

Division Operating Officers

Essex

G.A. JACOBSON Roadmaster 863-0286

Glasgow

R.D. BROWN Trainmaster 228-3373

Great Falls

D.R. ADAMS Trainmaster 791-3355

H.L. GIARD Asst. Roadmaster 791-3368

R.S. SIMMONS Road Foreman 791-3307

J.E. WEATHERD Roadmaster 791-3335

Havre

R.J. BENDER Trainmaster 265-0257

D.J. BOEN Superintendent Operations 265-0424

..... Road Foreman 265-0258

D.A. GERKING Trainmaster 265-0417

A.S. KIEFER Division Engineer 265-0425

J.M. LYONS Trainmaster 265-0415

G.L. SHEETS Roadmaster 265-0235

G.E. SHELTON Trainmaster 265-0255

Lewistown

D.A. PAVLICEK Roadmaster 791-3311

Minot

T.A. BRANSON Trainmaster 857-6607

P.J. BUSCH Roadmaster 857-6759

L.L. CUMMINGS Road Foreman 857-6622

D.F. WALLIN Trainmaster 857-6604

Shelby

T.L. DOWLING Trainmaster 265-0311

T.E. RUDOLPH Roadmaster 265-0318

Whitefish

L.R. ROSS Trainmaster 863-0232

G.J. SMITH Asst. Roadmaster 791-3360

R.J. WOLFF Road Foreman Engines 863-0255

Williston

B.M. KLEIN Roadmaster 857-6752

BNSF



Montana Division

Timetable No. 2

IN EFFECT AT 0001

Mountain Continental Time

Wednesday, April 1, 1998

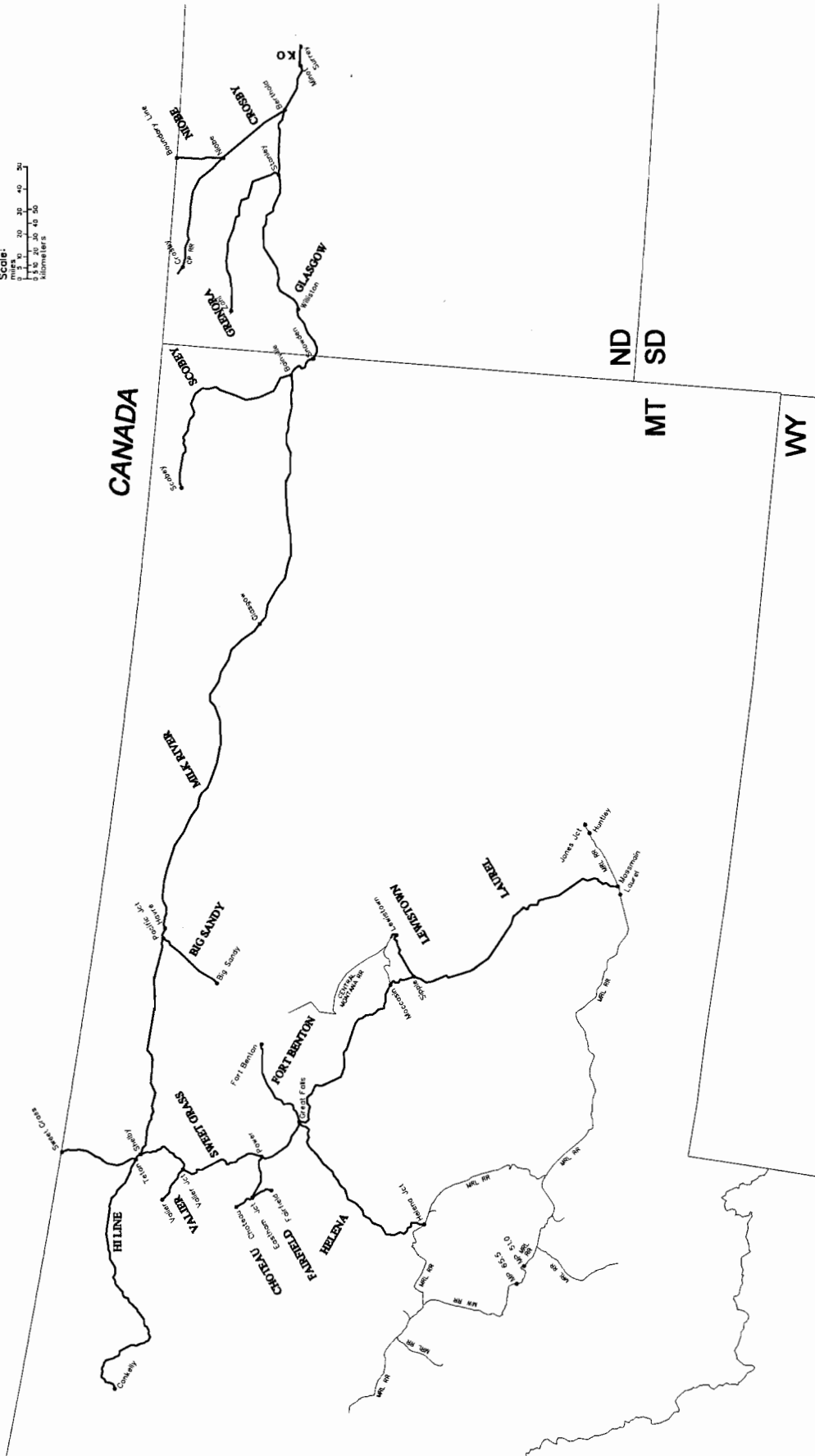
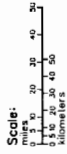
Division Superintendent

G.A. White

Havre, Montana

(406) 265-0410

The Burlington Northern and Santa Fe Railway Company Montana Division



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Big Sandy Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EAST WARD ↑
		01350	0.0	PACIFIC JCT	JR			1	10.9	
		11011	10.8	LAREDO			TWC		9.8	
		11021	20.8	BOX ELDER					10.8	
		11032	31.2	BIG SANDY	R				31.5	

Radio Channel No. 76.

Emergency Radio Call-In—911

Train Dispatchers' Telephone Number

(817) 234-6564

1 Speed Regulations

1(A). Speed—Maximum

Pacific Jct. and Big Sandy **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

Pacific Jct. to Big Sandy 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:

Pacific Jct. to Big Sandy

Trains operating between Pacific Jct. and Big Sandy must receive track warrant from Havre West Dispatcher.

Restricted Limits—in effect:

MP 0.0 to MP 1.5

MP 29.0 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.

Test Mile Locations

Laredo—MP 5.1 to MP 6.1

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.

8. Line Segments

Road Line Segments

Line Segment Limits

353 Pacific Jct. to Big Sandy

9. Locations Not Shown as Stations—None

W EST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Choteau Subdivision BRANCH LINE STATIONS			Miles to Next Str.	↑ E AS T W A R D	
				Rule 4.3	Type of Oper.	Track Diagram			
		32802	0.0	POWER	JT		21.2		
		61521	21.1	EASTHAM JCT	J		TWC	7.5	
		61529	29.0	CHOTEAU	R			28.7	

Radio Channel No. 70

Radio Call-In
Dutton-75(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatchers' Telephone Number

(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

Power and Choteau **Freight**
25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 3.5 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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

3. Type of Operation

TWC—in effect:
Power to Choteau

Restricted Limits—in effect:
MP 27.0 and end of BNSF trackage

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 Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Handling 80-ft. 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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Crosby Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	1,913	00939	0.0	BERTHOLD	JR			20.5	
		58620	20.4	COULEE				7.0	
		58627	27.2	KENASTON				6.7	
	1,703	58634	33.9	NIOBE	JR			6.7	
		58641	40.6	COTEAU		TWC		14.2	
		58655	54.8	LIGNITE				2.1	
		58657	57.0	LIGNITE JCT	RJ			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	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3	

Train Dispatchers' Telephone Number
8-234-6407

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Berthold and Niobe	25 MPH.
Niobe and Lignite Jct.—all empties	25 MPH.
Niobe and Lignite Jct.—any load(s)	10 MPH.
Lignite Jct. and Crosby	10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

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
Niobe to Crosby	131.5 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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:
Berthold MP 0.0 to MP 1.0
Niobe MP 33.3 to MP 35.0
Crosby MP 87.6 and 89.5
Lignite Jct. MP 56 to MP 58

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 the Crosby Subdivision.

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

Lignite Jct. and Crosby—Do not operate any trains between the hours 1200 and 2000 from May 1st to September 30th.

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	Both

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.	Track Diagram		
	3,600	61521	0.6	EASTHAM JCT	J		11.0	
		61585	11.0	FAIRFIELD	R		11.0	

Radio Channel No. 70.

Radio Call-In
Dutton-75(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatchers' Telephone Number

(817) 234-1605

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
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:
 Eastham to Fairfield
Restricted Limits—in effect:
 MP 10.0 to end of BNSF trackage
 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 Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Handling 80-ft. 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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Ft Benton Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
	4,822	11075	74.6	FT BENTON	R			15.7	
	4,054	11090	90.3	CARTER				12.6	
	4,646	11103	102.9	PORTAGE		TWC		5.6	
		11109	106.1	SHEFFELS				10.7	
		32777	119.4	GREAT FALLS	BJTR			44.6	

Radio Channel No. 70.

Radio Call-In	
Great Falls - 71(X)	Ft Benton - 79(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3	

Train Dispatchers' Telephone Number

(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

Freight

Fort Benton and Great Falls 25 MPH.

1(B). Speed—Permanent Restrictions

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.
 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
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type 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
 Ft. Benton MP 76.0 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.

Test Mile Locations
 Sheffels MP 106.0 to MP 107.0

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Handling 80-ft. 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 Ft Benton	78	Both
11085 Tunis	5.6 east of Carter	8	West
11095 Floweree	7.5 east of Portage	37	Both

Length of Siding (Feet)	Station Nos.	Mile Post	Glasgow Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Str.
			Rule 4.3				
	00917	0.0	MINOT	BX	2MT CTC	0.5	
		0.5	SOO TOWER	MJX(2)		4.2	
		4.7	W L SWITCH			0.7	
		5.9	GASSMAN SWITCH			8.5	
	00930	13.9	DES LACS		2MT CTC	8.8	
9,880	00939	22.7	BERTHOLD	J	CTC	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			7.9	
	00998	81.8	TIOGA			5.5	
12,448	01003	87.4	TEMPLE			11.6	
8,665	01015	99.0	WHEELOCK			5.0	
	10120	104.5	EPPING			2MT CTC	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	CTC	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			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		
N11,700 S6,300	00192	277.5	GLASGOW	B		276.6	

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 81.8	65 MPH.	
MP 81.8 to MP 81.9	50 MPH.	50 MPH.
MP 81.9 to MP 90.1	70 MPH.	
Epping—Through equilateral turnout at		
two main tracks to MP 104.0	50 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 128.7	60 MPH.	55 MPH.
MP 133.3 to MP 133.7	70 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 255.6 to MP 255.7	65 MPH.	60 MPH.
MP 277.9 to MP 277.3	65 MPH.	60 MPH.

1(C). Speed—Switches and Turnouts

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.
Trains or engines departing sidings and through turnouts may increase speed after passing a proceed signal at the following locations:		
Berthold	35 MPH.	35 MPH.
Blaisdell	35 MPH.	35 MPH.
Stanley	35 MPH.	35 MPH.
Ross	35 MPH.	35 MPH.
White Earth	35 MPH.	35 MPH.
Temple	35 MPH.	35 MPH.
Whelock	35 MPH.	35 MPH.
Trenton	35 MPH.	35 MPH.
Snowden	35 MPH.	35 MPH.
Bainville	35 MPH.	35 MPH.
Culbertson	35 MPH.	35 MPH.
Blair	35 MPH.	35 MPH.
Brockton	35 MPH.	35 MPH.
Poplar	35 MPH.	35 MPH.
Macon	35 MPH.	35 MPH.
Wolf Point	35 MPH.	35 MPH.
Oswego	35 MPH.	35 MPH.
Kintyre	35 MPH.	35 MPH.
Nashua	35 MPH.	35 MPH.
Glasgow	35 MPH.	35 MPH.

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

Radio Channel No. 66 in service Bainville West.

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

Train Dispatchers' Telephone Numbers

Minot West—8-234-6407
Havre East—8-234-1601

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Minot and Trenton MP 133.7	79 MPH.	60 MPH.
Trenton MP 133.7 and Glasgow	79 MPH.	60 MPH.*

*See System Special Instruction 1(B).

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.

1(D). Speed—Other

Sidings—Berthold, Blaisdell, White Earth, Temple, and Trenton	35 MPH.	35 MPH.
Tioga—Locomotives and cars on north L.P.G. track		5 MPH.
Poplar Siding	10 MPH.	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

Minot to Glasgow 143 tons

Williston

Trains over 100 TOB may use Tracks No. 1, No. 2, 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:

Glasgow MP 277.5 and Minot MP 0.0

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 will receive their track warrants from Minot West Dispatcher at Glasgow which apply at Bainville.

All westward trains out of Minot will obtain track warrant from Minot West Dispatcher for territory between Minot and Bainville and a second track warrant received from Havre East Dispatcher will apply at Bainville.

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

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

Central Standard Time applies between Minot and Eastward Control Signal West Siding Switch Bainville and Mountain Standard Time applies between Eastward Control Signal West Siding Switch Bainville and Havre.

Two Main Tracks

Between 0.0 and 4.7, and between MP 5.9 and MP 14, between 104.5 and MP 124.8

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:

- Minot—two locations: Broten Lumber and Nash Finch.
- Des Lacs EL Track Main 2.
- Williston—Halliburton Spur Switch, located at MP 118.9 on Main 1.
- Williston—West leg of wye MT1 MP 119.7
- Culbertson—Safflower Spur
- Sprole

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

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.

Nashua—To prevent blocking the crossing at Nashua, Montana. Any delays longer than 10 minutes (GCOR 6.32.6), the following restrictions apply for both main track and siding:

There are 6,200 feet between the west end and being clear of the crossing gates, therefore Nashua must not be used for meeting, passing or holding trains exceeding 6,200 feet in length except when one of the following conditions can be met.

- **Westbound 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.
- **Eastbound 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 of the crossing can be cut with proper protection provided.

Manual Interlocking

Soo Tower operated by Minot West Dispatcher.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnel or other Structures
 - MP 2.0 (DED Only)—WWD only
 - MP 8.0 (DED Only)—EWD only
 - MP 177.2 (DED Only)—WWD only

- MP 180.5 (DED Only)—EWD only
- MP 202.5—WWD only—Recall Code 158
- MP 209.3 (DED Only)—EWD only

B. Other FED Locations

- MP 2.0 (DED Only)—EWD only
- MP 8.0 (DED Only)—WWD only
- 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 177.2 (DED only)—EWD only
- MP 184.7—Recall Code 157
- MP 202.5—EWD only—Recall Code 158
- MP 209.3 (DED only)—WWD only
- MP 218.4—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

Do not exceed 5 MPH over electronic scales on industry track at Macon.

Train Inspection—At Glasgow roll-by inspection required of departing eastward and westward through freight trains at speed not exceeding 10 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.

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

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
01047 Koch	2.5 east of Trenton	Yard	East
01116 Sprole	6.6 east of Poplar	10	West
01162 Frazer	5.1 east of Kintyre	40	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Grenora Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		00970	0.0	STANLEY	JTR			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		TWC		13.9	
		58864	64.3	ALAMO				5.5	
		58870	69.8	APPAM				4.8	
		58875	74.6	ZAHL	R			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		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Telephone Number
8-234-6407

1. Speed Regulations

1(A). Speed—Maximum

Stanley and Grenora **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

MP 24.4 to MP 24.9 10 MPH.
MP 74.6 to MP 87.1 10 MPH.
Grenora—Engine or leading car over Main Street crossing 10 MPH.

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

1(D). Speed—Other

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
Zahl to Grenora 131.5 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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:

Stanley to Grenora

Restricted Limits—in effect:

Stanley MP 0.0 to MP 1.0

Zahl MP 74.0 to MP 75.4

4. General Code of Operating Rules Items

Rule 6.19—When required to flag, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track

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

7. Special Conditions

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

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Helena Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		32777	115.5	GREAT FALLS	BJTR			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		9.3	
	2,276	11188	184.4	SIEBEN				12.1	
	5,112	11200	196.5	SILVER CITY				14.5	
		31082	210.9	HELENA JCT	JR			95.4	

Radio Channel No. 70.

Radio Call-In		
Helena Jct - 53(X)	Craig - 71(X)	Great Falls - 71(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Telephone Number

(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

Great Falls and Helena Jct. **Freight** 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 117.3, 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
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type 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 Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Handling 80-ft. 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
11133 Ulm	14.2 west of Great Falls	34	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hi Line Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		01350	964.8	PACIFIC JCT	J	2MT CTC		5.7	
	8,431	01356	970.9	BURNHAM				9.6	
	8,574	01365	980.1	KREMLIN		CTC		8.7	
		01375	988.8	GILDFORD EAST				5.4	
			994.2	HINGHAM CENTER	X			5.5	
			999.7	HINGHAM WEST	X(2)	2MT CTC		3.0	
	8,579	01387	1002.7	RUDYARD				4.0	
			1006.7	INVERNESS	X(2)			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		CTC		12.0	
	8,556	01432	1047.6	DEVON				8.6	
	9,062	01441	1056.3	DUNKIRK				9.5	
		01451	1065.4	SHELBY	BJTX	2MT CTC		2.7	
			1068.4	TETON	X(2)			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			7.3	
12,183	01508	1123.9	BROWNING			CTC		7.9	
	01517	1131.8	SPOTTED ROBE					4.3	
			1136.1	GRIZZLY		2MT CTC		2.0	
4,631	01522	1138.1	GLACIER PARK	T				5.3	
9,536	01525	1144.0	BISON			CTC		6.3	
	01534	1149.8	SUMMIT					2.4	
			1152.2	MARIAS	TX(2)	2MT CTC		4.6	
	01540	1157.6	BLACKTAIL					7.3	
	01548	1165.2	JAVA EAST			CTC		0.9	
			1166.1	JAVA WEST				4.1	
	01552	1170.2	ESSEX	TX(2)		2MT CTC		3.0	
	01558	1173.2	PINNACLE					4.3	
			1177.6	PAOLA		CTC		7.5	
	01568	1185.2	RED EAGLE	TX		2MT CTC		2.9	
			1188.0	NYACK				7.7	
10,232	01578	1196.1	BELTON			CTC		7.9	
11,157	01586	1203.9	CORAM					4.4	
	01590	1208.7	CONKELLEY					2.9	
W4,015	01593	1211.6	COLUMBIA FALLS	TX(2)		DT ABS TWC		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.
 Whitefish to Conkelley is under the jurisdiction of the Washington Division.

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)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Telephone Numbers

Havre West—(817) 234-6564
 Glacier—(817) 234-1603

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Havre and Conkelley	79 MPH.	60 MPH.

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 1065.3	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 1090.6	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	60 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

End of two main tracks Gildford East (MP 988.8)	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.
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.
On siding and dual control turnouts at Devon	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.
On siding and dual control turnouts at Bison	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	60 MPH.	45 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

Conkelley and Whitefish, against the current of traffic	59 MPH.	49 MPH.
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The following head end restrictions are in effect:

	UP TO 100 TONS/OB	OVER 100 TONS/OB
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Head end of Westward Trains

MP 1151.7 to MP 1152.2	15 MPH.	15 MPH.
Signal 1215.7	55 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
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35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

Rudyard—Locomotives not permitted to operate over "In Track Car Mover" on tracks one and two at Columbia Grain Inc.

Six-axle locomotives and six-axle derricks not permitted: Stoltz Lumber Industry Track

3. Type of Operation

CTC—in effect:

Pacific Jct. (MP 964.8) to Conkelley (MP 1208.7)

Yard Limits—in effect between:

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

Two Main Tracks

- 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

Double Track

MP 1208.7 to MP 1217.5

Track warrant authority is required to occupy either main track in either direction between CTC Conkelley and CTC Whitefish. MP 1209 to MP 1217 will be designated on track warrant and track bulletins as MP 209 and MP 217.

Westward NRPC trains must receive a track warrant endorsed by the Glacier Dispatcher and must receive a track warrant endorsed by the Havre west Dispatcher for the Hi Line Subdivision at Havre. Eastward NRPC trains must receive a track warrant endorsed by the Glacier Dispatcher and a track warrant endorsed by the Havre West Dispatcher for the 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.

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.

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 Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or other Structures

- MP 969.7 (DED Only)—EWD only
- MP 1086.3 (DED Only)—WWD only
- MP 1099.0 Both Tracks—EWD only
- MP 1131.8 (DED Only)—WWD only
- MP 1142.5 (DED Only)—EWD only
- MP 1157.2 (DED Only)—WWD only
- MP 1162.1 (DED Only)
- MP 1170.3 (DED Only)
- MP 1188.0 (DED Only)
- MP 1198.9—Recall Code 398
- MP 1208.3 (DED Only)

B. Other FED Locations

- MP 969.7 (DED Only)—WWD only
- MP 981.7—Recall Code 278
- * MP 997.7 (DED only) Main 1 only
- * MP 1002.3 (DED only)
- MP 1009.3—Recall Code 288
- * MP 1014.7 (DED only)
- MP 1030.8—Recall Code 298
- MP 1059.3—Recall Code 308
- MP 1077.8—Recall Code 317
- MP 1086.3 (DED Only)—EWD only
- MP 1099.0—Recall Code 318—WWD only
- MP 1119.1—Recall Code 328
- * MP 1125.9 (DED only)
- MP 1131.8 (DED Only)—EWD only
- * MP 1137.1 (DED only)
- MP 1142.5 (DED Only)—WWD only
- MP 1145.5—Recall Code 348
- * MP 1149.8 (DED only)
- * MP 1152.2 (DED only)
- MP 1157.2 (DED only)—EWD only

- * MP 1153.9 (DED only)
- * MP 1166.1 (DED only)
- MP 1175.1—Recall Code 378
- * MP 1180.1 (DED only)
- * MP 1185.1 (DED only)
- * MP 1192.2 (DED only)
- * MP 1204.4 (DED only)
- MP 1212.9—Recall Code 408

* Detectors are "Silent Until a Defect" detectors and will only respond with a radio message if there is a defect detected.

6. FRA Excepted Track—None

7. Special Conditions

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

- MP 1004.1 Set out track Main 2
- MP 1004.1 Set out track Main 1
- 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
- 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 and 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.

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 lead locomotive in consist has an operative dynamic brake and 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.

With reference to ABTH Rule 102.5 Standard Air Pressures Item 3(C):

The standard brake pipe pressure for trains operating 100 tons or more per operative brake is 100 psi.

EXCEPTION: Trains operating with air repeater car cut in and operating is 90 psi.

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 at 28 axles per consist for all trains on the BNSF, per Air Brake and Train Handling Instruction 104.3.2, Item B. Dynamic brake rating for each locomotive may be found in BNSF Timetable Special Instruction 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 locomotive consist in compliance with 28 axle dynamic brake limitation along with 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 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 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 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 of control stand.

Note: This inspection of locomotive consist is not required if this information concerning dynamic brakes of consist if left on 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 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 Belton 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. trains 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. Also to be included is location where helpers are to be taken off.
3. Dispatcher will notify helper crew of train to be helped including train identification, location of where work is to be done, and information provided to train to be helped as to who is responsible for stopping train and work 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 as to where helpers will be taken off the train to be helped and how.

Helper Placement

See System Special Instructions Item 2(A) 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.

Manned Helper Operation

The tractive amperage limiting table in the System Special Instructions may be used as preferred method of operation with the section "Helper tractive effort restrictions when shoving against empty or light cars".

Handling 80-ft. 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, do 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.

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 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.

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
01555 Essex Pit	2.9 west of Essex	50	Main 1 East
01596 Halfmoon (East Track)	4.7 east of Whitefish	46	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Laurel Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE	STATIONS				
		30853	0.4	MOSSMAIN	JTR			4.0	
		32557	4.2	HESPER				20.4	
9,425	32575	24.6	ACTON					10.1	
6,400	32590	36.5	BROADVIEW					19.6	
6,442	32609	56.1	CUSHMAN					25.7	
6,339	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	TWC			7.4	
1,900	32683	129.8	HOBSON					5.3	
6,196	32688	135.1	MOCCASIN	JT				20.0	
9,500	32707	155.1	STANFORD					15.6	
2,671	32724	170.7	GEYSER					12.4	
	32736	183.1	RAYNESFORD					11.2	
6,743	32748	194.4	ARMINGTON					22.2	
9,520	32766	216.6	GERBER					7.9	
	32777	224.5	GREAT FALLS	BJTR				222.4	

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

Radio Channel No. 70 in service.

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

Train Dispatchers' Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Mossmain and Great Falls	49 MPH.

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 159.6 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 208.0 to MP 208.3	40 MPH.
MP 219.1 to MP 220.3	30 MPH.
MP 220.4 to MP 222.4	25 MPH.
MP 208.0 to MP 208.5	40 MPH.
MP 208.3 to MP 210.2	25 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.
Item 1A, System Special Instructions applies.	

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Mossmain to Great Falls 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type 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 2.0

Great Falls MP 222.4 to MP 224.5.

Yard Limits—in effect:

CMR Trackage MP 0.4 to MP 2.0

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 215.3 to MP 216.3

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or other Structures: None

B. Other FED Locations
MP 95.3—Recall Code 718

6. FRA Excepted Track—None

7. Special Conditions

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.

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	16	East
32581 Comanche	8.5 east of Broadview	18	East
32622 Franklin	12.6 east of Hedgesville	11	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
32574 Acton Ind.	17.3 west of Hesper	13	West
32709 Stanford Yard Tracks	1.2 east of Stanford	48	Both
32769 Gerber Industry	3.3 east of Gerber	40	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Lewistown Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				BRANCH LINE STATIONS					
			0.0	SIPPLE	J			7.4	
	61368	7.4		MOORE		TWC		9.6	
	61358	17.0		GLENGARRY				8.0	
	61331	25.5		LEWISTOWN	JTR			25.0	

Radio Channel No. 70.

Radio Call-In		
	Lewistown-71(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Number
(817) 234-1605

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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

3. Type 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 Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

List of Long to Short Miles

MP 6 to MP 7—3780 ft.

8. Line Segments

Road Line Segments

Line Segment Limits

368 Sipple to Lewistown

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Milk River Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Str.	EASTWARD ↑
	11,700	01192	277.5	GLASGOW	B		CTC		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	01303	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)				1.1	
		03145	430.4	HAVRE	BTY			1.5		
			431.9	HAVRE WEST	X(2)			2.1		
		01350	434.0 964.8	PACIFIC JCT	J			156.5		

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

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		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Number
(817) 234-1601

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Glasgow and Havre	79 MPH.	60 MPH.*

* See System Special Instruction 1(B).

1(B). Speed—Permanent Restrictions

MP 277.3 to MP 277.9	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	55 MPH.	50 MPH.

1(C). Speed—Switches and Turnouts

Trains entering turnouts of controlled sidings 20 MPH. 20 MPH.

1(D). Speed—Other

Signal 433.1 Westward Trains (HE Only)	40 MPH.	40 MPH.
Signal 433.4 Eastward Trains (HE Only)	40 MPH.	40 MPH.
Siding Savoy	10 MPH.	10 MPH.
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.	

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Glasgow to Havre 143 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

3. Type of Operation

CTC—in effect:

Glasgow (MP 277.5) to Pacific Jct. (MP 434.0)

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 Glasgow.

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 from Havre Yardmaster.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or other Structures

- MP 280.5 (DED Only)—EWD only
- MP 306.7 (DED Only)—WWD only
- MP 314.6 (DED Only)—EWD only
- MP 342.5 (DED Only)—WWD only
- MP 347.0—EWD only—Recall Code 208

B. Other FED Locations

- MP 280.5 (DED only)—WWD only
- MP 292.9—Recall Code 188
- MP 306.7 (DED only)—EWD only
- MP 314.6 (DED only)—WWD only
- MP 322.8—Recall Code 198
- MP 342.5 (DED only)—EWD only
- 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—None

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

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

Radio Channel No. 54.

Radio Call-In
Niobe - 02(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatchers' Telephone Number

(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

Niobe to Boundary Line **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

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

TWC—in effect:

Niobe to Boundary Line

Restricted Limits—in effect:

Niobe MP 0.0 to MP 1.0

Northgate 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.

Automatic interlockings not indicated at station.

Soo Line crossing 1.5 miles east of Bowbells.

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—None

8. Line Segments

Road Line Segments

Line Segment Limits

264 Niobe to Boundary Line

9. Locations Not Shown as Stations—None

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Scobey Subdivision BRANCH LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		01075	0.7	BAINVILLE	JR	TWC		19.3	
		59018	19.1	FROID				6.3	
		59024	25.9	HOMESTEAD				6.0	
		59030	32.0	MEDICINE LAKE				7.5	
		59038	39.7	RESERVE				6.3	
		29044	46.2	ANTELOPE				8.0	
2,097		59052	54.4	PLENTYWOOD	R			20.0	
		59072	74.5	REDSTONE				12.0	
		59084	86.4	FLAXVILLE				12.6	
1,947		59097	99.0	SCOBEY	R			98.0	

Radio Channel No. 54.

Radio Call-In
Scobey-09(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatchers' Telephone Number
(817) 234 6407

1. Speed Regulations

1(A). Speed—Maximum

Bainville and Scobey **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

All loads MP 54.8 to MP 100 10 MPH.

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

1(D). Speed—Other

All sidings 10 MPH.
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

Bainville to Plentywood 143 tons
Plentywood to Scobey 134 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

Four-axle locomotives heavier than 140 tons not permitted.

3. Type of Operation

TWC—in effect:

Bainville to Scobey

Restricted Limits—in effect:

Between MP 0.0 and MP 1.0

Between MP 50.0 and MP 56.0

Between MP 97.0 and MP 100.0

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 Exempted Track—None

7. Special Conditions

Only 30 loads may be handled between Scobey MP 100 and Plentywood MP 54.8. Use no dynamic braking or independent brakes on descending grade between MP 86.5 Flaxville and MP 74.5 Redstone.

Between May 1 and September 30, all loads will be operated only between the hours of 1900 and 0700 between MP 100 Scobey and MP 54.8 Plentywood.

Only 85 loads may be handled between MP 0.7 Bainville and MP 57.7 Plentywood.

Handling 80-ft. or longer cars (See System Special Instructions, Item 3A).

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

8. Line Segments

Road Line Segments

Line Segment Limits

355 Bainville to Scobey

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
59050 Merc	2.2 east of Plentywood	78	Both
59079 Navajo	6.6 west of Redstone	18	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sweet Grass Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS					
		32777	0.9	GREAT FALLS	BJTR	TWC		11.3	
	2,847	32788	12.3	VAUGHN				14.0	
	6,455	32802	26.8	POWER	JT			10.6	
	6,358	32813	37.3	DUTTON				7.4	
		32820	45.3	COLLINS				10.0	
	5,115	32830	55.2	BRADY				13.4	
	8,970	32843	68.6	CONRAD	T			3.2	
		32847	71.8	VALIER JCT	J			7.6	
	6,890	32854	79.5	LEDGER				4.7	
		32859	84.1	FOWLER				6.5	
	6,387	32868	90.8	NAISMITH				9.3	
		01451	100.0	SHELBY	BJTXR			2MT CTC	19.7
		61217	120.1	KEVIN				TWC	10.4
		61228	130.6	SUNBURST					8.4
	6,600	61236	138.9	SWEET GRASS	XTR				136.5

Radio Channel No. 70.

Radio Call-In		
Great Falls - 71(X)	Dutton - 75(X)	Conrad - 76(X)
Shelby - 78(X)	Sunburst - 80(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Number
(817) 234-1605

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 4.4 to MP 7.2	40 MPH.
MP 7.2 to MP 8.2	25 MPH.
MP 8.2 to MP 10.9	40 MPH.
MP 10.9 to MP 13.8	25 MPH.
MP 43.5 to MP 46.3	30 MPH.
MP 48.8 to MP 49.5	30 MPH.
MP 55.9 to MP 56.0	25 MPH.
MP 63.5 to MP 64.1	35 MPH.
MP 67.5 to MP 69.4	25 MPH.
MP 69.4 to MP 72.7	35 MPH.
MP 74.8 to MP 75.9	35 MPH.
MP 91.1 to MP 93.6	25 MPH.

1(C). Speed—Switches and Turnouts

Shelby through No. 11 on Sweetgrass Sub turnout on No. 2 Main	10 MPH.
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1(D). Speed—Other

All Sidings 10 MPH.
Do not exceed 5 MPH with head end of movement over Central Avenue west grade crossing on Zone 4 between Great Falls Yard and Montana refinery facility.
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
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type 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
Shelby MP 97.0 to MP 99.9 and MP 101.5 to MP 104.0.
Sweet Grass MP 136.0 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 99.9 2.0 Miles
MP 104.0-MP 136.0 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—Track #107 and track # 122 main track switches, may be left lined in the last position used.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridge, Tunnel or other Structures: None
- B. Other FED Locations
MP 35.7—Recall Code 758
MP 129.2—Recall Code 808

6. FRA Excepted Track—None

7. Special Conditions

List of Long and Short Miles

MP 1 to MP 2—2544 ft.
MP 2 to MP 3—6193 ft.
MP 43 to MP 44—2224 ft.
MP 84 to MP 85—4744 ft.

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

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

Radio Channel No. 70.

Radio Call-In
Valier-76(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatchers' Telephone Number

(817) 234-1605

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
35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type 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.

Restricted Limits—in effect:

MP 15.0 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 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

GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

"Foreman (name) (of Gang No.) using track bulletin no. ___ line no. ___ between MP ___ and MP ___ on ___ Subdivision."

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 "Unless otherwise restricted, (train) may pass red flag or light located at MP ___ without stopping." (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 "Unless otherwise restricted, (train) may proceed through the limits at ___ MPH (or at maximum authorized speed)." (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 "Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ___ MPH." (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 "Unless otherwise restricted, (train) may pass red flag (or light) located at MP ___ (without stopping) at ___ MPH until the entire train has passed MP ___. You may then proceed at (higher speed) MPH (or at maximum authorized speed)." (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

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