

BNSF

Burlington Northern Santa Fe

**Yellowstone
Division**

**Timetable
No. 1**

**IN EFFECT AT 0001
Mountain Continental Time
Jamestown, Linton and Zap Line
Subdivisions—Central Continental Time**

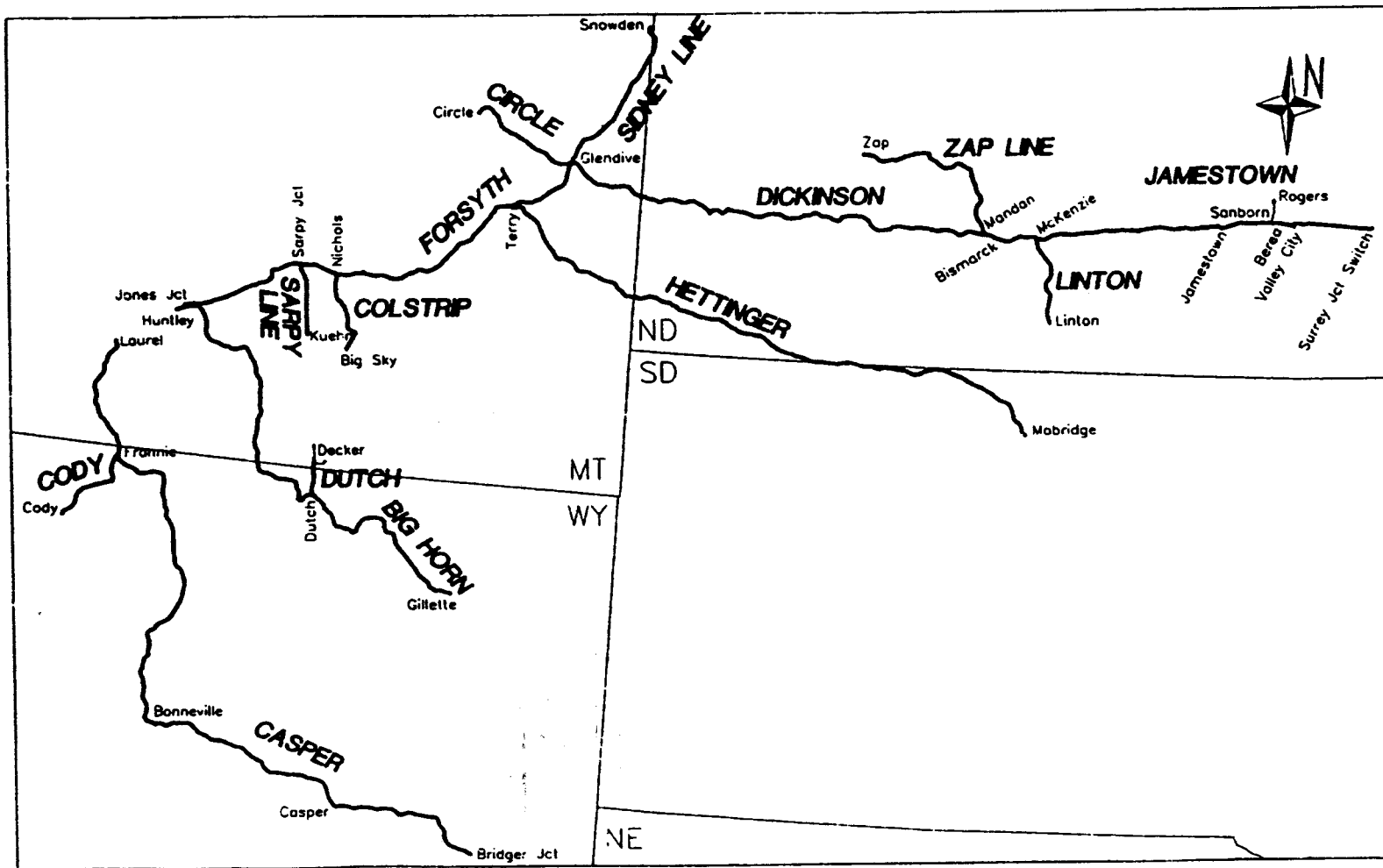
Thursday August 1, 1996

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

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

Burlington Northern Santa Fe

Yellowstone Division



WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Jamestown Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
			31.2	SURREY JCT SWITCH	JX	DT TWC ABS	
			38.8	MAGNOLIA			
		03279	43.8	BUFFALO			
		03285	49.7	TOWER CITY			
6,306		03288	52.4	KOLDOK			
6,648		03296	60.0	PEAK			
		03301	65.5	VALLEY CITY		TWC ABS	
6,330			69.2	SOUTH BEREA	Y		
6,371		03306	70.9	NORTH BEREA	Y		
7,940		03312	76.1	SANBORN	JT		
6,470		03317	81.4	ECKELSON			
6,302		03325	89.1	SPIRITWOOD	Y		
		03331	94.7	BLOOM			
			99.2			DT TWC ABS	
			92.2X				
		03336	93.7X	JAMESTOWN	X(2)Y		
		03342	99.7	ELDRIDGE			
6,998		03352	109.0	WINDSOR			
		03356	112.8	CLEVELAND			
7,169		03364	121.5	MEDINA			
10,829		03377	134.5	LADOGA			
6,852		03394	151.0	STEELE			
8,260		03404	161.9	DRISCOLL		TWC ABS	
6,068		03412	169.6	STERLING			
4,856		03419	176.2	McKENZIE	J		
7,603		03424	181.6	BURLEIGH			
		03437	194.4	BISMARCK	Y		
		03444	200.3		M		
			0.0	MANDAN	BJTY		

AAR Radio Channel No. 70 in service Dilworth to MP 31.2.

AAR Radio Channel No. 39 in service MP 31.2 to Mandan.

Dispatcher Radio Call-in:	
Magnolia-35	Peak-36
Spiritwood-37	Jamestown-38
Cleveland-39	Tappen-40
Sterling-41	Mandan-42

Dispatcher Phone Numbers - (817) 234-6405 Fax (817) 234-6428

Emergency Train Dispatcher Call-911

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

	Up to 100 Tons O/B	Over 100 Tons O/B
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Surrey Jct to Mandan	60 MPH.	50 MPH.
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1(B). Speed – Permanent Restrictions

MP 59.0 to MP 68.0	50 MPH.	50 MPH.
MP 97.6X, East of Jamestown to MP 96.0X, West of Jamestown, Both tracks	35 MPH.	35 MPH.
MP 108.0 to MP 112.5	50 MPH.	50 MPH.
MP 192.0 to MP 200.0	35 MPH.	35 MPH.

1(C). Speed – Switches and Turnouts

Jamestown–Over spring switch on westward track at west end of yard	35 MPH.	35 MPH.
Jamestown–through crossover at MP 93.1X	10 MPH.	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.

1(D). Speed – Other

Bridge 196, Bismarck, cars heavier than 136 tons	25 MPH.	25 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 and six axle derricks not permitted on the following tracks:

Valley City–freight lead

Jamestown –wye track

Between MP 1.0 and MP 9.6 **Sanborn and Rogers.**

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

South Berea–AGP and Peavey tracks.

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

3. Method of Operation–

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

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.

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

Yard Limits— in effect:

South Berea and North Berea	MP 68.0 to MP 72.0
Eckelson and Bloom	MP 87.0 to MP 90.2
Jamestown	MP 97.6X to MP 99.2X
Burleigh and Mandan	MP 192.0 to MP 200.3

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.

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
Spiritwood	MP 87.4
Medina	MP 117.5
Steele	MP 144.4
Sterling	MP 172.7
Bismarck	MP 192.1

6. FRA Excepted Track— None

7. Special Conditions—

F-27 Personal Injury Reporting—All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

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, Medina, Ladoga, Steele, Sanborn, Driscoll, Peak, Burleigh, Windsor and South Berea.

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

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.

Sidings—

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

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

South Berea—Normal position of the east crossover switch is lined for crossover movement to the main track.

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.

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

Grade Markers—have been placed at the following locations:

EASTBOUND	WESTBOUND
	Signal 58.3
Signal 96.6	Signal 92.9
Signal 99.0	Signal 104.5
Signal 196.8	Signal 106.7

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:
Jamestown Sub 667-2260
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Don Padberg on the Jamestown and Linton Subdivisions, dial 1.

For Roadmaster Pat Yaune in Bismarck and Mandan Yards, Dickinson Subdivision from MP 0 to MP 81, and the Zap Subdivision, dial 2.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

8. Line Segments—

Yard Line Segments—

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

Road Line Segments—

Line Segment	Limits	Mileposts
266	Valley City Low Line	64.4 to 70.6
26	Surrey Jct switch to Jamestown	31.2 to 99.2
38	Jamestown to Mandan	92.2X to 200.3

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 Barea	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.	Mile Post Location	Dickinson Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		03444	200.3	MANDAN	BJTY			
			0.0		M			
	7,086	03451	8.3	8.5 LYONS				
	7,424	03471	27.9	19.3 NEW SALEM				
	6,848	03481	38.7	10.7 DENGATE				
	6,437	03491	57.5	9.6 GLEN ULLIN				
	6,112	03496	63.6	5.5 EAGLE NEST				
	6,867	03504	70.1	7.1 HEBRON				
	7,982	03513	79.2	9.1 ANTELOPE				
	10,917	03524	92.0	11.3 TAYLOR				
	7,343	03538	104.9	14.4 LEHIGH				
		03543	109.5	4.6 DICKINSON	BTY			
	7,215	03553	119.1	10.0 SOUTH HEART		TWC ABS		
	9,673	03569	134.5	15.4 FRYBURG				
	9,592	03574	141.0	5.3 SULLY SPRINGS				
	7,474	03588	155.0	13.7 RIDER				
	10,115	03599	167.2	12.4 SENTINEL BUTTE				
		03607	174.2	7.0 BEACH				
	7,149	03613	179.8	5.7 YATES				
	6,476	03621	188.4	8.5 BEAVER HILL				
	6,901	03628	195.5	6.8 HODGES				
	6,533	03634	200.5	4.9 IONA				
	8,497	03644	210.1	9.8 CURRY				
		03649	215.8	5.4 GLEN DIVE	BMJTY			

AAR Radio Channel No. 87 in service Mandan to Dickinson.

AAR Radio Channel No. 70 in service Dickinson to Glendive.

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

Dispatcher Phone Numbers – Dickinson East (817) 234-1233 Fax (817) 234-6495

Dickinson West (817) 234-6418 Fax (817) 234-6494

Emergency Train Dispatcher Call -911.

1. Speed Regulations

1(A). Speed – Maximum

Mandan and Glendive 60 MPH. 50 MPH.

1(B). Speed – Permanent Restrictions

MP 0.0 to MP 0.8 35 MPH. 35 MPH.

MP 0.8 to MP 10.2	50 MPH.	50 MPH.
MP 10.2 to MP 14.0	30 MPH.	30 MPH.
MP 14.0 to MP 27.9	40 MPH.	40 MPH.
MP 75.8 to MP 80.1	40 MPH.	40 MPH.
MP 90.0 to MP 108.0	45 MPH.	45 MPH.
MP 108.0 to MP 110.8 (HE only)	25 MPH.	25 MPH.
MP 110.8 to MP 111.6	45 MPH.	45 MPH.
MP 127.2 to MP 128.7	50 MPH.	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.	50 MPH.
MP 186.9 to MP 188.8	40 MPH.	40 MPH.
MP 188.8 to MP 209.8	50 MPH.	50 MPH.
MP 209.8 to MP 214.7	45 MPH.	45 MPH.

1(C). Speed – Switches and Turnouts

Trains through No. 20 turnouts and on sidings 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.

1(D). Speed – Other

All elevator and industry tracks	10 MPH.	10 MPH.
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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 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.

Wibaux– Elevator track.

3. Method of Operations–

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

Yard limits–in effect :

Mandan	MP 200.3 to MP 4.0.
Dickinson	MP 107.9 to MP 112.1.
Glendive	MP 213.5 to MP 215.8.

Glendive–Main track is not protected by continuous block system between the manual interlocking at the east switch and the automatic switch at the west end.

Manual Interlocking–East switch Glendive is controlled by train dispatcher, Dickinson Sub, Fort Worth.

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.

Manual Interlocking–Eastward absolute signal and dual control switch (MP 198.9) are controlled by Mandan Yardmaster.

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.

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.

First paragraph of Rule 8.3 of General Code of Operating Rules which covers normal position of main track switch, does not apply at East Main Line to East #1 track switch located at MP 199.3.

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

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
Beaver Hill	MP 190.6

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
Dickinson	Iona
South Heart	Curry

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.

F–27 Personal Injury Reporting—All incidents normally requiring the filing of an F–27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Milepost Equation—Exists at MP 44.4 equals MP 54.0, 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

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:

Dickinson East 667-2260

Dickinson West 359-4412

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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Helper Service—The following instructions will govern the use of helpers on trains with cabooses:

1. If two or more pusher units are in service, they are to be placed ahead of the caboose. One pusher unit may push from the rear of caboose.
2. Drawbar stabilization devices "pusher bars" must be installed on both ends of caboose.
3. No one may ride the caboose while helper units are attached.
4. Helper engine(s) must not exceed 700 amps through turnouts.
5. If more than one caboose is on the rear of a train needing helpers, helpers must cut in ahead of the cabooses. When empty cars are on the rear of coal trains, helpers must cut in ahead of the empties.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

Grade Markers—have been placed at the following locations:

EASTBOUND

Signal 95.8
Signal 98.2
Signal 137.8
Signal 144.2
Signal 145.8
Signal 148.2
Signal 191.6
Signal 193.6
Signal 198.4
Signal 205.4

WESTBOUND

NONE

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Don Padberg on the Jamestown and Linton Subdivisions, dial 1.

For Roadmaster Pat Yauney in Bismarck and Mandan Yards, Dickinson Subdivision from MP 0 to MP 81, and the Zap Subdivision, dial 2.

For Roadmaster Dean Dalquist on the Dickinson Subdivision MP 81 to MP 200, dial 3.

For Roadmaster Dan Ruddy on the Dickinson Subdivision MP 200 to Glendive, the Forsyth Subdivision from MP 0 to MP 70 and the Circle and Sidney Subdivisions, dial 4.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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
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

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Forsyth Subdiv MAIN LINE STATIONS		Method of Oper.	EASTWARD
		03649	0.0	GLENDIVE	BMJTY		
				7.2			
6094		03656	7.2	COLGATE			
				12.3			
6854		03668	19.4	MARSH			
				10.1			
6265		03678	29.6	FALLON			
				9.6			
6574		03688	39.2	TERRY	J		
				10.2			
6720		03698	49.3	BLATCHFORD		TWC	
				10.3		ABS	
6960		03708	59.9	SHIRLEY			
				10.1			
7245		03718	69.8	TUSLER			
				8.8			
		03727	78.6	MILES CITY			
				5.5			
7155		03733	84.1	ULMER			
				6.2			
6301		03738	90.4	HORTON			
				8.4			
6930		03747	98.7	HATHAWAY			
				12.6			
6450		03760	111.3	ROSEBUD			
				12.4			
		03772	123.8	FORSYTH	BY		
				5.7			
		03778	129.4	EAST NICHOLS WYE	JT		
				0.4			
		03778	129.8	WEST NICHOLS WYE	JT	CTC	
				0.2			
6135		03779	130.2	NICHOLS			
				8.8			
10853		03787	138.5	FINCH			
				8.1			
		03795	146.6	SARPY JCT	J		
				4.6			
6707		03800	151.2	HYSHAM			
				21.1			
7180		03821	172.3	CUSTER		TWC	
				8.5		ABS	
6032		03829	180.8	WACO			
				13.3			
9590		03843	194.2	POMPEY'S PILLAR			
				15.6			
		03858	209.9	JONES JCT	J CTC		

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

Dispatcher Radio Call-In:	
Fallon-21	Hathaway-24
Miles City-23	Hysham-26
Forsyth-25	MRL Radio Channel-32
Pompey's Pillar-27	

Dispatcher Phone Numbers - (817) 234-6420 Fax (817) 234-6496
Emergency Train Dispatcher Call-911

1. Speed Regulations

1(A). Speed - Maximum

	Up to 100 Tons O/B	Over 100 Tons O/B
Glendive and Jones Jct	60 MPH.	50 MPH.

1(B). Speed - Permanent Restrictions

MP 8.0 to MP 12.9	45 MPH.	45 MPH.
MP 44.6 to MP 45.4	45 MPH.	45 MPH.
MP 64.6 to MP 66.0	45 MPH.	45 MPH.

MP 77.7 to MP 79.0 (HE only)	30 MPH.	30 MPH.
MP 85.0 to MP 94.2	50 MPH.	50 MPH.
MP 102.4 to MP 104.5	40 MPH.	40 MPH.
MP 104.5 to MP 123.0	50 MPH.	50 MPH.
MP 123.0 to MP 125.7 (HE only)	25 MPH.	25 MPH.
MP 157.2 to MP 157.9	45 MPH.	45 MPH.
MP 157.9 to MP 158.8	35 MPH.	35 MPH.
MP 158.8 to MP 163.0	45 MPH.	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.	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.
Jones Jct. – Switch	25 MPH.	25 MPH.
All other sidings and turnouts	10 MPH.	10 MPH.

1(D). Speed – Other

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. Method 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.

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 Big Horn Subdivision, depending on destination.

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

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 train dispatcher, Big Horn Sub, Ft. Worth.

Glendive—Main track is not protected by continuous block system between the manual interlocking at the east switch and the automatic switch at the west end.

4. General Code of Operating Rules Items—

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

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:

Colgate	MP 10.4
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--

Automatic Switches—Installed at the west switch Glendive, 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.

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.

F-27 Personal Injury Reporting—All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

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:

Forsyth Sub. 359-4412
Big Horn/Dutch Subs 545-2255

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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

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 #15 and BNSF portable radios so equipped will switch to channel #14.

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 15. Westbound trains departing Billings will switch radio(s) to the MRL Yard channel. Eastbound trains departing Laurel must notify Billings Yard on their departure.

Miles City—The speed limit through Miles City will be 30 MPH 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.

Sidings—Freight trains over 100 tons/OB must not use industry track or sidings 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

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Dan Ruddy on the Dickinson Subdivision MP 200 to Glendive, the Forsyth Subdivision from MP 0 to MP 70 and the Circle and Sidney Subdivisions, dial 4.

For Roadmaster Roger Thompson on the Forsyth Subdivision from MP 70 to MP 209.6 and the Sarpy and Colstrip Subdivisions, dial 5.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

8. Line Segments--

Yard Line Segments

<u>Line Segment</u>	<u>Limits</u>
734	Glendive

Road Line Segments

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
40	Glendive to Jones Jct	0.0 to 209.8

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	Big Horn Subdiv MAIN LINE STATIONS					Track Diagram	EAST WARD
	Length of Siding in Feet	Station Nos.	Mile Post Location		Method of Oper.		
	7,852	30596	597.2	GILLETTE	BTY	CTC	
			9.2				
	8,976	30605	606.4	ORIVA			
			15.0				
	12,690	30620	621.4	ECHETA			
			9.8				
	13,217	30630	631.4	LARIAT			
			16.9				
	12,672	30647	648.0	KENDRICK			
			12.5				
	11,168	30659	660.5	CLEARMONT			
			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				
	7,179	30697	698.6	SHERIDAN	BT		
			8.1				
		30705	706.3	KIEWIT			
			8.2				
	14,176	30713	714.9	RANCHESTER			
			9.2				
	6,834	30723	724.1	PARKMAN			
			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	J		
				To Jones Jct 1.4			
			3.4				
		30828	829.3	HUNTLEY	J		

AAR Radio Channel 54 in service on this Subdivision.
 AAR Radio Channel 70 in service at Gillette and Sheridan Yards.
 MRL Channel 1 (AAR 15) when operating on MRL

Dispatcher Radio Call-In:	
Huntley-60	Anita-61
Hardin-62	Lodge Grass- 63
Parkman-64	Decker-70
Dutch-71	Ulm-72
Clearmont-73	Kendrick-74
Echeta-75	Oriva-76

Dispatcher Phone Number (817) 234-6186 Fax (817) 234-6174
 MRL Dispatcher calls-Huntley and Laurel-32 or 35.
 Emergency Train Dispatcher Call-911.

1. Speed Regulations

1(A). Speed - Maximum

	Up to 100 Tons O/B	Over 100 Tons O/B
Gillette to Huntley	60 MPH.	50 MPH.

1(B). Speed – Permanent Restrictions

MP 599.8 to MP 615.1	45 MPH.	45 MPH.
MP 615.1 to MP 615.4	35 MPH.	35 MPH.
MP 615.4 to MP 620.0	45 MPH.	45 MPH.
MP 622.5 to MP 623.0	55 MPH.	50 MPH.
MP 638.2 to MP 646.0	45 MPH.	45 MPH.
MP 650.0 to MP 651.3	45 MPH.	45 MPH.
MP 662.3 to MP 663.0	55 MPH.	50 MPH.
MP 667.0 to MP 676.2	40 MPH.	40 MPH.
MP 676.2 to MP 696.6	50 MPH.	50 MPH.
MP 696.6 to MP 698.6	25 MPH.	25 MPH.
MP 698.6 to MP 709.0	45 MPH.	45 MPH.
MP 730.1 to MP 730.7	45 MPH.	45 MPH.
MP 783.7 to MP 783.8—Over Center Street west of depot with locomotive	40 MPH.	40 MPH.

1(C). Speed – Switches and Turnouts

Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.	25 MPH.
Trains departing sidings (except East Dutch) on a proceed signal indication, only after engine has passed signal may increase speed to .	25 MPH.	25 MPH.
Through turnouts at siding at Kiewit and at Sheridan Yard	10 MPH.	10 MPH.

1(D). Speed – Other

All elevator and industry tracks	5 MPH.	5 MPH.
Moran Jct and Jones Jct on loop track	25 MPH.	25 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
Hardin North Spur beyond MP1.6	110 tons
Fort McKenzie Spur	110 tons

24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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

Sheridan Saw Mill Lead, Cloud Peak Spur and Fort McKenzie Spur.

3. Method of Operations—

CTC—in effect: Gillette to Huntley.

Yard Limits —in effect:

Gillette

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.	

Rule 10.2—Main track switches not equipped with electric locks:

Reno
Back Track at Arno
Fort McKenzie Line Switch

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations:

Oriva	MP 602.4
Lariat	MP 627.3
Kendrick	MP 654.0
Verona	MP 681.9
Kleenburn	MP 710.5
Wyola	MP 736.3
Benteen	MP 757.9
Hardin	MP 785.9
Anita	MP 807.5

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

F-27 Personal Injury Reporting—All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Clearmont, Lodge Grass—Helpers with less than 24 powered axles may shove coal trains behind caboose provided that caboose is equipped with roller bearings. Crew members must not ride in the caboose while it is being shoved.

The helper crew will place the portable draw bar blocks on each end of the caboose they are shoving against.

Consistent with good train handling procedures, engineers will monitor amperages and speed so that in-train forces will be reduced to a minimum. The controlling engineer will advise the helper engineer of conditions affecting the movement of the train.

In addition, when shoving on cabooses, helper will reduce amperage to or below 700 amps before occupying turnouts and west leg of Dutch Wye, and remain at that amperage until clear of turnouts or wye.

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.

Rule 527 (G) of the Burlington Northern Air Brake and Train Handling Rules is not in effect, but the following will apply: Helper crews may operate from any locomotive cab while shoving trains, but must operate from leading cab while making lite locomotive moves of one mile or more.

At stations where helpers are to be cut off of trains, the controlling locomotive engineer of trains will have discretion as to the location at or near that station where the helpers will be cut off of train to ensure proper train handling, taking into account safety, all operating rules, and conditions.

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.

Gillette—Engineers on trains with LMX units will be required to check the fuel level on these units before departing Gillette. After checking fuel level, notify the dispatcher either via radio or through the operator at Gillette of the amount of fuel in each LMX unit. In turn, the dispatcher will notify Sheridan yard if units need to be fueled. Yard clerk at Sheridan will notify the bulk fuel plant to be standing by on arrival of train. Units showing 900 gallons or more at Gillette will not have to be fueled at Sheridan.

Restricted Clearance—

Dutch—Car being set out on elevator 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—All unit coal trains departing Kiewit destined Moran Jct/Jones Jct east.

Kiewit Siding—Private track except when loading coal trains obtain permission from BNSF yard clerk at Sheridan. Trains must have permission from Big Horn Coal Co. before passing under tipple.

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 directly to the Alliance Diesel Tower foreman. The reporting method will be the PENTA radio system. Listed below are the dispatcher call button codes for locations on the the Big Horn subdivision.

Oriva, Clearmont, Decker, Hardin—451

Echeta, Ulm, Parkman, Anita—452

Kendrick, Dutch, Lodge Grass, Jones Jct—453

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:
Forsyth Sub. 359-4412
Big Horn/Dutch Subs 545-2255
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

Gillette—Crew vans making pick-ups or drop-offs for the west end of the Coal siding at Gillette, will operate only on the north side of the Coal siding on the road constructed for that purpose. Employees being picked-up or delivered to the west end of the Coal siding are prohibited from walking up or down the embankment on the south side of the main track.

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Ron Adler on the Big Horn and Dutch Subdivisions, dial 7.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

8. Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
952	Gillette
739	Sheridan


Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
308	Moran Jct to Jones Jct	0.0 to 1.5
4	Gillette to Huntley	597.2 to 829.3

Ballast Pit—

<u>Line Segment</u>	<u>Limits</u>
750	Sheridan

9. Locations not Shown as Stations—

 Name	Miles—Location	Capacity Cars	Switch Opens
30605 Oriva—Gas Track	Oriva	3	East
30628 Echeta—Back Track	Echeta	8	Both
30630 Lariat—Back Track	Lariat	8	Both
30640 Arvada	7.1 east of Kendrick	22	East
30647 Kendrick—Back Track	Kendrick	8	Both
30659 Clearmont—Stock Track	Clearmont	26	Both
30659 Clearmont—Storage Track	Clearmont	40	Both
30670 Ulm—Back Track	Ulm	5	Both
30678 Verona	8.0 west of Ulm	81	Both
30686 Amo	0.6 east of Dutch	11	Both
30692 Wakeley	5.6 west of Dutch	60	East
30705 Kiewit	Kiewit	210	Both
30707 Kleenburn	1.6 west of Kiewit	50	Both
30723 Parkman—Back Track	Parkman	12	Both
30730 Aberdeen—Back Track	Aberdeen	12	East
30736 Wyola	6.2 west of Aberdeen	7	West
30759 Benteen—Back Track	Benteen	7	West
30779 Reno	5.1 west of Dunmore	10	West
30782 Hardin	8.7 west of Dunmore	90	Both
30791 Rowley—Back Track	Rowley	11	East
30812 Anita—Back Track	Anita	16	West

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Casper Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
			133.2	BRIDGER JCT	J	CTC		
	5,626	32167	134.4	1.2 ORIN				
	5,583	32182	148.8	14.4 DOUGLAS				
	5,490	32192	158.6	9.8 RICHARDS				
	4,075	32205	171.5	12.9 CLAYTON				
	5,492	32212	178.2	6.7 GLENROCK				
		32236	202.2	24.0 CASPER	BR			
	5,726	32247	213.0	11.1 BISHOP				
	4,100	32257	223.9	10.6 BUCKNUM				
	7,990	32275	241.5	17.6 POWDER RIVER				
	6,600	32294	260.4	19.0 ARMINTO				
	3,660	32307	273.8	13.5 MADDEN				
	6,402	32325	290.4	17.2 GATE				
		32338	303.9	13.4 SHOBON	JR			
	7,369	32339	304.0	0.5 BONNEVILLE	R			
	5,027	32349	314.7	10.8 PIPER				
	4,345	32358	323.2	8.0 DORNICK				
	2,687	32366	331.7	8.7 MINNESELA		TWC		
	4,750	32370	336.0	4.4 THERMOPOLIS				
	2,654	32377	343.1	7.1 LUCERNE				
	3,621	32382	348.0	4.9 KIRBY				
	7,551	32394	359.9	11.8 PULLIAM				
	1,565	32403	368.4	8.5 WORLAND				
		32411	376.7	7.8 DURKEE				
	3,435	32422	387.2	11.1 MANDERSON				
		32431	396.2	8.9 BASIN				
	4,630	32438	403.9	7.8 GREYBULL	BR			
	4,203	32450	415.3	11.5 SPENCE				
	3,616	32456	422.0	6.6 HIMES				
	7,113	32466	431.7	9.8 KANE				
		32476	441.7	9.9 LOVELL				
	4,488	32481	447.2	5.4 COWLEY				
	4,044	32487	452.9	5.8 DEAVER				
	5,242	32493	458.9	6.3 FRANNIE	JT			
	1,826	32500	465.2	6.1 WARREN				
	8,115	32511	476.1	10.8 WADE				
	2,203	32521	486.8	10.7 EAST BRIDGER				
	5,014	32528	493.7	6.9 FROMBERG				
	5,247	32541	506.1	12.4 SILESIA		TWC		
		30855	515.6	9.5 LAUREL	JR			

AAR Radio channel 70 in service Bridger Jct to Casper
 AAR Radio channel 78 in service Casper to Laurel
 AAR Radio Channel 66 in service in Casper and Greybull Yards

Dispatcher Radio Call-In:	
Douglas-61	Glenrock-64
Casper-53	Powder River-46
Arminto-57	Lysite-49
Dornick-54	Thermopolis-59
Copper MT.-51	Worland-56
Greybull-58	Sheep Mountain-52
Frannie-50	Laurel-53

Train Dispatcher Phone Numbers—
 Casper to Laurel dispatcher— (817) 234-6053 Fax (817) 234-6067
 Bridger Jct to Casper Dispatcher—(817) 234-6054 Fax (817) 234-6075
 Emergency Train Dispatcher Call-911.

1. Speed Regulations

1(A). Speed – Maximum	Freight
Bridger Jct. to Laurel	49 MPH.
Trains 100 tons O/B and Over	40 MPH.

1(B). Speed – Permanent Restrictions

MP 316.4 to MP 338.5	30 MPH.
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 458.9 to MP 459.1	40 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

All sidings	10 MPH.
Trains over 100 ton O/B must not use sidings.	

Item 1 A of the System Special Instructions applies and includes all trains consisting of empty equipment.

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

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

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. Method of Operations—

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 196.4 to MP 204.4
Bonneville	MP 303.6 to MP 306.0
Greybull	MP 402.6 to MP 406.5
Laurel	MP 513.2 to MP 515.6

4. General Code of Operating Rules Items—

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

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.

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.

Greybull—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 403.5 and MP 404.8. 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.

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

Douglas	MP 153.5
Sodium	MP 231.64
Lysite	MP 286.7
Thermopolis	MP 339.6
Frannie	MP 460.9

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

F-27 Personal Injury Reporting—All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Dave—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.

080 empty coal trains will receive an initial terminal air brake test.

Casper—Crossing protection at West Yellowstone highway on CNW transfer track is ineffective, be governed by Rule 6.32.2.

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.

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.

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmasters Jim Breen and/or Larry Fransen on the Casper and Cody Subdivisions, dial 8.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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 275-2221

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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

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
32207 Dave	1.6 west of Clayton	120	East
32269 Sodium	11.3 west of Bucknam	10	East
32316 Lysite	10.1 west of Madden	25	East
32370 Thermopolis Trk. So. Siding	Thermopolis	70	Both
32400 Geddes	5.3 west of Pulliam	17	West
32403 Worland So. 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
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 West Pass	Lovell	79	Both
32476 Lovell So. House Trk.	Lovell	35	Both
32479 Sage Creek Spur	2.4 west of Lovell	9	East
Wyoming Lime Company	1.5 East of Frannie	12	East
32493 Frannie No. Siding	Fannie	56	Both
32500 Warren So. Pass	Warren	59	Both
32523 Fromberg House Trk.	Fromberg	40	Both
32534 Edgar No. Trk.	5.9 West of Fromberg	45	West
32534 Edgar So. Trk.	5.9 West of Fromberg	34	West

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Hettinger Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
	13,061	08405	806.1	MOBRIDGE	7.2	CTC		
		08412	813.3	MOREAU JCT	4.8			
	7,552	08417	817.0	WAKPALA	18.4			
	9,643	08435	835.4	McLAUGHLIN	28.2			
	7,735	08464	863.6	McINTOSH	10.2			
		08473	873.8	WATAUGA	8.3			
	7,747	08482	882.1	MORRISTOWN	12.5			
	6,508	08495	894.6	THUNDERHAWK	15.1			
	8,326	08510	909.7	PETREL	17.8			
	9,890	08527	927.5	HETTINGER	8.6			
	8,064	08538	936.1	BUCYRUS	13.1	TWC ABS		
		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	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	J			

AAR Radio Channel No. 85 in service on this Subdivision.

Dispatcher Radio Call-in:	
Mobridge-98	Walker-83
Thunderhawk-84	Hettinger-93
Bowman-28	Marmarth-29
Ismay-30	Terry-94

Dispatcher Phone Numbers- (817) 234-1233 Fax (817) 234-6495.
Emergency Train Dispatcher Call-911.

1. Speed Restrictions

1(A). Speed - Maximum

Mobridge to Terry Freight 40 MPH.

1(B). Speed - Permanent Restrictions

MP 927.5 to MP 928.0 (HE only) 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:**

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.

McLaughlin elevator tracks restricted to maximum of one six axle locomotive.

3. Method of Operations—**CTC—in effect:**

MP 806.1 to MP 925.9

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).

Yard limits—in effect:

Hettinger MP 925.0 to MP 930.0.

4. General Code of Operating Rules Items—

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

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

Mahto

Walker

McIntosh—short siding north side.

Lemon—short siding north side.

Haynes

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

Automatic Switches—on siding Terry for Hettinger Subdivision.

F–27 Personal Injury Reporting—All incidents normally requiring the filing of an F–27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

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

MP 942.0 to MP 943.0

Grade Markers—have been placed at the following locations:

Eastbound
Signal 983.0
Signal 985.0
Signal 987.6
Signal 989.6
Signal 991.8

Westbound
Signal 957.3
Signal 978.3
Signal 987.7
Signal 989.7
Signal 991.9
Signal 1002.7
Signal 1007.1

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 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.

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.
—derail installed on siding 200 feet west of east switch.

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;
For Roadmaster John Stanford on the Hettinger Subdivision, dial 6.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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:
Hettinger Sub. 359-4412
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.


8. Line Segments—

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
2005	Mobridge to Terry	806.1 to 1078.9

9. Locations Not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
08428 Mahto	10.3 west of Wakpala	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.	Mile Post Location	Linton Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		03419	0.0	McKENZIE	JT	TWC		
		57212	11.6	11.7 MOFFITT	JU			
		57228	27.7	16.0 HAZELTON				
		57237	36.7	9.0 TEMVIK				
		57245	45.3	7.9 LINTON				

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

Dispatcher Radio Call-in:

McKenzie-4

Dispatcher Phone Numbers- (817) 234-6405 Fax (817) 234-6428.
Emergency Train Dispatcher Call-911.

1. Speed Regulations

1(A). Speed - Maximum

McKenzie to Linton **Freight** 10 MPH.

1(B). Speed - Permanent Restrictions-None

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

1(D). Speed - Other

Item 1A of System Special Instruction 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 and six axle derricks 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. Method of Operation-

TWC-in effect: MP 0.0 to MP 45.3

At MP 45.3 main track is stubbed and wheel stops are on rail.

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)-None

6. FRA Excepted Track-

McKenzie to MP 45.3

7. Special Conditions—

F-27 Personal Injury Reporting—All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Railroad Crossings not Indicated at Station—

DMVW RR Crossing— 1.0 miles west of Moffitt.

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

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Don Padberg on the Jamestown and Linton Subdivisions, dial 1.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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:
Linton Sub 667-2260
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

~~Temperature Restrictions~~—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

8. ~~Line Segments~~—

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
290	McKenzie to Linton	0.0 to 45.3

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.	Mile Post Location	Zap Line Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		03444	0.0	MANDAN	BJTY	ABS		
	4,693	85420	20.1	21.2 PRICE				
		85427	27.0	6.9 SANGER				
		85447	47.2	20.5 GLENHAROLD				
	3,646	85452	52.4	4.9 STANTON				
	9,107	84565	64.4	11.9 HAZEN		TWC		
		85473	72.6	8.2 BEULAH		R		
		85480	80.5	6.9 ZAP		R		

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

Dispatcher Radio Call-In:	
Mandan-42	Hensler-50

Dispatcher Phone Numbers- (817) 234-6405 Fax (817) 234-6428.
Emergency Train Dispatcher Call-911.

1. **Speed Regulations**
 - 1(A). **Speed - Maximum** **Freight**
Mandan and Zap 30 MPH.
 - 1(B). **Speed - Permanent Restrictions**
MP 0.1 to MP 3.3 10 MPH.
 - 1(C). **Speed - Switches and Turnouts**-None
 - 1(D). **Speed - Other**
 - Glenharold-Trains unloading coal over hopper 3 MPH.
 - Trains using Loop Track UPA 5 MPH.
 - Trains using Loop Track Basin Electric 5 MPH.
 - Trains using Siding 5 MPH.
 - Beulah- All yard tracks 5 MPH.
 - Antelope Valley Spur 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:
Mandan to Zap 134 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN99000-99949) not permitted.
3. **Method of Operations-**
Yard limits-in effect:
Mandan MP 0.0 to MP 4.0
Restricted limits-in effect:
Beulah MP 69.8 to MP 80.5
TWC-in effect:
Mandan to Zap
4. **General Code of Operating Rules Items-**
Rule 6.19- When flagging is required, flagging distance is 1.5 miles.

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

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.

F–27 Personal Injury Reporting–All incidents normally requiring the filing of an F–27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Switch Maintenance Hot Line–The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1–800–251–9528 or from a BNSF touch tone phone dial 8–625–6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Pat Yauney in Mandan yard, Dickinson Subdivision from MP 0 to MP 81, and the Zap Subdivision, dial 2.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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:
Zap Line Sub 667–2260
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

8. Line Segments—

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
303	Mandan to Zap	0.0 to 80.5

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.	Mile Post Location	Sidney Line Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
				GLENDIVE	BJTR			
				55.2				
				SIDNEY	BTR			
				10.5				
				FAIRVIEW	T			
				14.3				
12,243	01063	78.6		SNOWDEN	JTR	TWC		

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

Dispatcher Radio Call-In:	
Savage-19	Sidney-18
Snowden-05	

Dispatcher Phone Numbers-- (817) 234-6418 Fax (817) 234-6494.
Emergency Train Dispatcher Call-911.

1. Speed Regulations

1(A). Speed - Maximum

Freight

Glendive and Snowden 40 MPH.

1(B). Speed - Permanent Restrictions

MP 3.5 to MP 14.2 25 MPH.
MP 14.2 to MP 14.7 10 MPH.
MP 14.7 to MP 17.7 25 MPH.
MP 17.7 to MP 34.0 10 MPH.
MP 55.0 to MP 64.4 25 MPH.
MP 64.4 to MP 65.5 (HE 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.

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

1(D). Speed - Other

Sidney over Main Street and Third Street N.E. crossings 10 MPH.
Item 1A 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

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. Method of Operations--

TWC--in effect: Glendive to Snowden

Restricted limits--in effect:

Glendive MP 0.0 to MP 3.5
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 Failed Equipment Detectors (FED)–None**
6. **FRA Excepted Track–None**
7. **Special Conditions–**

F–27 Personal Injury Reporting–All incidents normally requiring the filing of an F–27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

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

Fairview Wye–has 4000 foot Tail Track

Switch Maintenance Hot Line–The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1–800–251–9528 or from a BNSF touch tone phone dial 8–625–6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Dan Ruddy on the Dickinson Subdivision MP 200 to Glendive, the Forsyth Subdivision MP 0 to MP 70 and the Circle and Sidney Subdivisions, dial 4.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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:
Sidney Line Sub 359–4412
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.


8. Line Segments—

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
306	Glendive to Snowden	0.0 to 78.6

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
85835 Savage	20.2 east of Sidney	10	East
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	11	East

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Circle Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
				GLENDIVE	BJTR			
		03649	0.0	52.1		TWC		
	1,914	85952	50.0	CIRCLE	R			

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

Dispatcher Radio Call-in:

Glendive-58

Emergency Train Dispatcher Call-911.

1. Speed Regulations

- 1(A). Speed – Maximum** **Freight**
 Glendive and Circle 25 MPH.
- 1(B). Speed – Permanent Restrictions**
 MP 28.0 to 50.0 10 MPH.
- 1(C). Speed – Switches and Turnouts–None**
- 1(D). Speed – Other**
 Item 1A 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
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.
 Six axle locomotives and six axle derricks not permitted.

3. Method of Operations–

TWC—in effect: Glendive to Circle

Restricted Limits—in effect:

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

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.

4. General Code of Operating Rules Items–

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

5. Trackside Failed Equipment Detectors (FED)—None

6. FRA Excepted Track–

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

F-27 Personal Injury Reporting—All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

You will hear the following prompts:

For Roadmaster Dan Ruddy on the Dickinson Subdivision MP 200 to Glendive, the Forsyth Subdivision MP 0 to MP 70 and the Circle and Sidney Subdivisions, dial 4.

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:

~~359-4412~~

The dispatcher must send the appropriate report concerning the incident to the Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

Cabooseless Train Operation—In cabooseless train operation the conductor will ride in the control compartment of the lead or controlling unit in the engine consist and will occupy the seat equipped with a desk.

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

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

8. Line Segments-**Road Line Segments-**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
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	Rimroad	19.2 east of Circle	14	Both

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Sarpy Line Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		03795	0.0	SARPY JCT	35.9	J	TWC	
	6,874	03936	37.4	KUEHN		R		

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

Dispatcher Radio Call-in:	
Sarpy Jct.-26	Kuehn-28

Dispatcher Phone Numbers-- (817) 234-6420 Fax (817) 234-6496.
Emergency Train Dispatcher Call-911.

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**–None
- 1(D). **Speed – Other**
 Kuehn around Loop Track 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:**

Sarpy Jct to Kuehn 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN99000–99949) not permitted.

3. Method of Operations–None

TWC–in effect:

MP 0.0 to MP 37.4

Restricted limits–in effect:

Kuehn MP 34.4 to MP 37.4.

4. General Code of Operating Rules Items–

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

5. Trackside Failed Equipment Detectors (FED)–None

6. FRA Excepted Track–None

7. Special Conditions–

F–27 Personal Injury Reporting–All incidents normally requiring the filing of an F–27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Kuehn—

All trains must be stripe aligned in one direction. WW018 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 to store 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.

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Roger Thompson on the Forsyth Subdivision from MP 70 to MP 209.6 and the Sarpy and Colstrip Subdivisions, dial 5.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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:
Sarpy Line Sub 359-4412
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

8. Line Segments—**Road Line Segments—**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
315	Sarpy Jct to Kuehn	0.0 to 37.4

9. Locations Not Shown as Stations—

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Colstrip Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram
		03778	0.0	E & W NICHOLS WYE	JT	TWC	
		86001	0.5	NICHOLS WYE			
		86029	29.1	COLSTRIP	R		
		86039	39.5	BIG SKY	R		

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

Dispatcher Radio Call-In:	
Nichols Wye-25	Colstrip-Big Sky-28

Emergency Train Dispatcher Call-911.

1. Speed Regulations

1(A). Speed – Maximum

Freight

East and West Nichols Wye to Big Sky 40 MPH.

1(B). Speed – Permanent Restrictions

Colstrip and Big Sky 25 MPH.

Between Big Sky and Colstrip eastward trains between MP 38.0 to MP 34.0 30 MPH.

1(C). Speed – Switches and Turnouts

Cow Creek Yard through all turnouts 5 MPH.

Colstrip Storage Yard through all turnouts 5 MPH.

1(D). Speed – Other

East leg Nichols wye 25 MPH.

West leg Nichols wye 10 MPH.

Colstrip and Big Sky Loop Tracks 10 MPH.

Between Colstrip/Big Sky Divide switch and Colstrip loop track switch 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:

Nichols Wye to Big Sky 143 tons

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

3. Method of Operations–

TWC–in effect:

MP 0.0 to MP 39.5

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.

Restricted Limits–in effect:

Colstrip MP 27.5 to MP 34.0

Big Sky MP 37.5 to Loop Track Switch

4. General Code of Operating Rules Items–

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

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

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.

5. **Trackside Failed Equipment Detectors (FED)–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. 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.

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. 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 BNSF 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.

F–27 Personal Injury Reporting–All incidents normally requiring the filing of an F–27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Switch Maintenance Hot Line–The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1–800–251–9528 or from a BNSF touch tone phone dial 8–625–6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmaster Roger Thompson on the Forsyth Subdivision from MP 70 to MP 209.6 and the Sarpy and Colstrip Subdivisions, dial 5.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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:

Colstrip Sub

359–4412

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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

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	Miles—Location	Capacity Cars	Switch Opens
86015 Dowlin	2.5 east of Moon	14	East
86017 West Moon	18.0 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

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Dutch Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD
		30689	0.0	DUTCH	14.7	JT CTC		
			14.7					
	6,660	33218	14.7	DECKER	7.9	6.28		
		33228	22.6	SPRING CREEK		TWC		

AAR Radio Channel 54 in service on this Subdivision.

Dispatcher Radio Call-in:	
Dutch-71	Decker-70

Dispatcher Phone Number -(817) 234-6186 Fax (817) 234-6174.
Emergency Train Dispatcher Call-911.

1. Speed Regulations

- | | |
|--|---------|
| 1(A). Speed - Maximum | Freight |
| Dutch to Spring Creek | 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. |
| Loading speed will be 0.5 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
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

3. Type of Operations-

TWC-in effect: MP 16.6 to MP 22.6.

CTC-in effect: Dutch to MP 14.5

Industrial Track- MP 14.5 to MP 16.6 and MP 22.6 through loop track Spring Creek are considered industrial tracks-Rule 6.28 applies.

TWC Instructions-

Maintenance of Way- Track warrant authority will be issued to permit occupancy of main track when train location line-up is not in effect or will not permit movement.

4. General Code of Operating Rules Items-

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

Rule 10.2 Main Track Switches not equipped with electric locks-

Countant Creek

Rule 6.28-in effect: MP14.4 to MP 16.6

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

F-27 Personal Injury Reporting-All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

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 counter-clockwise 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.

Helpers-Helpers with less than 24 powered axles may shove coal trains behind caboose provided that caboose is equipped with roller bearings. Crew members will not be allowed to ride in the caboose while it is being shoved.

The helper crew will place the portable draw bar blocks on each end of the caboose they are shoving against.

Consistent with good train handling procedures, engineers will monitor amperages and speed so that in-train forces will be reduced to a minimum. The controlling engineer will advise the helper engineer of conditions affecting the train.

In addition, when shoving on cabooses, helper will reduce amperage to or below 700 amps before occupying turnouts and West leg of Dutch Wye, and remain at that amperage until clear of turnouts or wye.

Rule 527 (G) of the Burlington Northern Air Brake and Train Handling Rules is not in effect, but the following will apply: Helper crews may operate from any locomotive cab while shoving trains, but must operate from leading cab while making live locomotive moves of one mile or more.

At stations where helpers are to be cut off of trains, the controlling locomotive engineer of trains will have discretion as to the location at or near that station where the helpers will be cut off of train to ensure proper train handling, taking into account safety, all operating rules, and conditions.

Switch Maintenance Hot Line-The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;
For Roadmaster Ron Adler on the Big Horn and Dutch Subdivisions, dial 7.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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:
Big Horn/Dutch subs 545-2255
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation-In cabooseless train operation the conductor will 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.

Temperature Restrictions-Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

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	Miles-Location	Capacity Cars	Switch Opens
33207 Countant Creek	6.8 west of Dutch	7	East
33228 Spring Creek Loop Track	Spring Creek	250	Loop

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Cody Subdiv BRANCH LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		32493	0.8	FRANNIE	JT	TWC		
	1,783	86514	14.5	GARLAND				
	1,808	86519	19.5	POWELL				
	1,959	86525	25.5	RALSTON				
		86542	42.7	CODY	BTR			

AAR Radio Channel 78 In service on this Subdivision.

Dispatcher Radio Call-in:

Frannie - 55

Train Dispatcher Phone Numbers- (817) 234-6053 Fax (817) 234-6067.
Emergency Train Dispatcher Call-911.

1. Speed Regulations

1(A). Speed - Maximum

Frannie to Cody 25 MPH. **Freight**

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.

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 134 tons

24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

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.

3. Method of Operations-

TWC-in effect: Frannie to Cody.

Restricted Limits-in effect:

Cody MP 40.6 to MP 42.7

4. General Code of Operating Rules Items-

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

5. Trackside Failed Equipment Detector(FED)-None

6. FRA Excepted Track-None

7. Special Conditions—

F-27 Personal Injury Reporting—All incidents normally requiring the filing of an F-27 report Form 15016 (derailments, accidents, vehicle accidents, unusual situations) Personal Injury Report Form 12504 or First Aid notification are to be directly reported by the involved employees to their exempt supervisor immediately but not later than the end of their tour of duty or prior to leaving company property. The incident must be discussed with a company official before going off duty or leaving company property 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 or off company property, again, regardless of time of day or location of supervisor (at home, tie up point on line, etc.)

Cody—Cars over 50 feet can not be turned on Wye.

Switch Maintenance Hot Line—The following phone numbers have been established for reporting hard to throw switches or other track problems. From any touch tone Bell phone dial 1-800-251-9528 or from a BNSF touch tone phone dial 8-625-6797. Calls to these numbers can be made on the BNSF MRAS radio system also.

You will hear the following prompts:

Welcome to the Yellowstone Division Switch Maintenance hot line;

For Roadmasters Jim Breen and Larry Fransen on the Casper and Cody Subdivisions, dial 8.

After dialing the prompt number, leave your message including your name, Mile Post and/or switch name and then hang up. The message will go to the respective Roadmaster's voice mail for his prompt handling.

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 275-2221
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 Mandan Car Shop and the proper Yellowstone Division Road Foreman. The dispatcher must also arrange to have Pulse Tapes removed at the next forward location and forwarded to appropriate Road Foreman.

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.

Cabooseless Train Operation—In cabooseless train operation the conductor will 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.

Temperature Restrictions—Cold and hot weather restrictions will be placed as conditions require. Refer to Air Brake and Train Handling Rules 330 and 331.

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

Yellowstone Division Operations Department

K.E.	MADDEN	.....	Superintendent Operations	..	359-4255	....	Glendive
R.C.	HARMAN	.....	General Roadmaster	.....	359-4219	....	Glendive
H.	MARTINEZ, JR	..	General Foreman Cars	.....	667-2218	....	Mandan
W.L.	SMITH	.....	Manager Safety & Rules	....	359-4227	....	Glendive
A.M.	RIO	.....	Director Administration	.....	359-4417	....	Glendive

C.E.	KEELER	.....	Road Foreman	.....	667-2260	....	Mandan
W.A.	TAYLER	.....	Trainmaster	.....	667-2200	....	Mandan
A.E.	FRY	.....	Trainmaster	.....	667-2255	....	Mandan
M.F.	SICKLER	.....	Trainmaster	.....	533-2258	...	Dickinson
G.R.	LEHMAN	.....	Road Foreman	.....	359-4412	....	Glendive
L.M.	JACOBSON	....	Trainmaster	.....	359-4455	....	Glendive
T.M.	WAMBOLT	....	Trainmaster	.....	356-3255	....	Forsyth
L.W.	REICHARDT	...	Road Foreman	.....	545-2255	....	Sheridan
M.A.	VOELKER	....	Trainmaster	.....	545-2258	....	Sheridan
A.D.	MARDEN	.....	Road Foreman	.....	275-2221	.....	Casper
J.H.	WILLIAMS, JR	..	Trainmaster	.....	542-2255	....	Greybull

B.A.	KLINE	.....	Roadmaster	.....	667-2290	....	Mandan
D.R.	PADBERG	.....	Roadmaster	.....	667-2211	....	Mandan
P.A.	YAUNEY	.....	Roadmaster	.....	667-2235	....	Mandan
D.M.	DALQUIST	.....	Roadmaster	.....	533-2235	...	Dickinson
J.C.	STANFORD	....	Roadmaster	.....	567-2235	....	Hettinger
D.F.	RUDDY	.....	Roadmaster	.....	359-4235	....	Glendive
R.L.	THOMPSON	...	Roadmaster	.....	356-3235	....	Forsyth
R.E.	ADLER	.....	Roadmaster	.....	545-2235	....	Sheridan
L.D.	FRANSEN	.....	Roadmaster	.....	275-2246	.....	Casper
F.J.	BREEN	.....	Roadmaster	.....	542-2235	....	Greybull

C.A.	MERCK	.....	Asst. Gen. Foreman Cars	...	667-2264	.....	Mandan
G.W.	ALDRICH	.....	Mech. Foreman	.....	667-2263	.....	Mandan
W.J.	GREAM	.....	Mech. Foreman	.....	667-2263	.....	Mandan
W.C.	SNIDER	.....	Mech. Foreman	.....	667-2263	.....	Mandan
B.J.	HABLUTZEL	....	Mech. Foreman	.....	545-2210	.....	Sheridan
C.L.	BROWN	.....	Mech. Foreman	.....	542-2210	.....	Greybull