



Yellowstone Division

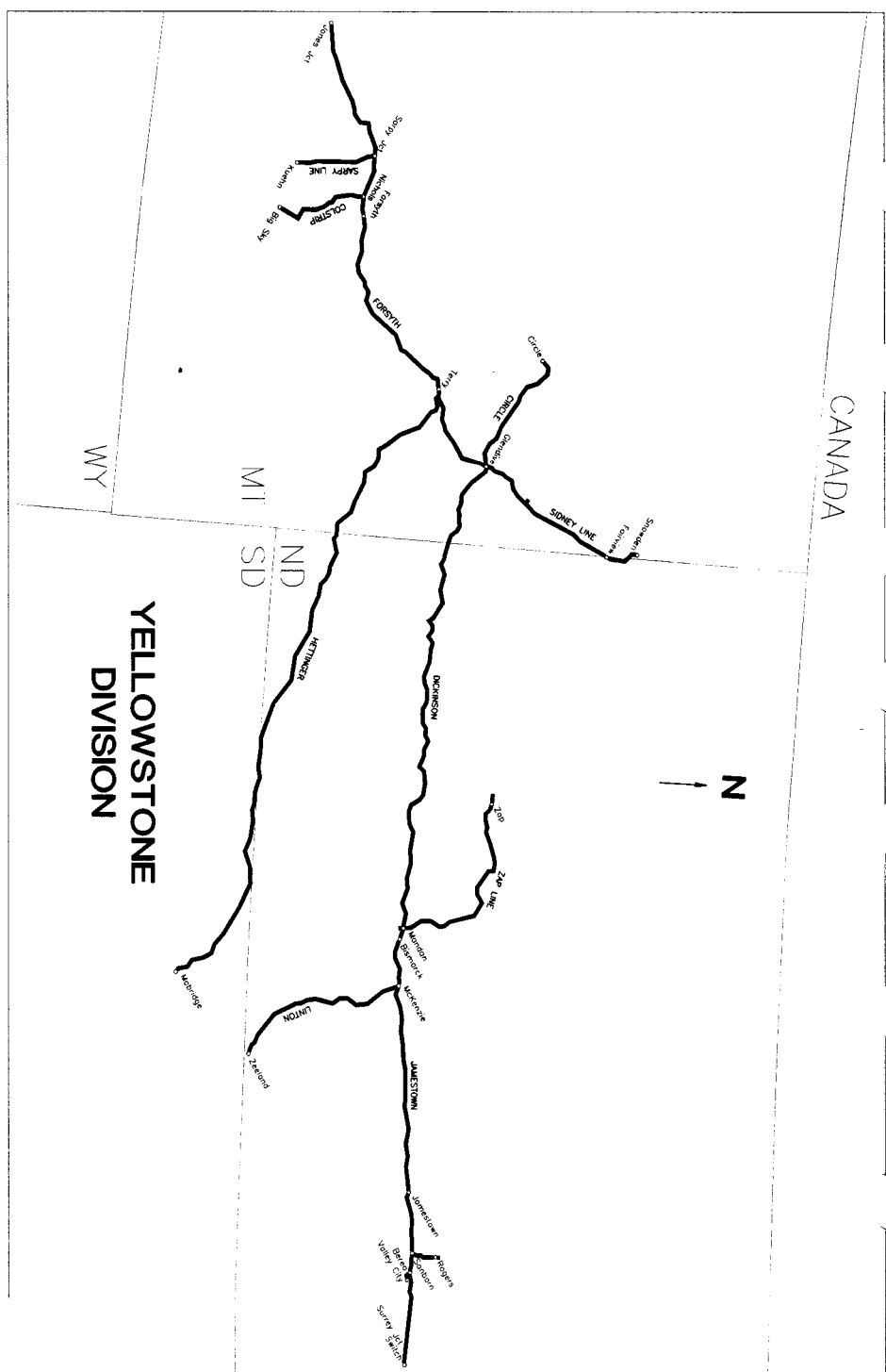
Timetable No.1

IN EFFECT AT 0001
Central & Mountain Continental Time

Sunday April 10, 1994

Division Superintendent
G.D.ALLEN
Glendive , MT
359-4212

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



1. Fuel Tender Placement—

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

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

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

2. Revenue Movement of Locomotives over Burlington Northern—

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

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

3. Switching When Coupling Air Hoses—

Road and yard crew will stop all switching movements when a crew member is making air couplings. The engineer will not move cars until verbal notification of completion is made by his/her crew member.

Exception: Lite engine movements are not restricted.

4. Daily Locomotive Inspection Policy—

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

1. Compliance with Daily Locomotive Inspection laws must be enforced (RULE 229.21)
2. Engineers will be supplied with the new daily inspection form (Form 16450) which are now available. The engineers will be responsible for maintaining possession of the 16450 Forms.
3. It is essential all operating personnel comply and lend support to the new policy which is as follows:
 - A. It will be the responsibility of the engineer to inspect Form 16450 and Form 15042 for each locomotive in the consist. If the daily inspection record in the cab, Form 15042, indicates that the inspection for the current calendar day has not been performed the engineer will be responsible for making the inspection, even if he will be going to a mechanical facility before the end of the current calendar day.
 - B. The daily inspection is to be done during the first tour of duty following 0001 hours without further train delay. The engineer is responsible for performing the inspection before ending tour of duty on such calendar day.
 - C. If a defect is found, the engineer will comply with Rule 123(D) and/or Rule 125 of the Air Brake and Train Handling Rules. Any FRA defects written on this form, must be signed off by the operating or mechanical employee making the repairs before:
 1. The Locomotive is used and;
 2. The locomotive is sent to the assignment point.
 If the locomotive is to be moved under Rule 125, Movement of Non-complying Locomotives, Form 16450 showing the defects to remain on the locomotive in the holder with the Cab Card, Form 15042.
 Form 16450 must accompany the engineer's daily timeslip at the end of tour of duty unless FRA defects have not been repaired, and signed off. Form 16450 must then be left at a location with the locomotive to be signed off by the person making the repairs, who will then be responsible for sending the signed report to the assignment point.
 - D. The agents, clerks, or operating personnel who will process engineer's timeslips will be issued region instructions on forwarding the daily inspection sheets to the assigned maintenance facilities..

4 YELLOWSTONE DIVISION SPECIAL INSTRUCTIONS

5. Air Repeater Car Operation—

System Special Instructions, All Subdivisions, Item 4, contain information covering air repeater operation.

The following information concerns Air Car tests:

Anytime a brake pipe leakage test is required:

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

Air Car Operation:

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

Air repeater car waiver from the FRA—

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

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

The Waiver translated into the following—

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

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

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

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

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

The air repeater car should be placed in the middle of the train.

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

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

When reporting for duty, conductors must notify the dispatcher if the lead locomotive is other than the identifying locomotive in the consist.

When possible the dispatcher must use the lead locomotive for identification purposes.

6. Instructions to Conductors—

Identifying Locomotive Numbers—

Although it is not essential, the lead locomotive should be the identifying locomotive whenever possible to aid the proper train identification.

Break In Two Reports—

When air hose separations and break-in-two occur the following instructions apply on the Yellowstone Division:

1. When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.

6 YELLOWSTONE DIVISION SPECIAL INSTRUCTIONS

3. Upon arrival at the terminal the engineer must complete a break-in-two report for any train separation regardless of cause. In addition call Manager of Operating Practices at 359-4213 to discuss the break-in-two or leave a message explanation of the break-in-two.

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

Leakage or Spillage from Railroad Cars-

All leakage or spillage from any railroad car must be reported by telephone as quickly as possible. The person observing the incident should call the telephone number listed below, or if a telephone is not accessible furnish the required information to the train dispatcher who will arrange reporting.

To report an incident call 1-800-392-6463 and give your name, date, car initial and number, and the location of the car.

The requirements for reporting Hazardous Material incidents have not changed and this number should not be used for that purpose.

7. Shut-down and Restart of Locomotives-

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

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

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

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

Setting Out Locomotives-

The following will GOVERN When Locomotives are Set Out or Left Unattended

- Place throttle in idle position.
- Place transition handle (on locomotives so equipped) in off position.
- Move generator field switch to OFF position. Control/fuel pump switch will be left in the on position.
- Remove reverser handle from the reverser slot.
- Isolation switch must be in an isolate position.
- If the locomotive is not attached to a train, make a 20 PSI automatic brake pipe reduction after allowing a minimum of 5 minutes for the air brake system to charge. Leave maintaining type brakes valves in the maintaining position.
- Cut in and fully apply independent brake valve.
- Apply a sufficient number of hand brakes.

8. Temperature Restrictions-

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

9. Right of Way Fires-

- Every effort must be made to prevent and control right-of-way fires.
- Whenever a right-of-way fire is observed the appropriate train dispatcher and responding fire district must be notified immediately.
- Every effort must be made to support immediate response to right-of-way fires in order to minimize damage to private and company property.
- Right-of-way fires must be reported on F-27 FORM by section Foreman OR Roadmaster handling incident.
- Trains notified of active right-of-way fire must not exceed restricted speed through the identified fire area.
- Whenever it is determined that a train is the cause of a right-of-way fire, train must stopped and dispatcher notified. Train should not proceed until malfunction is corrected or released by proper authority.

—Sections and other maintenance of way crews should assist fire fighters in controlling and extinguishing right-of-way fires.

10. Conductor Delay Reports—

FAX all Conductor Delay Reports, train calls and any other pertinent information to the trick dispatchers in Northtown.

11. 911 Emergency Number—

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

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

12. Accuracy Of Speed Indicators

To aid in compliance with Rule 637 of the General Code of Operating Rules, test miles are provided at locations indicated in individual Subdivision Special instructions. Locomotive Engineers are required to verify accuracy of speed indicators at locations other than test miles and on Subdivisions not provided with test miles.

13. DOT Emergency Response Communications Standard

Federal law requires emergency response information to be carried by transporters of hazardous materials. In addition to present shipping paper requirements the following is in effect:

Each train, yard and engine service employee must have a copy of emergency response guide book (DOT p-5800.5) in their possession while on duty.

Also, any company vehicle used to transport hazardous materials in any quantity, must have an emergency response guide book on board. It is the responsibility of the driver to insure compliance with this requirement.

THE EMERGENCY RESPONSE GUIDEBOOK is intended for use by "first responders" and its availability is required by dot regulations.

14. Crew Change Locations

When practicable inbound conductor must personally communicate with the outbound conductor all information regarding hazardous materials and documentation, cars to be set out enroute, speed restricted equipment, equipment which may have inoperative air brakes, or other conditions which may affect the safe and efficient movement of their train. In addition, all trains operating without cabooses or conductor only will receive a roll-by inspection from the inbound crew at their final terminal unless otherwise instructed.

15. Tamper P-811S—

Tamper P-811S Track Laying Machine can be operated as a train and is accompanied by an Operating Supervisor. If this machine is operated as a piece of on-track equipment (as opposed to being operated as a train), then the maximum speed will be 35 MPH.

16. Cabooseless Train Operation

In cabooseless train operation the conductor will, when practicable, ride in the control compartment of the lead or controlling unit in the engine consist and will occupy the seat equipped with a desk.

If there is a student engineer on the crew, the student engineer will ride in the control compartment of the lead or controlling unit in the engine consist.

If there is a fireman and no student engineer on the crew, the fireman will ride in the control compartment of the lead or controlling unit in the engine consist.

All other crew members will position themselves as directed by the conductor.

In Conductor only train operations during over the road movements, the Conductor will occupy the controlling locomotive.

8 YELLOWSTONE DIVISION SPECIAL INSTRUCTIONS

17. F-27 Personal Injury Reporting–

All incidents normally required the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) and/or Personal Injury Report Form 12504 are to directly reported by the involved employees to their exempt supervisor immediately but no later than the end of their tour of duty. The incident must be discussed with the company official before going off duty, regardless of the time of day or location of the supervisor (at home, tie up point on line, etc.) In the event the exempt supervisor is not on duty or on the territory, the employee filing the report will ascertain from the clerk, yardmaster or dispatcher on duty which exempt supervisor is covering the territory on which the incident occurred and report to that individual prior to going off duty, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Jamestown Subdiv MAIN LINE STATIONS			Distance from Surrey Jct. Switch	WEST WARD
					Trk	Rule 4.3	Oper		
			26	31.2	DT	SURREY JCT SWITCH	JX	CTC	0.0
				38.8		MAGNOLIA			7.6
		03279		43.8		BUFFALO			12.8
		03285		49.7		TOWER CITY			18.7
	6,306	03288		52.4		KOLDOK			21.4
	6,648	03286		60.0		PEAK			29.3
		03301		65.5		VALLEY CITY			34.5
	6,330			69.2		SOUTH BEREA			38.2
	6,371	03306		70.9		NORTH BEREA			39.2
	7,940	03312		76.1		SANBORN	JT		45.1
	6,470	03317		81.4		ECKELSON			50.4
	6,302	03325		89.1		SPIRITWOOD	Y		58.1
		03331		94.7		BLOOM			63.7
				99.2	DT				
		03336	38	92.2		JAMESTOWN	X(2)Y	TWC	69.7
		03342		99.7		ELDRIDGE		ABS	75.7
	7,243	03352		109.0		WINDSOR			85.0
		03356		112.8		CLEVELAND			88.8
	7,336	03364		121.5		MEDINA			97.5
	11,585	03377		134.5		LADOGA			110.4
	7,396	03394		151.0		STEELE			126.9
	8,595	03404		161.9		DRISCOLL			137.6
	6,131	03412		169.6		STERLING			145.4
	4,531	03419		176.2		McKENZIE	J		152.0
	7,827	03424		181.6		BURLEIGH			157.5
		03437		194.4		BISMARCK	Y		170.3
		03444		200.3					
			39	0.0		MANDAN	BJKTY		176.1

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Calls—Magnolia—35, Deak—36, Spiritwood—37, Jamestown—38, Cleveland—39, Tappen—40, Sterling—41, Mandan—42.

1. Maximum Speeds Permitted—

	Up to 100 tons/OB	Over 100 tons/OB
Against the current of traffic on double track between:		
Surrey Jct. Switch, MP 31.2 and Magnolia, MP 38.8	49 MPH.	
MP 96.0, West of Jamestown and MP 97.6, East of Jamestown	30 MPH.	30 MPH.
Bloom, MP 94.7 and MP 97.6, East of Jamestown	49 MPH.	
MP 96.0, West of Jamestown and Eldridge, MP 99.7	49 MPH.	
MP 59.0 to MP 68.0	50 MPH.	

MP 97.6, East of Jamestown to MP 96.0, West of Jamestown, Both tracks	30 MPH.	30 MPH.
Jamestown—Over spring switch on west-ward track at west end of yard	30 MPH.	30 MPH.
Jamestown—through crossover at MP 93.1	10 MPH.	
MP 108.0 to MP 112.5	50 MPH.	
MP 192.0 to MP 200.0	35 MPH.	35 MPH.
Bridge 196, Bismarck, cars heavier than 136 tons		10 MPH.
Trains through No. 20 turnouts and on sidings at the following locations:		
Magnolia—Through turnout end of double track	35 MPH.	35 MPH.
Koldok—East and west siding switches	20 MPH.	20 MPH.
Peak—East siding switch	20 MPH.	20 MPH.
Eckelson—West siding switch	20 MPH.	20 MPH.
Bloom—Through turnout at end of double track	35 MPH.	35 MPH.
Eldridge—Through turnout at end of double track	35 MPH.	35 MPH.
Windsor—East and west siding switches	20 MPH.	20 MPH.
Medina—East and west siding switches	20 MPH.	20 MPH.
Ladoga—East siding switch	20 MPH.	20 MPH.
Steele—East and west siding switches	20 MPH.	20 MPH.
Driscoll—East and west siding switches	20 MPH.	20 MPH.
Burleigh—West siding switch	20 MPH.	20 MPH.
All Other Sidings and turnouts	10 MPH.	10 MPH.
Valley City Low Line:		
Shoefly MP 67.3 to MP 67.5	5 MPH.	5 MPH.
Trackage east of Central Ave	5 MPH.	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:

Surrey Jct switch to Mandan 143 tons
 Sanborn to Rogers 134 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives not permitted on the following tracks:

Valley City—freight lead
Jamestown—wye track
 Between MP 1.0 and MP 9.0 **Sanborn and Rogers**.

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

South Berea—International Multifoods and Peavey tracks.

Spiritwood—locomotives not permitted on scale or inside building at east end of Ladish Malt Plant trackage.

3. Type of Operation—

TWC Instructions—Track Warrant Control in effect from MP 31.2, Surrey Jct. Switch to MP 192.0, Bismarck.

Mandan—Eastward departing trains destined beyond Surrey Jct. Switch will obtain Jamestown Subdivision track bulletins showing restrictions between Surrey Jct switch and Dilworth.

Jamestown—RRVW train crew member must receive permission from dispatcher before occupying main track.

Rule 6.13 Yard Limits— in effect:

MP 68.0 to 72.0 South Berea and Sanborn
 MP 87.0 to MP 90.2, Eckelson and Bloom
 MP 96.0 West of Jamestown and MP 97.6 East of Jamestown
 MP 192.0 to MP 200.3, Burleigh and 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 authorization and route from yardmaster at Mandan. Yardmaster authorization 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.

4. General Code of Operating Rules Items—

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

Rule 6.28 applies—

Trackage between Sanborn and Rogers is Industrial track.
Automatic Interlocking located at MP 9.7.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting bridges, tunnels or other structures:

Peak (WWD) MP 61.8 (DED Only)
South Berea (EWD) MP 68.5 (DED Only)

B. Other FED locations:

Tower City MP 48.9
Peak (EWD) MP 61.8 (DED Only)
South Berea (WWD) . . . MP 68.5 (DED Only)
Berea MP 73.4
Medina MP 117.5
Steele MP 144.4
Driscoll MP 172.7

6. FRA Excepted Track— NONE

7. Special Conditions—

Speed Test Boards— Engineers shall test speed of their trains passing following locations:

Westward Trains— between MP 101.0 to MP 102.0 between Eldridge and Windsor.

Eastward Trains—between MP 188.0 to MP 187.0 between Bismarck and Burleigh and
between MP 88.0 to MP 87.0 between Spiritwood and Eckelson.

Spring Switches—

Jamestown—At west end yard, westward main track switch to yard not equipped with facing point lock.

Automatic Switches— At Magnolia, Bloom, Eldridge, Ladoga, Sanborn, Driscoll, Peak, Burleigh and Windsor.

"Push Buttons" on signal masts not installed at Bloom and Eldridge.

Sidings—

Sterling— Trains over 100 Tons/OB must not use siding.

South Berea—Normal position of the east crossover switch is lined for crossover movement to the main track. Freight train over 100 tons/OB 5MPH.

Sanborn—Trains using siding must not occupy depot crossing until crossing gates are down and lights activated.

Valley City Low Line— Placarded cars must be left in vicinity of high bridge away from the school and hospital as far as possible.

Berea—Do not park cut off locomotives next to the elevator account of exhaust fumes entering building.

Spiritwood— At Ladish Malt, a blue light has been installed north of No. 2 track at the west corner of elevator. Flashing blue light indicates men are working on or about cars on all tracks within the plant area and cars must not be coupled into or moved. The flashing blue light will be extinguished by Ladish employees when switching may be performed within plant area.

Flashing orange light installed on northwest corner of building over track 4 and track 5. Indicates men are working on or about cars. DO NOT couple into or move cars on track 4 or track 5 when lit.

McKenzie—Siding is not to be used for meeting mainline trains due to non-bonded track, causing unfavorable signal indications.

Jamestown—West end of Track #7 and RRVW connection has target normal (green) for Seven track operation. Not for RRVW connection.

Roll-by inspection—required on departing trains at speed not exceeding 10 MPH. Unless otherwise provided by in-bound train crew will make inspection of departing train.

8. Other Line Segments—

Yard Line Segments—

Line Segment	Limits
287	Jamestown State Hospital
566	Jamestown
730	Bismarck
731	Mandan
732	Mandan Shop

Other Road Line Segments—

Line Segment	Limits	Mileposts
266	Valley City Low Line	64.4 to 70.6

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
03270 Wheatland	4.6 east of Magnolia	23	East
03301 Valley City Lowline	5.1 east of South Birea	Yard	West
03301 Valley City Ind Park	0.6 west of Valley City	34	East
57310 Rogers	9.7 west of Sanborn	10	Both
03321 Urbana	3.9 west of Eckelson	55	East
03326 Ladish Spur	0.2 west of Spiritwood	Yard	Both
03339 Peavy West Elevator	1.7 west of Jamestown	65	Both
03380 Tappen	3.1 west of Ladoga	46	East
03386 Dawson	7.7 west of Ladoga	30	West

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Dickinson Subdiv MAIN LINE STATIONS			Distance from Bemar- ck	EAST WARD
					Trk	Rule 4.3	Oper		
		03444	38	200.3		MANDAN	BJKTY	0.0	
				0.0					
	7,600	03451	39	8.3		8.5		8.5	
	7,151	03471		27.9		19.3		27.8	
	6,999	03481		38.7		10.7		38.5	
	6,524	03491		57.5		9.6		48.1	
	6,227	03496		63.6		5.5		53.6	
	7,091	03504		70.1		7.1		60.7	
	8,660	03513		79.2		9.1		69.8	
	11,234	03524		92.0		11.3		81.1	
	7,498	03538		104.9		14.4		95.5	
		03543		109.5		4.6		100.1	
	7,651	03553		119.1		10.0		110.1	
	10,119	03569		134.5		15.4		125.5	
	9,914	03574		141.0		5.3		130.8	
	7,897	03588		155.0		13.7		144.5	
	10,531	03599		167.2		12.4		156.9	
		03607		174.2		7.0		163.9	
	7,752	03613		179.8		5.7		169.6	
	7,047	03621		188.4		8.5		178.1	
	7,356	03628		195.5		6.8		184.9	
	6,730	03634		200.5		4.9		189.8	
	8,998	03644		210.1		9.8		199.6	
		03649		215.8		5.4		205.0	
						GLENDIVE	BUKTY		

BN Radio Channel No. 2 in service on this Subdivision.

Dispatcher Radio Call-In: Mandan-51, New Salem-52, Antelope-53, Dickinson-54, Fryburg-56, Sentinel Butte-57 and Curry-58.

Maximum Speeds Permitted--

	Up to 100 Tons/OB	Over 100 Tons/OB
Mandan and Glendive	60 MPH.	45 MPH.
MP 0.0 to MP 0.8	35 MPH.	35 MPH.
MP 0.8 to MP 10.2	50 MPH.	
MP 10.2 to MP 14.0	30 MPH.	30 MPH.
MP 14.0 to MP 21.4	40 MPH.	40 MPH.
MP 21.4 to MP 27.9	40 MPH.	40 MPH.
MP 75.8 to MP 80.1	40 MPH.	40 MPH.
MP 90.0 to MP 107.9	45 MPH.	
MP 109.1 to MP 111.2	25 MPH.	25 MPH.
MP 127.2 to MP 128.7	50 MPH.	
MP 128.7 to MP 131.6	45 MPH.	45 MPH.
MP 131.6 to MP 138.1	35 MPH.	35 MPH.
MP 138.1 to MP 166.5	40 MPH.	40 MPH.

MP 174.1 to MP 179.6	50 MPH.	
MP 186.9 to MP 188.8	40 MPH.	40 MPH.
MP 188.8 to MP 209.8	50 MPH.	
MP 209.8 to MP 215.8	35 MPH.	35 MPH.
Trains through No. 20 turnouts and onsiding at the following locations:		
New Salem, Taylor, South Heart, Fryburg, Sully Springs,		
Sentinel Butte, Yates, Hodges and Rider	35 MPH.	35 MPH.
All other sidings and turnouts	10 MPH.	10 MPH.
All elevator and industry tracks	10 MPH.	
Monday through Friday from 0600 to 1800 trains through Dickinson Yard limits will travel at restricted speed.		

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

Six axle locomotives not permitted on the following tracks:

Lehigh— Royal Oak track restricted to one four axle locomotive beyond derail.

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

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

Wibaux— Elevator track.

3. Type of Operations—

TWC— in effect on this subdivision.

Manual Interlocking—East switch Glendive operated by train dispatcher Mpls.

4. General Code of Operating Rules Items—

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

Rule 6.13— Yard limits in effect between:

Bismarck and Mandan	MP 192.0 to MP 4.0.
Dickinson	MP 107.9 to MP 112.1.
Glendive	MP 213.5 to MP 215.8.

Mandan— Main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 6.19 until rear of train has passed the second automatic block signal beyond “beginning of ABS” sign in direction of movement.

First paragraph of Rule 8.3 of the General Code of Operating Rules which covers normal position of main track switch DOES NOT APPLY at East Main Track Switch located at MP 198.7 and West Main Track Switch located at MP 0.8.

These switches may be left lined for the main track or the yard; however, they must be locked. Trains must approach these switches expecting them to be lined against the movement.

Rule 6.13 Yard Limits Rule —Diagram B page 6 thru 9 of the GCOR applies to Eastward trains approaching yard limits MP 4.0 at Mandan.

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

Lehigh, Taylor, Antelope, Hebron and Dickinson.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations:

New Salem	MP 32.8
Eagle Nest	MP 61.8
Richardton	MP 87.9
South Heart	MP 124.8
Rider	MP 152.5
Yates	MP 177.0

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

Milepost Equation-- Exists at MP 44.4 equals MP 54.0, between Dengate and Glen Ullin.

Test Mile Locations--

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

8. Other Line Segments--**Yard Line Segments--**

Line Segment	Limits
733	Dickinson
734	Glendive

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
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	Wilbaur	4.9 west of Yates	10	West

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Forsyth Subdiv MAIN LINE STATIONS			Distance from Glendive	EAST WARD
					Trk	Rule 4.3	Oper		
		03649		0.0		GLENDIVE	BIJKT	0.0	
	6,293	03656		7.2		7.2 COLGATE		7.2	
	6,993	03668		19.4		12.3 MARSH		19.5	
	6,250	03676		29.6		10.1 FALLON		29.6	
	7,563	03668		39.2		9.6 TERRY	J	39.2	
	6,970	03696		49.3		10.2 BLATCHFORD		49.4	TWC
	6,975	03708		59.9		10.3 SHIRLEY		59.7	ABS
	7,770	03718		69.8		10.1 TUSLER		69.8	
		03727		78.6		8.8 MILES CITY		78.6	
	7,635	03733		84.1		5.5 ULMER		84.1	
	6,280	03738		90.4		6.2 HORTON		90.3	
	7,020	03747		98.7		8.4 HATHAWAY		98.7	
	6,612	03760	40	111.3		12.6 ROSEBUD		111.3	
		03772		123.8		12.4 FORSYTH	BKTY	123.7	
		03778		129.4		5.7 EAST NICHOLS WYE	JT	129.4	
		03778		129.8		0.4 WEST NICHOLS WYE	JT	129.8	CTC
	6,142	03779		130.2		0.2 NICHOLS		129.6	
	10,850	03787		138.5		8.8 FINCH		138.4	
		03795		146.6		8.1 SARPY JCT	J	146.5	
	6,715	03800		151.2		4.6 HYSHAM		151.1	
	7,470	03821		172.3		21.1 CUSTER		172.2	TWC
	6,035	03829		180.8		8.5 WACO		180.7	ABS
	10,100	03843		194.2		13.3 POMPEY'S PILLAR		194.0	
		03858		209.9		15.6 JONES JCT	J	209.6	CTC

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Call-In: Fallon-21, Terry-94, Miles City-23, Hathaway-24, Forsyth-25, Hysham-26 and Pompey's Pillar-27, MRL Radio Channel-56.

Maximum Speeds Permitted-	Up to 100 Tons/OB	Over 100 Tons/OB
Glendive and Jones Jct	60 MPH.	45 MPH.
MP 8.0 to MP 12.9	45 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 (head end restriction)	20 MPH.	20 MPH.
MP 85.0 to MP 94.2	50 MPH.	
MP 102.4 to MP 104.5	40 MPH.	40 MPH.
MP 104.5 to MP 123.0	50 MPH.	
MP 123.0 to MP 125.7(head end restriction)	25 MPH.	25 MPH.
East Nichols Wye through turnout	25 MPH.	
MP 157.2 to MP 157.9	45 MPH.	
MP 157.9 to MP 158.8	35 MPH.	35 MPH.
MP 158.8 to MP 163.0	45 MPH.	
Trains through No. 20 turnouts and on sidings at following locations:		
Marsh-Both siding switches	25 MPH.	25 MPH.

Shirley–West siding switch	25 MPH.	25 MPH.
Nichols Wye–East Jct. switch	25 MPH.	25 MPH.
Finch–Both siding switches	25 MPH.	25 MPH.
Sarpy Jct.–switch	25 MPH.	25 MPH.
Hysham–Both siding switches	25 MPH.	25 MPH.
Custer – Both siding switches	25 MPH.	25 MPH.
Pompey's Pillar–West siding switch	25 MPH.	25 MPH.
Jones Jct. – Switch	25 MPH.	25 MPH.
All other sidings and turnouts	10 MPH.	10 MPH.
All elevator and industry tracks	5 MPH.	5 MPH.
Except Big Horn, Bull Mountain and Worden	10 MPH.	10 MPH.

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

2. Bridge and Equipment Weight Restrictions–

Maximum Gross Weight of Car:

Glendive to Jones Jct 143 tons

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

3. Type of Operations–

TWC– in effect between MP 2.8 to MP 122.0 and 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.

When CTC signal at East Hysham indicates proceed into siding it will be considered authority to occupy the siding in TWC territory Hysham.

Forsyth– Eastward departing trains destined beyond Terry via Hettinger Subdivision will obtain track warrant. 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 Powder River Division, 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 Alliance dispatcher.

Automatic Switches–installed both ends of sidings at Custer and Pompey's Pillar.

4. General Code of Rules Items–

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

Rule 6.13– Yard limits in effect:

Glendive	MP 0.0 to MP 2.8
Forsyth	MP 122.0 to Begin CTC at MP 123.16.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations:

Fallon	MP 34.1
Shirley	MP 54.8
Hathaway	MP 95.9
Forsyth	MP 120.0
Finch	MP 140.9
Waco	MP 177.9
Newton	MP 200.2

6. FRA Excepted Track– NONE

7. Special Conditions–**Special Track Circuit–**

MRL Operations–When operating on Montana Rail Link (MRL) trackage, Burlington Northern westbound train crews will leave their radios tuned to the proper BN frequency until train closely approaches the EAST BILLINGS Failed Equipment Detector at which time radios on the controlling engine and portable radio(s) will be switched to the MRL Yard channel. Locomotives will switch to channel #56 and BN portable radios so equipped will switch to channel #14.

Portable radios with MRL channel #14 are available from the trainmaster in Forsyth.

Radios on eastbound trains will remain on the MRL radio channel as perscribed above, until they have passed the MRL Failed Equipment Detector at EAST BILLINGS and have received the transmission from that detector. Radios will the be switched to the proper BN operating channel.

Yard Channels on BN portable radios so equipped is Channel 16

Miles City–a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.

Sidings– Freight trains over 100 Tons/OB must not use industry track or siding at Miles City.

Speed Test Boards–Engineers shall test speed of their train passing the following locations:

Westward trains– MP 4.3 to MP 5.3, between Glendive and Colgate

Eastward trains– MP 120.0 to MP 119.0, between Forsyth and Rosebud.

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

Name	Miles–Location	Capacity Cars	Switch Opens
03727 Miles City	8.8 West of Tusler	50	Both
03754 Joppa	6.2 west of Hathaway	25	West
03765 Flynn	5.1 west of Rosebud	80	East
03805 Myers	5.3 west of Hysham	10	East
03815 Big Horn	15.4 west of Hysham	105	Both
03838 Bull Mountain	8.2 west of Waco	100	Both
03853 Worden	10.3 west of Pompey's Pillar	80	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Hettinger Subdiv MAIN LINE STATIONS			Distance from Mo- bridge	EAST WARD ↑
					Trk	Rule 4.3	Oper		
	13,061	08405		806.1	MOBRIDGE			0.0	
	7,570	08417		817.0	12.0 WAKPALA			12.0	
	9,685	08435		835.4	18.4 McLAUGHLIN			30.4	
	7,748	08464		863.6	28.2 McINTOSH			58.6	
		08473		873.8	10.2 WATAUGA			68.8	
	7,801	08482		882.1	8.3 MORRISTOWN			77.1	
	6,520	08495		894.6	12.5 THUNDERHAWK		CTC	89.6	
	8,344	08510		909.7	15.1 PETREL			104.7	
	10,274	08527	2005	927.5	17.8 HETTINGER	BKY		122.5	
	8,139	08538		936.1	8.6 BUCYRUS			131.1	
		08549		949.2	13.1 KNIFE RIVER			144.2	
	7,850	08560		959.6	10.4 BUFFALO SPRINGS			154.6	
	4,732	08567		967.4	7.8 BOWMAN			162.4	
	6,662	08581		980.6	13.2 RHAME			175.6	
	11,424	08615		1015.6	35.0 BAKER			210.6	
	4,616	08628		1028.1	12.5 PLEVNA		TWC	223.1	
	6,534	08644		1043.9	15.8 ISMAY		ABS	238.9	
	8,946	08659		1058.9	15.0 MILDRED			253.9	
	6,542	08673		1073.3	14.4 BLUFFPORT			268.3	
		03688		1078.9	5.6 TERRY	J		273.9	

BN Radio Channel No. 1 In service on this Subdivision.

Dispatcher Radio Call-In Codes: Mobridge-98, Walker-83,
Thunderhawk-84, Hettinger-93, Bowman-28, Marmarth-29,
Ismay-30, and Terry-94.

1. Maximum Speeds Permitted—

Freight

Empty Coal Trains	40 MPH.
Mobridge to Terry	40 MPH.
MP 927.5 to MP 928.0	20 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:

Mobridge to Terry 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

McIntosh, and Bowman elevator tracks restricted to one locomotive.

3. Type of Operations–

TWC– in effect between Hettinger MP 925.9, and Terry MP 1078.9.

Track warrant control is computerized between Hettinger and Terry. Since mile post locations of more than three digits cannot be issued using, CTWC, computerized track warrant control, MP 1000.0 or greater will not be used. MP 1000.1 through MP 1078.9 will be designated on track warrants as MP 0.1 through MP 78.9.

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.

Rule 6.13– Yard limits in effect between:

Hettinger MP 925.0 to MP 930.0.

Sidings–

The following sidings are authorized for trains over 100 ton O/B: Wakpala, Morristown, Petrel, Hettinger, Buffalo Springs, Baker, Ismay, Mildred and Bluffport.

Originating grain trains at McLaughlin, Thunderhawk, Lemmon, and Scranton are authorized to use siding or industrial trackage.

Bucyrus, Buffalo Springs and Bowman– 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.

Bowman–derail installed on siding, 200 feet east of the west siding switch.

–derail installed on elevator track 100 feet west of east elevator track switch.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track–NONE**7. Special Conditions–****CTC Rule 10.2–**

CTC in effect MP 806.1 to MP 925.9

Following switches are not equipped with electric locks:

Mahto

Walker

McIntosh–short siding north side.

Lemon–short siding north side.

Haynes

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

Test Mile Locations:

MP 809.0 to MP 810.0

MP 918.0 to MP 919.0

8. Other Line Segments–NONE

9. Locations Not Shown as Stations--

Name		Miles—Location	Capacity Cars	Switch Opens
08428	Mahto	10.3 west of Wapala	8	East
08451	Walker	15.2 west of McLaughlin	50	East
08504	Lemmon	9.2 west of Thunderhawk	80	West
08519	Haynes	9.6 west of Petrel	15	East
08545	Reeder	8.5 west of Bucyrus	50	Both
08555	Scranton	4.6 east of Buffalo Springs	66	Both
08595	Marmarth	14.5 west of Rhame	7	East
08636	Westmore	7.6 west of Plevna	6	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Linton Subdiv BRANCH LINE STATIONS			Distance from Mc- Kenzie	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		03419	290	0.0		McKENZIE	JT	0.0	
		57212		11.6		11.7 MOFFITT	JU	11.7	
		57228		27.7		16.0 HAZELTON		27.7	
		57237		36.7		9.0 TEMVIK		36.7	
				45.3		7.9			
		57245	292	75.0		LINTON		44.6	
		57255		85.1		9.9 STRASBURG	TWC	54.5	
		57267		53.9		11.2 HAGUE		65.7	
		57270		44.4		9.1 ZEELAND		74.8	

BN Radio Channel No. 1 In service on this Subdivision.

Train Dispatcher Calls—McKenzie—41

1. **Maximum Speeds Permitted—** **Freight**
 McKenzie to Zeeland 10 MPH.
 Item 1A, All Subdivisions, applies.

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

2. **Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
 McKenzie to Temvik 131.5 tons
 Temvik to Linton 110 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

Six axle locomotives not permitted.

Four axle locomotives in excess of 133.5 tons not permitted. Not more than two four axle locomotives in excess of 133.5 tons each permitted.

3. **Type of Operation—**
TWC— in effect on this Subdivision.
4. **General Code of Operating Rules Items—**
Rule 6.19— When required to flag, distance will be 1.0 mile.
5. **Trackside Failed Equipment Detectors (FED)—**
 A. Protecting bridges, tunnels or other structures: NONE
 B. Other FED locations: NONE
6. **FRA Excepted Track—**
McKenzie to Zeeland — FRA excepted track — See GCOR Rule 6.12.
7. **Special Conditions—**

Between Linton and Zealand— Main track out of service between MP 74.0 to MP 44.4.

Railroad Crossings not Indicated at Station—

DMVV RR Crossing— 1.0 miles west of Moffitt.

Train Location Lineups— Maintenance of Way recorded train location lineup or track warrant must be obtained.

8. Other Line Segments--NONE**9. Locations not Shown as Stations--**

Name		Miles--Location	Capacity Cars	Switch Opens
57219	Dana	6.1 west of Moffitt	3	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Zap Line Subdiv BRANCH LINE STATIONS			Distance from Mandan	↑ EAST WARD
					Trk	Rule 4.3	Oper		
		03444		0.0		MANDAN	BJKTY	ABS	0.0
	4,696	85420		20.1		21.2 PRICE			21.2
		85427		27.0		6.9 SANGER			28.1
		85447		47.2		20.5 GLENHAROLD			48.6
	3,897	85452	303	52.4		4.9 STANTON			53.5
	9,135	85485		64.4		11.9 HAZEN		TWC	65.4
		85473		72.6		8.2 BEULAH	Y		73.6
		85480		80.5		6.9 ZAP	Y		80.5

**BN Radio Channel No. 1 in service on this Subdivision.
Train Dispatcher Call-In: Mandan-42 and Hensler-50.**

1. Maximum Speeds Permitted-

	Freight
Mandan and Zap	30 MPH.
MP 0.1 to MP 3.3	10 MPH.
Glenharold-Trains unloading coal over hopper	3 MPH.
Trains using Loop Track UPA	5 MPH.
Trains using Siding	5 MPH.
Beulah- All yard tracks	5 MPH.
Antelope Valley Spur	30 MPH.
Item 1A, All Subdivisions, applies.	

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Mandan to Zap 134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

3. Type of Operations-

TWC- in effect on this subdivision.

4. General Code of Rules Items-

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

Rule 6.13- Yard limits in effect between:

Mandan	MP 0.0 to MP 4.0
Beulah	MP 69.8 to MP 80.5

Mandan- Standard Oil Refinery track gate must be kept locked except when opened for switching.

Glenharold- Men not permitted to ride on cars over open pit. Hand rail on walk over United Power unloading hopper will not clear man on side of car.

Beulah- Inside switch of crossover west of stockyard must be left lined and locked for stockyard track.

Private crossing east of storage track switch must not be blocked.

Antelope- Valley Spur Track Dakota Gas Plant scale on west end No. 1 Track must not be crossed by locomotives.

Antelope Valley switch must be lined and locked for Antelope Valley.

South Beulah- Locomotives must not pass under tipple. Tipple will not clear man on side of car.

Trains approaching State Highway 49 crossing located 5,100 feet west of MP 72.0 from South Beulah Mine Spur must know crossing gates are down before occupying crossing.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track– NONE

7. Special Conditions– NONE

8. Other Line Segments–NONE

9. Locations Not Shown as Stations–

Name		Miles–Location	Capacity Cars	Switch Opens
85403	Standard Oil Refinery	3.3 west of Mandan	37	East
85404	Duke Spur	3.4 west of Mandan	5	West
85405	Montana–Dakota Utility	3.8 west of Mandan	55	East
85435	Hensler	7.8 west of Sanger	85	Both
85478	Republic	2.0 east of Zap	172	Both
	Beulah Mine	4.1 from Beulah	300	Both
85475	Antelope Valley Spur	4.5 west of Beulah	Yard	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Sidney Line Subdiv BRANCH LINE			Distance from Glendive	TWC
					Trk	Rule 4.3	Oper		
		03649		0.0		GLENDIVE	BJKTY	0.0	
	1,631	85835		33.7		35.0 SAVAGE		35.0	
		59225	306	53.9		20.2 SIDNEY	BKTY	55.2	
		59215		64.4		10.5 FAIRVIEW	JT	65.7	
	12,267	01063		78.6		14.3 SNOWDEN	JTY	80.0	

BN Radio Channel No. 1 in service on this Subdivision.

Dispatcher Call-In Code: Savage-19, Sidney-18 and Snowden-05.

1. Maximum Speeds Permitted-

Glendive and Snowden	Freight
MP 3.5 to MP 14.2	40 MPH.
MP 14.2 to MP 14.7	25 MPH.
MP 14.7 to MP 17.7	10 MPH.
MP 17.7 to MP 34.0	25 MPH.
MP 34.0 to MP 55.0	10 MPH.
MP 55.0 to MP 64.4	25 MPH.
MP 64.4 to MP 65.5 Headend restriction only	22 MPH.
MP 65.5 to MP 72.2	25 MPH.
MP 72.2 to MP 72.6	10 MPH.
MP 72.6 to MP 77.0	25 MPH.
Sidney over Main Street and Third Street N.E. crossings	10 MPH.
Item 1A, All Subdivisions, applies.	

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

2. Bridge and Equipment Weight Restrictions-

Maximum Gross Weight of Car:

Glendive to Snowden 134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

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

3. Type of Operations-

TWC- in effect on this subdivision.

4. General Code of Operating Rules Items-

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

Rule 6.13- Yard limits in effect between:

Glendive	MP 0.0 to MP 3.5.
Sidney	MP 50.0 to MP 55.0.
Snowden	MP 77.0 to MP 78.6.

5. Trackside Failed Equipment Detectors (FED)-

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track-NONE

7. Special Conditions-

Glendive- A train or engine must receive permission from Glendive Yard before entering the Forsyth Subdivision.

8. Other Line Segments-NONE

9. Locations Not Shown as Stations-

Name		Miles-Location	Capacity Cars	Switch Opens
85806	West Glendive Spur	4.3 west of Glendive	35	West
85811	Stipek	10.7 west of Glendive	10	East
85820	Intake	20.1 west of Glendive	10	West
85844	Crane	10.7 east of Sidney	10	West
59218	Ridgelawn	4.1 east of Fairview	11	West
59216	Ludington	1.5 east of Fairview	36	Both
59209	Dore	5.2 west of Fairview	50	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Circle Subdiv BRANCH LINE STATIONS			Distance from Glendive	EAST WARD ↑
						Rule 4.3	Oper			
		03649	312	0.0		GLENDIVE	BJKTY		0.0	
	2,171	85952		50.0		52.1 CIRCLE	Y	TWC	52.1	

BN Radio Channel No. 2 in service on this Subdivision.

Train Dispatcher Call-In: Glendive-58.

1. Maximum Speeds Permitted—

Freight

Glendive and Circle 25 MPH.
MP 28.0 to 50.0 10 MPH.
Item 1A, All Subdivisions, applies.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Glendive to Circle 134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.

Six axle locomotives not permitted.

3. Type of Operations—

TWC— in effect on this subdivision.

4. General Code of Operating Rules Items—

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

Rule 6.13— Yard Limits in effect between:

Glendive MP 0.0 to MP 3.0
Circle MP 49.0 and end of track.

5. Trackside Failed Equipment Detectors (FED)—

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track—

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

7. Special Conditions—

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

8. Other Line Segments—NONE

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 Rimroad	19.2 east of Circle	14	Both

WEST WARD	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Sarpy Line Subdiv BRANCH LINE STATIONS			Distance from Sarpy Jct.	T	E	A	S	T	W	A	R	D
						Rule 4.3	Oper											
		03795	315	0.0		SARPY JCT	J	TWC	0.0									
	7,362	03936		37.4		35.9 KUEHN	Y		35.9									

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Call-In: Sarpy Jct.-26 and Kuehn-28.

- Maximum Speeds Permitted—**

Sarpy Jct. and Kuehn	40 MPH.	Freight
Kuehn around Loop Track	10 MPH.	
Empty coal trains	50 MPH.	

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

- Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
Sarpy Jct to Kuehn 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
- Type of Operations—**
TWC— in effect on this subdivision.
- General Code of Operating Rules Items—**
Rule 6.19— When flagging is required, flagging distance is 2.0 miles.
Rule 6.13— Yard limits in effect between:
Kuehn MP 34.4 to MP 37.4.
Kuehn—All trains must be stripe aligned in one direction. WW018 trains with steel equipment stripes must face west departing Kuehn and steel equipment must be on rear of train.
When the Loop Track at Kuehn is occupied by an eastbound train the westbound train will take siding.
All trains delayed at Sarpy Jct. beyond 15 minutes will stop their leading locomotive west of the cattle crossing and will have to cut the first private crossing around the curve one quarter of a mile west of Sarpy Jct.
- Trackside Failed Equipment Detectors (FED)—**
A. Protecting Bridge, Tunnel or other Structures: NONE
B. Other FED Locations: NONE
- FRA Excepted Track—**NONE
- Special Conditions—** Loaded coal trains not permitted to store on Kuehn siding.
- Other Line Segments—**
- Locations Not Shown as Stations—**

Name	Miles—Location	Capacity Cars	Switch Opens
03911 Mike	11.4 west of Sarpy Jct	7	East
03918 Bob	18.3 west of Sarpy Jct	6	East

WEST WARD	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Colstrip Subdiv BRANCH LINE STATIONS			Distance from Nichols Wye	EAST WARD
					Trk	Rule 4.3	Oper		
		03778		0.0		E & W NICHOLS WYE	JT	0.0	
		86029	313	29.1		29.1 COLSTRIP	Y	29.1	
		86039		39.5		10.0 BIG SKY	Y	39.1	

BN Radio Channel No. 1 in service on this Subdivision.

Train Dispatcher Call-in: Nichols Wye-25. Colstrip-Big Sky-28.

- Maximum Speeds Permitted—**

E & W Nichols Wye and Colstrip	Freight
Colstrip and Big Sky	35 MPH.
Between Big Sky and Colstrip eastward trains between MP 38.0 to MP 34.0 ...	25 MPH.
Cow Creek Yard through all turnouts	30 MPH.
Colstrip and Big Sky Loop Tracks	5 MPH.
Empty coal trains	10 MPH.
	35 MPH.

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

- Bridge and Equipment Weight Restrictions—**
Maximum Gross Weight of Car:
Nichols Wye to Big Sky 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
- Type of Operations—**
TWC— in effect on this subdivision.
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 yard limits at Colstrip will obtain their Track Warrant before blocking any crossings.
- General Code of Operating Rules Items—**
Rule 6.19— When flagging is required, flagging distance is 2.0 miles.
Rule 6.13— Yard limits in effect between:

Colstrip	MP 27.5 to MP 34.0.
Big Sky	MP 37.5 to Loop Track Switch.

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

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. BB318 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.

Colstrip– Coal trains must be stripe aligned in one direction. CC018 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 BN aluminum GSR equipment may be stripe aligned in either direction. Double rotary cars are permitted in CC018 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.

First paragraph of Rule 8.3 of the General Code of Operating Rules which covers normal position of Main Track switch DOES NOT APPLY at Colstrip/Big Sky Divide switch, MP 29.03.

Do Not Exceed 20 MPH between Colstrip/Big Sky Divide switch and Colstrip loop track switch.

5. Trackside Failed Equipment Detectors (FED)–

A. Protecting Bridge, Tunnel or other Structures: NONE

B. Other FED Locations: NONE

6. FRA Excepted Track– NONE

7. Special Conditions– NONE

8. Other Line Segments–NONE

9. Locations Not Shown as Stations–

Name		Miles–Location	Capacity Cars	Switch Opens
86015	Dowlin	2.5 east of Moon	14	East
86017	West Moon	16.0 west of Nichols Wye	50	West
86017	East Moon	15.0 west of Nichols Wye	50	Both
86034	Cow Creek	10.0 west of Colstrip	220	East

MRAS (Mobile Radio Access System)–

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

- A. The MRAS (Mobile Radio Access System) is to be used on under certain conditions and only when the locomotive is stopped. Other than when making a MRAS call trains must have their radios tuned to the operating channel for the subdivision on which they are operating (Channel 1 or 2).
- B. NOTE: Call buttons on channel 1 should be used to contact the dispatcher. If a tone is received back, dispatcher receives a visual and audio alarm which is repeated every 60 seconds until the radio is answered.
 1. Dialing dispatchers office on 911 number in case of emergency. Radio must be on Channel 1 to reach dispatcher .
- C. Radios should not be left on MRAS channels as radios do not scan. Anyone trying to contact the train on Channel 1 would not be able to if radio is dialed to a MRAS Channel.
- D. Calls to the crew office, lineups etc. on the MRAS channels are prohibited. MRAS channels are monitored at all times.
- E. Following is information on the use of the Spectre radio when accessing the MRAS channels. Also there is information indicating location of each channel and the frequencies that must be dialed in for use:

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

Procedure for Making Calls on MRAS–

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

Locomotive "Home Channel" Designations–

Burlington Northern currently uses AAR Channel 66 (BN Ch.#1) and AAR Channel 70 (BN Ch. #2) for dispatcher and radio communications. These channels were designated as "Home Channel 1" and "Home Channel 2" respectively on 97 channel clean-cab locomotive radios.

Home channel designations are changing as part of the preparation for the "Alternate Frequency Plan". This plan will improve dispatcher radio communications and reduce interference by assigning separate radio channels to each dispatcher territory. Until all locomotives radios have been reprogramed, there may be confusion in using the "Home Channel" option. The following list shows the present and future "Home Channel" designations on BN radios for AAR Channels 1 and 2

<u>AAR Channel</u>	<u>BN Road Channel</u>	<u>Home Channel</u>	
		<u>Old</u>	<u>New</u>
66	1	1	3
70	2	2	4

All radio channels are being modified to operate on the new "Home Channels" as quickly as possible.

MOBILE PHONE RADIOS

Location Base Station and Channel	Access Digits	Disconnet Digits	Network
Rimrock-Green	*0	#0	256-4705
Pompey's Pillar-Blue	*1	#1	256-4704
Meyers-Yellow	*1	#1	256-4726
Forsyth-Red	*1	#1	256-4703
Miles City-Green	*1	#1	256-4724
Fallon-Yellow	*1	#1	256-4729
Curry-White	*1	#1	256-4702
Fryburg-Red	*1	#1	256-4701
Antelope-Blue	*1	#1	256-4700
Lincoln-Green	*1	#1	256-4723
Angora-Yellow	*1	#1	280-7433
Cleveland-Blue	*1	#1	280-7432
Peak-Green	*1	#1	280-7431
Fargo-Red	*1	#1	280-7421
Plevna-Blue	*2	#2	256-4730
Marmoth-Yellow	*2	#2	567-2202
Bowman-White	*2	#2	567-2203
Hettinger-Red	*2	#2	567-2204
Thunder Hawk-Yellow	*2	#2	567-2205
Walker-Red	*2	#2	567-2206
Mobridge-Orange	*2	#2	229-7234

Red=Channel #3 Orange=Channel #6
Blue=Channel #4 Yellow=Channel #7
Green=Channel #5 White=Channel #8

TRAIN DISPATCHERS PHONE NUMBERS

Company	Position	Territory	Fax
8-782-3431	Crew Manager 1	Casselton to Jones Jct	782-3068
	Crews & Line Ups	Mobridge to Terry	
8-782-3432	Operating Manager	Mobridge to Terry	782-3068
	Power Distribution		
8-782-3404	District #4	Hettinger Sub	782-3065
8-782-3405	District #5	Jamestown Sub	782-3095
		Linton Sub	
		Zap Line Sub	
		Sanborn-Rogers	
8-782-3407	District #7	Sidney Line Sub	782-3067
8-782-3411	District #11	Dickinson Sub	782-3097
		Circle Sub	
8-782-3412	District #12	Forsyth Sub	782-3098
		Colstrip Sub	
		Sarpy Line Sub	

****Commercial Numbers Same as Company Numbers-Use Area Code 612****

Division Operating Officers

C.E.	KEELER	.....	Manager Operating Practices	3590-4213	...	Glendive
A.L.	SIMMERT	.....	Trainmaster	280-7311	.....	Dillworth
A.E.	FRY	.....	Trainmaster/Agent	667-2255	.....	Mandan
K.M.	LEDBETTER	...	Trainmaster	667-2200	.....	Mandan
M.F.	SICKLER	.....	Trainmaster	533-2258	.....	Dickinson
A.M.	RIO	.....	Trainmaster	359-4255	.....	Glendive
T.M.	WAMBOLT	....	Trainmaster	534-2255	.....	Forsyth
A.D.	MARDEN	.....	Trainmaster	534-2258	.....	Forsyth
W.J.	SEEGER	.....	General Roadmaster	359-4219	.....	Glendive
D.R.	PADBERG	.....	Roadmaster	253-3535	.....	Jamestown
P.A.	YAUNEY	.....	Roadmaster	667-2235	.....	Mandan
L.R.	ROSS	.....	Roadmaster	533-2235	.....	Dickinson
J.W.	JEFFRIES	.....	Roadmaster	567-2235	.....	Hettinger
D.F.	RUDDY	.....	Roadmaster	359-4235	.....	Glendive
B.D.	TEEL	.....	Roadmaster	534-2235	.....	Forsyth
H.	MARTINEZ, JR.	.	General Foreman	667-2218	.....	Mandan
C.A.	MERCK	.....	Asst. Genl. Foreman	667-2264	.....	Mandan
G.W.	ALDRICH	.....	Mech. Foreman	667-2226	.....	Mandan
W.J.	GREAM	.....	Mech. Foreman	667-2263	.....	Mandan
D.R.	KELLY	.....	Mech. Foreman	667-2263	.....	Mandan
W.M.	SMITH	.....	Manager Safety	359-4227	.....	Glendive
D.L.	HARRISON	....	Div. Safety Chariman	359-4288	.....	Glendive
D.R.	NEUMILLER	....	Safety	253-3534	.....	Jamestown
F.R.	WILLIAMS	.....	Safety	667-2296	.....	Mandan
R.R.	ROESLER	.....	Safety	225-1822	.....	Dickinson
L.J.	LECOE	.....	Safety	778-3272	.....	Hettinger
D.J.	KNOLL	.....	Safety	359-4258	.....	Glendive
W.J.	PHILLIPS	.....	Safety	356-7526	.....	Forsyth
B.E.	GREEN	.....	Quality	359-4467	.....	Glendive
G.R.	LEHMAN	.....	Precision Execution	359-4412	.....	Glendive