



Montana Division

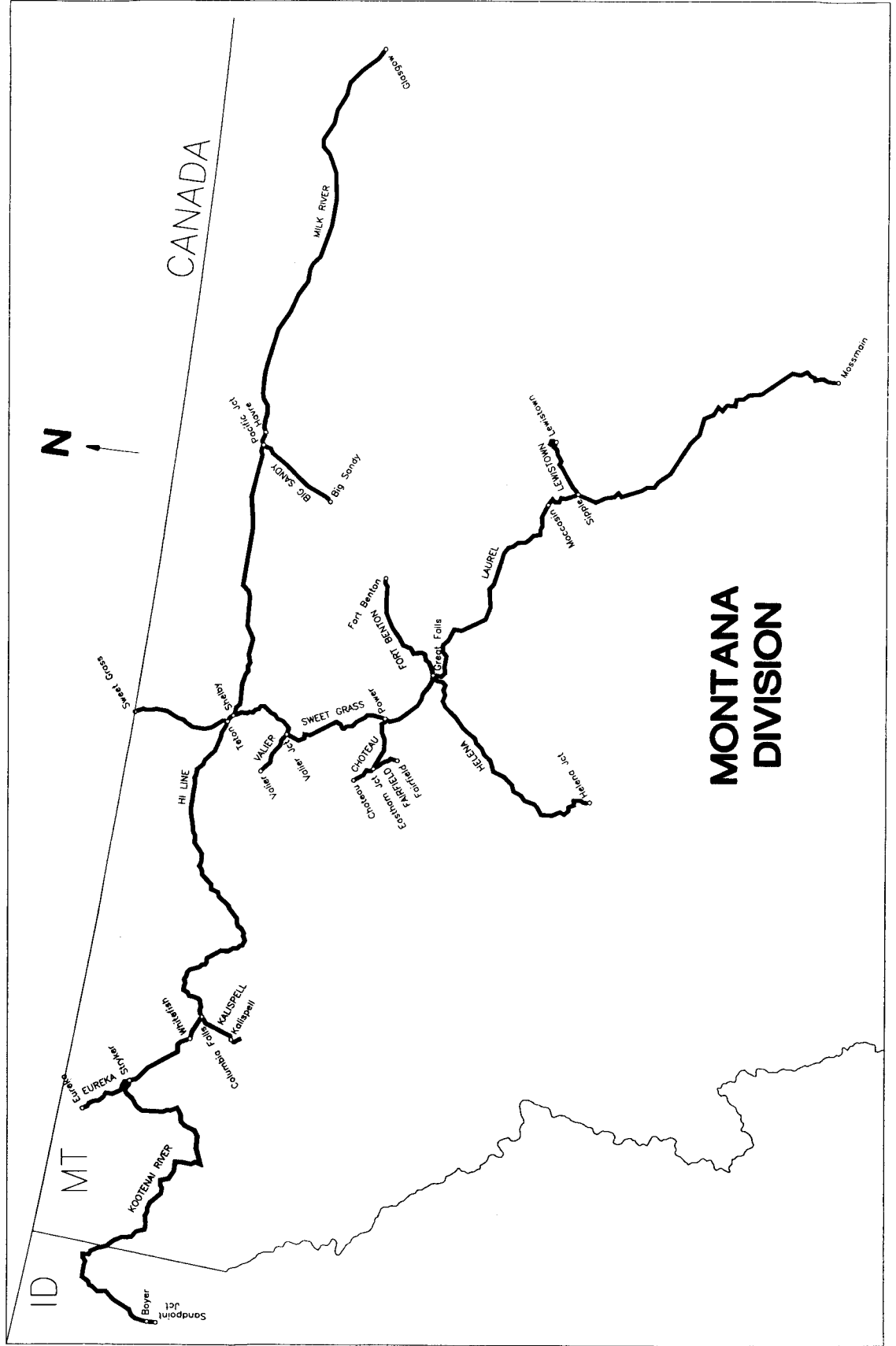
Timetable No.3

**IN EFFECT AT 0001
Mountain Continental Time**

Sunday April 2, 1995

**Division Superintendent
T.K. LEE
Havre, MT**

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



1. Fuel Tender Placement—

For unit grain or coal trains with three or more locomotives, fuel tender must be separated from the train by at least one locomotive.

On 54 car grain trains with two or less locomotives the fuel tender cannot be used.

For all other trains, fuel tender may be first car in train, or may be ahead of the last locomotive.

2. Revenue Movement of Locomotives over Burlington Northern—

If a foreign locomotive is offered in interchange from a connecting carrier, or direct from a shipper on Burlington Northern, it must be verified at those points.

1. There are proper waybills in BN's possession.
2. That the continued movement over BN property is valid and in compliance with all Federal Regulations (CFR46 229.9) governing locomotives being moved dead, before continued movement is allowed.

3. Safety Committee Hot Line—

An employee Safety Committee Hot Line has been established in Havre for use by all Montana Division employees.

This telephone will be monitored daily. Employees should call this number with any non emergency issues. Please leave your name and be specific as possible in identifying a problem area or incident. It is our intent to respond to all individuals as soon as possible to inform them of corrective action. (265-0479.)

4. Daily Locomotive Inspection Policy—

Effective April 16, 1990 the following daily locomotive inspection policy is in effect:

1. Compliance with Daily Locomotive Inspection laws must be enforced (RUL 229.21)
2. Engineers will be supplied with the new daily inspection form (Form 16450) which are now available. The engineers will be responsible for maintaining possession of the 16450 Forms.
3. It is essential all operating personnel comply and lend support to the new policy which is as follows:
 - A. It will be the responsibility of the engineer to inspect Form 16450 and Form 15042 for each locomotive in the consist. If the daily inspection record in the cab, Form 15042, indicates that the inspection for the current calendar day has not been performed the engineer will be responsible for making the inspection, even if he will be going to a mechanical facility before the end of the current calendar day.
 - B. The daily inspection is to be done during the first tour of duty following 001 hours without further train delay. The engineer is responsible for performing the inspection before ending tour of duty on such calendar day.
 - C. If a defect is found, the engineer will comply with Rule 123(D) and/or Rule 125 of the Air Brake and Train Handling Rules. Any FRA defects written on this form, must be signed off by the operating or mechanical employee making the repairs before:
 1. The Locomotive is used and;
 2. The locomotive is sent to the assignment point.

If the locomotive is to be moved under Rule 125, Movement of Non-complying Locomotives, Form 16450 showing the defects to remain on the locomotive in the holder with the Cab Card, Form 15042.

Form 16450 must accompany the engineer's daily timeslip at the end of tour of duty unless FRA defects have not been repaired, and signed off. Form 16450 must then be left at a location with the locomotive to be signed off by the person making the repairs, who will then be responsible for sending the signed report to the assignment point.

- D. The agents, clerks, or operating personnel who will process engineer's timeslips will be issued region instructions on forwarding the daily inspection sheets to the assigned maintenance facilities..

5. Air Repeater Car Operation—

System Special Instructions Item No.4, contain information covering air repeater operation.

The following information concerns Air Car tests:

Anytime a brake pipe leakage test is required:

- Locomotive brake pipe 90 PSI.
- Dial Air Car number on head-end device.
- Charge until head-end device reads 75 PSI.
- Dial R-O-T number on head-end device.
- Charge until head-end device reads 80 PSI.
- Make brake pipe leakage test.

Air Car Operation:

1. Air car must be operated with Rear-of-Train device.
2. Caboose is not required.
3. Brake pipe pressure may be greater on last car than on locomotive.

Air repeater car waiver from the FRA—

BN has been given relief from the obligation to conduct a leakage test on the portion of the train to the rear of the repeater unit. To comply with this waiver we must meet the following three conditions:

1. When repeater air equipment is used, it must be determined that the brake pipe leakage does not exceed five pounds per minute and that the gradient does not exceed 15 pounds of the feed valves setting of the hauling locomotive (90 PSI) in the portion of the train ahead of the repeater unit;
2. The brake pipe gradient of the portion of the train behind the repeater car unit must not exceed five pounds of the discharge pressure value at the repeater air unit; and
3. The railroad must provide an operative telemetry receiver display unit located in the engineers normal operating position in the cab of the controlling locomotive, and an end-of-train device (EOT) at the rear of the last car in the portion of the train ahead of the repeater air unit or in the lead end of the repeater air unit which will transmit information to the controlling locomotive concerning the portion of the train behind the repeater unit.

The Waiver translated into the following—

- Maximum leakage between the locomotive and the air repeater car is 5 PSI.
- Maximum gradient between the locomotive and the air repeater car is 15 PSI.
- Maximum gradient between the air repeater car and the last car in train is 5 PSI.
- There is no requirement to test for leakage between the air repeater car and the last car in the train.

All air repeater cars are equipped with modified EOT unit as required by the waiver. The EOT ID number is the same as the air repeater car number. Example: ID 00022, for BNH-22. Use of this device will allow the engineer to test the front half of the train for both gradient and leakage in the same manner now used to make a brake pipe leakage test. The method is outlined in Rule 205 of the Air Brake and Train Handling Rules.

Due to approximately 20 percent increase in brake pipe pressure through the air repeater car, help is needed to determine the correct 5 PSI gradient on the rear half of the train. To do this the engineer must dial in the End-of-train ID number and use the following chart:

BRAKE PIPE PRESSURE INTO AIR CAR (Same as pressure read on head end device during brake pipe leakage test)	BRAKE PIPE PRESSURE OUT-AFTER 20% BOOST	MINIMUM BRAKE PIPE PRESSURE ON LAST CAR IN TRAIN (Also read on head end device)
90	108	103
89	106	101
88	105	100
87	104	99
86	103	98
85	102	97
84	100	95
83	99	94
82	98	93
81	97	92
80	96	91
79	94	89
78	93	88
77	92	87
76	91	86
75	90	85

All air repeater car trains must operate with an EOT device. Even trains that operate with a caboose.

No reports or test forms are required in the operation of air repeater car trains. Air flow method of qualifying trains may not be used.

Pocket size copies of the chart showing the minimum brake pipe pressure for the last car will be supplied to trainmasters by managers of operating practices.

6. Instructions to Conductors—

When setting cars out on line including bad orders, the details of activity for each car must be recorded on a copy of the wheel report and submitted to a clerk or agent at the end of each tour of duty. This information is to include:

- Exact location where cars are spotted or set out
- Time and date set out
- If unable to spot cars at proper location, indicate any condition which prevented car(s) from being properly spotted.

This information is necessary to maintain expedient service to our customers and proper records of car movements.

If car bad ordered, state specific defect and wheel number if applicable.

Conductors are required to submit a train delay report with their timeslip whenever operating outside the switching limits of their headquarters.

7. Shut-down and Restart of Locomotives—

Locomotives tied up at outlying points which will not be in service for a period of one hour or more must have the diesel engine shut down and locomotive properly secured when ambient temperature is expected to be 40 degrees or above.

7. Shut-down and Restart of Locomotives—

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In addition to complying with the requirements of Rule 417 of the Air Brake and Train Handling Rules (BN FORM 15338 10-89, revised 10-90), locomotive engineers are reminded to open main battery switch before leaving locomotive. On EMD locomotives the main battery switch must not be opened until after turbo aux. pump light has gone out. This indicated that the 15-35 minute cycle necessary to cool turbocharger bearings has expired.

In the event the locomotive fails to re-start the appropriate train dispatcher and Diesel Shop must be notified in order to initiate action to correct the situation.

Locomotives must not be shut down when the ambient temperature is expected to be 40 degrees fahrenheit or below.

8. Temperature Restrictions—

Cold and hot weather restrictions will be placed as conditions require.

9. Right of Way Fires—

Conductor must advise train dispatcher if his train started fires, and the cause of the fire. A written report will be filed prior to going off duty.

10. Conductor Delay Reports—

Effective immediately please FAX all Conductor Delay Reports, train calls and any other pertinent information for the following in Seattle to the following numbers:

Havre east dispatcher (Havre to Bainville) 8-625-6179

Havre west dispatcher (Havre to Whitefish) 8-625-6406

Boyer east dispatcher (Whitefish to Boyer) 8-625-6743

Montana and Spokane ACD 625-6652

High Line Crew Manager 625-6652

Boyer West 625-6659

11. 911 Emergency Number—

A 911 Emergency Call-in is available on the Seattle and Northtown dispatcher radio network. When an emergency exists, portable, mobile and train radios operating on the dispatcher frequency can enter "911" on their touchtone pads to immediately alert the dispatcher to an emergency call.

The mobile caller will receive three short answerback tones, indicating the "911" call has been sent to the dispatcher office. The dispatcher office communication equipment will recognize the "911" and give the call priority over other dispatcher radio activity. Audio from the mobile center will be connected directly to the dispatcher console speaker. This is to be used only for emergencies.

12. Identifying Locomotive Numbers—

A considerable number of trains are operating across the division with the identifying locomotive positioned in the consist as one of the trailing locomotives. Although it is not essential, the lead locomotive should be the identifying locomotive whenever possible to aid in the proper train identification.

13. Break In Two Reports—

Due to the increased number of air hose separations and break-in-twos the following instructions apply on the Montana Division:

1. When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
3. Upon arrival at the terminal the engineer must complete a break-in-two report for any train separation regardless of cause. In addition call Manager of Operating Practices at 265-0258 at Havre or 862-0255 at Whitefish to discuss the break-in-two or leave a message explanation of the break-in-two.

The dispatcher must send the appropriate report concerning the incident to the Havre Car Shop, Fort Worth Network Control and the appropriate Montana Division officers. The dispatcher must also arrange to have the Pulse tapes removed at the next forward location and forwarded to appropriate Manager of Operating Practices.

14. Phone Messages—Dispatchers Office—

All messages concerning slow orders, car pick-ups, set-outs, or concerning any other messages to the dispatchers office should be phoned into the following number:

8-625-6245 or (206) 625-6245

15. Close Clearance Policy—

Employees shall not ride side of car or allow cars to roll free in close clearance area.

Stop shall be made and employee will precede the movement and any further movement will be made on his signal only.

This policy does not supercede, but rather supplements Rule 1.20 of the General Code of Operating Rules.

16. Safety Lockout Procedure—

Switch locks have been installed on both ends of the following tracks at Whitefish and Great Falls.

Whitefish:

Track #1 through Track #11

Great Falls:

South #1 through South #14

Scale Track

Old Main Track

Trainyard #1 through Trainyard #8

North Main Track

1. Under the authority of the conductor or foreman in charge, employees **WILL BE REQUIRED** to line away and lock both ends of track while coupling air hoses between cars. Before coupling air hoses conductor or foreman must notify yardmaster, if on duty, when he is locking the track.
All switches will be under jurisdiction of yardmasters who will keep a written record of track, crew member, time switches locked and unlocked.
2. The conductor or foreman may request the assistance of a switch or road crew operating at either end of thier track to lock or unlock tracks for their protection.
3. Upon completion of coupling air hoses, the conductor or foreman **MUST NOTIFY** the yardmaster when his crew is unlocking the track. It will not be necessary for the crew to remove locks at both ends of the track upon their departure.
4. Any yard or train crew member, upon discovery of a locked track in the yard, **MUST** call the yardmaster if on duty to get permission to remove lock **BEFORE** any movement can be made into that track, to make sure track is clear of employees working on their train. **SWITCH LOCKS MUST NOT BE REMOVED WITHOUT THE AUTHORITY OF THE YARDMASTER.** If the yardmaster is not on duty at the time locked track is dicovered, ensure employees are clear on that track before movement into that track is made.
5. These procedures are not intended to supercede GCOR Rule 5.13, Blue Flag Protection Rule.

17. TY&E Employees Positive Communication Procedure—

When train, yard, or engine employees are required to be in between rolling equipment, positive communication must be established between locomotive engineer and brakeman/switchman to ensure no movements will be made until employee report(s) clear. If cars are coupled to locomotive or locomotives on the same track, reverser will be placed in neutral position, generator field in off position and locomotive independent brake applied until such work in completed.

18. Bear Mortality–

Burlington Northern as a signatory of Burlington Northern Environmental Stewardship Area (BNESA), is committed to working with state and federal agencies to, create and operationally and environmentally safe and compatible rail corridor through Marias Pass. To assist these agencies, the following procedure will be required if you run over and kill a bear or just hit a bear and knock it off the track.

- A. Immediately report to the dispatcher via dispatcher's call, the following information: time, location, train ID and if possible the species of bear hit.
- B. Written report must follow and can be accomplished through use of Engineman's Report of Stock Killed or Injured, form. Complete entire form and species of bear is known, show in "kind" column.

This report should be forwarded to Trainmaster, Whitefish, Montana–FAX 862–0266.

Reporting is extremely important, it is imperative that it is received in a timely fashion. If you have any questions or are interested in knowing more about BNESA call 862–0228.

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Milk River Subdiv MAIN LINE STATIONS			Distance from Glasgow	EAST WARD
					Trk	Rule 4.3	Oper		
	11,700	01192	35	277.5	GLASGOW	BK		0.0	
	8,321	01205		289.4	11.9 TAMPICO			11.9	
	13,259	01219		303.5	14.1 HINSDALE			26.0	
	10,107	01232		316.2	12.7 SACO			38.7	
	8,106	01245		330.6	14.4 BOWDOIN			53.1	
	8,520	01259		343.3	12.7 MALTA			65.8	
	10,756	01268		352.8	9.5 WAGNER		CTC	75.3	
	7,417	01276		360.7	7.9 DODSON			83.2	
	8,526	01291		375.9	15.2 SAVOY			98.4	
	7,564	01303		387.7	11.8 HARLEM			110.2	
	10,217	01315		399.6	11.9 ZURICH			122.1	
	7,390	01324		408.8	9.2 CHINOOK			131.3	
	10,003	01332		416.8	8.0 LOHMAN			139.3	
				427.4	10.6 HAVRE EAST			149.9	
	9351			429.3	1.9 HAVRE CENTER	X(2)		151.8	
		01345		430.4	1.1 HAVRE	BKTY		152.9	
				431.9	1.5 HAVRE WEST	X(2)		154.4	
		01350		434.0 964.8	PACIFIC JCT	J			

See back page for AMTRAK schedule

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

Glasgow is part of and under the jurisdiction of the Minot Division.

Train Dispatcher calls: Glasgow-18, Hinsdale-19, Malta-20, Harlem-23, Havre-25.

1. Maximum Speed Permitted –

	Passenger	Freight
Glasgow and Havre	79 MPH.	60 MPH.
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 429.3 to MP 430.4	20 MPH.	20 MPH.
Trains entering turnouts of controlled sidings	20 MPH.	20 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.

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. Type of Operations—

Eastward Amtrak trains out of Havre will obtain track warrant from Seattle 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 Seattle Havre East Dispatcher for territory between Havre and Bainville.

Westward crews going out on duty at Glasgow should obtain track warrants and track bulletins for territory Bainville to Havre from the Seattle 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 6.13—Yard limits in effect between MP 429.25 (Havre Center) to MP 431.95 (Havre West).

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 309.2 (DED Only)
Saco (EWD)	MP 311.8 (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. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
701	Havre
702	Havre Diesel Shop

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

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	HI Line Subdiv MAIN LINE STATIONS			Distance from Havre	EAST WARD
					Trk	Rule 4.3	Oper		
		01350		964.8	2MT	PACIFIC JCT	J	4.4	
	8,431	01356		970.9		5.7 BURNHAM		9.7	
	8,574	01365		980.1		9.6 KREMLIN		19.3	
	8,577	01375		990.7		10.1 GILDFORD		29.4	
	8,579	01387		1002.7		11.9 RUDYARD		41.3	
	9,571	01400		1015.8		13.0 BUELOW		54.3	
	8,552	01407		1022.9		7.1 CHESTER		61.4	
	8,585	01420		1035.6		13.1 LOTHAIR		74.5	
	8,556	01432		1047.6		12.0 DEVON		86.5	
	9,062	01441		1056.3		8.6 DUNKIRK		95.1	
		01451		1065.4		9.5 SHELBY	BJKTX	104.6	
				1068.4	2MT	2.7 TETON	X(2)	107.3	
		01475		1090.1		21.5 CUT BANK	BKX(2)	128.8	
		01491		1106.5	2MT	16.4 PIEGAN	X(2)	145.2	
		01501		1116.2		9.7 BLACKFOOT	T	154.9	
12,183	01508			1123.9		7.3 BROWNING	CTC	162.2	
	01517			1131.8		7.9 SPOTTED ROBE		170.1	
				1136.1	2MT	4.3 GRIZZLEY		174.4	
4,631	01522			1138.1		2.0 GLACIER PARK		176.4	
9,536	01525		36	1144.0		5.3 BISON		181.7	
	01534			1149.8		6.3 SUMMIT		188.0	
				1152.2		2.4 MARIAS	TX(2)	190.4	
	01540			1157.6	2MT	4.6 BLACKTAIL	X	195.0	
	01548			1165.2		7.3 JAVA EAST		202.3	
				1166.1		0.9 JAVA WEST		203.2	
	01552			1170.2	2MT	4.1 ESSEX	TX(2)	207.3	
	01558			1173.2		3.0 PINNACLE		210.3	
				1177.6		4.3 PAOLA		214.6	
	01568			1185.2	2MT	7.5 RED EAGLE	TX	222.1	
				1188.0		2.9 NYACK		225.0	
10,232	01578			1196.1		7.7 BELTON		232.7	
11,157	01586			1204.9		7.9 CORAM		240.6	
	01590			1208.7		4.4 CONKELLEY		245.0	
W4,015	01593			1211.6		2.9 COLUMBIA FALLS	TX(2)Y	247.9	Rule 9.14
	01601			1217.54	DT	5.9 WHITEFISH	BITX(2)Y	253.8	ABS TWC

See Back Page for AMTRAK Schedule

AAR Radio Channel No.87 in service in Whitefish Yard

AAR Radio Channel No. 76 in service on this Subdivision.

Train Dispatcher Calls: Havre-27, Rudyard-28, Lothair-29, 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. Maximum Speeds Permitted—

	Passenger	Freight
Havre and Conkelley	79 MPH.	60 MPH.
MP 430.4 to MP 431.0	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.	
Conkelley and Whitefish, against the current of traffic	59 MPH.	49 MPH.
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.
The following head end restrictions are in effect:	UP TO 100 TONS/OB	OVER 100 TONS/OB
Head end of Westward Trains		
MP 1151 creating 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 Freight trains only		55 MPH.
Head end of Eastward Trains		
Signal 433.4		40 MPH.
MP 1023.0 to MP 1022.4 Passenger Trains	70 MPH.	
Signal 1024.8 Freight Trains	55 MPH.	55 MPH.
West Switch Bison MP 1145.1		40 MPH.
MP 1087.9 to MP 1090.9	30 MPH.	30 MPH.
Trains or engines through No. 20 turnouts at following locations:	Passenger	Freight
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 Grizzley	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 Sweetgrass 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.
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. Type of Operations—

TWC —In effect between:

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 6.13—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

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
Conkelly	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 1118.0 High/Wide Load Detector
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 No. 2 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 Subdivisions, and cuts exceed 4250 tons between lead locomotives and helper, or behind helper locomotives, empty cars 80 feet and longer must be in the rear 4250 tons of such cuts.

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 freight 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 BN Radio Channel 76.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
650	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 Meriwether—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	48	West

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Kootenai River Subdiv MAIN LINE STATIONS			Distance from White- fish	EAST WARD
					Trk	Rule 4.3	Oper		
		01601		1217.5		WHITEFISH BITX(2)Y	ABS	0.0	
	7,060	01607		1224.6		7.0 VISTA		7.0	
	9,325	01613		1231.1		6.4 LUPFER		13.4	
	9,711	01624		1243.3		11.2 RADNOR		24.6	
		01631		1249.3		7.1 STRYKER JT		31.7	
	9,722	01636		1252.8		3.4 BRIMSTONE		36.1	
	9,763	01646		1263.5		10.7 TWIN MEADOWS		45.8	
	9,760	01656		1273.2		9.6 ROCK CREEK		55.6	
	9,730	01665		1282.2		9.0 WOLF PRAIRIE		64.6	
	8,742	01672		1290.0		7.9 TAMARACK		72.5	
	9,769	01683		1298.0		7.9 FISHER RIVER		80.4	
	10,799	01692		1306.9		8.9 RIVERVIEW		89.3	
	9,568	01710	36	1312.2		7.0 RIPLEY		96.3	
	10,510	01718		1319.6		7.2 LIBBY B		103.5	
	8,641	01729		1331.3		11.0 KOOTENAI FALLS		114.5	
	14,286	01736		1337.9		7.2 TROY T		121.7	
	6,982	01742		1343.3		6.7 YAKT		128.4	
	8,235	01749		1350.3		6.8 LEONIA		135.2	
	8,394	01763		1364.3		13.5 CROSSPORT		148.7	
	9,742	01767		1368.4		4.3 BONNERS FERRY	CTC	153.0	
	9,577	01778		1379.8		11.4 NAPLES		164.4	
	9,912	01786		1387.4		7.4 ELMIRA		1171.8	
	7,439	01793		1394.1		6.7 COLBURN		178.5	
	10,363			1401.3		7.2 BOYER IJM		185.7	
		01798		1403.3		2.0 SANDPOINT JCT J		187.7	

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

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

Train Dispatcher Calls—Whitefish—41, East Portal Flathead Tunnel—42, Flathead Tunnel—43, West Portal Flathead Tunnel—45, Blue Mountain—46, Moyle Springs—47, Sand Point East—48, Sand Point West—49.

1. Maximum Speeds Permitted—	Passenger	Freight
Whitefish and Sandpoint Jct	79 MPH.	60 MPH.
Whitefish West trains or engines through turnout end of double track	35 MPH.	35 MPH.
Whitefish through crossovers east of yd. MP 1217.5 to MP 1217.7	35 MPH.	35 MPH.
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.

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.

Trains entering turnouts of controlled sidings 20 MPH. 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:

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.

Bonniers 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 Fogg Spur at Bonniers Ferry.

3. Type of Operations—

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

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 and Bonniers Ferry—Fogg Spur and South Side Yard Switch.

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)

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
Boyer	MP 1398.4

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, Flathead Tunnel, 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.

1. When practical the tunnel must be given a full flush between trains.
2. If traffic is such, that a full flush is not practical, the dispatcher must notify the crew and be governed by their instructions as to whether a full flush will be necessary.
3. Locomotive cabs must have doors and windows closed, when operating through the tunnel and locomotive cabs with excessive air leaks around windows and doors must require a full flush before entering the tunnel. Crew must notify dispatcher no later than Tamarack or Brimstone if a full flush will be necessary.

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 contaminant 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.

Whitefish—To avoid blocking road crossing all eastward freight 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 Seattle.

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. Other Line Segments—NONE

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
01713 Zonolite Spur	4.8 east of Libby	49	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.	Line Segment	Mile Post Location	Sweet Grass Subdiv MAIN LINE STATIONS			Distance from Great Falls	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		32777	354	0.9		GREAT FALLS	BJKTY	0.0	
	2,847	32788		12.3		11.3 VAUGHN		11.3	
	6,455	32802		26.8		14.0 POWER	JT	25.3	
	6,358	32813		37.3		10.6 DUTTON		35.9	TWC
		32820		45.3		7.4 COLLINS		43.3	
	5,115	32830		55.2		10.0 BRADY		53.3	
	8,970	32843		68.6		13.4 CONRAD	TY	68.7	
		32847		71.8		3.2 VALIER JCT	J	69.9	
	6,890	32854		79.5		7.6 LEDGER		77.5	
		32859		84.1		4.7 FOWLER		82.2	
	6,387	32868		90.8		6.5 NAISMITH		88.7	
		01451		100.0	2MT	9.3 SHELBY	BJKTY	98.0	CTC
		61217		120.1		19.7 KEVIN		117.7	TWC
		61228		130.6		10.4 SUNBURST		128.1	
	6,600	61236		138.9		8.4 SWEET GRASS	KTY	136.5	

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

- Maximum Speeds Permitted—**

Great Falls and Shelby	49 MPH.	Freight
MP 7.20 to MP 8.20	10 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.	
MP 91.10 to MP 93.60	25 MPH.	
Shelby and Sweetgrass	40 MPH.	
All Sidings	10 MPH.	

Item 1A. All Subdivisions, applies.

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

- 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.
- Type of Operations—NONE**
- 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.

Yard limits in effect between:

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.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

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

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

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
0354	Exxon Spur
703	Great Falls

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.	Line Segment	Mile Post Location	Laurel Subdiv MAIN LINE STATIONS			Distance from Moss- Main	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		30853		0.0		MOSSMAIN	JTY	0.0	
		32557		4.2		HESPER		4.0	
	6,400	32590		36.5		BROADVIEW		36.3	
	6,442	32609		56.1		CUSHMAN		55.9	
	6,399	32635		81.8		HEDGESVILLE		81.6	
	6,654	32655		102.1		JUDITH GAP		101.9	
		32668		114.4		BUFFALO		114.2	
				122.4		SIPPLE	J	122.2	
		32683	362	129.8		HOBSON		129.6	
	6,196	32688		135.1		MOCCASIN	JT	135.0	
	3,182	32707		153.9		STANFORD		153.7	
	2,671	32724		170.7		GEYSER		170.6	
		32736		183.1		RAYNESFORD		183.0	
	6,743	32748		194.4		ARMINGTON		194.2	
		32750		196.3		BELT		196.2	
	2,618	32766		213.3		GERBER		212.7	
		32777		224.5		GREAT FALLS	BJKTY	222.7	

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

Train Dispatcher Calls: Broadview-70, Judith Gap-71, Stanford-72, Raynsford-73,
Great Falls-71, Hesper-60.

1. Maximum Speeds Permitted-

	Freight
Mossmain and Great Falls	49 MPH.
MP 10.0 to MP 12.3	25 MPH.
MP 12.3 to MP 13.1	10 MPH.
MP 13.1 to MP 15.7	40 MPH.
MP 15.7 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 43.4 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 161.0 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.
All Sidings	10 MPH.
Item 1A, All Subdivisions, 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. Type of Operations—NONE**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

Yard limits in effect between:

Mossmain— MP 0.0 to MP 1.2.

Great Falls— MP 222.3 to MP 224.5.

5. Trackside Failed Equipment Detectors (FED)—**A. Protecting Bridge, Tunnel or other Structures: NONE****B. Other FED Locations: NONE****6. FRA Excepted Track— NONE****7. Special Conditions—****Handling 80 Feet or Longer Cars—**(See System Special Instructions, Item 3A).**8. Other Line Segments—NONE****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.	Line Segment	Mile Post Location	Helena Subdiv BRANCH LINE STATIONS			Distance from Great Falls	EAST WARD
					Trk	Rule 4.3	Oper		
		32777		115.5		GREAT FALLS BJKTY		0.0	
	2,213	11133		129.8		14.2 ULM		14.2	
	2,211	11148		144.3		14.5 CASCADE		28.7	
	6,100	11171	336	167.2		22.9 CRAIG		51.6	
	2,488	11179		175.1		7.9 WOLF CREEK	TWC	59.5	
	2,276	11188		184.4		9.3 SIEBEN		68.8	
	5,112	11200		196.5		12.1 SILVER CITY		80.9	
		31082		210.9		14.5 HELENA JCT	JY	95.4	

AAR Radio Channel No. 70 in service on this Subdivision.
Train Dispatcher Calls:— Helena Jct.—53, Craig—71, Great Falls—71.

- Maximum Speeds Permitted—

Great Falls and Helena Jct.	Freight 35 MPH
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
All Sidings	10 MPH
Bridges 121.0, Bridge 162.1 cars heavier than 134 tons	10 MPH.

Item 1A, All Subdivisions, applies.

See Item 1 of the System Special Instructions for additional speed restrictions.
- 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.
- Type of Operations—NONE
- 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

Yard limits in effect between:

Great Falls	MP 115.6 to MP 120.0
Helena Jct.	MP 209.0 to MP 210.9
- Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE
- 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 Burlington Northern RR. Both legs are in yard limits. Montana Rail link may use the west leg Wye to cut in helpers. BN may use the east leg of Wye to enter Montana Rail Link main No. One

8. Other Line Segments—NONE**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.	Line Segment	Mile Post Location	Lewistown Subdiv BRANCH LINE STATIONS			Distance from Sipple	↑ EAST WARD
					Trk	Rule 4.3	Oper		
				0.0		SIPPLE	J	0.0	
		61368	368	7.4		MOORE		7.4	
		61358		17.0		9.6 GLENGARRY		17.0	
		61331		25.5		8.0 LEWISTOWN	JTY	25.5	
							TWC		

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

1. Maximum Speeds Permitted—

Sipple and Lewistown	Freight 25 MPH
MP 21.8 to MP 24.0	10 MPH.
MP 24.0 to end of track	8 MPH
All industry tracks	10 MPH
Item 1A. All Subdivisions, 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 derricks not permitted.

Six axle derricks not permitted between Glengarry and Lewistown

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

3. Type of Operations—NONE

4. General Code of Operating Rules Items—

Rule 6.13—Yard limits in effect: Lewistown MP 24 and end of BN trackage.

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

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

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

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
704	Lewistown Yard

9. Locations Not Shown as Stations— NONE

WESTWARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Ft Benton Subdiv BRANCH LINE STATIONS			Distance from Fort Benton	EASTWARD
					Trk	Rule 4.3	Oper		
	4,822	11075	353	74.6		FORT BENTON		0.0	
	4,054	11090		90.3		15.7 CARTER		15.7	
	4,646	11103		102.9		12.6 PORTAGE		28.3	
		11109		106.1		5.6 SHEFFELS	TWC	33.9	
		32777		119.4		10.7 GREAT FALLS BJKT		44.6	

AAR Radio Channel No. 70 in service on this Subdivision.
Train Dispatcher calls: Great Falls-71, Fort Benton-79.

1. Maximum Speeds Permitted—

Freight

Fort Benton and Great Falls	25 MPH
MP 84.6 to MP 84.8	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
All Sidings	10 MPH
Item 1A, All Subdivisions, 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. Type of Operations—NONE

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.

Test Mile Locations—

Sheffels MP 106.0 to MP 107.0

Yard limits in effect between:

Great Falls MP 113.1 to MP 119.4

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

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

8. Other Line Segments—NONE

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	Floweree	7.5 east of Portage	37	Both

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Choteau Subdiv BRANCH LINE STATIONS			Distance from Power	↑ EAST WARD
					Trk	Rule 4.3	Oper		
						POWER	JT		
						21.2			
		32802	360	0.0		EASTHAM JCT	J		
		61521		21.1		7.5		TWC	21.2
		61529		28.5		CHOTEAU			28.7

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

- Maximum Speeds Permitted—** **Freight**
 Power and Choteau 25 MPH
 MP 0.0 to MP 3.0 10 MPH
 Eastham Jct. Switch MP 21.1 10 MPH
 Item 1A, All Subdivisions, applies.

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

- 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.
- Type of Operations—NONE**
- General Code of Operating Rules Items—**
 Rule 6.19— When flagging is required, flagging distance is 1.0 mile.
- Trackside Failed Equipment Detectors (FED)—**
 A. Protecting Bridge, Tunnel or other Structures: NONE
 B. Other FED Locations: NONE
- FRA Excepted Track— NONE**
- Special Conditions—**
 Handling 80 Feet or Longer Cars—(See System Special Instructions, Item 3A).
- Other Line Segments—NONE**
- 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 ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Fairfield Subdiv BRANCH LINE STATIONS			Distance from Eastham Jct.	EAST WARD ↑
					Trk	Rule 4.3	Oper		
	3,600	61521	369	0.6		EASTHAM JCT	J	0.0	
		61585		11.0		11.0 FAIRFIELD	TWC	11.0	

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

1. **Maximum Speeds Permitted—** **Freight**
 - Eastham Jct. and Fairfield 25 MPH
 - All Sidings 10 MPH
 - Eastham Jct. Switch MP 0.6 10 MPH
 - Item 1A, All Subdivisions, 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. **Type of Operations—NONE**
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)—**
 - A. Protecting Bridge, Tunnel or other Structures: NONE
 - B. Other FED Locations: NONE
6. **FRA Excepted Track— NONE**
7. **Special Conditions—**
 - Handling 80 Feet or Longer Cars—(See System Special Instructions, Item 3A).
8. **Other Line Segments—NONE**
9. **Locations Not Shown as Stations— NONE**

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Valler Subdiv BRANCH LINE STATIONS			Distance from Valler Jct.	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		32847		0.0		VALIER JCT	J	0.0	
		61717	361	17.3		17.3 VALIER	TWC	17.3	

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

1. Maximum Speeds Permitted—

Freight

Valler Jct and Valler 25 MPH
Item 1A, All Subdivisions, applies.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Valler Jct to Valler 143 tons

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

3. Type of Operations—none

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)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track—NONE

7. Special Conditions—

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

8. Other Line Segments—NONE

9. Locations Not Shown as Stations— NONE

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	KalisPELL Subdiv BRANCH LINE STATIONS			Distance from Colum- bia Falls	EAST WARD
					Trk	Rule 4.3	Oper		
		01593		1211.7		COLUMBIA FALLS	Y	0.0	
	2,840	61605		1217.1		5.4 LASALLE		5.4	
		61617	388	1226.1		9.0 KALISPELL	Y	14.4	

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

1. Maximum Speeds Permitted—

Freight

Columbia Falls and Kalispell	25 MPH
MP 1212.0 to MP 1213.1	10 MPH
MP 1224.6 to MP 1231.2	10 MPH
Kalispell, over Main Street Crossing	5 MPH
Lasalle siding	10 MPH

Item 1A, All Subdivisions, 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. Type of Operations—

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.

Yard limits in effect between:

Columbia Falls MP 1212.0 to MP 1212.8

Kalispell MP 1224.5 to end of Subdivision MP 1231.3.

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. Other Line Segments—NONE**9. Locations Not Shown as Stations—**

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.	Line Segment	Mile Post Location	Big Sandy Subdiv BRANCH LINE STATIONS			Distance from Pacific Jct.	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		01350	353	0.0		PACIFIC JCT	JY	0.0	
		11011		10.8		10.9 LAREDO		10.9	
		11021		20.8		9.8 BOX ELDER		20.1	
		11032		31.2		10.8 BIG SANDY	TWC	31.5	

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

1. Maximum Speeds Permitted—

Pacific Jct. and Big Sandy **Freight**
MP 26.0 to MP 26.8 25 MPH
Item 1A, All Subdivisions, applies. 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:

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. Type of Operations—none

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

Yard Limits: in effect—Pacific Jct MP 0.0 to MP 1.5

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

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

8. Other Line Segments—NONE

9. Locations Not Shown as Stations— NONE

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Eureka Subdiv BRANCH LINE STATIONS			Distance from Stryker	↑ EAST WARD
					Trk	Rule 4.3	Oper		
	4,946	01631	389	1248.5		STRYKER	JTY	0.0	
	2,667	61663		1260.6		11.5 FORTINE	TWC	11.5	
	3,370	61675		1273.0		11.7 EUREKA	Y	23.2	

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

- 1. Maximum Speeds Permitted—** **Freight**
- Stryker and Eureka** 25 MPH
- 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
- Eureka, Gwynn Lumber Industry Track 5 MPH
- All Sidings 10 MPH
- Item 1A, All Subdivisions, 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. Type of Operations—**
- 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

Yard Limits in effect between:

Stryker MP 1248.5 to MP 1250.0

Eureka MP 1270.0 to MP 1273.0

- 5. Trackside Failed Equipment Detectors (FED)—**
- A. Protecting Bridge, Tunnel or other Structures:** NONE
- B. Other FED Locations:** 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. Other Line Segments—**NONE

- 9. Locations Not Shown as Stations—**

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

38 TAPE RECORDED TRAIN LOCATION LINE-UPS and DISPATCHERS PHONE NO.S

TRAIN LINE-UPS

SEATTLE DISPATCHERS OFFICE Dial 8-625-6100

Montana Division Havre West Dispatcher Dial 2

Between Columbia Falls and Somers Dial 1670

Montana Division Boyer East Dispatcher Dial 3

Between Eureka and Stryker Dial 1671

DISPATCHERS PHONE NUMBERS

SEATTLE OFFICE

Watts No.	Dispatcher	BN Phone No.
800-285-0053	Havre East Dispatcher	625-6403
800-285-0056	Havre West Dispatcher	625-6405
800-285-0059	Boyer West Dispatcher	625-6175
800-285-0057	Boyer East Dispatcher	625-6176
800-285-0064	Branch Line Dispatcher	625-6476
800-285-0071	Asst. Chief Dispr. Spokane to Whitefish	625-6623
800-285-0072	Asst. Chief Dispatcher Montana Div.	625-6413
800-285-0074	Chief Dispatcher	625-6246

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

NORTHTOWN OFFICE

District	BN Phone No.
1	782-3401
2	782-3402
3	782-3403
6	782-3406
7	782-3407
8	782-3408
9	782-3409
10	782-3410
13	782-3413

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: 625–6405
 Havre West: 625–6405
 Boyer East: 625–6176
 Boyer West: 625–6175

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

Hilline 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

Sweetgrass 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 BN 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.

Division Operating Officers

D.G. BOESPFLUG ...	Trainmaster	265-0257	Havre
J.E. ENGEL	Trainmaster	265-0311	Shelby
R.J. WOLFF	Mgr. Operating Practices ...	862-0255	Whitefish
R.P. OLSON	Trainmaster	862-0257	Whitefish
T.D. SMITH	Trainmaster	791-3355	Great Falls
D.L. SCHUCH	Mgr. Operating Practices ...	265-0258	Havre
R.S. BARTHOLOMEW	Trainmaster	862-0228	Whitefish
L.R. ROSS	Asst. Trainmaster	862-0232	Whitefish

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

E.L. HENCZ	Trainmaster	265-0255	Havre
D.R. ADAMS	Asst. Trainmaster	265-0415	Havre

BM. Lutzenberger, General Roadmaster, Havre 265-0425

G.A. JACOBSON	Roadmaster	265-0235	Havre
D.J. WAGNER	Gang Roadmaster	265-0233	Havre
T.J. RUDOLPH	Roadmaster	265-0318	Shelby
L.M. SCHLOTFELDT .	Roadmaster	862-0286	Essex
J.E. WHETHAM	Roadmaster	862-0253	Whitefish
G.A. NYBERG	Roadmaster	536-2375 .	Bonnors Ferry
E.K. SHERMAN	Roadmaster	791-3335	Great Falls
D.A. PAVLICEK	Roadmaster	791-3311	Lewistown