

BNSF

Burlington Northern Santa Fe

Montana Division

Timetable No. 1

**IN EFFECT AT 0001
Mountain Continental Time**

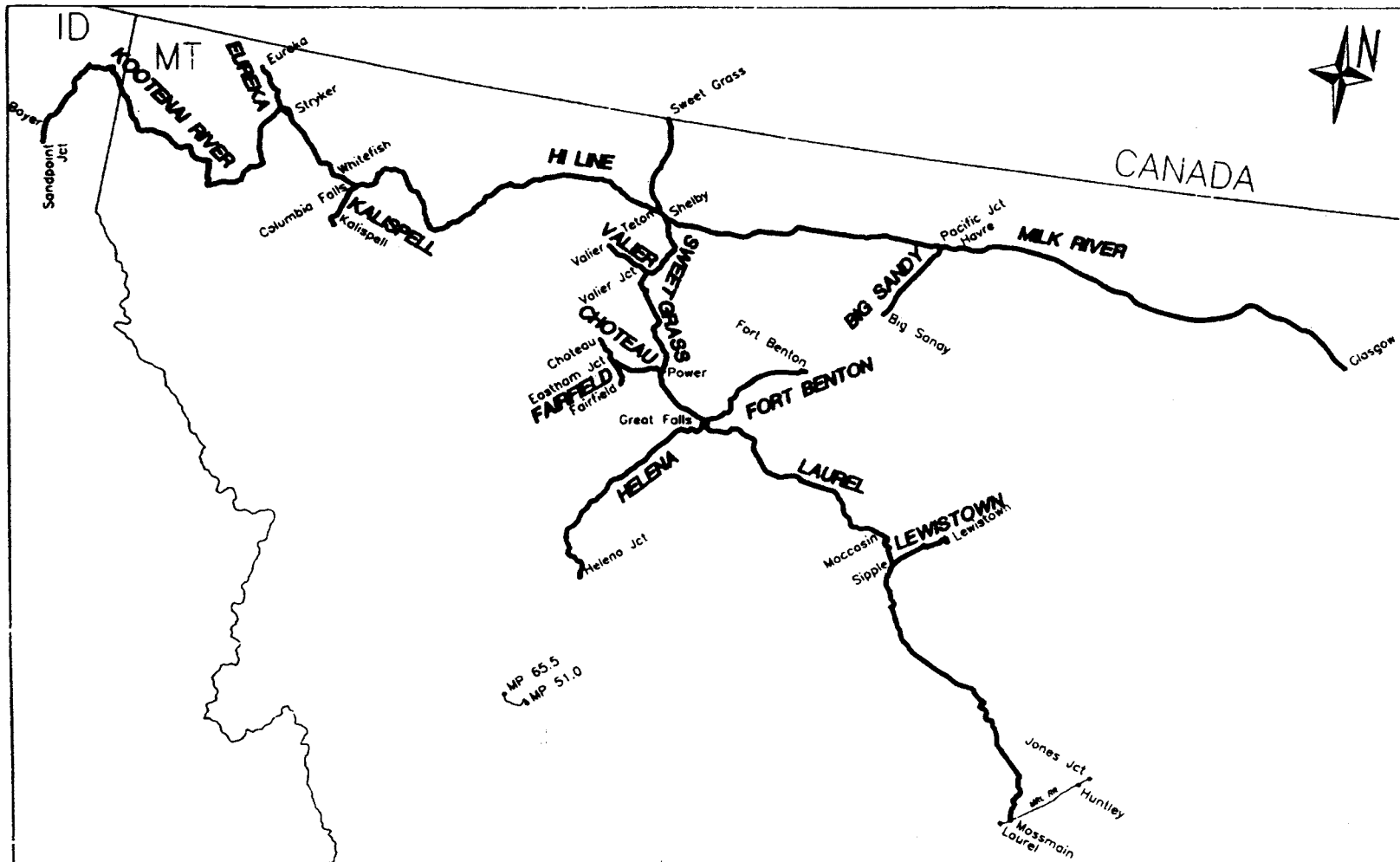
Thursday August 1, 1996

**Division Superintendent
T.L. REARDON
Havre, MT
(406) 265-0410**

**See Back Cover for Division Operating Supervisor's Names, Locations
and Phone numbers**

Burlington Northern Santa Fe

Montana Division



WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Milk River Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
	11,700	01192	277.5	GLASGOW	B	CTC		
	8,321	01205	289.4	TAMPICO				
	13,259	01219	303.5	HINSDALE				
	10,107	01232	316.2	SACO				
	8,106	01245	330.6	BOWDOIN				
	8,520	01259	343.3	MALTA				
	10,756	01268	352.8	WAGNER				
	7,417	01276	360.7	DODSON				
	8,526	01291	375.9	SAVOY				
	7,564	01303	387.7	HARLEM				
	10,217	01315	399.6	ZURICH				
	7,390	01324	408.8	CHINOOK				
	10,003	01332	416.8	LOHMAN				
			427.4	HAVRE EAST				
	9,351		429.3	HAVRE CENTER	X(2)			
		01345	430.4	HAVRE	BTY			
			431.9	HAVRE WEST	X(2)			
		01350	434.0	PACIFIC JCT	J			
			964.8					

AAR Radio Channel No. 66 in service on this Subdivision.
Glasgow is part of and under the jurisdiction of the North Dakota Division.

Dispatcher Radio Call-in:		
Glasgow-18	Hinsdale-19	Malta-20
Harlem-23	Havre-25	

1. Speed Regulations

1(A). Speed - Maximum	Passenger	Freight
Glasgow and Havre	79 MPH.	60 MPH.
1(B). Speed - Permanent Restrictions		
MP 277.5 to MP 276.8	65 MPH.	
MP 276.8 to MP 277.3	55 MPH.	50 MPH.
MP 277.3 to MP 279.6	65 MPH.	
MP 296.3 to MP 300.7	60 MPH.	55 MPH.
MP 311.8 to MP 312.1	65 MPH.	
MP 428.0 to MP 429.3	55 MPH.	50 MPH.
MP 429.7 to MP 430.9	20 MPH.	20 MPH.
1(C). Speed - Switches and Turnouts		
Trains entering turnouts of controlled sidings	20 MPH.	20 MPH.
1(D). Speed - Other		
Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.		
Chinook South Milk River factory tracks		5 MPH.
Havre on 'A' track		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:**

Glasgow to Havre 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Chinook–Locomotives weighing heavier than 143 tons and six axle derricks not permitted on South Milk River factory tracks.

3. Method of Operation–**CTC**–in effect:

Glasgow to Pacific Jct.

Yard Limits–in effect: Between MP 429.25 (Havre Center) to MP 431.95 (Havre West).

Eastward Amtrak trains out of Havre will obtain track warrant from Havre East Dispatcher for territory between Havre and Bainville. A second track warrant received from Minot West Dispatcher will apply at Bainville.

All other eastward trains out of Havre will obtain track warrant and track bulletins from Havre East Dispatcher for territory between Havre and Bainville.

Westward crews going on duty at Glasgow will obtain track warrants and track bulletins for territory Bainville to Havre from the Havre East Dispatcher

Track warrant series 7000 for trains operating between Minot and Bainville.

Track warrant series 2000 for trains operating between Havre and Bainville.

4. General Code of Operating Rules Items–

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

Rule 10.2–

Following switches are not equipped with electric locks:

Havre–All switches between MP 429.7 to MP 431.0.

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

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 of Havre Yardmaster.

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting Bridge, Tunnel or other Structures:**

Glasgow (EWD)	MP 280.5 (DED Only)
Hinsdale (WWD)	MP 306.7 (DED Only)
Saco (EWD)	MP 314.6 (DED Only)
Malta (WWD)	MP 342.5 (DED Only)
Malta (EWD)	MP 347.0

B. Other FED Locations:

Vandalia	MP 292.9
Saco	MP 322.8
Malta (WWD)	MP 347.0
Dodson	MP 364.0
Harlem	MP 383.5
Chinook	MP 404.0

6. FRA Excepted Track– None**7. Special Conditions–None****8. Line Segments–****Yard Line Segments–**

Line Segment	Limits
701	Havre
702	Havre Diesel Shop

MILK RIVER SUBDIVISION

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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	85	West
01257 Malta Stock Yards	2.0 east of Malta	46	East
01286 Coburg	5.0 east of Savoy	16	West

WESTWARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Hi Line Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		01350	964.8	PACIFIC JCT	5.7	J 2MT CTC	
	8,431	01356	970.9	BURNHAM	9.6		
	8,574	01365	980.1	KREMLIN	10.1		
	8,577	01375	990.7	GILDFORD	11.9		
	8,579	01387	1002.7	RUDYARD	13.0		
	9,571	01400	1015.8	BUELOW	7.1	CTC	
	8,552	01407	1022.9	CHESTER	13.1		
	8,585	01420	1035.6	LOTHAIR	12.0		
	8,556	01432	1047.6	DEVON	8.6		
	9,062	01441	1056.3	DUNKIRK	9.5		
		01451	1065.4	SHELBY	2.7	BJTX	
			1068.4	TETON	21.5	X(2) 2MT CTC	
		01475	1090.1	CUT BANK	16.4	BX(2) CTC	
		01491	1106.5	PIEGAN	9.7	X(2) 2MT CTC	
		01501	1116.2	BLACKFOOT	7.3	T CTC	
12,183		01508	1123.9	BROWNING	7.9		
		01517	1131.8	SPOTTED ROBE	4.3		
			1136.1	GRIZZLEY	2.0	2MT CTC	
4,631	01522	1138.1	GLACIER PARK	5.3		CTC	
9,536	01525	1144.0	BISON	6.3			
	01534	1149.8	SUMMIT	2.4			
		1152.2	MARIAS	4.6	TX(2)		
	01540	1157.6	BLACKTAIL	7.3	X	2MT CTC	
	01548	1165.2	JAVA EAST	0.9		CTC	
		1166.1	JAVA WEST	4.1			
	01552	1170.2	ESSEX	3.0	TX(2)	2MT CTC	
	01558	1173.2	PINNACLE	4.3		CTC	
		1177.6	PAOLA	7.5			
	01568	1185.2	RED EAGLE	2.9	TX	2MT CTC	
		1188.0	NYACK	7.7			
10,232	01578	1196.1	BELTON	7.9		CTC	
11,157	01586	1204.9	CORAM	4.4			
	01590	1208.7	CONKELLEY	2.9			
W4,015	01593	1211.6	COLUMBIA FALLS	5.9	TX(2)Y	Rule 9.14 DT ABS TWC	
	01601	1217.5	WHITEFISH		BMTX(2)Y		

AAR Radio Channel No.87 in service in Whitefish Yard
AAR Radio Channel No. 76 in service on this Subdivision.

Dispatcher Radio Call-in:		
Havre-27	Rudyard-28	Lothair-29

HI LINE SUBDIVISION

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Shelby-30	Cut Bank-31	Browning-32
Glacier Park-34	Summit-35	Blacktail-36
Essex-37	Red Eagle-38	Belton-39
Coram-40	Whitefish 41	

1. Speed Regulations

1(A). Speed – Maximum	Passenger	Freight
Havre and Conkelley	79 MPH.	60 MPH.

1(B). Speed – Permanent Restrictions

MP 429.7 to MP 430.9	20 MPH.	20 MPH.
MP 431.0 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 1065.3	70 MPH.	
MP 1065.3 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 1090.2	50 MPH.	45 MPH.
MP 1090.2 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 1187.9	60 MPH.	45 MPH.
MP 1187.9 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

Whitefish West trains or engines through turnout end of double track	35 MPH.	35 MPH.
Whitefish through crossovers east of yard MP 1217.5 to MP 1217.7	35 MPH.	35 MPH.
Trains or engines through No. 20 turnouts at following locations:		
End of two main tracks Pacific Jct	35 MPH.	35 MPH.
End of two main tracks at Shelby	35 MPH.	35 MPH.
Through crossovers at Teton	35 MPH.	35 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.
End of two main tracks at Summit	35 MPH.	35 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 double track at Conkelley	35 MPH.	35 MPH.
Through crossovers at Marias	30 MPH.	25 MPH.
End of two main tracks Java East and Java West	30 MPH.	25 MPH.
End of two main tracks at Nyack	45 MPH.	45 MPH.
Shelby through No.12 turnout on No. 2 main on Sweet Grass Sub.	12 MPH.	12 MPH.
Whitefish-West trains or engines through end of double track .	35 MPH.	35 MPH.
Trains departing sidings on proceed indication, except Glacier Park, may increase speed to 35 MPH after engine has passed signal.		
Trains entering turnouts of controlled sidings	20 MPH.	20 MPH.

1(D). Speed - Other

Conkelley and Whitefish, against the current of traffic	59 MPH.	49 MPH.
The following head end restrictions are in effect:	UP TO 100 OVER 100 TONS/OB TONS/OB	

Head end of Westward Trains

MP 1151 cresting summit-over 100 ton per O/B		20 MPH.
Signal 433.1		40 MPH.
MP 1087.9 to MP 1090.9	30 MPH.	30 MPH.
MP 1150.9		20 MPH.
Signal 1215.7		55 MPH.

Head end of Eastward Trains

Signal 433.4		40 MPH.
MP 1023.0 to MP 1022.4	70 MPH.	
Signal 1024.8	55 MPH.	55 MPH.
West Switch Bison MP 1145.1		40 MPH.
MP 1087.9 to MP 1090.9	30 MPH.	30 MPH.
Havre on "A" track		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:

Havre to Whitefish 143 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives and six axle derricks not permitted:

Stoltz Lumber Industry Track

3. Method of Operation-

Yard Limits-in effect between:

MP 429.25 (Havre Center) to MP 431.95 (Havre West).

Conkelley MP 1208.6 and Columbia Falls MP 1213

Whitefish East MP 1216.4 and Whitefish West MP 1220.3-double track

Double Track-MP 1208.6 to MP 1217.5

Two Main Tracks-

MP 431.9 to	MP 964.7
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

Conkelley and Whitefish, running authority is not required for trains moving with the current of traffic.

Westward NRPC trains must receive a track warrant endorsed Hi Line Subdivision at Havre. Eastward NRPC trains must receive a track warrant endorsed Hi Line Subdivision at Whitefish.

4. General Code of Operating Rules Items--

Rule 6.19—When flagging is required, flagging distance is as follows: Flagging against westbound trains is 2.0 miles.

Flagging against eastbound trains is 2.0 miles except:

MP 1164.0 to MP 1150.0 1.0 miles

When flagging is required, distance will be 2.0 miles, except between Whitefish and Conkelley when operating against the current of traffic, distance will be 1.5 miles.

Whitefish East—Crossover located at MP 1217.54 is manual interlocking operated by Boyer East Dispatcher. Maintenance of Way employees must contact Boyer East Dispatcher before occupying these limits.

Test Mile Locations--

Burnham--	MP 973.0 to	MP 974.0
Dunkirk--	MP 1059.0 to	MP 1060.0
Ethridge--	MP 1077.0 to	MP 1078.0
Piegan	MP 1105.0 to	MP 1106.0
Conkelley	MP 1207.0 to	MP 1208.0
Columbia Falls	MP 1213.6 to	MP 1214.6

Following locations have movable point frogs—West Switch Bison, West Switch Belton, Paola and Pinnacle.

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

Havre—Westward trains must not pass Havre east MP 427.4 and Eastward trains must not pass Havre west MP 432.0 without permission of Havre Yardmaster.

Shelby—The normal position of hand operated switch at MP 1065.75 is for movement to or from the Hi-Line Subdivision Main Track 2. When switch is in reverse position movement will be lined to or from the Sweet Grass Subdivision to the Shelby South Yard.

Crossovers on Double track not otherwise shown--

MP 1215.0 Half Moon Trailing Point

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

5. Trackside Failed Equipment Detectors (FED)--**A. Protecting Bridge, Tunnel or other Structures:**

Burnham (EWD)	MP 969.7 (DED Only)
Cut Bank (WWD)	MP 1086.3 (DED Only)
Sundance (EWD)	MP 1099.0 Both Tracks
Spotted Robe (WWD)	MP 1131.8 (DED Only)
Bison (EWD)	MP 1142.5 (DED Only)
Blacktail (WWD)	MP 1157.2 (DED Only)
Java East	MP 1162.1 (DED Only)
Essex	MP 1170.3 (DED Only)
Nyack	MP 1188.0 (DED Only)
Belton	MP 1198.9
Conkelley	MP 1208.3 (DED Only)

B. Other FED Locations:

Burnham (WWD)	MP 969.7 (DED Only)
Kremlin	MP 981.7
Inverness	MP 1009.3
Lothair	MP 1030.8
Dunkirk	MP 1059.3
Cut Bank (EWD)	MP 1086.3 (DED Only)
Ethridge	MP 1077.8 Both Tracks
Sundance (WWD)	MP 1099.0 Both Tracks
Blackfoot	MP 1119.1
Spotted Robe (EWD)	MP 1131.8 (DED Only)
Bison (WWD)	MP 1142.5 (DED Only)
Bison	MP 1145.5
Pinnacle	MP 1175.1

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

Do not exceed 5 MPH over electric scales at NFO spur Inverness.

Rule 10.2–Following switches are not equipped with electric locks:

Havre	Between MP 429.7 to MP 431.0
Joplin	Elevator Spur north of main track
Ethridge	Industry Track south of No. 2 main track
Union Oil Spur	South of No. 2 main track
Cut Bank	Farmers Elevator track north of No. 1 main track
Pardue	Elevator Track Spur south of No. 2 main track
Meriwether	Elevator Spur south of No. 2 main track
Blacktail	Industry Track south of No. 2 main track
Spotted Robe	Industry Track south of No. 2 main track
Java East	Industry Track south of No. 2 main track

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 10,000 tons or 8500 ft.

Ruling grade descending westward is 1.8.

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

The maximum number of powered axles in head end consist ascending heavy or mountain grades must not exceed 30.

Manned Helper Operation–(See System Special Instructions, Item 2A)

Helper Placement–See System Special Instructions Item 2A helper placement and where cars are listed in the first sentence of Item 3, System Special Instructions are handled at the rear of the train, locomotives operating at the rear of train must be cut-in ahead of such cars.

Handling 80 Feet or Longer Cars–Between Java East to Summit–Eastbound Only–(See System Special Instructions, Items 3A.) also–

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

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

When helper locomotives are cut into train in accordance with Item 2A, All Subdivision and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

EXCEPTION: The above instructions involving handling 80 foot or longer cars, all paragraphs, does not apply to multi-platform and stack intermodal cars.

Browning and Glacier Park–A wind gauge has been placed at Browning and Glacier Park to assist in the control of dispatching trains. The following instructions will apply at Browning:

The Wind Stage Alert Level 2 is for wind speeds between 50 to 59 MPH. and the following will apply:

The train dispatcher will advise trains that winds have reached Level 2 and to reduce speed to not exceed 25 MPH between Browning and Glacier Park.

The Wind Stage Alert Level 3 is for winds speeds 60 MPH. or higher.

The dispatcher will not be able to line signals at Browning in Level 3 and will hold trains at Browning and Glacier Park until conditions allow further movement of trains.

Whitefish–To avoid blocking road crossing, all westward trains must not pass East WF crossovers without yardmaster permission.

Essex Pit–Dropping cars to Essex Pit is prohibited. When safe to do so cars may be gravity dropped down Main Track No. 1 and locomotive run into Essex Pit.

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

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
01394 Inverness	6.2 west of Rudyard	104	Both
01397 Joplin	10.01 west of Rudyard	104	Both
01413 Tiber (2 Tracks)	5.5 west of Chester	167	Both
01464 Ethridge (Main Two)	11.2 east of Cut Bank	20	East
01470 Union Oil Spur (3 Tracks)	4.6 east of Cut Bank	36	East
01486 Pardue Sammons Spur	10.4 west of Cut Bank	11	Main 2 East
01495 Menwether--storage track	5.9 east of Blackfoot	34	Main 2 East
01555 Essex Pit	2.9 west of Essex	50	Main 1 East
01596 Halfmoon (E. Trk)	4.7 east of Whitefish	46	West

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Kootenai River Subdiv MAIN LINE STATIONS		Method of Oper.		EASTWARD ↑
		01601	1217.5	WHITEFISH	BMTX(2)Y	ABS		
	7,060	01607	1224.6	VISTA				
	9,325	01613	1231.1	LUPFER				
	9,711	01624	1243.3	RADNOR				
		01631	1249.3	STRYKER	JT			
	9,722	01636	1252.8	BRIMSTONE				
	9,763	01646	1263.5	TWIN MEADOWS				
	9,760	01656	1273.2	ROCK CREEK				
	9,730	01665	1282.2	WOLF PRAIRIE				
	10,344	01672	1290.0	TAMARACK				
	9,769	01683	1298.0	FISHER RIVER				
	10,799	01692	1306.9	RIVERVIEW				
	9,568	01710	1312.2	RIPLEY				
	10,510	01718	1319.6	LIBBY	B			
	8,641	01729	1331.3	KOOTENAI FALLS				
	14,286	01736	1337.9	TROY	T			
	6,982	01742	1343.3	YAKT				
	8,235	01749	1350.3	LEONIA				
	8,394	01763	1364.3	CROSSPORT				
	9,742	01767	1368.4	BONNERS FERRY	CTC			
	9,577	01778	1379.8	NAPLES				
	9,912	01786	1387.4	ELMIRA				
	7,439	01793	1394.1	COLBURN				
	10,363		1401.3	BOYER	MJG			
		01798	1403.3	SANDPOINT JCT	J			

AAR Radio Channel No. 54 in service on this Subdivision.

AAR Radio Channel No. 87 in service in Whitefish Yard.

Dispatcher Radio Call-in:	
Whitefish-41	East Portal Flathead Tunnel-42
Flathead Tunnel-43	West Portal Flathead Tunnel-45
Blue Mountain-46	Moyie Springs-47
Sand Point East-48	Sand Point West-49

1. Speed Regulations

1(A). Speed - Maximum

	Passenger	Freight
Whitefish and Sandpoint Jct	79 MPH.	60 MPH.

1(B). Speed - Permanent Restrictions

MP 1217.5 to MP 1220.1	35 MPH.	35 MPH.
MP 1220.1 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 1376.5	45 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.

1(C). Speed – Switches and Turnouts

Whitefish West, trains or engines through turnout at end of double track	35 MPH.	35 MPH.
Whitefish, through crossovers east of yard MP 1217.5 to MP 1217.7	35 MPH.	35 MPH.
Trains entering turnouts of controlled sidings	20 MPH.	20 MPH.

1(D). Speed – Other

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.
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:**

Whitefish to Sandpoint Jct 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Libby–Locomotives not permitted on Champion International Corp. wye track. Six axle locomotives not permitted on house track.

Bonnors Ferry and Troy–Six axle locomotives and six axle derricks not permitted on wye tracks.

Six axle locomotives and six axle derricks not permitted on Idaho Timber industry tracks, and the Fodge Spur at Bonners Ferry.

3. Method of Operation–

Yard Limits–in effect: Whitefish East MP 1216.4 to Whitefish West MP 1220.3

TWC–Trains operating between Whitefish and Sandpoint Junction must receive track warrant endorsed Boyer East prior to departure from initial station.

Double Track–MP 1217.5 to 1219.9

4. General Code of Operating Rules Items–

Rule 6.19– When flagging is required, distance will be 2.5 miles.

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

Rule 10.2–Following switches not equipped with Electric Locks: Katka–Industry track spur.

5. Trackside Failed Equipment Detectors (FED)–**A. Protecting Bridge, Tunnel or other Structures:**

Swamp Creek (WWD)	MP 1258.1
Rock Creek (EWD)	MP 1276.4
Libby (WWD)	MP 1315.9
Libby (EWD)	MP 1322.1 (DED Only)
Leonia (EWD)	MP 1352.2 (DED Only)
Katka (WWD)	MP 1355.9 (DED Only)
Naples (EWD)	MP 1380.0 (DED Only)
Boyer (WWD)	MP 1398.4

B. Other FED Locations:

Olney	MP 1236.6
Swamp Creek (EWD)	MP 1258.1
Rock Creek (WWD)	MP 1276.4
Fisher River	MP 1296.1
Libby (EWD)	MP 1315.9
Yakt	MP 1341.6
Crossport	MP 1366.2

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

Flathead Tunnel, between Rock Creek and Twin Meadows–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.

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 train dispatcher to have tunnel ventilating fans operating and door at Twin Meadows closed during time train is standing. Telephones are located in each bay in tunnel.

When it is necessary to enter Flathead Tunnel under restrictive signal indication, the train dispatcher must complete a full flush prior to giving that train permission. Train dispatcher must leave fans on in tunnel while train is in route.

The ventilating fan and tunnel door are located at the east portal of Flathead Tunnel, MP 1264.5. Eastward absolute signal is located 120 feet west of tunnel door, and westward absolute signal is located 166 feet east of tunnel door, these two signals are for door only. When a train or engine is stopped by either of these signals, contact by telephone to train dispatcher must be made and great care must be taken before proceeding to see that the tunnel door is in fully opened position.

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

Five Scott Air Packs have been placed at the east end of the tunnel and each bay of the tunnel. Whenever one is used, notify dispatcher immediately and advise the trainmaster at Whitefish the number of air packs used and where left so that they can be recharged at once. Used air packs must be left at Libby or Whitefish Depots.

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.

In October 1991, testing was conducted on both lead and trailing locomotives to determine the level of contaminants from the diesel exhaust in the tunnel. The test results indicated that employees are not exposed to any contaminate that exceeded Occupational Safety and Health Administrations permissible exposure limits even though there was a distinct odor of diesel fuel exhaust.

As an additional safety measure employees are encouraged, and employees with respiratory problems are required, to wear a respirator when operating through the tunnel. Employees requiring a respirator must be trained and fitted. See Whitefish trainmaster for training and proper fitting.

Instructions for procedure when Dispatchers tone is activated in the Flathead Tunnel.

1. Call must be handled as a priority.
2. Availability of the main line channel in the tunnel does not allow for communication between the portable radio and the lead unit. EOT communication will be lost.
3. When train crews require communication between each other, the dispatcher will relay messages between members of the crew. This is the only way crews will be able to communicate with each other in the tunnel.
4. In the event of any unusual occurrence (Break-in-Two, Dark Signal, etc.) communication with the dispatcher, to relay messages, is the preferred course of action.

Whitefish—To avoid blocking road crossing, all eastward trains must not pass State Park crossing without yardmaster permission.

Manual Interlocking—MP 1402.51 UP Crossing located just west of west switch Boyer, operated by Boyer West Dispatcher at Ft. Worth.

Long Mile—Account line change 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.

8. Line Segments—

Road Line Segments—

Line Segments Limits

36 Whitefish to Sandpoint Jct

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
01756 Katka Spur	6.5 east of Crossport	18	East
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 W.I. Forest Prod Spur	15	West
01792 W.I. Forest Prods Spur	7.8 east of Boyer	15	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Sweet Grass Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		32777	0.9	GREAT FALLS	BJTR		
	2,847	32788	12.3	11.3 VAUGHN			
	6,455	32802	26.8	14.0 POWER	JT		
	6,358	32813	37.3	10.6 DUTTON		TWC	
		32820	45.3	7.4 COLLINS			
	5,115	32830	55.2	10.0 BRADY			
	8,970	32843	68.6	13.4 CONRAD	TR		
		32847	71.8	3.2 VALIER JCT	J		
	6,890	32854	79.5	7.6 LEDGER			
		32859	84.1	4.7 FOWLER			
	6,387	32868	90.8	6.5 NAISMITH			
		01451	100.0	9.3 SHELBY	BJTX	2MT CTC	
		61217	120.1	19.7 KEVIN		TWC	
		61228	130.6	10.4 SUNBURST			
	6,600	61236	138.9	8.4 SWEET GRASS	TR		

AAR Radio Channel No. 70 in service on this Subdivision.

1. Speed Regulations

1(A). Speed - Maximum

Freight

Great Falls and Shelby 49 MPH.
Shelby and Sweet Grass 40 MPH.

1(B). Speed - Permanent Restrictions

MP 4.40 to MP 7.20 40 MPH.
MP 7.20 to MP 8.20 10 MPH.
MP 8.20 to MP 10.90 40 MPH.
MP 10.9 to MP 13.80 25 MPH.
MP 43.50 to MP 46.25 30 MPH.
MP 48.85 to MP 49.50 30 MPH.
MP 55.9 to MP 56.0 25 MPH.
MP 63.50 to MP 64.10 35 MPH.
MP 71.00 to MP 72.70 40 MPH.
MP 74.85 to MP 75.85 35 MPH.
Bridge 75.9 10 MPH.
MP 91.10 to MP 93.60 25 MPH.

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

1(D). Speed - Other

All Sidings 10 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:**

Great Falls to Sweet Grass 143 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Method of Operation–

Trains operating between Great Falls and Sweet Grass must receive track warrant from Branch Line Dispatcher.

TWC–in effect:

Great Falls to Shelby
Shelby to Sweet Grass

Restricted Limits–in effect:

Great Falls– MP 0.9 to MP 4.4
Conrad– MP 66.8 to MP 71.
Shelby– MP 98 to MP 103.
Sweet Grass– MP 136 to MP 138.9.

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required, flagging distance is as follows:

MP 0.0 – MP 99.8 2.0 Miles
MP 102.4 – MP 138.9 1.0 Miles

Shelby–The normal position of hand operated switch at MP 1065.75 is for movement to or from the Hi-Line Subdivision, Main Track 2. When switch is in reverse position, movement will be lined to or from the Sweet Grass Subdivision to the Shelby South Yard.

Great Falls–Train yard 8 and new yard 1 main track switches, may be left lined in the last position used.

5. Trackside Failed Equipment Detectors (FED)–

Sunburst MP 129.25
Dutton MP 35.70

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

Handling 80 Feet or Longer Cars–(See System Special Instructions, Item 3A).

8. Line Segments–

Yard Line Segments–

Line Segment	Limits
0354	Exxon Spur
703	Great Falls

Road Line Segments–

Line Segment	Limits
354	Great Falls to Sweet Grass

9. Locations Not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
32825 Exxon Yard	4.5 west of Collins	17	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Laurel Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		30853	0.0	MOSSMAIN	JTR	TWC		
				4.0				
		32557	4.2	HESPER				
				32.3				
	6,400	32590	36.5	BROADVIEW				
				19.6				
	6,442	32609	56.1	CUSHMAN				
				25.7				
	6,399	32635	81.8	HEDGESVILLE				
				20.3				
	6,654	32655	102.1	JUDITH GAP				
				12.3				
		32668	114.4	BUFFALO				
				8.0				
			122.4	SIPPLE	J			
				7.4				
		32683	129.8	HOBSON				
				5.4				
	6,196	32688	135.1	MOCCASIN	JT			
				18.7				
	3,182	32707	153.9	STANFORD				
				16.9				
	2,671	32724	170.7	GEYSER				
				12.4				
		32736	183.1	RAYNESFORD				
				11.2				
	6,743	32748	194.4	ARMINGTON				
				2.0				
		32750	196.3	BELT				
				16.5				
	2,618	32766	213.3	GERBER				
				10.0				
		32777	224.5	GREAT FALLS	BJTR			

AAR Radio Channel No. 70 in service on this Subdivision.

Dispatcher Radio Call-In:		
Belmont-53	Judith Gap-71	Stanford-72
Raynsford-73	Great Falls-71	Hesper-60

1. Speed Regulations

1(A). Speed – Maximum

Mossmain and Great Falls 49 MPH. Freight

1(B). Speed – Permanent Restrictions

MP 10.0 to MP 13.1 25 MPH.
 MP 13.1 to MP 15.7 40 MPH.
 MP 15.7 to MP 16.5 25 MPH.
 MP 16.5 to MP 19.2 40 MPH.
 MP 19.2 to MP 19.6 25 MPH.
 MP 19.6 to MP 21.3 40 MPH.
 MP 40.5 to MP 40.7 25 MPH.
 MP 43.9 to MP 44.8 25 MPH.
 MP 54.3 to MP 54.5 25 MPH.
 MP 149.0 to MP 149.6 25 MPH.
 MP 159.7 to MP 161.0 25 MPH.
 MP 159.6 to MP 161.5 10 MPH.
 MP 181.5 to MP 184.0 40 MPH.
 MP 198.3 to MP 200.4 35 MPH.
 MP 200.4 to MP 200.8 25 MPH.
 MP 208.0 to MP 208.3 40 MPH.
 MP 208.3 to MP 210.2 25 MPH.
 MP 210.2 to MP 219.1 40 MPH.
 MP 219.1 to MP 222.4 30 MPH.

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

All Sidings 10 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:

Mossmain to Great Falls 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operation–

TWC–in effect: Mossmain to Great Falls

Train operating between Mossmain and Great Falls must receive track warrant from Branch Line Dispatcher.

Restricted Limits–in effect:

Mossmain MP 0.0 to MP 1.2.
 Great Falls MP 222.3 to MP 224.5.

4. General Code of Operating Rules Items–

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

Test Mile Locations–

Hesper MP 3.5 to MP 4.5
 Gerber MP 215.8 to MP 216.8

5. Trackside Failed Equipment Detectors (FED)–

Judith Gap MP 95.4

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

Handling 80 Feet or Longer Cars–(See System Special Instructions, Item 3A).

8. Line Segments–

Road Line Segments–

Line Segment	Limits
362	Moss Main to Great Falls

9. Locations Not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
32563 Rimrock	5.3 west of Hesper	10	East
32575 Acton	17.3 west of Hesper	18	West
32581 Comanche	8.5 east of Broadview	30	East
32622 Franklin	12.6 east of Hedgesville	18	East
32700 Windham	7.1 east of Stanford	18	East
32754 Wayne	4.9 west of Belt	18	West
32758 Fife	7.0 west of Belt	10	East
32763 Bovey's Elevator Spur	13.1 west of Belt	15	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Helena Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD 0
		32777	115.5	GREAT FALLS	BJKTR			
	2,213	11133	129.8	14.2 ULM				
	2,211	11148	144.3	14.5 CASCADE				
	6,100	11171	167.2	22.9 CRAIG				
	2,488	11179	175.1	7.9 WOLF CREEK		TWC		
	2,276	11188	184.4	9.3 SIEBEN				
	5,112	11200	196.5	12.1 SILVER CITY				
		31082	210.9	14.5 HELENA JCT	JR			

AAR Radio Channel No. 70 in service on this Subdivision.

Dispatcher Radio Call-in:		
Helena Jct.-53	Craig-71	Great Falls-71

1. Speed Regulations

1(A). Speed – Maximum

Freight

Great Falls and Helena Jct. 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
 Bridges 121.0, Bridge 162.1 cars heavier than 134 tons 10 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:**

Great Falls to Helena 143 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operation—

TWC—in effect: Great Falls to Helena Jct.

Trains operating between Great Falls and Helena Jct. must receive track warrant from Branch Line Dispatcher.

Restricted Limits—in effect:

Great Falls MP 115.6 to MP 118.6

Helena Jct. MP 209.0 to MP 210.9

4. General Code of Operating Rules Items—**Rule 6.19**—When flagging is required, flagging distance is 1.5 miles.**Test Mile Locations—**

Ulm— MP 124 to MP 125

5. Trackside Failed Equipment Detectors (FED)—None**6. FRA Excepted Track— None****7. Special Conditions—****Handling 80 Feet or Longer Cars—**(See System Special Instructions, Item 3A).**Between Wolf Creek and Helena Jct.**—Trains of 6500 or greater trailing tons must handle empty cars, 80 feet and longer, in the rear 6500 tons, except 80 feet and longer cars in excess of 100 gross tons will have no restriction on location in train. Certain loaded cars, 80 feet and longer, must be regarded the same as an empty car.**Helena Jct**—East leg of Wye belongs to Montana Rail Link. The west leg of Wye belongs to BNSF RR. Both legs are in yard limits. Montana Rail link may use the west leg Wye to cut in helpers. BNSF may use the east leg of Wye to enter Montana Rail Link Main No. One.**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

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Lewistown Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			0.0	SIPPLE	J		TWC	
		61368	7.4	MOORE				
		61358	17.0	GLENGARRY				
		61331	25.5	LEWISTOWN	JTR			

AAR Radio Channel No. 70 in service on this Subdivision.

1. Speed Regulations

1(A). Speed – Maximum

Freight

Sipple and Lewistown 25 MPH.

1(B). Speed – Permanent Restrictions

MP 21.8 to MP 24.0 10 MPH.

MP 24.0 to end of track 8 MPH.

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

1(D). Speed – Other

All industry tracks 10 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:

Sipple to Glengarry 143 tons

Glengarry to Lewistown 134 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

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

3. Method of Operation–

TWC–in effect: Sipple to Lewistown

Trains operating between Sipple and Lewistown must receive track warrant from the Branch Line Dispatcher.

Restricted Limits–in effect: Lewistown MP 24 and end of BNSF trackage.

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required, flagging distance is 1.0 mile

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track– None

7. Special Conditions–

Handling 80 Feet or Longer Cars–(See System Special Instructions, Item 3A).

8. Line Segments–

Road Line Segments–

Line Segment	Limits
368	Sipple to Lewistown

9. Locations Not Shown as Stations– None

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Ft Benton Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
	4,822	11075	74.6	FORT BENTON	15.7	TWC	
	4,054	11090	90.3	CARTER	12.6		
	4,646	11103	102.9	PORTAGE	5.6		
		11109	106.1	SHEFFELS	10.7		
		32777	119.4	GREAT FALLS	BJTR		

AAR Radio Channel No. 70 in service on this Subdivision.

Dispatcher Radio Call-In:	
Great Falls-71	Fort Benton-79

1. **Speed Regulations**

- 1(A). **Speed – Maximum** **Freight**
Fort Benton and Great Falls 25 MPH.
- 1(B). **Speed – Permanent Restrictions**
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.
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
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. **Method of Operation–**

TWC—in effect: Fort Benton to Great Falls
Trains operating between Fort Benton and Great Falls must receive track warrant from the Branch Line Dispatcher.

Restricted Limits—in effect:

Great Falls MP 113.1 to MP 119.4

4. **General Code of Operating Rules Items–**

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

Test Mile Locations–

Sheffels MP 106.0 to MP 107.0

5. **Trackside Failed Equipment Detectors (FED)–None**

6. **FRA Excepted Track–None**

7. **Special Conditions–**

Handling 80 Feet or Longer Cars—(See System Special Instructions, Item 3A).

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 Fort Benton	78	Both
11085	Tunis	5.6 east of Carter	8	West
11095	Flowersee	7.5 east of Portage	37	Both

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Choteau Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		32802	0.0	POWER	JT	TWC		
		61521	21.1	EASTHAM JCT	J			
		61529	28.5	CHOTEAU				

AAR Radio Channel No. 70 in service on this Subdivision.

1. **Speed Regulations**

1(A). **Speed – Maximum** **Freight**
Power and Choteau 25 MPH

1(B). **Speed – Permanent Restrictions**
MP 0.0 to MP 3.0 10 MPH

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

1(D). **Speed – Other**
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
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives and six axle derricks not permitted.

3. **Method of Operation—**

TWC—in effect: Power to Choteau
Trains operating between Power and Choteau must receive track warrant from the Branch Line Dispatcher.

4. **General Code of Operating Rules Items—**

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

5. **Trackside Failed Equipment Detectors (FED)**—None

6. **FRA Excepted Track**—None

7. **Special Conditions—**

Handling 80 Feet or Longer Cars—(See System Special Instructions, Item 3A).


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

WEST WARD ↓				Fairfield Subdiv BRANCH LINE STATIONS			
	Length of Siding in Feet	Station Nos.	Mile Post Location		Method of Oper.	Track Diagram	
	3,600	61521	0.6	EASTHAM JCT 11.0	J	TWC	
		61585	11.0	FAIRFIELD			

AAR Radio Channel No. 70 in service on this Subdivision.

1. Speed Regulations

1(A). Speed – Maximum

Eastham Jct. and Fairfield **Freight** 25 MPH.

1(B). Speed – Permanent Restrictions

All Sidings 10 MPH.

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

1(D). Speed – Other

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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operation–

TWC–in effect: Eastham to Fairfield

Trains operating between Eastham Jct and Fairfield must receive track warrant from the Branch Line Dispatcher.

4. General Code of Operating Rules Items–

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

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track– None

7. Special Conditions–

Handling 80 Feet or Longer Cars–(See System Special Instructions, Item 3A).

8. Line Segments–

Road Line Segments–

Line Segment	Limits
369	Eastham Jct to Fairfield

9. Locations Not Shown as Stations– None

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Valier Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		32847	0.0	VALIER JCT	J			
		61717	17.3	VALIER		TWC		

AAR Radio Channel No. 70 in service on this Subdivision.

1. **Speed Regulations**

1(A). **Speed – Maximum**

Valier Jct and Valier **Freight** 25 MPH

1(B). **Speed – Permanent Restrictions–None**

1(C). **Speed – Switches and Turnouts–None**

1(D). **Speed – Other**

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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. **Method of Operation–**

TWC–in effect: Valier Jct to Valier

Trains operating between Valier Jct and Valier must receive track warrant from the Branch Line Dispatcher.

4. **General Code of Operating Rules Items–**

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

5. **Trackside Failed Equipment Detectors (FED)–None**

6. **FRA Excepted Track–None**

7. **Special Conditions–**

Handling 80 Feet or Longer Cars–(See System Special Instructions, Item 3A).

8. **Line Segments–**

Road Line Segments–

Line Segment	Limits
361	Valier Jct to Valier

9. **Locations Not Shown as Stations– None**

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	KalisPELL Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		01593	1211.7	COLUMBIA FALLS	R			
	2,840	61805	1217.1	5.4 LASALLE				
		61617	1226.1	9.0 KALISPELL	R	TWC		

AAR Radio Channel No.70 in service on this Subdivision.

1. Speed Regulations

1(A). Speed – Maximum

Columbia Falls and Kalispell **Freight**
25 MPH.

1(B). Speed – Permanent Restrictions

MP 1212.0 to MP 1213.1 10 MPH.
MP 1224.6 to MP 1231.2 10 MPH.

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

1(D). Speed – Other

Kalispell, over Main Street Crossing 5 MPH.
Lasalle siding 10 MPH.
Item 1A, System Special Instructions applies.
Bridge 1224.1, Bridge 1224.4 cars heavier than 134 tons 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:**

Columbia Falls to Kalispell 143 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.
Six axle locomotives and derricks not permitted beyond MP 1212.8 and north leg of wye Columbia Falls.

3. Method of Operation–

TWC–in effect: Columbia Falls to Kalispell

Trains operating between Columbia Falls and Kalispell must receive track warrant from Branch Line Dispatcher.

Restricted Limits–in effect:

Columbia Falls MP 1212.0 to MP 1212.8
Kalispell MP1224.5 to end of Subdivision MP 1231.3
MP 1211.7 to MP 1231.2 will be designated on Track Warrants and Track Bulletins as MP 211.7 to MP 231.2

4. General Code of Operating Rules Items–

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

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

All trains must stop and flag truck route crossing at Columbia Falls on the Kalispell Subdivision. At night, a lighted fusee must be placed on both sides of the Crossing before crossing is occupied.

Plum Creek Plywood Mill– Spur track must not be used for switching. When switching is required, cars must be pulled from this track, switch lined back for wye and switching will be done at the south wye switch. When placing cars on this track air must be cut into cars and air brakes operating.

5. **Trackside Failed Equipment Detectors (FED)–None**6. **FRA Excepted Track– None**7. **Special Conditions–**

Handling 80 Feet or Longer Cars– (See System Special Instructions, Item 3A).

Unity Spur, MP 1224.8–Positive communication between crew members and Still Water Forest Products is required before occupying Chip Spur Track to ensure chip loading process is stopped or will not be initiated. (Spins 330224 and 330223)

Kalispell Yard–West Kalispell yard switch tracks No. 1 and No. 2 must not be used when cars are standing across from said switches or expected to be moved through area on adjacent runaround track. All movements within this area must be clear before attempting to line west yard tracks No. 1 and No. 2.

8. **Line Segments–**

Road Line Segments–

Line Segment	Limits
388	Columbia Falls to Kalispell

9. **Locations Not Shown as Stations–**

Name	Miles–Location	Capacity Cars	Switch Opens
61610 Assoc Seed Growers	10.8 from Columbia Falls	6	East
61611 Mont Saw Service Co	11.1 from Columbia Falls	5	East
61612 C & C Plywood Corp	11.8 from Columbia Falls	27	Both
61613 Northwestern Lbr. Co	13.0 from Columbia Falls	47	East
61614 Carter Oil Co	13.1 from Columbia Falls	9	East
61617 Timberline Lumber	MP 1222.0	12	East
61617 Try City Lumber	MP 1222.3	6	East
61617 Log Spur	MP 1222.4	14	East
61617 PC Stud Mill	MP 1223.0	10	East
61617 PC Plywood	MP 1223.5	31	Both
61617 Unity Spur	MP 1224.7	39	East
61617 Pacific Steel	MP 1224.8	7	East
61617 Swallow Grain	MP 1231.2	6	East
61619 Monarch Lbr. Co	19.6 from Columbia Falls	8	East
61622 Balls Crossing ... on spur	20.1 from Columbia Falls	11	East

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Big Sandy Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		01350	0.0	PACIFIC JCT	JR	TWC		
		11011	10.8	LAREDO				
		11021	20.8	BOX ELDER				
		11032	31.2	BIG SANDY	R			

AAR Radio Channel No. 66 in service on this Subdivision.

1. Speed Regulations

1(A). Speed – Maximum

Freight

Pacific Jct. and Big Sandy 25 MPH

1(B). Speed – Permanent Restrictions

MP 26.0 to MP 26.8 10 MPH.

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

1(D). Speed – Other

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

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operation–

TWC–in effect: Pacific Jct to Big Sandy

Trains operating between Pacific Jct and Big Sandy must receive track warrant from Branch Line Dispatcher.

Restricted Limits–in effect:

MP 0.0 to MP 1.5

MP 29.0 to MP 32.1

4. General Code of Operating Rules Items–

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

Test Mile Locations–

Laredo– MP 5.1 to MP 6.1

Exception to Rule GCOR 8.3–

Big Sandy–Passing track switch at MP 31.41 must be left lined for OTHER than the main track. Main track movements approach this switch expecting to find it lined against movement.

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track– None

7. Special Conditions–

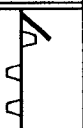
Handling 80 Feet or Longer Cars–(See System Special Instructions, Item 3A).

8. Line Segments–None

Road Line Segments–

Line Segment	Limits
353	Pacific Jct. to Big Sandy

9. Locations Not Shown as Stations– None

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Eureka Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
				STRYKER	JTR			
				11.5				
	4,946	01631	1248.5			TWC		
	2,667	61663	1260.6	FORTINE				
				11.7				
	3,370	61675	1273.0	EUREKA	R			

AAR Radio Channel No. 54 in service on this Subdivision.

1. Speed Regulations

- 1(A). Speed – Maximum** **Freight**
 Stryker and Eureka 25 MPH
- 1(B). Speed – Permanent Restrictions**
 MP 1251.4 to MP 1251.6 10 MPH
 MP 1256.1 to MP 1256.4 10 MPH
 MP 1271 – end of track 10 MPH
- 1(C). Speed – Switches and Turnouts–None**
- 1(D). Speed – Other**
 Eureka, Gwynn Lumber Industry Track 5 MPH
 All Sidings 10 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:**

Stryker to Eureka 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.
 Six axle locomotives not permitted on this subdivision.

3. Method of Operation–

TWC–in effect: Stryker to Eureka
 Trains operating between Stryker and Eureka must receive track warrant from Branch Line Dispatcher.

Restricted Limits–in effect:
 Stryker MP 1248.5 to MP 1250.0
 Eureka MP 1270.0 to MP 1273.0
 MP 1248.5 to MP 1273.0 will be designated on Track Warrants and track bulletins as MP 248.5 to MP 273.0.

Maintenance of Way– Recorded train location line-up available on this subdivision.

4. General Code of Operating Rules Items–

Rule 6.19–When flagging is required, flagging distance is 1.0 mile

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track– None

7. Special Conditions–

Eureka–West switch on Gwynn Lumber Company track must be lined and locked for Gwynn Lumber Company industry track.
Handling 80 Feet or Longer Cars–(See System Special Instructions, Item 3A).

8. Line Segments—

Road Line Segments—

Line Segment	Limits
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389	Stryker to Eureka
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9. Locations Not Shown as Stations—

Name		Miles—Location	Capacity Cars	Switch Opens
61669	Tobacco	5.2 west of Fortine	60	Both

**TAPE RECORDED TRAIN LOCATION LINE-UPS
AND DISPATCHER PHONE NUMBERS****TRAIN LINE-UPS****FT. WORTH DISPATCHERS OFFICE
Dial 8-625-6100****Montana Division Havre West Dispatcher Dial 2**

Between Columbia Falls and Kalispell between Dial 1670

Montana Division Boyer East Dispatcher Dial 3

Between Eureka and Stryker Dial 1671

DISPATCHERS PHONE NUMBERS**FT. WORTH OFFICE**

Watts No.	Dispatcher	BN Phone No.	BN Fax No.
800-285-0074	Montana Chief Dispatcher	(817) 234-1236	(817) 234-1636
	Havre East Dispatcher	(817) 234-1601	(817) 234-1602
	Havre West Dispatcher	(817) 234-1603	(817) 234-1604
	Boyer East Dispatcher	(817) 234-1611	(817) 234-1612
	Branch Line Dispatcher	(817) 234-1605	(817) 234-1606

The above WATTS numbers have coverage in the following states:
WA, OR, ID, MT, ND, MN, SD, WY.

MRAS (Mobile Radio Access System)–

The following will govern the use of MRAS on locomotives equipped with Spectre Radios:

- A. The MRAS (Mobile Radio Access System) is to be used under certain conditions and only when the locomotive is stopped. Other than when making a MRAS call, trains must have their radios tuned to the operating channel for the subdivision on which they are operating.
 - B. MRAS calls are restricted to the following situations:
 1. Contacting Havre diesel or locomotive personnel at Minot or Whitefish to report locomotive problems.
 Havre Diesel: 265–0207
 Whitefish Mechanical: 862–0225
 2. Contacting dispatcher only if other means of communication fail.
 Havre East: 8–234–1601
 Havre West: 8–234–1603
 Boyer East: 8–234–1611
 Boyer West: 8–234–1609
 Branch Line: 8–234–1607

NOTE: Call buttons should be used to contact the dispatcher. If a tone is received back, dispatcher receives a visual and audio alarm which is repeated every 60 seconds until the radio is answered.

 - 3. Dialing dispatchers office on 911 number in case of emergency. Radio must be on Operating Channel to reach dispatcher.
- C. Radios should **NOT** be left on MRAS channels as radios do not scan.
- D. Calls to the crew office, lineups etc. on the MRAS channels are prohibited. MRAS channels are monitored at all times.
- E. Following is information on the use of the Spectre radio when accessing the MRAS channels. Also there is information indicating location of each channel and the frequencies that must be dialed in for use:

<u>MRAS CHL NUMBER</u>	<u>TX FREQ</u>	<u>RX FREQ</u>
CHL 3	93	37
CHL 4	97	34
CHL 5	29	68
CHL 6	12	80
CHL 7	09	92
CHL 8	55	21

Different MRAS channels must be used for different areas. The following are general guide lines by subdivision and milepost of what channel should be used for what area:

Milk River Subdivision–

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
0.0–22.0	CHL 3	*1	857–6427
22.0–54.0	CHL 7	*1	857–6428
54.0–87.0	CHL 6	*1	857–6429
87.0–121.0	CHL 4	*1	857–6430
121.0–173.0	CHL 5	*2	265–0383
173.0–222.0	CHL 4	*1	265–0380
222.0–263.0	CHL 3	*1	265–0384
263.0–303.0	CHL 4	*1	265–0385
303.0–360.0	CHL 5	*1	265–0389
360.0–408.0	CHL 3	*1	265–0381
408.0–430.0	CHL 4	*1	265–0387

Hi Line Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
430.0-980.0	CHL 4	*1	265-0387
980.0-1022.0	CHL 5	*1	265-0388
1022.0-1078.0	CHL 7	*1	265-0390
1078.0-1106.0	CHL 5	*1	265-0392
1106.0-1152.0	CHL 3	*1	265-0391
1152.0-1165.0	CHL 4	*1	265-0392
1165.0-1173.0	CHL 3	*1	265-0393
1173.0-1208.0	CHL 8	*1	862-0212

Kootenai River Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
1208.0-1252.0	CHL 5	*1	862-0215
1252.0-1260.0	CHL 3	*1	862-0217
1273.0-1280.0	CHL 3	*1	862-0219
1280.0-1337.0	CHL 4	*1	862-0214
1337.0-1387.0	CHL 7	*1	455-7280
1387.0-1403	CHL 3	*2	455-7279

Sweet Grass Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
0.9-70.0	CHL 3	*1	265-0389
70.0-138.0	CHL 7	*1	265-0390

Laurel Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
0.0-56.0	CHL 5	*0	256-4705
56.0-81.0	CHL 4	*1	265-0397
81.0-170.0	CHL 3	*1	265-0396
170.0-224.0	CHL 4	*1	265-0395

Eureka Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
1248.0-1273.0	CHL 4	*1	862-0214

Lewistown Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
0.0-25.0	CHL 3	*1	265-0396

Fort Benton Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
74.0-119.0	CHL 8	*2	265-0398

Choteau and Fairfield Subdivisions-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
0.0-28.5	CHL 3	*1	265-0389

Valier Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
0.0-17.3	CHL 7	*1	265-0390

Helena Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
115.0-167.0	CHL 3	*1	265-0389
167.0-210.0	CHL 5	*1	265-4709

Somers Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
1211.0-1236.0	CHL 5	*1	862-0215

Big Sandy Subdivision-

<u>MILEPOST</u>	<u>MRAS</u>	<u>ACCESS</u>	<u>PHONE NUMBER</u>
ALL	CHL 4	*1	265-0387

Procedure for Making Calls on MRAS-

1. After train has stopped, insure that no one is attempting to contact your train.
2. If crew members on trailing locomotive, advise them that you are going to make the call.
3. Dial in the appropriate transmit and receive frequencies.
4. Dial *1 to receive dial tone. This indicates that you are on a BNSF line and can dial a company number. NOTE: Reference to the above channel information which indicates that there are a few areas where you will have to dial *2 to get dial tone.
5. Place your call. You will have to depress the transmit button each time that you need to speak. Identify yourself, your engine number, your train number and location to the party you are calling and explain your problem. Keep calls short and to the point.
6. When you have completed your call, depress #1 to sign off the MRAS system. NOTE: In cases where you must dial *2 to access the system you must dial #2 to sign off the system.
7. Immediately return to your transmit and receive frequencies to operating channel and check with other crew members to see if anyone was trying to contact your train.

LINE SEGMENT NUMBERS*Yard/Line Segments*

Line Segment	Yard
350	Whitefish
701	Havre
702	Havre Diesel Shop
703	Great Falls
704	Lewistown

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Division Operating Officers

D.R. ADAMS	Trainmaster	Havre	265-0257
T.D. SMITH	Trainmaster	Great Falls	791-3355
E.L. KUTZLER	Trainmaster	Shelby	265-0311
M.R. EVANS	Road Foreman Engines	Havre	265-0258
R.J. WOLFF	Road Foreman Engines	Whitefish	862-0255

D.J. Boen Terminal Manager, Havre 265-0424

E.L. HENCZ	Trainmaster	Havre	265-0255
G.S. GRABOFSKY	Trainmaster	Havre	265-0415

D.L. Schuch Terminal Manager, Whitefish 862-0257

R.D. McMULLEN	Trainmaster	Whitefish	862-0228
L.R. ROSS	Trainmaster	Whitefish	862-0232

B.M. Lutzenberger, General Roadmaster, Havre 265-0425

S.C. TURNBULL	Roadmaster	Havre	265-0235
T.J. RUDOLPH	Roadmaster	Shelby	265-0318
L.M. SCHLOTFELDT	Roadmaster	Essex	862-0286
J.E. WHETHAM	Roadmaster	Whitefish	862-0253
G.A. NYBERG	Roadmaster	Bonnors Ferry	536-2375
E.K. SHERMAN	Roadmaster	Great Falls	791-3335
D.A. PAVLICEK	Roadmaster	Lewistown	791-3311
G.J. SMITH	Gang Roadmaster	Whitefish	791-3360