

BNSF Safety Vision

We believe every accident or injury is preventable. Our vision is that Burlington Northern Santa Fe will operate free of accidents and injuries. Burlington Northern Santa Fe will achieve this vision through:

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

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

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

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

BNSF



Montana Division

Timetable No. 4

IN EFFECT AT 0001
Mountain Continental Time
Sunday, January 20, 2002

Division General Manager

M.L. Plott

Billings, Montana

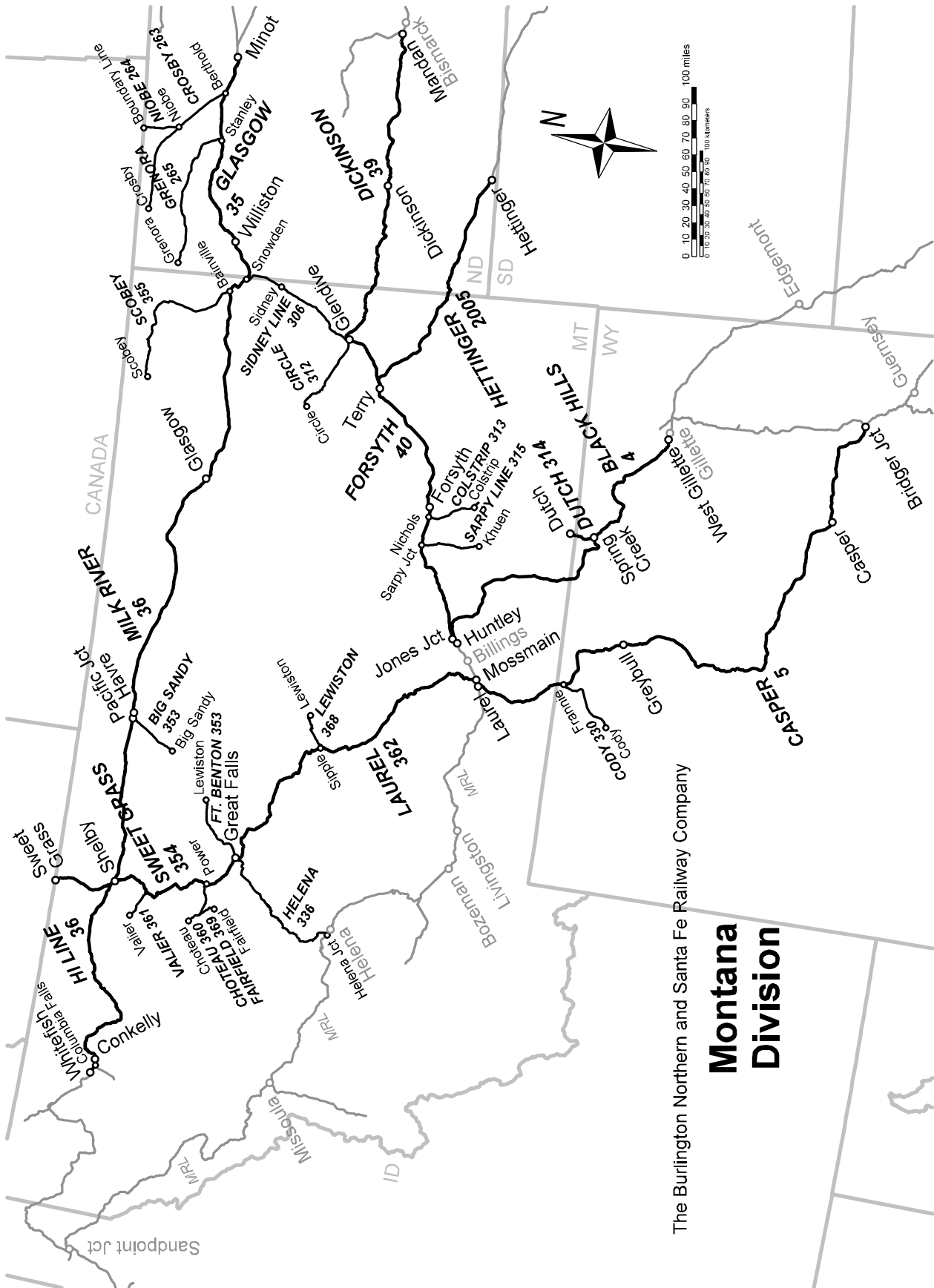
(406) 256-4035

General Director Transportation

K.W. Duryea

Billings, Montana

(406) 256-4088



Division Managers

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

Billings

D.G. Boespflug Director Administration (406) 256-4012
 R.D. Burgess Supt. Operations (406) 256-4075
 M.W. Christianson Asst. Dir. Mtc. Planning (406) 256-4021
 K.G. Orr Mgr. Signal Maintenance (406) 256-4444
 R.A. Schwarz Gen. Dir. Maintenance (406) 256-4033
 L.K. Vallone Safety Manager (406) 256-4091

Casper

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

Dickinson

R.M. Kinzel Roadmaster (701) 227-7235

Essex

T.E. Rudolph Roadmaster (406) 863-0286

Forsyth

T.A. Kale Trainmaster (406) 356-3271
 H.A. Tait Trainmaster (406) 356-3255
 R.L. Thompson Roadmaster (406) 356-3235

Glasgow

R.J. Bender Trainmaster (406) 228-3373

Glendive

L.A. Hoskins Shop Superintendent (406) 359-4275
 D.A. Kautzmann Trainmaster (406) 359-4455
 T. Knapp Division Engineer (406) 359-4219
 C.C. Knutson Supv. Structures (406) 359-4218
 G.R. Lehman Road Foreman (406) 359-4412
 J.T. Lowe Superintendent Operations (406) 359-4255
 D.F. Ruddy Roadmaster (406) 359-4235
 J.W. Specht Supv. Signals (406) 359-4220

Great Falls

W.M. Bernard Roadmaster (406) 791-3335
 H.L. Giard Asst. Roadmaster (406) 791-3368
 R.S. Simmons Trainmaster (406) 791-3355
 Road Foreman (406) 791-3307

Greybull

L.W. Reichardt Trainmaster (307) 765-4255
 J. Breen Roadmaster (307) 765-4235

Havre

B.J. Bishop Road Foreman (406) 265-0258
 D.J. Boen Superintendent Operations (406) 265-0424
 D.A. Gerking Terminal Trainmaster (406) 265-0417
 R.C. Harman Division Engineer (406) 265-0425
 T.J. Lambrecht Shop Superintendent (406) 265-0357
 J.J. Lyons Terminal Trainmaster (406) 265-0723
 J.L. Molenda Signal Supervisor (406) 265-0724
 J.C. Pena General Car Foreman (406) 265-0293
 E.D. See Terminal Manager (406) 265-0415
 G.L. Sheets Roadmaster (406) 265-0235
 G.E. Shelton Trainmaster (406) 265-0257

Lewistown

D.A. Pavlicek Roadmaster (406) 791-3311

Mandan

S.A. Hughes Road Foreman (701) 667-2260
 W.A. Taylor Trainmaster (701) 667-2200
 P.A. Yauney Roadmaster (701) 667-2235

Minot

P.J. Busch Roadmaster (701) 837-6759
 D.G. Jacobson Signal Supervisor (701) 837-6630
 M.L. Neva Road Foreman (701) 837-6622
 D.F. Wallin Terminal Trainmaster (701) 837-6604
 C.P. Young Trainmaster (701) 837-6607

Shelby

M.L. Bachmeier Trainmaster (406) 265-0311
 Roadmaster (406) 265-0318

Sheridan

P. Hamilton Trainmaster (307) 673-2258
 N.O. Mizelle Road Foreman (307) 673-2255
 K.M. Samples Roadmaster (307) 673-2235

Whitefish

L.R. Ross Trainmaster (406) 863-0232
 R.J. Wolff Road Foreman Engines (406) 863-0255
 L. Yudysky Signal Supervisor (406) 863-0216

Williston

B.M. Klein Roadmaster (701) 837-6752

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Big Horn Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		30596	599.9	W GILLETTE	BT	2MT CTC		6.5	
	8,976	30605	606.4	ORIVA				15.0	
	12,690	30620	621.4	ECHETA				9.8	
	13,217	30630	631.2	LARIAT				16.9	
	12,672	30647	648.0	KENDRICK				12.5	
	11,168	30659	660.5	CLEARMONT	B			11.1	
	12,734	30670	671.8	ULM				14.7	
	12,556	30689	686.5	EAST DUTCH				2.6	
		30689	689.1	DUTCH CENTER	X(2)T			1.3	
		30689	690.4	WEST DUTCH	JT			8.2	
	6,343	30697	698.6	SHERIDAN	BT		4	8.1	
		30705	706.3	KIEWIT		CTC		8.2	
	14,176	30713	714.9	RANCHESTER				9.2	
	6,834	30723	724.1	PARKMAN	B			6.8	
	7,109	30730	731.0	ABERDEEN				19.4	
	7,425	30749	750.2	LODGE GRASS				9.9	
	7,343	30759	760.1	BENTEEN				15.0	
	7,031	30775	775.0	DUNMORE				17.6	
	7,250	30791	792.7	ROWLEY				21.3	
	8,115	30812	813.9	ANITA				11.9	
		30825	825.1	MORAN JCT (To Jones Jct 1.4)	J			3.4	
		30828	829.3	HUNTLEY	J		40	229.4	

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

Radio Channel 54 in service W. Sheridan to Gillette.

Radio Channel 70 in service at Gillette and Sheridan Yards.

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

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

Train Dispatcher Telephone Numbers

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

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

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

1. Speed Regulations

Freight

1(A). Speed—Maximum

Gillette to Huntley, up to 100 TOB 60 MPH.
 Gillette to Huntley, 100 TOB and over 50 MPH.

1(B). Speed—Permanent Restrictions

MP 599.8 to MP 615.1 45 MPH.
 MP 615.1 to MP 615.4 40 MPH.
 MP 615.4 to MP 620.0 45 MPH.

MP 622.5 to MP 623.0 55 MPH.
 Trains 100 TOB and over 50 MPH.
 MP 638.2 to MP 642.7 45 MPH.
 MP 642.7 to MP 651.3 40 MPH.
 MP 662.3 to MP 663.0 50 MPH.
 MP 667.0 to MP 676.2 40 MPH.
 MP 676.2 to MP 696.6 50 MPH.
 MP 696.6 to MP 698.6 25 MPH.
 MP 698.6 to MP 709.0 45 MPH.
 MP 730.1 to MP 730.7 45 MPH.
 MP 757.0 to MP 813.7 50 MPH.
 MP 829.0 to MP 829.3 35 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control
 switches and on sidings unless otherwise

specified 25 MPH.

Through turnouts at siding at Kiewit and at

Sheridan Yard 10 MPH.

Eastward trains departing Track 1 (TSS 101) at Sheridan

after head end occupies 1st Street Crossing 25 MPH.

1(D). Speed—Other

All elevator and industry tracks 5 MPH.

Moran Jct. and Jones Jct. on loop track 25 MPH.

Hardin North Line 10 MPH.

Temperature Restrictions

Cold Weather Restrictions—Between MP 700.0 and MP 813.7, when the
 temperature is minus 0 degrees Fahrenheit or colder, do not exceed the
 following speeds:

Trains 100 TOB and over 30 MPH.

Trains up to 100 TOB 45 MPH.

Hot Weather—When temperature exceeds 90 degrees Fahrenheit do not
 exceed the following speeds:

Trains 100 TOB and over 30 MPH.

Trains up to 100 TOB 45 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Gillette to Huntley 143 tons, Restriction A

Fort McKenzie Spur 110 tons

Six-axle locomotives, six-axle derricks and cars with six or
 more axles not permitted on following tracks:

Sheridan Saw Mill Lead, Cloud Peak Spur, Fort McKenzie Spur,
 Kiewit Retail Yard.

3. Type of Operation

CTC—in effect:

West Gillette to Huntley

TWC Instructions

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

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

4. General Code Of Operating Rules Items

Rule 6.19—Flagging distance against Westward trains is as
 follows:

MP 597.2 to MP 694.0 2.0 miles

MP 694.0 to MP 700.0 2.5 miles

MP 700.0 to MP 829.3 2.0 miles

Flagging distance against Eastward trains is 2.2 miles.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
- MP 602.4—Recall Code 768
 - MP 627.3—Recall Code 758
 - MP 654.0—Recall Code 748
 - MP 681.9—Recall Code 738
 - MP 710.5—Recall Code 728
 - MP 736.3—Recall Code 648
 - MP 757.9—Recall Code 638
 - MP 785.9—Recall Code 628
 - MP 807.5—Recall Code 618
 - MP 822.9—Recall Code 608

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

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

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

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

Restricted Clearance

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

Hardin—Close clearances on all tracks.

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

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

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

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

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

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

Boeing Aircraft Parts Cars—Loaded Boeing aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

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

- 952 Gillette
- 739 Sheridan

Road Line Segments

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

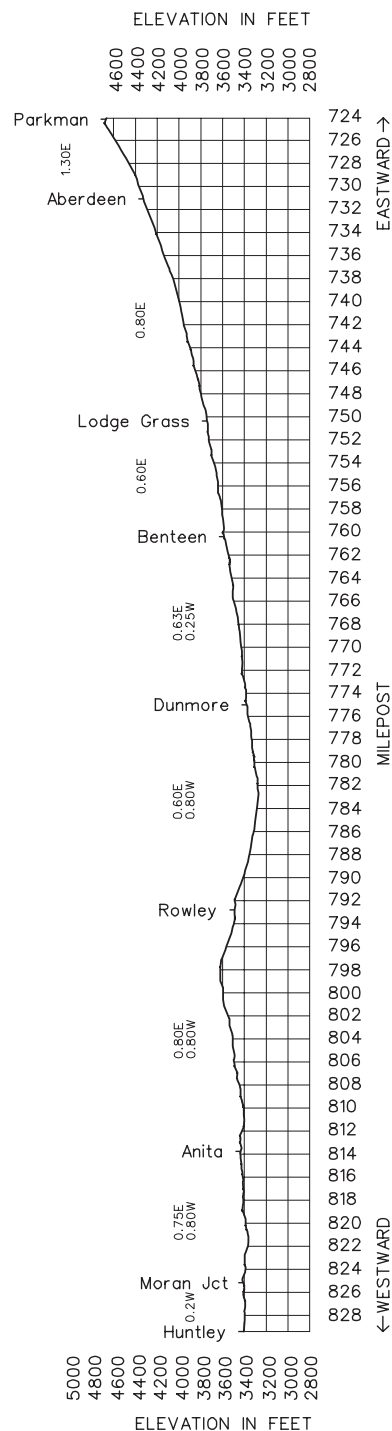
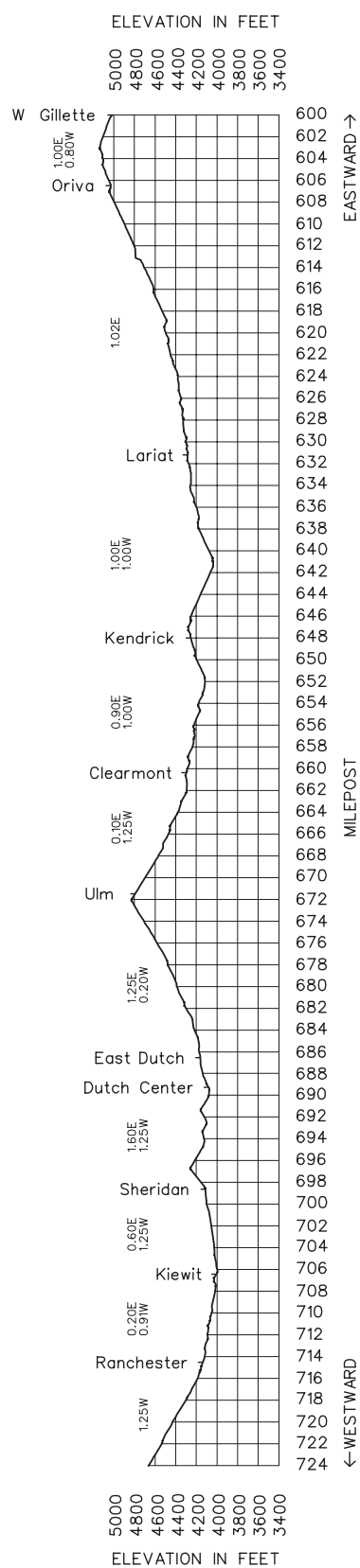
Ballast Pit

Line Segment	Limits
750	Sheridan

9. Locations Not Shown as Stations

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

10. Grade Charts



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

Radio Channel No. 76 in service.

Emergency Radio Call-In—911

Train Dispatcher Telephone Number—(817) 234-6564

1 Speed Regulations

1(A). Speed—Maximum

Pacific Jct. and Big Sandy **Freight** 10 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, Restriction D

3. Type of Operation

TWC—in effect:

Pacific Jct. to Big Sandy

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

Restricted Limits—in effect:

MP 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.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

List of Long and Short Miles

MP 29 to MP 30—6314 ft.

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

Test Mile Locations

Laredo—MP 5.1 to MP 6.1

8. Line Segments

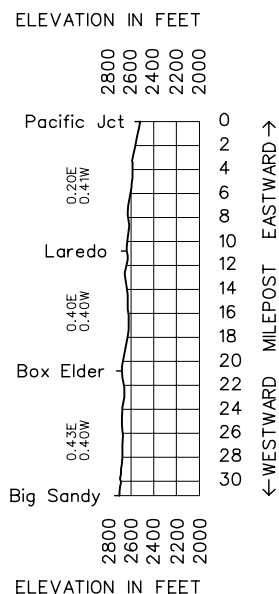
Road Line Segments

Line Segment Limits

353 Pacific Jct. to Big Sandy

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
			133.2	BRIDGER JCT.	J	CTC		1.2	
	5,628	32167	134.4	ORIN				14.4	
	3,750	32182	148.8	DOUGLAS				9.8	
	5,490	32192	158.6	RICHARDS				12.5	
		32205	171.0	CLAYTON	J			7.2	
	5,492	32212	178.2	GLENROCK				24.0	
		32236	202.2	CASPER	BR			11.1	
	5,726	32247	213.0	BISHOP				10.6	
	4,100	32257	223.9	BUCKNUM				17.6	
	7,990	32275	241.5	POWDER RIVER				19.0	
	6,600	32294	260.4	ARMINTO				13.5	
	3,660	32307	273.8	MADDEN				17.2	
	6,402	32325	290.4	GATE				13.4	
		32338	303.9	SHOBON	JR			0.5	
	8,400	32339	304.0	BONNEVILLE	BR			10.8	
	5,027	32349	314.7	PIPER				8.0	
	4,345	32358	323.2	DORNICK				8.7	
	2,687	32366	331.7	MINNESELA				4.4	
	4,750	32370	336.0	THERMOPOLIS	B			7.1	
	2,654	32377	343.1	LUCERNE				4.9	
	3,621	32382	348.0	KIRBY		TWC	5	11.8	
	7,551	32394	359.9	PULLIAM				8.5	
	1,565	32403	368.4	WORLAND				7.8	
		32411	376.7	DURKEE				11.1	
	3,435	32422	387.2	MANDERSON				8.9	
		32431	396.2	BASIN				7.8	
	4,630	32438	403.9	GREYBULL	BR			11.5	
	4,203	32450	415.3	SPENCE				6.6	
	3,616	32456	422.0	HIMES				9.8	
	7,113	32466	431.7	KANE				9.9	
		32476	441.7	LOVELL				5.4	
	4,488	32481	447.2	COWLEY				5.8	
	4,044	32487	452.9	DEAVER				6.3	
	5,242	32493	458.9	FRANNIE	BJT			6.1	
	1,826	32500	465.2	WARREN				10.8	
	8,115	32511	476.1	WADE				10.7	
	2,203	32521	486.8	EAST BRIDGER				6.9	
	5,014	32528	493.7	FROMBERG				12.4	
	5,247	32541	506.1	SILESIA				8.4	
		30855	514.47	LAUREL	JR			382.3	

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

Radio Channel No. 78 in service Casper to Laurel.

Radio Channel No. 66 in service in Greybull Yard Radio.

Radio Channel No. 76 in service in Casper Yard.

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

Train Dispatcher Telephone Numbers

Casper to Laurel—(817) 234-6053, Fax (817) 234-6067

Bridger Jct. to Casper—(817) 234-6054, Fax (817) 234-6075

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Bridger Jct. to Laurel	49 MPH.
Trains 100 TOB and Over	40 MPH.

1(B). Speed—Permanent Restrictions

MP 136.0 to MP 196.5	30 MPH.
MP 336.4 to MP 337.8	Restricted Speed.
MP 413.5 to MP 414.4	30 MPH.
MP 423.4 to MP 424.0	10 MPH.
MP 424.0 to MP 425.0	30 MPH.
MP 438.6 to MP 438.9	35 MPH.
MP 498.1 to MP 498.4	40 MPH.
MP 501.4 to MP 501.6	30 MPH.

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

1(D). Speed—Other

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

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. exceeds 90 degrees F		Cold Weather When temp. is -10 degrees F or colder
Casper	30	Trains 100 tons O/B and over	30
	45	Freight trains up to 100 tons O/B	40
	45	Empty coal trains	40

Between Orin and Bucknum:

When Ambient temperature falls between 32 degrees Fahrenheit and 0 degrees Fahrenheit, do not exceed 40 MPH.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bridger to Laurel 143 tons, Restriction A

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

Worland—Crown Cork and Seal Track

Himes—Georgia Pacific trackage

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

Bridger Jct. to Laurel

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

CTC—in effect:

Bridger Jct.

Restricted Limits—in effect:

Orin MP 133.2 to MP 136.0

Casper MP 196.5 to MP 206.0

Bonneville MP 303.6 to MP 306.5

Greybull MP 402.6 to MP 406.5

Laurel MP 513.2 to MP 514.47

4. General Code of Operating Rules Items

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

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

Rule 8.3

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

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

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

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

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

Rule 8.20—Derail Location and Position**Douglas**—Derails installed on west end of siding.**Clayton**—East end.**Bucknum**—East end.**Madden**—West end.**Dornick**—West end.**Minnesela**—West end.**Lucerne**—East and west ends.**Kirby**—East and west ends.**Worland**—East and west ends.**Manderson**—East and west ends.**Fromberg**—Derails installed on east and west ends of sidings.

Spence—Derails installed on the east and west ends of siding (Station MP 416).

Himes—East and west ends.**Deaver**—East and west ends.**Warren**—East and west ends.**East Bridger**—East and west ends.**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 153.5—Recall Code 618

MP 183.3—Recall Code 648

MP 231.7—Recall Code 468

MP 257.9—Recall Code 577

MP 286.7—Recall Code 578

MP 310.5—Recall Code 518

MP 339.6—Recall Code 598

MP 392.5—Recall Code 588

MP 440.0—Recall Code 528

MP 460.9—Recall Code 508

MP 488.9—Recall Code 537

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

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

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

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

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

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

Trains arriving or departing Casper, when clerk is not on duty, must notify Through Freight Desk at (817) 593-7610.

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

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

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

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

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

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

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

Break-in-Two Reports

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

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

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

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

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

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

717 Greybull
 894 Casper

Road Line Segments**Line Segment Limits**

5 Bridger Jct. to Laurel

9. Locations Not Shown as Stations

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

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

Radio Channel No. 70

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

Train Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

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

	Freight
Power and Choteau	25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 21	10 MPH.
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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.
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2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Power to Choteau 143 tons, Restriction D

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

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

Power to Choteau

Restricted Limits—in effect:

MP 27.0 and end of BNSF trackage

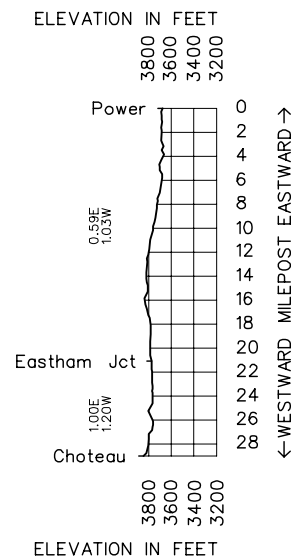
All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, flagging distance is 1.0 mile.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions—None****8. Line Segments****Road Line Segments****Line Segment Limits**

360 Power to Choteau

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 85 in service.

Radio Call-In	
Glendive - 20(X)	Rimroad - 17(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Numbers

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

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

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

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

Item 1(A) of System Special Instructions applies.

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

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

Glendive to Circle 134 tons, Restriction G

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

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

Glendive to MP 49.0

Restricted Limits—in effect:

Glendive MP 0.0 to MP 7.8

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 1.5 miles.**Rule 6.28**—in effect:

Circle MP 49.0 to end of track.

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

Between MP 28 and MP 50. See GCOR Rule 6.12.

7. Special Conditions**Track Warrants**—Authority Track Warrants on the Circle Subdivision will be addressed as follows:

To: _____

On: Circle Sub

Circle—West switch must be lined and locked for elevator track. Siding is owned by Farmer's Elevator**Sidney Line Subdivision Junction**—Normal position of switch is for Sidney Line Subdivision.

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

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

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

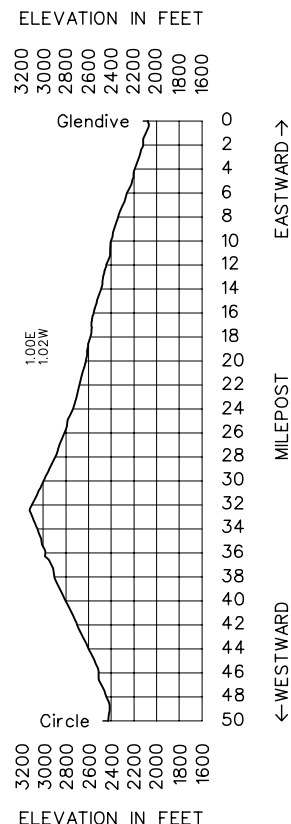
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 0.0 to MP 50.0

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
312	Glendive to Circle	0.0 to 50.41

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Cody Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		32493	0.8	FRANNIE	BRJT			14.5	
	1,783	86514	14.5	GARLAND				5.0	
	1,808	86519	19.5	POWELL		TWC	330	6.0	
	1,959	86525	25.5	RALSTON				16.9	
		86542	42.7	CODY	BRT			42.4	

Radio Channel No. 70 in service.

Radio Call-In
Frannie - 50(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Phone Numbers

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

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

Frannie to Cody **Freight** 25 MPH.

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

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

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

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

Frannie to Cody 143 tons, Restriction D

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

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

O'Donnell—Siding

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

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

Frannie to Cody

Restricted Limits—in effect:

Cody—MP 40.6 to MP 42.7

Frannie—East and West Leg Wye Switch to MP 2.0

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 1.0 mile.**5. Trackside Warning Detectors (TWD)—None****6. FRA Excepted Track—None****7. Special Conditions****Cody**—Cars over 50 feet cannot be turned on Wye.**Frannie to Cody**—Train location lineups will be issued on a recording device.**Train Location Lineup Instructions**

- From a touch tone telephone or mobile unit, dial: (8) 480-7400 or 1 (800) 422-0439, Denver, using current dialing instructions—BNSF Network, long distance.
- When you hear instructions to enter the seven-digit telephone number or mail box number, **DIAL 1001045** to receive train location lineup.
- Copy the recorded lineup.
- The lineup will automatically repeat. To verify your copy is correct, underscore each word on your copy as the lineup is repeated.
- After lineup has been copied correctly and underscored during the repeat, the procedure is complete.

Break-in-Two Reports

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

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

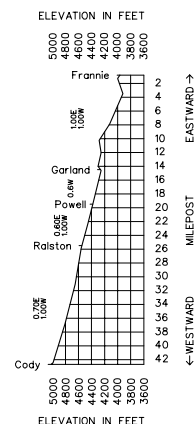
Test Mile—Test mile signs have been placed for westward movement between MP 5.0 and MP 6.0 between Frannie and Garland, and for eastward movement between MP 38.0 and MP 37.0 between Cody and Ralston.

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
330	Frannie to Cody	0.8 to 42.7

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 66 in service.

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

Train Dispatcher Telephone Numbers

(817) 234-6465, Fax (817) 234-6462

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

Freight

East Nichols wye to Big Sky 40 MPH.

1(B). Speed—Permanent Restrictions

Colstrip and Big Sky 25 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

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

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

Nichols Wye to Big Sky 143 ton, Restriction A

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

MP 0.0 to MP 39.5

Restricted Limits—in effect:

Colstrip—MP 28.5 to MP 32.0

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

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:

Big Sky, MP 38.0 to Loop Track Switch
 West Leg Nichols Wye

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

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

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

Big Sky—Coal trains with H6R steel equipment in the set will leave Big Sky with stripes headed west, facing the rear of the train. Trains made up entirely of GSR BN aluminum equipment need only be stripe aligned in one (either) direction. Double rotary cars are permitted in body of train provided any H6R steel equipment be placed in the rear portion of the train, which must be stripe aligned west, facing the rear of the train. BSMCOB trains do not need to be stripe aligned.

Speed over scale, when activated not to exceed 2.5 MPH loaded or empty. Reverse movement over scale must not be made after train has started to weigh unless authorized by mine personnel. Pacesetter operation may be necessary to control speed.

BNSF aluminum GSR equipment with double rotary car, may be loaded with stripes facing away from the double rotary car.

Colstrip—Coal trains must be stripe aligned in one direction. BSMAJC trains with H6R steel equipment in the set must be stripe aligned west, facing rear of train when departing Colstrip. Trains made up entirely of BNSF aluminum GSR equipment may be stripe aligned in either direction. Double rotary cars are permitted in BSMAJC trains provided any H6R steel equipment is placed in the rear portion of train, which must be stripe aligned west, facing the rear of train.

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

Roll-by Inspections on Caboosless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 20 minutes.

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

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

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

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

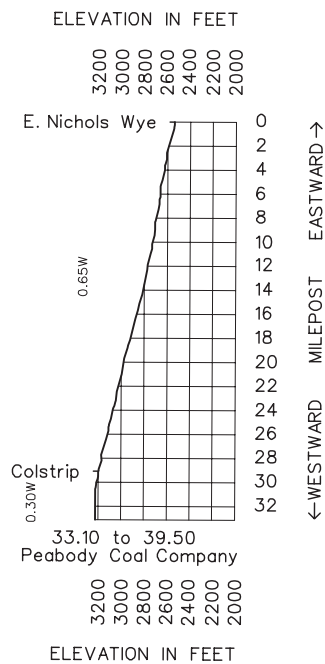
8. Line Segments**Road Line Segments**

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

9. Locations Not Shown as Stations

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

10. Grade Chart



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

Radio Channel No. 54 in service on this subdivision.

Radio Call-In	
Berthold - 01(X)	Niobe - 02(X)
Emergency - Call 911	
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

	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, Restriction D
Niobe to Crosby	134 tons, Restriction G

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

3. Type of Operation

TWC—in effect:

Berthold to Crosby

Restricted Limits—in effect:

Crosby, MP 87.6 and 89.5

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Between MP 57.0 Lignite Jct. and MP 89.5 Crosby.

7. Special Conditions

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

Lignite Jct.—Normal position of the junction switch is lined for Crosby Subdivision.

8. Line Segments

Road Line Segments

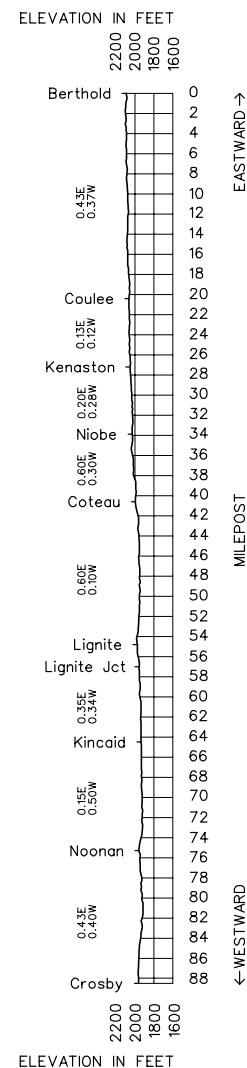
Line Segment Limits

263 Berthold to Crosby

9. Locations Not Shown as Stations

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dickinson Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03444	200.3 0.0	MANDAN	BJTY M			8.5	
	7,086	03451	8.3	LYONS				19.3	
	7,424	03471	27.9	NEW SALEM				10.7	
	6,848	03481	38.7	DENGATE				9.6	
	6,437	03491	57.5	GLEN ULLIN	B			5.5	
	6,112	03496	63.6	EAGLE NEST				7.1	
	6,867	03504	70.1	HEBRON				9.1	
	7,982	03513	79.2	ANTELOPE				11.3	
	10,917	03524	92.0	TAYLOR				14.4	
	7,343	03538	104.9	LEHIGH				4.6	
	6,610	03543	109.5	DICKINSON	BT	TWC ABS	39	10.0	
	7,215	03553	119.1	SOUTH HEART				15.4	
	9,673	03569	134.5	FRYBURG				5.3	
	9,592	03574	141.0	SULLY SPRINGS				13.7	
	7,474	03588	155.0	RIDER				12.4	
	10,115	03599	167.2	SENTINEL BUTTE				7.0	
		03607	174.2	BEACH	B			5.7	
	7,149	03613	179.8	YATES				8.5	
	6,476	03621	188.4	BEAVER HILL				6.8	
	6,901	03628	195.5	HODGES				4.9	
	6,533	03634	200.5	IONA				9.8	
	8,497	03644	210.1	CURRY				5.4	
		03649	215.8	GLEN DIVE	BMJTY			205.0	

Radio Channel No. 87 in service Mandan to Dickinson.

Radio Channel No. 70 in service Dickinson to Glendive.

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

Train Dispatchers Phone Numbers

Dickinson—(817) 234-6418, Fax (817) 234-6495

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Mandan and Glendive	
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.8	35 MPH.
MP 0.8 to MP 10.2	50 MPH.
MP 10.2 to MP 14.0	30 MPH.
MP 14.0 to MP 27.9	40 MPH.
MP 27.8 to MP 28.2 (HER), on siding	20 MPH.
MP 75.8 to MP 80.1	40 MPH.
MP 90.0 to MP 108.0	45 MPH.
MP 108.0 to MP 110.8 (HER)	25 MPH.
MP 110.8 to MP 111.6	45 MPH.
MP 127.2 to MP 128.7	50 MPH.
MP 128.7 to MP 131.6	45 MPH.
MP 131.6 to MP 138.1	35 MPH.
MP 138.1 to MP 166.5	40 MPH.

MP 174.1 to MP 179.6	50 MPH.
MP 186.9 to MP 189.0	40 MPH.
MP 189.0 to MP 209.8	50 MPH.
MP 209.8 to MP 214.7	45 MPH.

1(C). Speed—Switches and Turnouts

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

Taylor, South Heart, Fryburg, Sully Springs, Sentinel Butte, New Salem, Yates, Hodges and Rider	35 MPH.
W. South Heart	
MP 119.9 to MP 119.6, Eastward (HER)	10 MPH.
MP 119.4 to MP 119.6, Westward (HER)	10 MPH.
E. New Salem	
MP 28.2 to MP 27.9, Eastward (HER)	10 MPH.
MP 27.8 to MP 28.0, Westward (HER)	10 MPH.
All other sidings and turnouts	10 MPH.

1(D). Speed—Other

All elevator and industry tracks	10 MPH.
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Cold Weather Restrictions—

When the temperature is minus 20 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB or over	40 MPH.
Trains up to 100 TOB	50 MPH.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Mandan to Glendive	143 tons, Restriction D
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Six-axle locomotives and six-axle derricks not permitted on the following tracks:

Lehigh	M-Bar-D track restricted to one four-axle locomotive beyond derail.
Beach	From bridge to west end of house track restricted to no more than one six-axle unit in consist.
Hebron	Brick Yard Track (from and including road crossing to the Brick Plant.
Wibaux	Elevator track.
Richardton	Track 1380-Wagon Track, Track 1370-South Elevator, Track 1360-North Elevator.

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

3. Type of Operation

TWC—in effect:

Mandan to Glendive

Yard Limits—in effect:

Mandan	MP 200.3 to MP 4.0.
Glendive	MP 213.5 to MP 215.8.

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

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

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

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

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures: None
- B. Other TWD Locations
 - MP 15.2—Recall Code 518
 - MP 32.8—Recall Code 528
 - MP 61.8—Recall Code 538
 - MP 87.9—Recall Code 547
 - MP 107.4—Recall Code 548
 - MP 124.8—Recall Code 568
 - MP 152.5—Recall Code 577
 - MP 177.0—Recall Code 578
 - MP 190.6—Recall Code 588

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

Test Mile Locations

MP 6.0 to MP 7.0
 MP 101.0 to MP 102.0
 MP 115.0 to MP 116.0
 MP 134.0 to MP 135.0
 MP 206.0 to MP 207.0

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

MP 10.0 to MP 21.0
 MP 55.0 to MP 56.0
 MP 119.0 to MP 167.0
 MP 184.0 to MP 215.0

Mandan—When necessary to occupy or foul main track in yard limits crew members of train and engines, yard pilots or work equipment, and employees in charge of maintenance, communications, signal employees and work equipment must obtain permission and route from yardmaster at Mandan. Yardmaster permission does not dispense with use of track flags as required by Rule 5.4.2 and 5.4.7, Rules of Maintenance of Way for impassable track or to provide protection for on-track and/or off-track equipment fouling main track.

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

733 Dickinson
 731 Mandan
 732 Mandan Shop

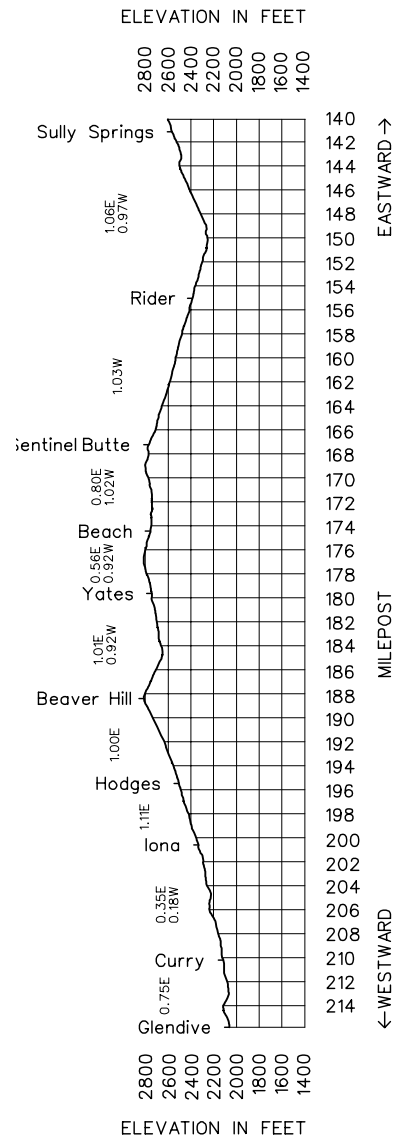
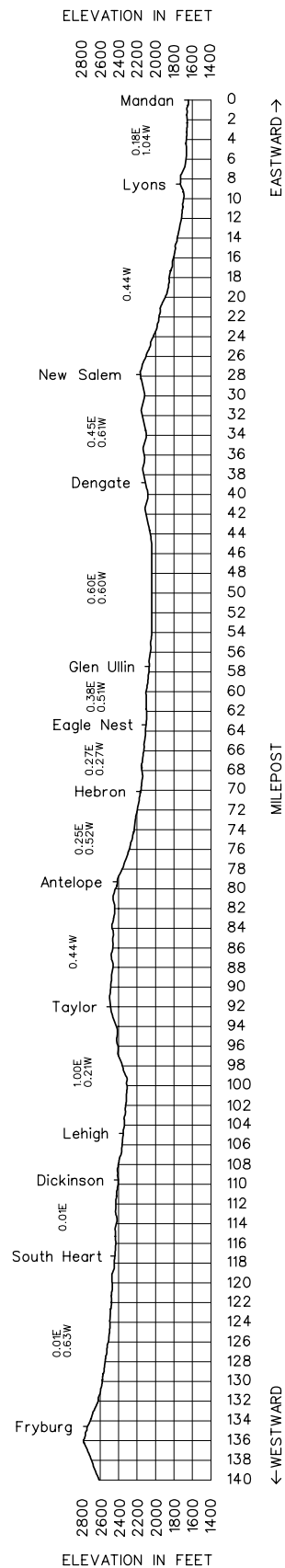
Road Line Segments

Line Segment	Limits	Mileposts
39.....	Mandan to Glendive.....	0.0 to 215.8

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
03447 Sunny	3.1 west of Mandan	20	East
03458 Sweetbriar	6.8 west of Lyons	40	East
03463 Judson	6.5 east of New Salem	18	West
03489 Abrasives Inc.	1.0 east of Glen Ullin	7	West
03518 Richardton	5.5 east of Taylor	80	West
03529 Boyle	5.0 west of Taylor	120	Both
03532 Gladstone	6.7 east of Lehigh	10	West
03548 Eland	4.5 west of Dickinson	90	West
03563 Belfield	10.3 west of South Heart	70	Both
03583 Little Missouri	5.2 east of Rider	25	East
03594 Demores	6.0 west of Rider	10	West
03618 Wilbaux	4.9 west of Yates	10	West

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dutch Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Str.	EAST WARD ↑
		30689	0.0	DUTCH	JT	CTC		14.7	
	6660	33218	14.7	DECKER		Rule 6.28	314	7.9	
		33228	22.8	SPRING CREEK			320	22.6	

Radio Channel 54 in service on this Subdivision.

Radio Channel 70 in service for Decker Mine loading.

Radio Channel 85 in service for Spring Creek Mine loading.

Radio Call-In	
Dutch - 71(X)	Decker - 70(X)
Sheridan-69(X)	
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3	

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

Dutch to Spring Creek **Freight**
30 MPH

1(B). Speed—Permanent Restrictions

MP 14.5 to MP 16.6 10 MPH

1(C). Speed—Switches and Turnouts

Decker, Nerco, Countant Creek 10 MPH

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Dutch to Spring Creek 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
Dutch to MP 14.5

4. General Code of Operating Rules and Safety Rules Items

Rule 1.10—Crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

Rule 6.28—in effect:
MP 14.5 to MP 22.6

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

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

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

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

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

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

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

8. Line Segments

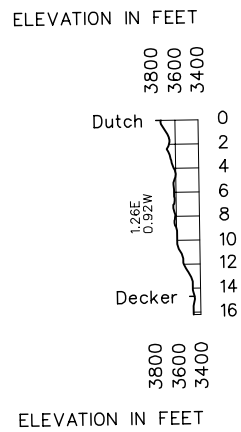
Road Line Segments

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

9. Locations Not Shown as Stations

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

10. Grade Charts



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

Radio Channel No. 70 in service.

Radio Call-In
Dutton - 75(X)
Emergency - Call 911
For Dispatcher X=1, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

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, Restriction D

3. Type of Operation

TWC—in effect:

Eastham to Fairfield

Restricted Limits—in effect:

MP 10.0 to end of BNSF trackage

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments

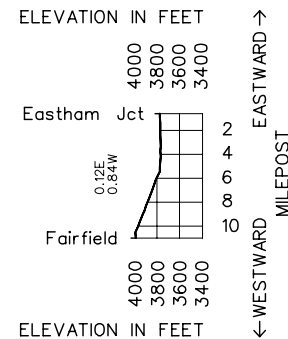
Road Line Segments

Line Segment Limits

369 Eastham Jct. to Fairfield

9. Locations Not Shown as Stations—None

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Forsyth Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03649	0.0	GLENDIVE	BMJTY			7.2	
	8,180	03656	7.2	COLGATE				12.3	
	6,854	03668	19.4	MARSH				10.1	
	6,265	03678	29.6	FALLON				9.6	
	6,574	03688	39.2	TERRY	BJ			10.2	
	6,720	03698	49.3	BLATCHFORD		TWC ABS		10.3	
	6,960	03708	59.9	SHIRLEY				10.1	
	7,245	03718	69.8	TUSLER				8.8	
		03727	78.6	MILES CITY				5.5	
	7,155	03733	84.1	ULMER				14.6	
	6,930	03747	98.7	HATHAWAY			40	12.6	
	6,450	03760	111.3	ROSEBUD				12.4	
		03772	123.8	FORSYTH	B			12.4	
		03778	129.4	EAST NICHOLS WYE	JT			0.4	
		03778	129.8	WEST NICHOLS WYE	JT			0.2	
	6,135	03779	130.2	NICHOLS		CTC		8.8	
	10,853	03787	138.5	FINCH				8.1	
		03795	146.6	SARPY JCT.	J			4.6	
	6,707	03800	151.2	HYSHAM	B			21.1	
	7,180	03821	172.3	CUSTER		TWC ABS		21.9	
	9,590	03843	194.2	POMPEY'S PILLAR				15.6	
		03858	209.9	JONES JCT.	J	CTC		216.7	

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

Radio Channel No. 76 in service Glendive to Forsyth.

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

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

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

Train Dispatcher Telephone Numbers

(817) 234-6420, FAX (817) 234-6496—Forsyth to Glendive.

(817) 234-6465, FAX (817) 234-6462—Jones Jct. to Forsyth.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Glendive and Jones Jct.	
Trains under 100 TOB	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 8.0 to MP 12.0	45 MPH.
MP 23.8 to MP 24.3	40 MPH.
MP 44.6 to MP 45.4	45 MPH.
MP 64.6 to MP 66.0	45 MPH.
MP 77.7 to MP 79.0 (HER)	30 MPH.
MP 85.0 to MP 94.2	50 MPH.
MP 102.4 to MP 104.5	40 MPH.
MP 104.5 to MP 123.0	50 MPH.

MP 123.0 to MP 125.7 (HER)	25 MPH.
MP 157.2 to MP 157.9	45 MPH.
MP 157.9 to MP 158.1	25 MPH.
MP 158.1 to MP 158.8	35 MPH.
MP 158.8 to MP 163.0	45 MPH.

1(C). Speed—Switches and Turnouts

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

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

1(D). Speed—Other

All elevator and industry tracks	5 MPH.
Rosebud Siding—Signaled Crossing (HER)	10 MPH.

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

Hot Weather Speed Restrictions—When temperature is 90 degrees Fahrenheit or above, the following speed restrictions are in effect:

Between MP 146.6 and 151.2, speeds must be reduced to 10 MPH below the maximum authorized speed for that train on this subdivision.

Cold Weather Speed Restrictions—When the temperature is minus 20 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 MPH.

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Glendive to Jones Jct. 143 tons, Restriction D

3. Type of Operation

Yard limits—in effect:

Glendive MP 0.0 to MP 2.8

TWC—in effect:

Between Glendive MP 0.0 and CTC Forsyth MP 123.16

Between CTC Hysham and CTC Jones Jct.

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

Forsyth—Eastward departing trains destined beyond Terry via Hettinger Subdivision will obtain track warrant for Hettinger Subdivision. Trains departing Forsyth destined beyond Jones Jct., in addition to obtaining track bulletins in effect between Forsyth and Jones Jct., will obtain track bulletins in effect between Jones Jct. and Laurel on the MRL or between Jones Jct. and Sheridan on the Big Horn Subdivision, depending on destination.

Laurel—Trains departing Laurel destined east of Jones Jct., in addition to obtaining track bulletins in effect between Laurel and Jones Jct., will obtain track bulletins between Jones Jct. and Forsyth.

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

Glendive—Main track is not protected by continuous block system between the manual interlocking at the east switch, MP 215.7 and the manual interlocking at the west switch, MP 1.3. Both switches are controlled by the Control Operator, Dickinson Subdivision, Ft. Worth.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

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

Derails—Derails are located at both ends of the following sidings:
Fallon
Terry (auxiliary track)

Sign Indicating "Switch Circuit"—Signs indicating the point where a train must stop within, to activate the circuit to enter a siding (within 200 ft.), are installed at all entering ends of siding with automatic switches.

The signs will display the words "Switch Circuit" in black letters on a white background and will be permanently mounted on a sturdy post.

The installation of these Switch Circuit signs will provide benefits in several ways:

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

To operate the switch to enter the siding, stop with the leading wheels of movement past the "Switch Circuit" sign, within 200 feet of the absolute signal that governs movement over the switch. Crew members of the train which is to enter the siding will then operate the push button which is located on the signal

mast. After 40 seconds, the signal will indicate red over lunar when the switch is lined for movement into the siding.

Train Inspections at Forsyth Depot—Westbound crews will give their train a roll-by inspection at depot before going to head end to change crews. Inbound crew on eastbound train will give outbound roll-by at depot if eastbound crew is on duty and ready to depart. Inbound crew will wait 20 minutes for train to depart to give roll-by before going off duty.

MRL Operations—When westbound trains arrive at Jones Jct. tune portable radio to MRL Road Channel. Locomotive Radio will remain on BNSF Road Channel until track warrant is cleared or train is closely approaching the East Billings Failed Equipment Detector, at which time radio on the controlling engine will be switched to proper MRL channel. Locomotives will switch to Channel No. 15 and BNSF portable radios so equipped will switch to Channel No. 66.

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

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

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

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

Custer—Westbound trains delayed over 30 min. will be required to cut west crossing.

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

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

Westward trains—MP 4.3 to MP 5.3 between Glendive and Colgate

Westward trains—MP 134.0 to MP 135.0 between Nichols and Finch

Eastward trains—MP 120.0 to MP 119.0 between Forsyth and Rosebud

Eastward trains—MP 207.0 to MP 206.0 between Jones Jct. and Worden

Glendive—Main track and yard tracks 1, 2, and 3 are controlled by the Dickinson Subdivision Dispatcher.

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

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

Waco—Fill point for East - Striped DEEX equipment trains.

Bull Mountain—Fill point for West-Striped DEEX equipment trains.

Big Horn—Fill point for SCKX equipment trains.

Joppa—Fill point for BSPX equipment trains.

Glendive—Normal position of Wye Tail Switch is for the East leg of the Wye. 5-pack cars cannot be turned on the wye.

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

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

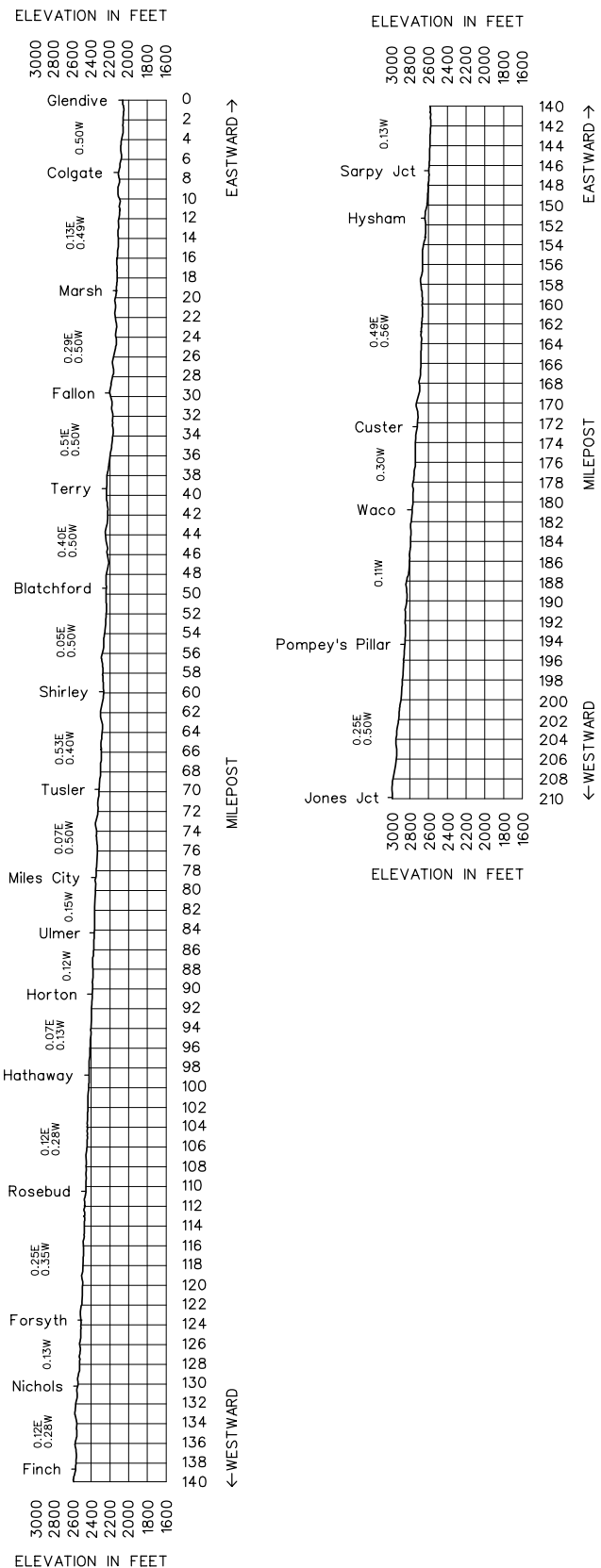
8. **Line Segments**
Yard Line Segments
Line Segment Limits
734 Glendive

Road Line Segments
Line Segment Limits **Mileposts**
40 Glendive to Jones Jct. 0.0 to 209.9

9. **Locations Not Shown as Stations**

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

10. **Grade Chart**



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

Radio Channel No. 70 in service.

Radio Channel No. 19—MP 115.0 to MP 119.4

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 Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

1. Speed Regulations

1(A). Speed—Maximum

Fort Benton and Great Falls **Freight** 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, Restriction D

3. Type of Operation

TWC—in effect:

Fort Benton to Great Falls

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

Restricted Limits—in effect:

Great Falls MP 115.0 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.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Test Mile Locations

Sheffels MP 106.0 to MP 107.0

8. Line Segments

Road Line Segments

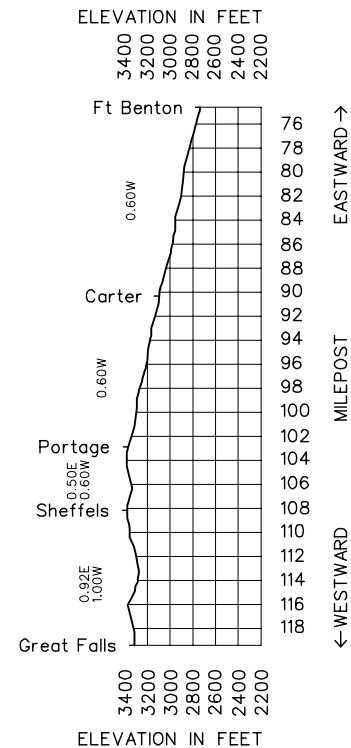
Line Segment Limits

353 Fort Benton to Great Falls

9. Locations Not Shown as Stations

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

10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Glasgow Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00917	0.0	MINOT	BX			0.5
		0.5	SOO TOWER	MJX(2)	2MT CTC		4.2
		4.7	W L SWITCH				0.7
		5.9	GASSMAN SWITCH		CTC		8.5
	00930	13.9	DES LACS		2MT CTC		8.8
9,880	00939	22.7	BERTHOLD	J			16.5
9,090	00956	39.4	BLAISDELL				14.8
12,662	00970	54.3	STANLEY	JT			7.3
8,264	00978	61.5	ROSS				12.0
9,080	00990	73.5	WHITE EARTH		CTC		7.9
	00998	81.8	TIOGA				5.5
12,448	01003	87.4	TEMPLE				11.6
8,665	01015	99.0	WHEELLOCK				5.0
	01020	104.5	EPPING		2MT CTC	35	17.1
	01036	121.1	WILLISTON	BTX(2)			12.0
15,021	01049	133.2	TRENTON		CTC		13.9
12,267	01063	147.2	SNOWDEN	JT			12.0
8,552	01075	159.2	BAINVILLE	J			14.3
8,437	01089	173.5	CULBERTSON				5.5
8,430	01095	179.1	BLAIR				13.7
12,990	01108	192.8	BROCKTON		CTC		14.0
8,422	01122	206.8	POPLAR				15.4
8,424	01138	222.1	MACON				5.8
14,025	01144	227.3	WOLF POINT				11.3
8,422	01155	239.2	OSWEGO				12.4
8,495	01167	251.8	KINTYRE				11.4
9,431	01179	263.2	NASHUA				14.5
N11,700 S 6,800	01192	277.5	GLASGOW	B			276.6

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)
Tiogoa - 03(X)	Epping - 04(X)	Snowden - 05(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 to Trenton MP 133.7	79 MPH.	60 MPH.
Trenton MP 133.7 to MP 272.9	79 MPH.	60 MPH.*
Exception to SSI Item 1 Speed Restrictions: Trains consisting entirely of loaded double stack equipment may operate at 60 MPH if not exceeding 105 TOB.		

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

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

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

Exceptions

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 1.2	35 MPH.	35 MPH.
MP 1.2 to MP 4.7	55 MPH.	50 MPH.
MP 4.7 to MP 5.2, Gassman Bridge	40 MPH.	40 MPH.
MP 5.2 to MP 11.2	60 MPH.	55 MPH.
MP 68.8 to MP 72.4	70 MPH.	60 MPH.
MP 72.4 to MP 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	60 MPH.	50 MPH.
MP 111.3 to MP 113.4	55 MPH.	50 MPH.
MP 113.4 to MP 119.3	60 MPH.	60 MPH.
MP 119.3 to MP 121.1	55 MPH.	50 MPH.
MP 121.1 to MP 125.9	60 MPH.	55 MPH.
MP 125.9 to MP 126.1	40 MPH.	40 MPH.
MP 126.1 to MP 128.7	60 MPH.	55 MPH.
MP 133.3 to MP 133.7	70 MPH.	
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	60 MPH.	60 MPH.
MP 272.9 to MP 276.7	65 MPH.	
MP 276.7 to MP 278.2	55 MPH.	50 MPH.

1(C). Speed—Switches and Turnouts

Trains entering turnouts of controlled sidings

unless otherwise specified

End of Main 1, through turnout W.L. Switch

End of Main 2, through turnout at

Gassman Switch

End of Main 2, through turnout at Des Lacs

East Crossover through turnout at MP 120.4

West Crossover through turnout at MP 120.7

End of Main 2, through turnout at Williston

West of MP 124.8

Glasgow (South 1)

Trains or engines departing sidings and through turnouts may increase

speed after passing a proceed signal at the following locations:

Stanley

Ross

Wheelock

Snowden

Kintyre

Nashua

Glasgow

1(D). Speed—Other

Sidings—Berthold, Blaisdell, White Earth,
 Temple, Bainville, Culbertson, Blair,
 Brockton, Trenton, Poplar, Macon,
 Wolf Point and Oswego 35 MPH. 35 MPH.
 Tioga—Locomotives and cars on
 north L.P.G. track 5 MPH.

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

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

Minot to Glasgow 143 tons, Restriction A

Williston

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

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

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

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

Glasgow MP 277.5 and Minot MP 0.0

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

Central Continental Time applies between Minot and Eastward Control Signal West Siding Bainville and Mountain Continental 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.

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 or 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—WWD only
 MP 8.0 DED—EWD only
 MP 180.5 DED—EWD only

B. Other TWD Locations

MP 2.0 DED—EWD only
 MP 8.0 DED—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 173.8 DED—Recall Code 147
 MP 184.7—Recall Code 157
 MP 202.5—EWD only—Recall Code 158
 MP 210.8 DED—Recall Code 159
 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 and Minot roll-by inspection required of departing eastward and westward through freight trains at speed not exceeding 20 MPH.

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

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

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

Test Mile Locations

MP 18.0 to MP 19.0
 MP 91.5 to MP 92.5
 MP 139.4 to MP 140.4
 MP 268.5 to MP 269.5
 MP 283.1 to MP 284.1

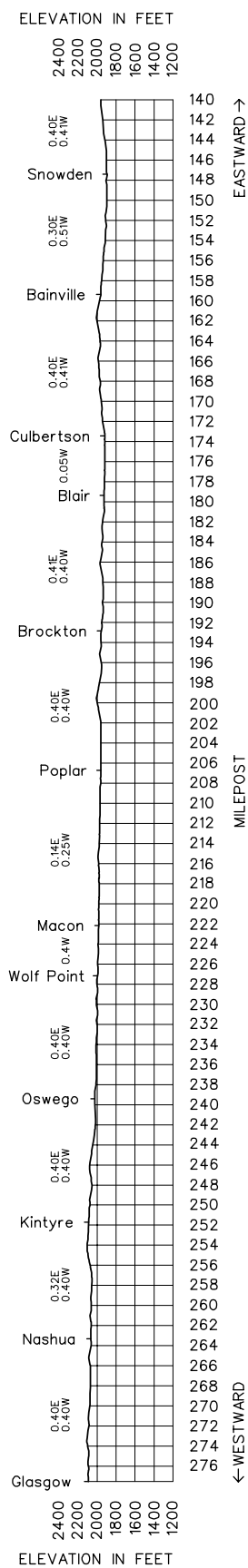
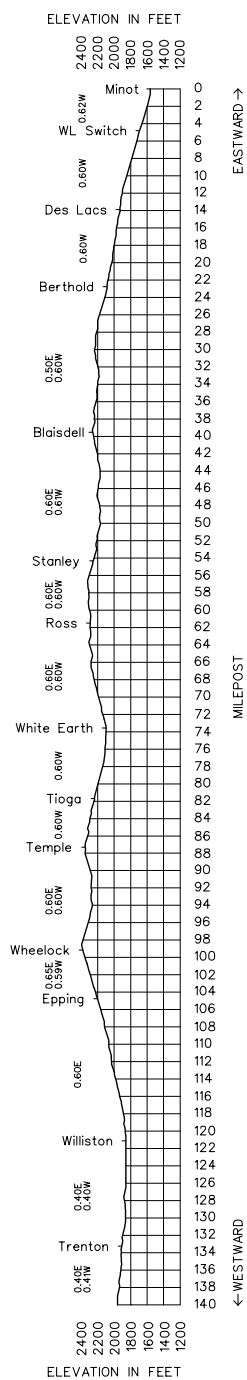
8. Line Segments**Road Line Segments****Line Segment Limits**

35 Minot to Glasgow

9. Locations Not Shown as Stations

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

10. Grade Chart



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

Radio Channel No. 54 in service on this subdivision.

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

Train Dispatcher Telephone Number—(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

Stanley and Grenora **Freight** 25 MPH.

1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

Item 1A of the System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Stanley to Zahl 143 tons, Restriction D
Zahl to Grenora 134 tons, Restriction E

Six-axle locomotives heavier than 175 tons not permitted.

Six-axle derricks not permitted between Zahl and Grenora.

3. Type of Operation

TWC—in effect:

Stanley to Grenora

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

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

7. Special Conditions

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

Main track is out of service MP 26.0 to MP 87.1.

8. Line Segments

Road Line Segments

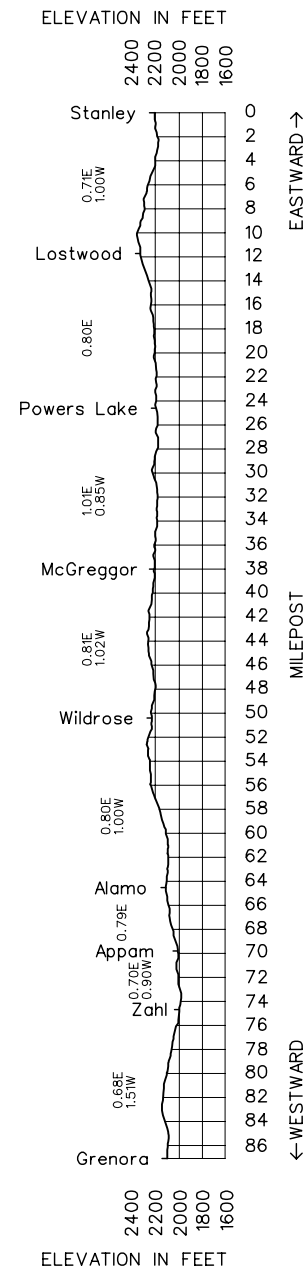
Line Segment Limits

265 Stanley to Grenora

9. Locations Not Shown as Stations

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Helena Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		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	336	9.3	
	2,276	11188	184.4	SIEBEN				12.1	
	5,112	11200	196.5	SILVER CITY				14.5	
		31082	210.9	HELENA JCT	JR			95.4	

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

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

	Freight
Great Falls and Helena Jct.	35 MPH.

1(B). Speed—Permanent Restrictions

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

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

All sidings	10 MPH.
Bridge 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, Restriction E

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

Great Falls to Helena Jct.

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

Restricted Limits—in effect:

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

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

Test Mile Locations

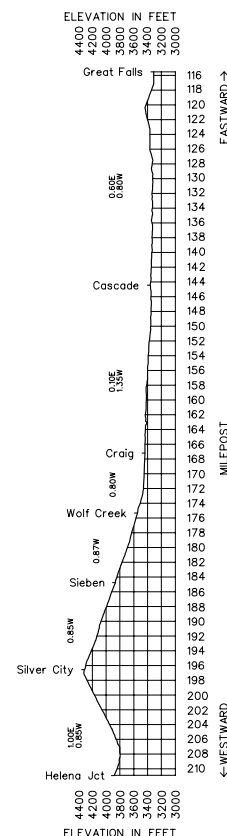
Ulm—MP 124 to MP 125

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

336 Great Falls to Helena Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Hettinger Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ EASTWARD
	9,690	08527	926.0	HETTINGER	B	TWC ABS	2005	10.1
	8,064	08538	936.1	BUCYRUS				13.1
		08549	949.2	KNIFE RIVER				10.4
	7,806	08560	959.6	BUFFALO SPRINGS				7.8
		08567	967.4	BOWMAN				13.2
	6,650	08581	980.6	RHAME				35.0
	11,265	08615	1015.6	BAKER	B			12.5
	4,600	08628	1028.1	PLEVNA				15.8
	6,454	08644	1043.9	ISMAY				15.0
	8,970	08659	1058.9	MILDRED				14.4
	6,535	08673	1073.3	BLUFFPORT				5.6
		03688	1078.9	TERRY	JB			152.9

Radio Channel No. 54 in service.

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

Train Dispatcher Telephone Numbers

0530 to 2130 hours (817) 234-2356, Fax (817) 234-6496
 2130 to 0530 hours (817) 234-6420

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

Hettinger to Terry **Freight** 40 MPH.

1(B). Speed—Permanent Restrictions

MP 927.5 to MP 928.0 (HER) 20 MPH.

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

All sidings 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

Hettinger to Terry 143 tons, Restriction C
 Bowman elevator tracks restricted to one locomotive.

3. Type of Operation

TWC—in effect:

Between Hettinger MP 926.0 and Terry MP 1078.9.

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
 B. Other TWD locations
 MP 950.9—Recall Code 297
 MP 977.6—Recall Code 298
 MP 1000.3—Recall Code 307
 MP 1023.2—Recall Code 308
 MP 1046.6—Recall Code 309
 MP 1075.8—Recall Code 947

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

Automatic Switches—on siding Terry for Hettinger Subdivision.

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

Ismay and Bluffport—All trains with 100 TOB or more are not permitted to use sidings.

Test Mile Locations

MP 942.0 to MP 943.0

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

- Bucyrus and Buffalo Springs—When trains meet, the train holding the main track will not pass the automatic block signal at the near end of the siding until the train taking siding has arrived.

Roll-by Inspections on Cabooseless Trains

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

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

MP 1068 to MP 1049.0

MP 1013.0 to MP 982.0

MP 948.0 to MP 944.0

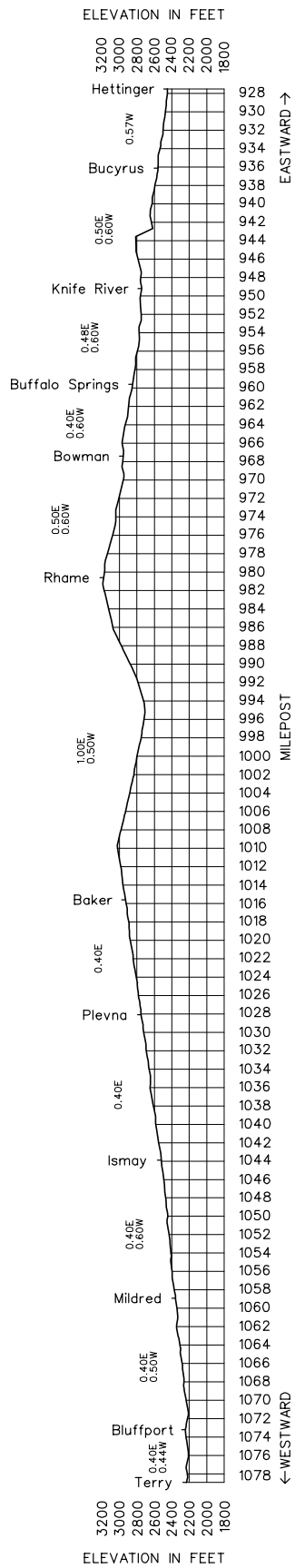
8. Line Segments**Road Line Segments**

Line Segment Limits **Mileposts**
 2005 Hettinger to Terry 927.8 to 1078.9

9. Locations Not Shown as Stations

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

10. Grade Chart



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

Radio Channel No. 54 in service in Whitefish Yard.

Radio Channel No. 76 in service on this subdivision.

Whitefish to Conkelley is under the jurisdiction of the Northwest 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 Dispatcher Telephone Number

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.

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

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

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

1(D). Speed—Other

The following head end restrictions
are in effect:

Head end of westward trains

(Does not apply to Amtrak trains)

MP 1151.7 to MP 1152.2 15 MPH. 15 MPH.

Head end of eastward trains

Signal 431.9 to MP 429.7 20 MPH. 20 MPH.

MP 1023.0 to MP 1022.4 70 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Havre to Whitefish 143 tons, Restriction A

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

Stoltze Lumber Industry Track

3. Type of Operation

CTC—in effect:

Pacific Jct. (MP 964.8) to Whitefish (MP 1219.9)

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

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

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

4. General Code of Operating Rules Items

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 mile.

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

Moveable point frogs are equipped with two switch machines. When dual switches at these locations are operated by hand,

both the switch machine that operates the switch points and the switch machine that operates the moveable point frog must be operated.

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

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures

MP 1086.3—DED—Recall Code 319—WWD only

MP 1099.0—Both Tracks—Recall Code 318—EWD only

MP 1131.8—DED—Recall Code 327—WWD only

MP 1162.1—DED—Recall Code 368—WWD only

MP 1170.3—DED—Recall Code 377

MP 1188.0—DED—Recall Code 388—WWD only

MP 1198.9—Recall Code 398

MP 1208.3—DED—Recall Code 407—EWD only

B. Other TWD Locations

* MP 969.7—DED—Recall Code 287

MP 981.7—Recall Code 278

* MP 997.7—DED—Main 1 only

* MP 1002.3—DED

MP 1009.3—Recall Code 288

* MP 1014.7—DED

MP 1030.8—Recall Code 298

MP 1059.3—Recall Code 308

MP 1077.8—Recall Code 317

MP 1086.3—DED—Recall Code 319—EWD only

MP 1099.0—Recall Code 318—WWD only

MP 1119.1—Recall Code 328

* MP 1125.9—DED

MP 1131.8—DED—Recall Code 327—EWD only

* MP 1137.1—DED

MP 1138.8—Recall Code 347

MP 1142.5—DED—Recall Code 358

MP 1145.5—Recall Code 348

* MP 1149.8—DED

MP 1157.2—DED—Recall Code 367

* MP 1153.9—DED

MP 1162.1—DED—EWD only

* MP 1166.1—DED

MP 1175.1—Recall Code 378

* MP 1180.1—DED

* MP 1185.1—DED

MP 1188.0—DED—Recall Code 388—EWD only

* MP 1192.2—DED

* MP 1204.4 —DED

MP 1208.3—DED—Recall Code 407—WWD only

MP 1212.9—Recall Code 408

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

6. FRA Excepted Track—None

7. Special Conditions

Shelby—All trains must announce arrivals to Shelby westbound at Peavey Elevator and eastbound at Teton. Train announcement must include train identification, direction, exact location, approximate speed and track. Signs are placed at Peavey Elevator and both sides at Teton. Eastbound trains staging on South One at Shelby will need to stop short of via duct to allow access to manual crossovers from Main 2 to Main 1 Shelby Center-Shelby East.

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

Ruling grade descending westward is 1.8.

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

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

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

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

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 or distributed power 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:

- Where locomotive consists are made up by mechanical personnel, mechanical personnel will set up the locomotive consist in compliance with the 28-axle dynamic brake limitation along with other consist setup procedures for each locomotive in the consist.
- During that inspection, mechanical personnel will note all defective dynamic brakes in the consist when the consist is initially made up and leave this information on the controlling locomotive for the locomotive engineer.
- 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:

- Inspect the locomotive consist before departing locations outlined above and determine if any locomotives in the consist have dynamic brakes cut out and/or are tagged defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake.)

Note: Before cutting in a dynamic brake found cut out but not tagged defective, contact the Mechanical Help Desk and be governed by that supervisor's instruction.

- If any locomotive in the consist is found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and the Mechanical Help Desk.
- Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
- All relieving locomotive engineers must be advised of defective dynamic brakes in the locomotive consist either verbally or with a note left on the control stand.

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

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

Job Briefing for Helper Operation

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

- Dispatcher is to determine the location of helper application, realizing that helper limits should be maintained between Essex and Summit, if at all possible.
- 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. train clears electric lock switch or dual control switch or crossover, and who the responsible party is for stopping train movement by helper ID or engine number. Also to be included is the location where helpers are to be taken off.
- Dispatcher will notify helper crew which train is to be helped, including train identification, location of where work is to be done, and information provided to the 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.
- Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Job briefing should include where and how helpers will be taken off the train.
- Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by Chief Dispatcher or local supervision. This method of operation should allow for improved train inspections under GCOR 6.29.2.

Helper Placement

See System Special Instructions Item 2(A) Helper Operations and where cars listed in the first sentence of System Special Instructions Item 3 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 the preferred method of operation with the section "Helper tractive effort restrictions when shoving against empty or light 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:

- A cautionary level wind alert is for wind speeds from 50 to 60 MPH and the following will apply:
The train dispatcher will advise trains that winds have reached cautionary level. When so notified, trains are to reduce speed to not exceed 25 MPH between Browning and Glacier Park.
- A critical level wind alert is for wind speeds above 60 MPH and the following will apply:
The dispatcher is not to line signals at Browning when winds have reached critical levels and will hold trains at Browning and Glacier Park until conditions allow for further movement of trains.

Whitefish—To avoid blocking road crossing, all westward freight trains must not pass East WF crossovers without Boyer East Dispatcher 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 1126 to MP 1128—4,967 ft. (MP 1127 is missing)
MP 1124 to MP 1125—8886 ft.
MP 1123 to MP 1124—5345 ft.
MP 1121 to MP 1122—4124 ft.
MP 1120 to MP 1121—4381 ft.
MP 990 to MP 991—2348 ft.
MP 964 to MP 965—3108 ft.
MP 433 to MP 964—5249 ft.

Test Mile Locations

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

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

650 Whitefish

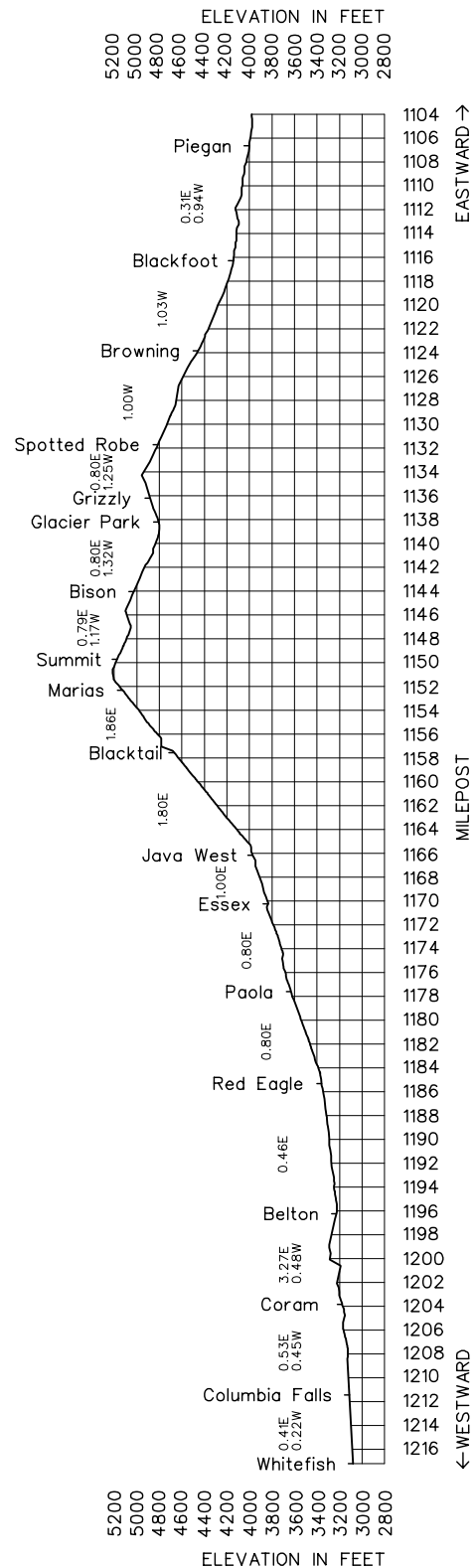
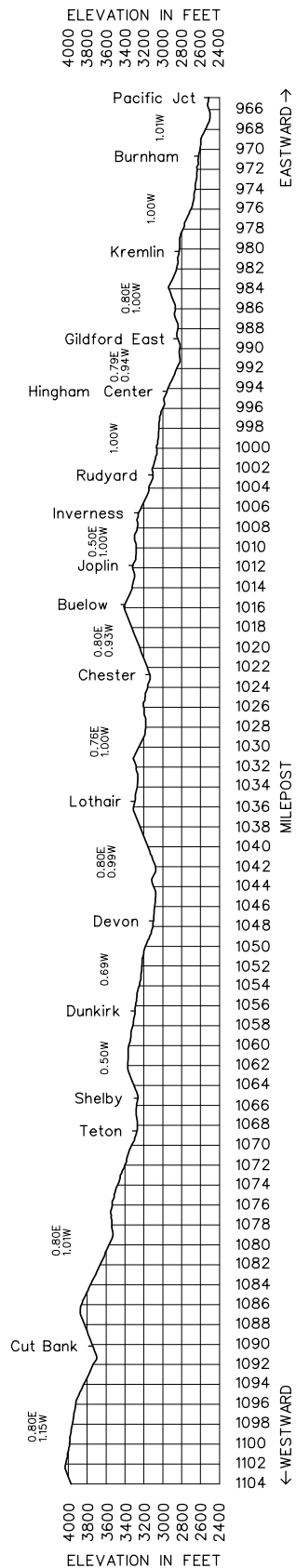
Road Line Segments**Line Segment Limits**

36 Pacific Jct. to Whitefish

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
01381 Hingham	5.9 west of Gildford	48	Both Main 2
01375 Gildford	GMI	52	Both Main 2
01394 Inverness	6.2 west of Rudyard	104	Both Main 2
01397 Joplin GMI	10.01 west of Rudyard	104	Both
01413 Tiber (2 Tracks)	5.5 west of Chester	167	Both
01389 Set Out Tracks	MP 1004.1	15	Main 2 East
01389 Set Out Tracks	MP 1004.1	15	Main 1 East
01464 Ethridge (Main 2)	11.2 east of Cut Bank	20	East
01470 Union Oil Spur	4.6 east of Cut Bank	6	East
01486 Pardue Sammons Spur	10.4 west of Cut Bank	1	Main 2 Both
01495 Meriwether (2 Tracks)	5.9 east of Blackfoot	56	Main 2 Both
01555 Essex Pit	2.9 west of Essex	50	Main 1 East
01596 Halfmoon (East Track)	4.7 east of Whitefish	46	West

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Laurel Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		30853	0.74	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	362	7.4	
		32683	129.8	HOBSON				5.3	
	6,196	32688	135.1	MOCCASIN	JT			20.0	
	9,500	32707	155.1	STANFORD				15.6	
	8,445	32724	169.2	GEYSER				13.5	
		32736	183.1	RAYNESFORD				11.2	
	6,743	32748	194.4	ARMINGTON				22.2	
	9,520	32766	216.6	WHITE BEAR				7.9	
		32777	224.5	GREAT FALLS	BJTR			223.5	

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

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 19.6	35 MPH.
MP 19.6 to MP 43.9	40 MPH.
MP 43.9 to MP 44.8	25 MPH.
MP 54.3 to MP 54.5	40 MPH.
MP 102.7 to MP 124.0	40 MPH.
MP 146.1 to MP 149.0	40 MPH.
MP 149.0 to MP 149.6	25 MPH.
MP 149.6 to MP 159.6	40 MPH.
MP 159.6 to MP 161.5	25 MPH.
MP 181.5 to MP 184.0	40 MPH.
MP 198.3 to MP 200.2	35 MPH.
MP 200.2 to MP 200.4	25 MPH.
MP 204.7 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 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.	

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, Restriction C

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

Mossmain to Great Falls

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

Restricted Limits—in effect:

Mossmain—MP 0.74 to MP 2.0

Great Falls—MP 222.4 to MP 224.5.

Yard Limits—in effect:

At Moccasin—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.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations

MP 14.8—Recall Code 608

MP 33.4—Recall Code 518

MP 69.3—Recall Code 728

MP 95.3—Recall Code 718

MP 129.9—Recall Code 738

MP 151.7—Recall Code 728

MP 176.9—Recall Code 717

MP 204.5—Recall Code 718

6. FRA Excepted Track—None**7. Special Conditions****List of Long and Short Miles**

MP 221 to MP 222—4768 ft.

MP 219 to MP 220—4473 ft.

MP 218 to MP 219—4492 ft.

MP 217 to MP 218—4479 ft.

MP 216 to MP 217—4699 ft.

MP 215 to MP 216—4551 ft.

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

Test Mile Locations

Hesper—MP 3.5 to MP 4.5

White Bear—MP 215.3 to MP 216.3

Loaded Unit Trains—Loaded unit trains of 52 cars or more will hold the main track at the following meeting or passing points: Cushman, Hedgesville, and Judith Gap.

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

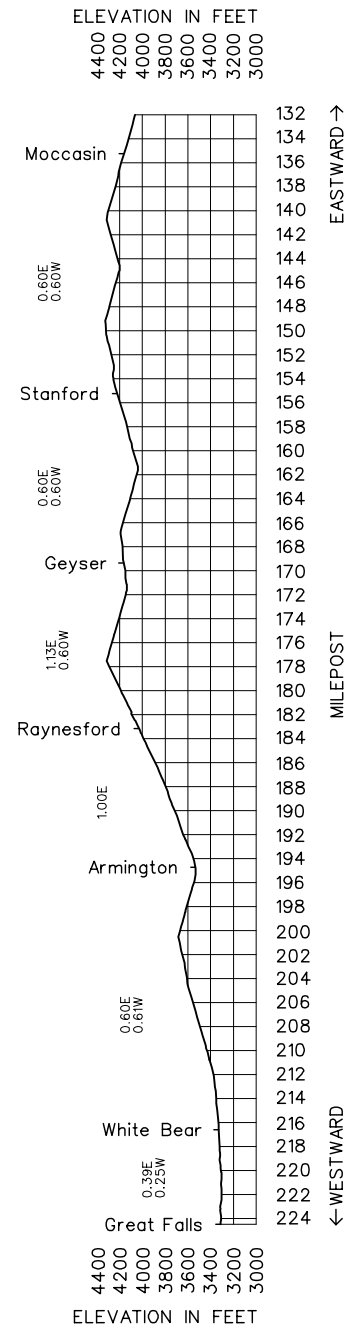
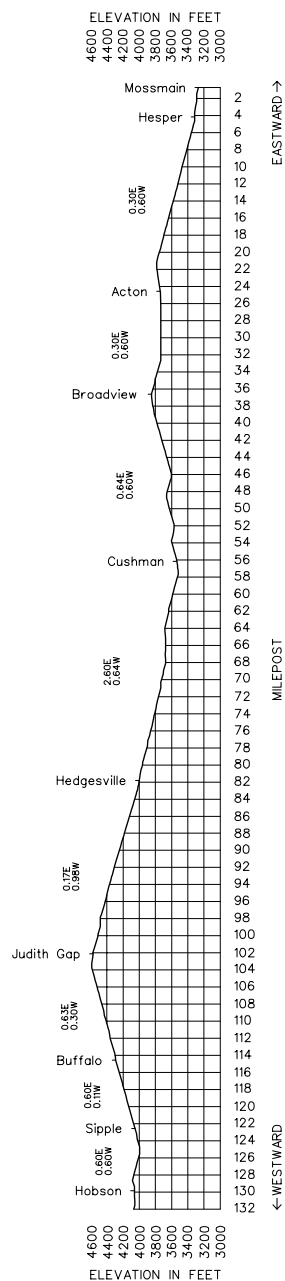
8. Line Segments**Road Line Segments****Line Segment Limits**

362 Mossmain to Great Falls

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32563 Rimrock	5.3 west of Hesper	16	East
32581 Comanche	8.5 east of Broadview	18	East
32622 Franklin	12.6 east of Hedgesville	11	East
32687 Grove	.01 east of Moccasin	12	East
32700 Windham	7.1 east of Stanford	18	East
32754 Wayne	MP 201.4	18	Both
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 White Bear	40	Both

10. Grade Chart



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

Radio Channel No. 70 in service.

Radio Call-In
Lewistown - 70(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3

Train Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

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, Restriction D
Glengarry to Lewistown	134 tons, Restriction G

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

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

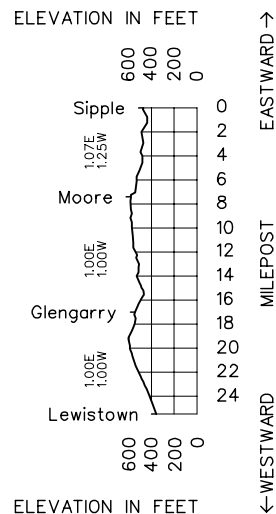
Sipple to Lewistown

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 and Short Miles**

MP 6 to MP 7—3780 ft.

Track 8213—Track 8213 Switch (Old GN Wye Switch) must be left lined and locked for spur track movement at Lewistown.**8. Line Segments****Road Line Segments****Line Segment Limits**

368 Sipple to Lewistown

9. Locations Not Shown as Stations—None**10. Grade Chart**

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Milk River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD
	11,700	01192	277.5	GLASGOW	B			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		CTC		11.8	
	7,564	01303	387.7	HARLEM			35	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)	2MT		2.1	
		01350	434.0 964.8	PACIFIC JCT	J	CTC		156.5	

Radio Channel No. 66 in service.

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

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

Train Dispatcher Telephone Number—(817) 234-1601

1. Speed Regulations

1(A). Speed—Maximum

Glasgow and Havre 79 MPH. 60 MPH.

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

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

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

Exceptions

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

1(B). Speed—Permanent Restrictions

MP 278.2 to MP 279.6 65 MPH. 60 MPH.
 MP 296.3 to MP 300.7 60 MPH. 55 MPH.
 MP 311.8 to MP 312.1 65 MPH. 60 MPH.
 MP 320.0 to MP 331.0 79 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.
 Crossovers Havre Center 10 MPH. 10 MPH.
 Crossovers Havre West 10 MPH. 10 MPH.

1(D). Speed—Other

Signal 433.1 Westward Trains (HER)
 over 100 TOB 40 MPH. 40 MPH.
 Signal 433.4 Eastward Trains (HER)
 over 100 TOB 40 MPH. 40 MPH.
 "A" Track havre Yard 20 MPH. 20 MPH.
 MP 374.75 to MP 374.9 (Savoy Siding) 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.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Glasgow to Havre 143 tons, Restriction A

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)

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

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

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures

MP 282.2—DED—EWD only—Recall Code 187
 MP 306.7—DED—WWD only—Recall Code 189
 MP 314.6—DED—EWD only—Recall Code 197
 MP 339.2—DED—WWD only—Recall Code 207
 MP 347.0—EWD only—Recall Code 208

B. Other TWD Locations

MP 282.2—DED—WWD only—Recall Code 187
 MP 292.9—Recall Code 188

MP 306.7—DED—EWD only—Recall Code 189
 MP 314.6—DED—WWD only—Recall Code 197
 MP 322.8—Recall Code 198
 MP 339.2—DED—EWD only—Recall Code 207
 MP 347.0—WWD only—Recall Code 208
 MP 364.0—Recall Code 237
 MP 383.5—Recall Code 238
 MP 404.0—Recall Code 258

6. FRA Excepted Track—None

7. Special Conditions

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

Test Mile Locations

Glasgow—MP 283.1 to MP 284.1

Malta—MP 345.8 to MP 346.8

Chinook—MP 411.6 to MP 412.6

8. Line Segments

Yard Line Segments

Line Segment Limits

701 Havre

702 Havre Diesel Shop

Road Line Segments

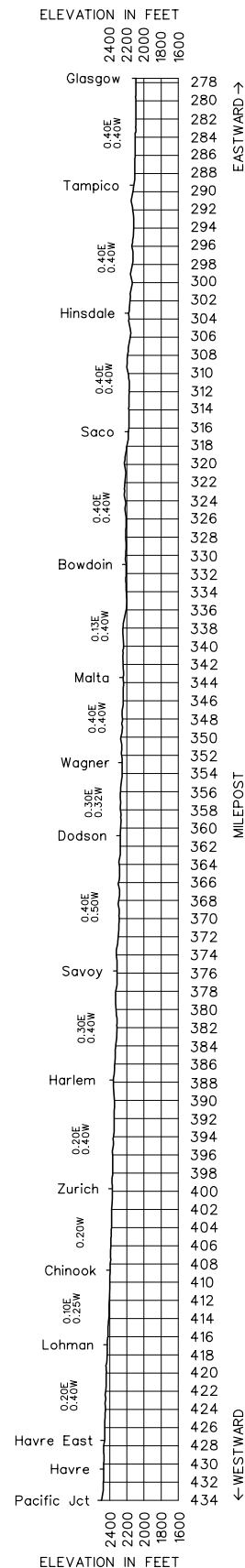
Line Segment Limits

35 Glasgow to Pacific Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart



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

Radio Channel No. 54 in service.

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

Train Dispatcher Telephone Number—(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

Freight

Niobe to Boundary Line 35 MPH.

1(B). Speed—Permanent Restrictions

MP 6.8 to MP 8.3 25 MPH.

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

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Niobe to Boundary Line 143 tons, Restriction D

3. Type of Operation

TWC—in effect:

Niobe to Boundary Line

Restricted Limits—in effect:

Northgate—MP 19.0 to MP 21.5

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

4. General Code of Operating Rules Items

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

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

8. Line Segments

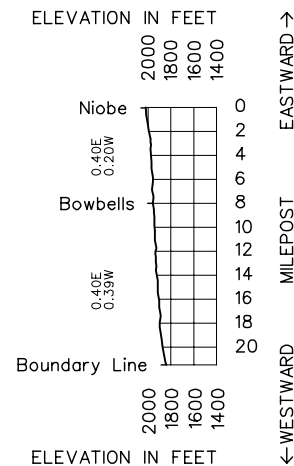
Road Line Segments

Line Segment Limits

264 Niobe to Boundary Line

9. Locations Not Shown as Stations—None

10. Grade Chart



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

Radio Channel No. 66 in service.

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

Train Dispatcher Telephone Numbers

(817) 234-6465, Fax (817) 234-6462

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

Freight

Sarpy Jct. and Kuehn 40 MPH.

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

Kuehn—East and West Switches 10 MPH.

1(D). Speed—Other

Kuehn around Loop Track 10 MPH.

Kuehn siding 10 MPH.

Kuehn—MP 34.4 to MP 37.4 (HER) 20 MPH.

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

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

Sarpy Jct. to Kuehn 143 tons, Restriction A

3. Type of Operation

TWC—in effect:

MP 0.0 to MP 37.4

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, flagging distance is 2.0 miles.**Rule 6.28**—in effect:

Kuehn MP 34.4 to MP 37.4.

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

All trains must be stripe aligned in one direction. ABMBEC trains with steel equipment, stripes must face west departing Kuehn and steel equipment be on rear of train.

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

Loaded coal trains are not permitted on Kuehn siding.

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

Roll-by Inspections on Cabooseless Trains—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 20 minutes.

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

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

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

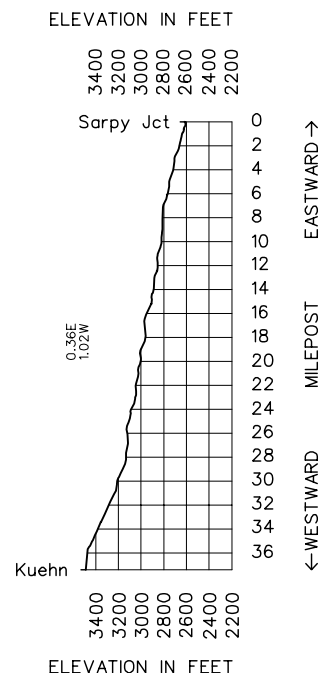
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 10.0 to MP 32.0

8. Line Segments**Road Line Segments**

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

9. Locations Not Shown as Stations

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

10. Grade Chart

Length of Siding (Feet)	Station Nos.	Mile Post	Scobey Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	01075	0.7	BAINVILLE	JR	TWC	355	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				20.0
	59072	74.5	REDSTONE				12.0
	59084	86.4	FLAXVILLE				12.6
1,947	59097	99.0	SCOBEY				98.0

Radio Channel No. 54 in service.

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

Train Dispatcher 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, Restriction D
Plentywood to Scobey 134 tons, Restriction G

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

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

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.

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.

Plentywood—Close clearance on Plentywood Industry Track.

All movements over Industry Track Crossing, Main Street at MP 54.4, must stop and protect movements per Rule 6.32.2.

8. Line Segments

Road Line Segments

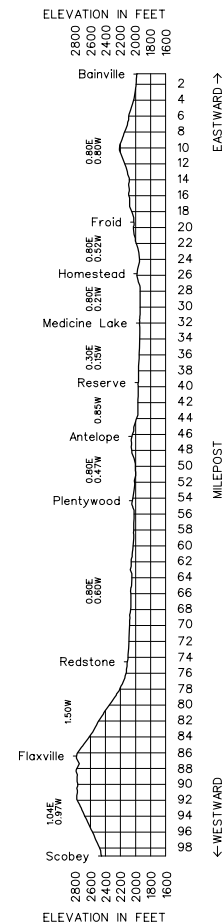
Line Segment Limits

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

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sidney Line Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		03649	0.0	GLENDDIVE	BJTR	TWC	306	55.2	
		59225	53.9	SIDNEY	BTR			10.5	
		59215	64.4	FAIRVIEW	T			14.3	
	12,243	01063	78.6	SNOWDEN	JTR			80.0	

Radio Channel No. 85 in service .

Radio Call-In		
Savage - 19(X)	Sidney - 18(X)	Snowden - 05(X) CH. 54
Glendive - 20(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Numbers

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

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

Freight

Glendive and Snowden 40 MPH.

1(B). Speed—Permanent Restrictions

MP 3.5 to MP 17.7 25 MPH.

MP 17.7 to MP 33.1 30 MPH.

MP 33.1 to MP 34.0 25 MPH.

MP 55.0 to MP 77.0 25 MPH.

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

Sidney over Main Street and Third Street N.E. crossings 10 MPH.

Snowden (East and West Legs of Wye) 10 MPH.

Item 1(A) of System Special Instructions applies.

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

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

Glendive to Snowden 134 tons, Restriction G

Sidney—Locomotives must not be operated over the hoppers at Holly Sugar Corporation plant trestles.

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

Glendive to Snowden

Restricted limits—in effect:

Glendive MP 0.0 to MP 5.0

Sidney MP 50.0 to MP 55.0

Snowden MP 77.0 to MP 78.6

4. General Code of Operating Rules Items

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

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

Glendive—A train or engine must receive permission from dispatcher before entering the Forsyth Subdivision.

Snowden—Normal position for the wye tail switch is for the east leg of the wye. 5-pack cars cannot be turned on the wye. Derail MP 79.1 normal position will be in the non-derailing position unless protecting equipment.

Fairview Wye—has 4000 foot Tail Track

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

To: _____

On: Sidney Line Sub

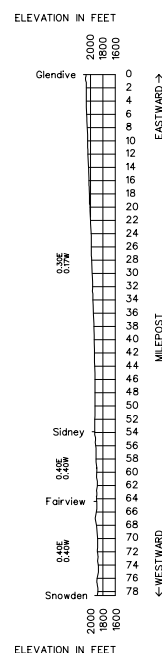
Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33: MP 0.0 to MP 78.0

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
306	Glendive to Snowden	0.0 to 78.6

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
85806 West Glendive Spur	4.3 west of Glendive	35	West
85811 Stipek - 0501	10.7 west of Glendive	10	East
85820 Intake - 0530	20.1 west of Glendive	10	West
85835 Savage - 0541	20.2 east of Sidney	10	East
85844 Crane - 0545	10.7 east of Sidney	10	West
59218 Ridgelawn - 0550	4.1 east of Fairview	11	West
59216 Ludington - 0581	1.5 east of Fairview	36	Both
59209 Dore - 0650	5.2 west of Fairview	11	East

10. Grade Chart

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sweet Grass Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ EAST WARD
		32777	0.4	GREAT FALLS	BJTR			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		TWC		13.4
	8,970	32843	68.6	CONRAD	T			3.2
		32847	71.8	VALIER JCT	J		354	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				10.4
		61228	130.6	SUNBURST		TWC		8.4
	6,600	61236	138.9	SWEET GRASS	XTR			136.5

Radio Channel No. 70 in service.

Radio Channel No. 66 in Great Falls Yard

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 Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

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 3.5 to MP 7.0	40 MPH.
MP 7.0 to MP 8.2	10 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 Subdivision turnout on No. 2 Main, MP 99.9	10 MPH.
Crossover from Sweet Grass Subdivision to Main 1 on Hi Line Subdivision, MP 102.5	20 MPH.
Through No. 11 turnouts Main Track Shelby to Sweet Grass	10 MPH.

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, Restriction C

3. Type of Operation

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

TWC—in effect:

Great Falls to Shelby
Shelby to Sweet Grass

Restricted Limits—in effect:

Great Falls—MP 0.4 to MP 3.5
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 to MP 99.9—2.0 miles
MP 104.0 to MP 136.0—1.0 miles

Shelby—The normal position of hand operated switch at MP 99.9 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 no. 107 and track no. 122 main track switches may be left lined in the last position used.

5. Trackside Warning Detectors (TWD)

- Protecting Bridge, Tunnel or Other Structures—None
- Other TWD Locations
 - MP 35.7—Recall Code 758
 - MP 58.7—Recall Code 767
 - MP 84.2—Recall Code 788
 - MP 113.2—Recall Code 789
 - 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.

Test Mile Locations

MP 16.0 to MP 17.0—Westbound
MP 86.0 to MP 85.0—Eastbound
MP 109.0 to MP 110.0

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

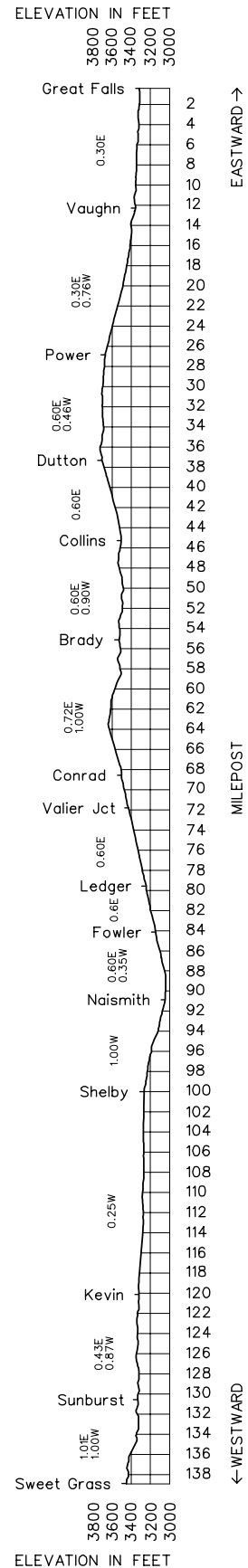
0354 Exxon Spur
703 Great Falls

Road Line Segments**Line Segment Limits**

354 Great Falls to Sweet Grass

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Numbers

(817) 234-1605 or (800) 285-0064

1(A). Speed—Maximum

Freight

Valier Jct. and Valier 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, Restriction D

3. Type of Operation

TWC—in effect:

Valier Jct. to Valier

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

Restricted Limits—in effect:

MP 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

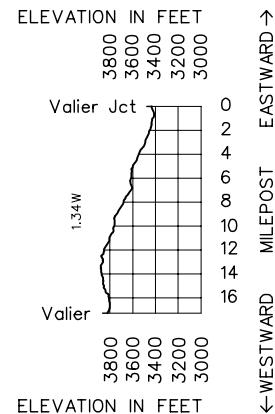
Road Line Segments

Line Segment Limits

361 Valier Jct. to Valier

9. Locations Not Shown as Stations—None

10. Grade Chart



GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using track bulletin No. ____ (and/or Line No. ____) between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag (or red light) without stopping, add the following:

- “(Train) may pass red flag (or red light) located at MP ____ without stopping (specifying track when necessary).”

Unless otherwise restricted, the train may pass the red flag (or red light) at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) (specifying track when necessary).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed at ____ MPH between MP ____ and MP ____ and then proceed at .. ____ MPH (or at maximum authorized speed) (specifying track when necessary) until entire train has passed through the limits.”

Unless otherwise restricted, the train may proceed through the limits at the speeds specified. Not more than two speeds may be authorized. The second speed authorized must not be less than the first speed.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH (specifying distance and track when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

Report Trespassers
1-800-832-5452

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