionally, double stack equipment are restricted to containers being single level loaded only and cannot be double stacked.

List of Long and Short Miles

MP 221 to MP 222—4768 ft.

MP 219 to MP 220—4473 ft.

MP 218 to MP 219—4492 ft.

MP 217 to MP 218—4479 ft.

MP 216 to MP 217—4699 ft.

MP 215 to MP 216—4551 ft.

MRL Trackage—Trains operating via Laurel Subdivision between Mossmain and MP 0.74 are operating on MRL trackage. Trains will operate per Rule 6.28.

Test Mile Locations

Hesper—MP 3.5 to MP 4.5

White Bear—MP 215.3 to MP 216.3

Loaded Unit Trains—Loaded unit trains of 52 cars or more will hold the main track at the following meeting or passing

points: Cushman, Hedgesville, and Judith Gap.
Exception: This restriction does not modify the operating restrictions for Key Trains.

8. Line Segments

Road Line Segments

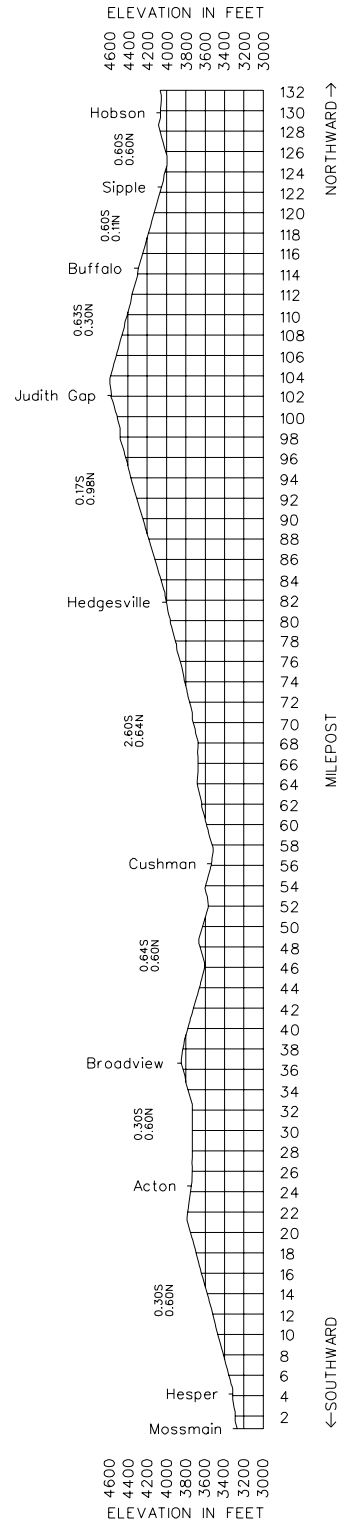
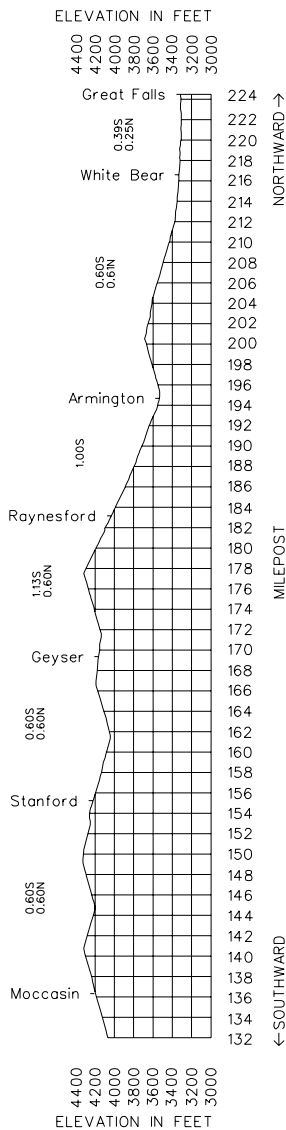
Line Segment Limits

362 Mossmain to Great Falls

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32563 Rimrock	5.3 north of Hesper	16	South
32581 Comanche	8.5 south of Broadview	18	South
32622 Franklin	12.6 south of Hedgesville	11	South
32687 Grove	.01 south of Moccasin	12	South
32700 Windham	7.1 south of Stanford	18	South
32754 Wayne	MP 201.4	18	Both
32574 Acton Ind.	17.3 north of Hesper	13	North
32709 Stanford Yard Tracks	1.2 south of Stanford	48	Both
32769 Gerber Industry	3.3 south of White Bear	40	Both

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Lewistown Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
		0.0	SIPPLE	J	TWC	368	7.4
	61368	7.4	MOORE				9.6
	61358	17.0	GLENGARRY				8.0
	61331	25.5	LEWISTOWN	JRT			25.0

Radio Channel No. 70 in service.

Radio Call-In
Lewistown - 70(X)
Emergency - Call 911
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 25.5 **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 21.8 to MP 24.0 10 MPH.
MP 24.0 to MP 28.3, end of track 8 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

All industry tracks 10 MPH.

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions Maximum Gross Weight of Car

Sipple to Glengarry 143 tons, Restriction D
Glengarry to Lewistown 134 tons, Restriction G

Six-axle locomotives and four-axle locomotives heavier than 140 tons are not permitted west of MP 9.0.

3. Type of Operation

TWC—in effect:
MP 0.0 to MP 25.5

Restricted Limits—in effect:
MP 24.0 to MP 28.3

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

List of Long and Short Miles

MP 6 to MP 7—3780 ft.

Track 8213—Track 8213 Switch (Old GN Wye Switch) must be left lined and locked for spur track movement at Lewistown.

8. Line Segments

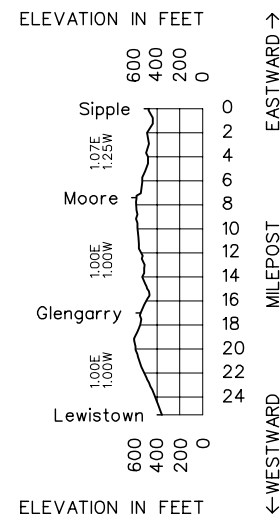
Road Line Segments

Line Segment Limits

368 Sipple to Lewistown

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Milk River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	11,700	01192	277.5	GLASGOW	B	CTC	35	11.9	
	8,321	01205	289.4	TAMPICO				14.1	
	13,259	01219	303.5	HINSDALE				12.7	
	10,107	01232	316.2	SACO				14.4	
	8,106	01245	330.6	BOWDOIN				12.7	
	8,520	01259	343.3	MALTA				9.5	
	10,756	01268	352.8	WAGNER				7.9	
	7,417	01276	360.7	DODSON				15.2	
	8,526	01291	375.9	SAVOY				11.8	
	7,564	01345	387.7	HARLEM				11.9	
	10,217	01315	399.6	ZURICH				9.2	
	7,390	01324	408.8	CHINOOK				8.0	
	10,003	01332	416.8	LOHMAN				10.6	
			427.4	HAVRE EAST				1.9	
	9,351		429.3	HAVRE CENTER	X(2)	2MT CTC		1.1	
		01345	430.4	HAVRE	BT			1.5	
			431.9	HAVRE WEST	X(2)			2.1	
		01350	434.8 964.8	PACIFIC JCT	J			156.5	

Radio Channel No. 66 in service.

Radio Channel No. 76 in service between Havre East and Pacific Jct.

Radio Call-In		
Glasgow - 18(X)	Hinsdale - 19(X)	Malta - 20(X)
Harlem - 23(X)	Havre - 25(X)	
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Number—(817) 234-1601

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
MP 277.5 to MP 434.0	79 MPH.	60 MPH.*

*Unless otherwise restricted, the maximum speed for freight trains is 70 MPH provided:

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet.
3. Train does not average more than 80 TOB.
4. Engineer can control speed to 70 MPH without use of air brakes.

(If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

Exceptions

Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination of both:

- Same as above except train must not average more than 90 tons per operative brake under item (3).

Trains consisting entirely of loaded double-stack equipment:

- Same as above except train must not average more than 105 tons per operative brake under item (3).

Trains operating with solid double stack equipment only, may use a maximum of 32 axles of dynamic braking per engine consist.

1(B). Speed—Permanent Restrictions

	Passenger	Freight
MP 277.5 to MP 278.2	35 MPH.	35 MPH.
MP 278.2 to MP 279.6	65 MPH.	60 MPH.
MP 296.3 to MP 300.7	60 MPH.	55 MPH.
MP 311.8 to MP 312.1	65 MPH.	60 MPH.
MP 428.0 to MP 429.7	55 MPH.	50 MPH.
MP 429.7 to MP 431.9	20 MPH.	20 MPH.
MP 431.9 to MP 434.0, MT 1	40 MPH.	35 MPH.
MP 431.9 to MP 434.0, MT 2	55 MPH.	55 MPH.

1(C). Speed—Switches and Turnouts

Trains entering turnouts of controlled sidings, unless otherwise specified	20 MPH.	20 MPH.
Crossovers Havre Center	10 MPH.	10 MPH.
Crossovers Havre West	10 MPH.	10 MPH.

1(D). Speed—Other

Turnout and siding, Tampico, Hinsdale, Saco, Bowdoin, Malta, and Wagner	35 MPH.	35 MPH.
Signal 433.1 Westward Trains (HER) over 100 TOB	40 MPH.	40 MPH.
Signal 433.4 Eastward Trains (HER) over 100 TOB	40 MPH.	40 MPH.
"A" Track havre Yard	20 MPH.	20 MPH.

Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Glasgow to Havre 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 277.5 to MP 434.0

2 Main Tracks—in effect:

MP 431.9 to MP 964.7 (Hi Line Subdivision)

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

Exception: Amtrak trains will receive track warrant with track bulletins at Havre.

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Havre—Westward trains must not pass signals at Havre East MP 427.4, and eastward trains must not pass signals at Havre West MP 432.0, without permission from Havre Yardmaster.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnel or Other Structures
 MP 282.8—DED—EWD only—Recall Code 187
 MP 307.0—DED—WWD only—Recall Code 189
 MP 314.6—DED—EWD only—Recall Code 197
 MP 339.2—DED—WWD only—Recall Code 207
 MP 347.0—EWD only—Recall Code 208
- B. Other TWD Locations
 MP 282.8—DED—WWD only—Recall Code 187
 MP 292.9—Recall Code 188
 MP 298.0—Exception Reporting
 MP 302.2—Exception Reporting
 MP 307.0—DED—EWD only—Recall Code 189
 MP 314.6—DED—WWD only—Recall Code 197
 MP 322.8—Recall Code 198
 MP 339.2—DED—EWD only—Recall Code 207
 MP 347.0—WWD only—Recall Code 208
 MP 364.0—Recall Code 237
 MP 383.5—Recall Code 238
 MP 404.0—Recall Code 258

6. FRA Excepted Track—None**7. Special Conditions**

Glasgow—Roll-by inspections of departing trains must be done at a speed not to exceed 20 MPH. Unless otherwise provided, inbound train crews will perform inspections of departing trains. Roll-by inspections of trains is not required when the outbound train is delayed 15 minutes or more at Glasgow or the inbound crew is tied up and unavailable to perform the inspection.

Glasgow to Havre East—Any train or lite engine(s) operating between Havre East and Glasgow must have a minimum of 20 total axles or the dispatcher must establish absolute protection against the following trains.

Harlem—Do not ride the south side of a car or locomotive on the industry track at Harlem due to close clearance.

Havre—Employees must contact the Power Desk Foreman on Channel 70 before moving locomotives in or out of the Roundhouse, Old Main Track, or the House Track.

Test Mile Locations

Glasgow—MP 283.1 to MP 284.1
 Malta—MP 345.8 to MP 346.8
 Chinook—MP 411.6 to MP 412.6

8. Line Segments**Yard Line Segments****Line Segment Limits**

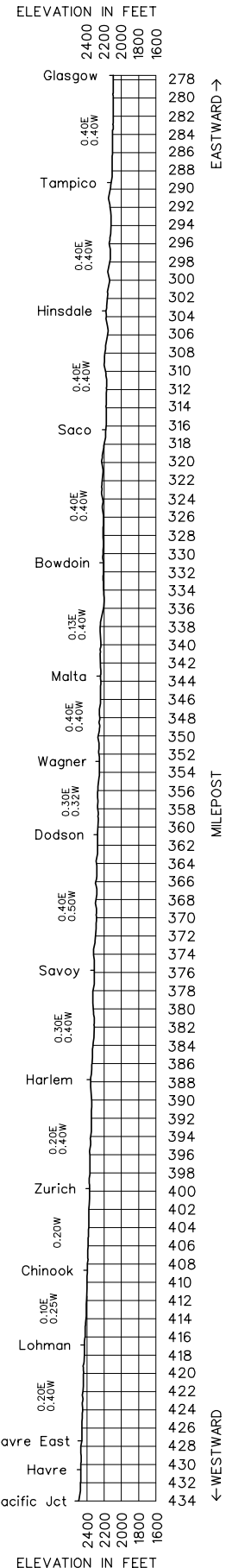
701 Havre
 702 Havre Diesel Shop

Road Line Segments**Line Segment Limits**

35 Glasgow to Pacific Jct.

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
01210 Vandalia (2 Tracks)	8.7 east of Hinsdale	20	West
01257 Malta Stock Yards	2.0 east of Malta	8	East
01286 Coburg	5.0 east of Savoy	16	West

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	Niobe Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	58634	0.0	NIOBE	J	TWC	264	8.3
	58708	8.0	BOWBELLS	A			12.3
	58721	20.8	NORTHGATE	R			0.6
	58723	21.5	BOUNDARY LINE	RJ			21.2

Radio Channel No. 54 in service.

Radio Call-In
Niobe - 02(X)
Emergency - Call 911
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Telephone Number—(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 21.5 **Freight** 35 MPH.

1(B). Speed—Permanent Restrictions

MP 6.8 to MP 8.3 25 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other—None

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Niobe to Boundary Line 143 tons, Restriction D

3. Type of Operation

TWC—in effect:

MP 0.0 to MP 21.5

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

Restricted Limits—in effect:

MP 19.0 to MP 21.5

4. General Code of Operating Rules Items

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

Northgate—When using Canadian National tracks, Canadian National Railway timetable and rules govern.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Niobe—Normal position of the junction switch is lined for last movement.

8. Line Segments

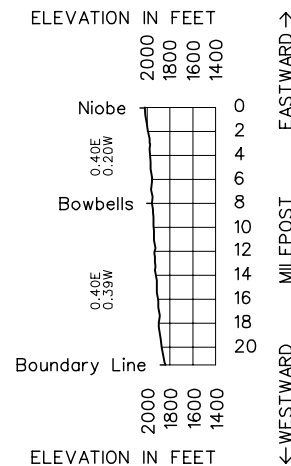
Road Line Segments

Line Segment Limits

264 Niobe to Boundary Line

9. Locations Not Shown as Stations—None

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sarpy Line Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		03795	0.0	SARPY JCT.		J	TWC		35.9	
	6,874	03936	37.4	KUEHN			Rule 6.28	315	35.9	

Radio Channel No. 66 in service.

Radio Call-In	
Sarpy Jct - 26(X)	Kuehn - 28(X)
Bear Creek - 22(X)	Emergency - Call 911
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5	

Train Dispatcher Telephone Numbers

(817) 234-6465, Fax (817) 234-6462 0700—1500

(817) 234-6420, Fax (817) 234-6496 1500—0700

1. Speed Regulations**1(A). Speed—Maximum**

Freight

MP 0.0 to MP 37.4 40 MPH.
1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts**

Kuehn—East and West Switches 10 MPH.

1(D). Speed—Other

Kuehn around Loop Track 10 MPH.
Kuehn siding 10 MPH.
Kuehn—MP 34.4 to MP 37.4 (HER) 20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car

Sarpy Jct. to Kuehn 143 tons, Restriction A

3. Type of Operation

TWC—in effect:
MP 0.0 to MP 34.4

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.5—A crew member is not required to provide visual protection for the rear of their train at Kuehn during loading operations.

Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Rule 6.28—in effect:
Kuehn MP 34.4 to MP 37.4.

Safety Rule S-13.5 Getting On or Off Equipment—is amended on the Sarpy Line Subdivision by adding:

When the following conditions exist at coal mines, it is permissible to get on and off moving equipment only when necessary to perform required duties.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.

- Employees are allowed to get on and off moving equipment only during the coal loading process.
- Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

5. Trackside Warning Detectors (TWD)—None**6. FRA Exempted Track—None****7. Special Conditions**

Kuehn—All trains must be stripe aligned in one direction.

When the loop track at Kuehn is occupied by an eastbound train, the westbound train will take siding.

Loaded coal trains are not permitted on Kuehn siding.

Sarpy Jct.—All trains delayed more than 15 minutes will stop their leading locomotive west of the distant signal located at MP 1.8. If train is to be left unattended or relieved under the Hours of Service Law, then train is to be left short of (West) signaled crossing located at MP 1.5.

Roll-by Inspections on Caboosless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.

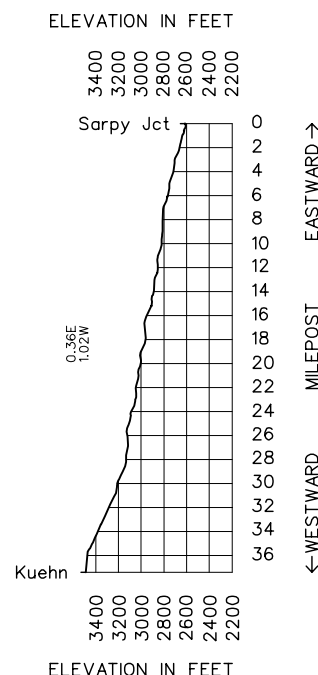
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 10.0 to MP 32.0

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
315.....	Sarpy Jct. to Kuehn	0.0 to 37.4

9. Locations Not Shown as Stations

Name & TSS Track Nos.	Miles - Location	Capacity Cars	Switch Opens
03911 Mike - 1301	11.4 west of Sarpy Jct.	7	East
03918 Bob - 1302	18.3 west of Sarpy Jct.	6	East

10. Grade Chart

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sweet Grass Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
	6,600	61236	138.9	SWEET GRASS	XTR	TWC	354	8.3	
		61228	130.6	SUNBURST				10.5	
		61217	120.1	KEVIN				18.7	
		01451	101.4	SHELBY	BJTXR			10.6	

At Shelby, Refer to the Hi Line Subdivision Timetable.

Radio Channel No. 70 in service.

Radio Call-In	
Shelby - 78(X)	Sunburst - 80(X)
Emergency - Call 911	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5	

Train Dispatcher Telephone Number

(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

MP 138.9 to MP 101.4 **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

Through all No. 11 turnouts, Sweet Grass to Shelby 10 MPH.
MP 102.5, through crossover from Sweet Grass
Subdivision to Main 1 on Hi Line Subdivision 20 MPH.

1(D). Speed—Other

All sidings 10 MPH.

Temperature Restriction—When ambient air temperature is 85 degrees or greater, all trains must not exceed the following speeds unless a more restrictive speed is in effect:

MP 138.9 to MP 101.4 25 MPH.

Item 1A System Special Instructions applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Sweet Grass to Shelby 143 tons, Restriction C

3. Type of Operation

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

TWC—in effect:

MP 138.9 to MP 101.4

Restricted Limits—in effect:

MP 138.9. to MP 136.0

MP 104.0 to MP 101.4

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—From MP 138.9 to MP 101.4, when flagging is required the distance will be 1.0 mile.

Rule 8.12—At Shelby the normal position for the East Crossover Switch Sweet Grass Subdivision Main Line to Main 2, Hi Line Subdivision is lined and locked for track South No. 1. The target has been changed to reflect green when the switch is lined for South yard and red when the switch is lined for a crossover move to Main 2.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations

MP 129.2—Recall Code 808

MP 113.2—Recall Code 789

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Location

MP 109.0 to MP 110.0

8. Line Segments

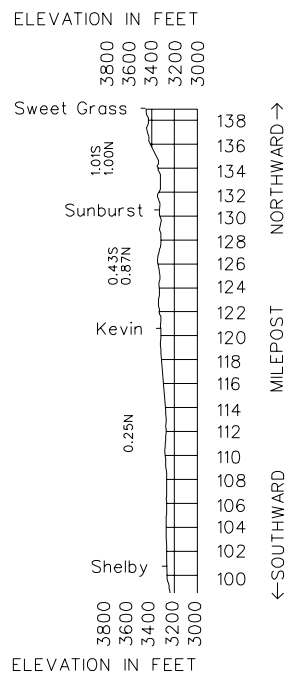
Road Line Segments

Line Segment Limits

354 Sweet Grass to Shelby

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Valier Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ EASTWARD
		32847	0.0	VALIER JCT	J				17.3
		61717	17.3	VALIER			TWC	361	17.3

Radio Channel No. 70 in service.

Radio Call-In
Valier - 76(X)
Emergency - Call 911
Dispr X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5

Train Dispatcher Telephone Number
(817) 234-1605

1(A). Speed—Maximum

MP 0.0 to MP 17.3 **Freight** 25 MPH

1(B). Speed—Permanent Restrictions

MP 15.1 to End of Track 10 MPH.

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions, applies.

See Item 1 of the System Special Instructions for additional speed restrictions.

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Valier Jct. to Valier 143 tons, Restriction D

3. Type of Operation

TWC—in effect:
MP 0.0 to MP 17.3

All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

4. General Code of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Movements approaching Valier must be made expecting equipment and derail on the main track.

8. Line Segments

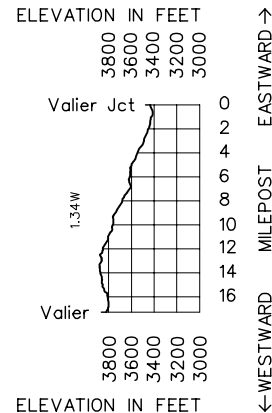
Road Line Segments

Line Segment Limits

361 Valier Jct. to Valier

9. Locations Not Shown as Stations—None

10. Grade Chart



Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

TERMSDXO

T - Trains

E - Engines

R - Railroad cars

M - Men & equipment fouling track

S - Stop signal

D - Derail & switches properly lined

X - Crossings at grade

O - Other crew movements

Remember “TERMSDXO” when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds