

## **BNSF Railway Safety Vision**

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

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

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

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

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



## **Montana Division**

### **Timetable No. 8**

IN EFFECT AT 0800

Mountain Continental Time

**Wednesday, December 2, 2009**

#### **Division General Manager**

R. T. Bartoskewitz  
Billings, Montana  
(406) 256-4035

#### **General Director Transportation**

K.W. Duryea  
Billings, Montana  
(406) 256-4088



## Division Managers

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

### Billings

Mark C. Boyer..... Asst. Dir. Mtnce. Production.. (406) 256-4079  
 Mark W. Christianson..... Mgr. Mtnce. Planning..... (406) 256-4021  
 Greg E. Dunaway..... Gen. Dir. Maintenance..... (406) 256-4033  
 Jerad W. Fritz..... Mgr. Signal Maintenance..... (406) 256-4044  
 John N. Hubbard..... Signal Supervisor..... (406) 256-4038  
 Ray P. Inhofer..... Director Administration..... (406) 256-4012  
 Cory C. Knutson..... Supv. Structures..... (406) 256-4004  
 Nick O. Mizelle..... Supt. Operating Practices .... (406) 256-4020  
 Frank H. Moffitt..... Division Engineer..... (406) 256-4019  
 Kirk N. Ruby..... Signal Construction Supr..... (406) 256-4081  
 Jessa R. Shepard..... Supv. Mtnce. Trng.-Best Way (406) 256-4069  
 Lance K. Vallone..... Safety Manager..... (406) 256-4091

### Bonniers Ferry

Chad D. Brooks..... Asst. Roadmaster..... (208) 267-6800  
 Dale W. Hehn..... Signal Supervisor..... (208) 267-6803  
 Arne K. Olson..... Roadmaster..... (208) 267-6813

### Butte

William J. Bisch..... Trainmaster..... (406) 256-4136

### Dickinson

Robert M. Kinzel..... Roadmaster..... (701) 227-7235  
 Loren B. Nantt..... Asst. Roadmaster..... (701) 227-7236

### Essex

Jody J. Mills..... Asst. Roadmaster..... (406) 863-0471  
 Jeremy D. Van Pelt..... Roadmaster..... (406) 863-0286

### Forsyth

Robert J. Boager..... Roadmaster..... (406) 356-3235  
 Gwen G. Kaiser..... Trainmaster..... (406) 356-3255  
 Mick R. Phillips..... Trainmaster..... (406) 356-3265

### Glasgow

Larry A. Berg..... Trainmaster..... (406) 228-3373

### Glendive

John D. Abrahamson..... Superintendent Operations.. (406) 359-4255  
 Troy A. Brewer..... Trainmaster..... (406) 359-4455  
 Jeff D. Kirby..... Shop Superintendent..... (406) 359-4275  
 George R. Lehman..... Road Foreman..... (406) 359-4412  
 Lloyd K. Roberts..... Supervisor Structures..... (406) 359-4264  
 Josh H. Witkop..... Roadmaster..... (406) 359-4235  
 R. Steve Zorn..... Signal Supervisor..... (406) 359-4220

### Great Falls

Connan L. Moler..... Trainmaster..... (406) 791-3355  
 Dave A. Pavilcek..... Roadmaster..... (406) 791-3335  
 Eric D. Schroedel..... Asst. Roadmaster..... (406) 791-3304

### Hauser

Bruce A. Leavitt..... Road Foreman..... (208) 687-4653

### Havre

Kathleen J. Bausell..... Terminal Trainmaster..... (406) 265-0743  
 Michael W. Blackwell..... General Car Foreman..... (406) 265-0293  
 Roger B. Galland..... Road Foreman..... (406) 265-0258  
 Steve A. Gutierrez..... Terminal Manager..... (406) 265-0415  
 Joe L. Molenda..... Signal Supervisor..... (406) 265-0724  
 Dave H. Nilsen..... Roadmaster..... (406) 265-0235  
 Beau D. Price..... Shop Superintendent..... (406) 265-0357  
 Steve J. Reinke..... Superintendent Operations.. (406) 265-0424  
 Robert A. Rindy..... Division Engineer..... (406) 265-0425  
 Gary E. Shelton..... Trainmaster..... (406) 265-0257  
 Kevin L. Spudic..... Terminal Trainmaster..... (406) 265-0723  
 Dwayne E. Whitaker..... Supervisor Structures..... (406) 265-0238

### Laurel

Trent A. Kale..... Trainmaster..... (406) 628-3101

### Mandan

Joe J. Mikes..... Trainmaster..... (701) 667-2200  
 Jonathan T. Smith..... Asst. Roadmaster..... (701) 667-4646  
 Pat A. Yauney..... Roadmaster..... (701) 667-2235  
 ..... Road Foreman..... (701) 667-2260

### Minot

Pat T. Akins..... Trainmaster..... (701) 837-6607  
 Dave G. Jacobson..... Signal Supervisor..... (701) 837-6630  
 Jim R. Kuhnhenh..... Roadmaster..... (701) 837-6759  
 Mike L. Neva..... Road Foreman..... (701) 837-6622

### Shelby

Tom E. Rudolph..... Roadmaster..... (406) 265-0318  
 Josh T. Thompson..... Trainmaster..... (406) 265-0311  
 Greg K. Vallard..... Gang Roadmaster..... (406) 450-3819

### Whitefish

Grace S. Grabofsky..... Supt. Operations..... (406) 863-0393  
 Ricco L. Montini..... Trainmaster..... (406) 863-0228  
 Lane R. Ross..... Trainmaster..... (406) 863-0232  
 Doug L. Schuch..... Trainmaster..... (406) 863-0257  
 Monte J. Viall..... Roadmaster..... (406) 863-0253  
 Randy J. Wolff..... Road Foreman Engines..... (406) 863-0255  
 Leo Yudysky..... Signal Supervisor..... (406) 863-0216

### Williston

Daryl L. Braun..... Roadmaster..... (701) 837-6752  
 ..... Asst. Roadmaster..... (701) 837-6852

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

**Radio Channel No. 66 in service.**

Radio Call-In	
Havre - 25(X)	Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5	

**Dispatcher Information**

(817) 867-7068, Fax (817) 234-1602

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

MP 0.0 to MP 31.2 ..... **Freight**  
10 MPH.

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

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions, applies.

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

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

Pacific Jct. to Big Sandy ..... 143 tons, Restriction D

**3. Type of Operation**

**TWC**—in effect:

MP 0.0 to MP 28.0

**Restricted Limits**—in effect:

MP 28.0 to MP 32.1

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

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

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

**Test Mile Locations**

MP 5.1 to MP 6.1

**List of Long and Short Miles**

MP 29 to MP 30—6314 ft.

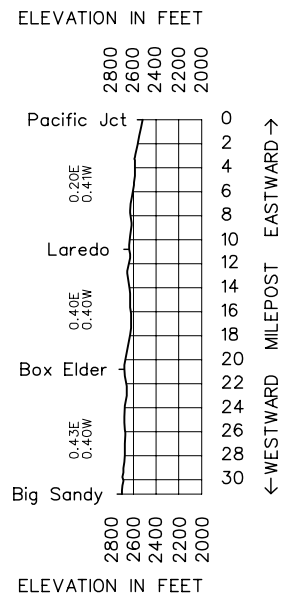
**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Big Sandy Subdivision.

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

None

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

353 ..... Pacific Jct. to Big Sandy, MP 0.0 to MP 32.1

**9. Other Location Information—None****10. Grade Chart**

WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Broadview Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
			29.0	PEAKS				13.2	
			15.8	DON		TWC	322	15.8	
		32588	0.0	WALTER JCT	J			29.0	

**Radio Channel No. 70 in service.**

**Radio Channel No. 54 in service Peaks Loop Track Tipple Operator / Loading Operations**

Radio Call-In
Majerus - 42(X)
Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5

#### Dispatcher Information

(817) 867-7093; Fax (817) 234-1606 0900-1700 M-F only  
(817) 867-7109; Fax (817) 234-6074 1700-0900 M-F and all other times

#### 1 Speed Regulations

Freight

##### 1(A). Speed—Maximum

MP 29.0 to MP 0.0 .....35 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 1.1 to MP 0.0 .....10 MPH.

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

##### 1(D). Speed—Other-

Peaks Loop track .....10 MPH.  
Over scale .....5 MPH.

Item 1A, System Special Instructions, applies.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

MP 29.0 to 0.0 .....143 tons, Restriction A

#### 3. Type of Operation

**TWC**—in effect:  
MP 29.0 to MP 0.0

#### 4. General Code of Operating Rules Items

**Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 6.5, Handling Cars Ahead of Engine**—During loading operations at Peaks, after receiving permission from the Load-Out Operator, the train may back-up without point protection not exceeding five car lengths.

**Rule 6.17**—The Walter Junction switch can be left lined and locked in the position last used. All movements must approach this switch prepared to stop.

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

**Rule 6.28**—Rule 6.28 is in effect on Peaks Loop track.

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

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

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

#### 5. Trackside Warning Detectors (TWD)

##### B. Other TWD Locations

MP 0.8—DED—Recall Code 088  
MP 5.9—DED —Recall Code 598  
MP 10.9—DED —Recall Code 109  
MP 15.7—DED —Recall Code 157  
MP 20.0—Recall Code 208  
MP 25.3—DED —Recall Code 253

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Signal Peak Loop Operation**—Upon arrival at Peaks, proceed into the loop track and contact the loadout operator on AAR Channel 54 before crossing the scale. The scale is located in the middle of the loop with a sign designating 800 foot approach to scale. Do not proceed over the scale until given permission. Contact the loadout operator on AAR Channel 54 to receive permission to proceed under the tipple to spot the train for loading.

Use the VTR system by calling 817-593-7610 (company line 8-593-7610) to arrive the empty unit train at Peaks. Contact the Alliance Coal Support Desk at 308-763-2343 (company line 8-763-2343) to report the last car number in train loaded and the departure time.

Use the Rimrock MRAS radio to access the VTR system and contact the Alliance Coal Desk. To access Rimrock MRAS radio, dial the locomotive radio to TX 29 - RX 68 and press \*1 to receive a dial tone.

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

None

#### 8. Line Segments

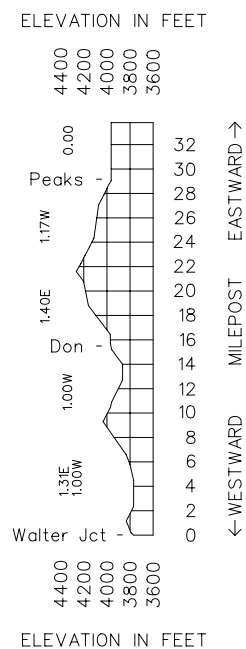
##### Road Line Segments

**Line Segment Limits**  
322 ..... MP 29.0 to MP 0.0

#### 9. Other Location Information

Track	Location	Capacity	Switch Opens
7811 Don	MP 15.8	750 ft.	Both
7821 Peaks Loop Track	MP 29.0	20,000 ft.	West
7822 Peaks Set Out Track	Peaks Loop Track	5 Cars	West

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Choteau Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		32802	0.0	POWER	JT				21.2	
		61521	21.1	EASTHAM JCT	J		TWC	360	7.5	
		61529	29.0	CHOTEAU		Rule 6.28			28.7	

**Radio Channel No. 70**

Radio Call-In
Dutton - 75(X)
Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5

**Dispatcher Information**

(817) 867-7093, Fax (817) 234-1606 0900-1700 M-F only  
(817) 867-7109, Fax (817) 234-6074 1700-0900 M-F and all other times

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

MP 0.0 to MP 29.0 ..... **Freight** 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 21 ..... 10 MPH.  
MP 27.9 to End of Track ..... 10 MPH.

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

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

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

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

Power to Choteau ..... 143 tons, Restriction D

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

**3. Type of Operation**

**TWC**—in effect:

MP 0.0 to MP 27.0

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 6.28**—in effect:

MP 27.0 to end of track

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

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

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

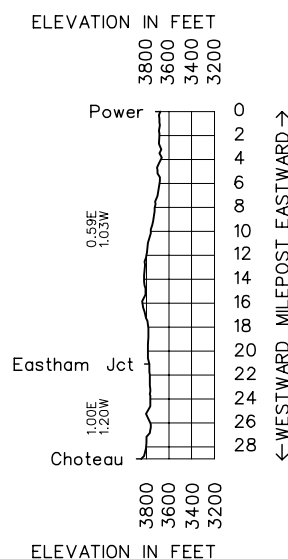
None

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

360 ..... Power to Choteau

**9. Other Location Information**

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

**10. Grade Chart**



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

**Radio Channel No. 76 in service.**

Radio Call-In	
Glendive - 20(X)	Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5	

**Dispatcher Information**

(817) 867-7063, Fax (817) 234-6496

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

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

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

Item 1(A) of System Special Instructions applies.

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

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

Glendive to Circle ..... 134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted between MP 20.0 and MP 50.0.

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

MP 7.8 to MP 49.0

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**Rule 6.28**—in effect:

MP 0.0 to MP 7.8

MP 49.0 to end of track.

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

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

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

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

**Circle**—West switch must be lined and locked for elevator track. Siding is owned by Farmer's Elevator

**Track Warrants**—Authority Track Warrants on the Circle Subdivision will be addressed as follows:

To: \_\_\_\_\_ On: Circle Sub

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

MP 0.0 to MP 50.0

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

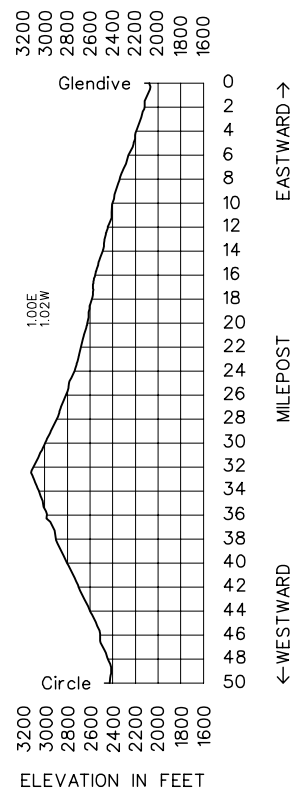
Line Segment	Limits	Mileposts
312 .....	Glendive to Circle .....	0.0 to 50.41

**9. Other Location Information—**

Name	Miles - Location	Capacity Cars	Switch Opens
85907 Fisher	7.8 west of Glendive	110	Both
85924 Lindsay	24.4 west of Glendive	16	Both
85933 Rimroad	19.2 east of Circle	14	Both

**10. Grade Chart**

ELEVATION IN FEET





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

**Radio Channel No. 66 in service.**

Radio Call-In	
Nichols Wye - 25(X)	Colstrip - Big Sky - 28(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5	

**Dispatcher Information**

(817) 867-7064, Fax (817) 234-6462

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

	<b>Freight</b>
MP 0.0 to MP 39.5 .....	40 MPH.

**1(B). Speed—Permanent Restrictions**

Colstrip and Big Sky .....	25 MPH.
----------------------------	---------

**1(C). Speed—Switches and Turnouts**

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

**1(D). Speed—Other**

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

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

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

Nichols Wye to Big Sky .....	143 ton, Restriction A
------------------------------	------------------------

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

MP 0.0 to MP 38.0

**Restricted Limits—in effect:**

Colstrip—MP 28.5 to MP 32.0

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

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 6.5, Handling Cars Ahead of Engine**—During loading operations at Rosebud mine, after receiving permission from the Load-Out Operator, the train may back-up without point protection not exceeding five car lengths.

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

**Rule 6.28—in effect:**

Big Sky, MP 38.0 to Loop Track Switch  
West Leg Nichols Wye—(Derails on both ends of Wye.)

**Rule 6.32**—Protect the public crossing at Willow Street, Line Segment 313, MP 29.4, DOT 099063F, because rust on the rail causes unreliable shunting.

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

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

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

**Colstrip and Big Sky**—Trains will not depart the mines unless the crew will be relieved before the expiration of their hours of service. Train crews will not tie down loaded coal trains between Restricted Limits, Colstrip, and East Nichols Wye due to the grade and walking conditions

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

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

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

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

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Colstrip	Elevator Track	1204	building
	Loop Track	1205	coal tipple
	3&4 Fuel Oil Trk	1210	fence
	Tipple Track	1214	coal tipple
	Unit Barn Trk	1215	building
	1&2 House Trk	1217	fence & power plant
	3&4 House Trk	1218	fence & power plant
	Lime Track	1219	fence
Cow Creek	Cow Creek Lead	1223	fence

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Colstrip Subdivision.

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

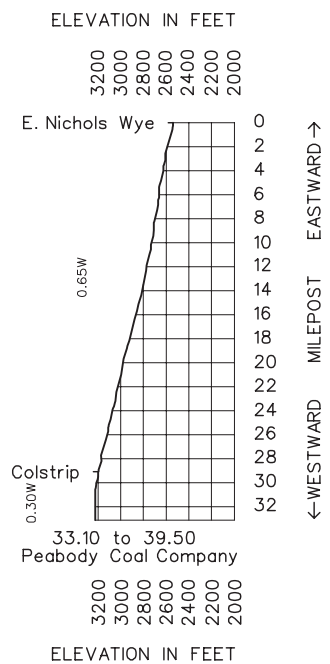
**8. Line Segments****Road Line Segments**

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

## 9. Other Location Information

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

## 10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Copper City Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
4,851	86971	0.0	BUTTE	BKRTY	TWC	327	7.0
3,732	86979	7.0	SILVER BOW	BJTY			18.2
2,354	86998	25.2	WARM SPRINGS				15.3
	87015	40.5	DEER LODGE				11.0
7,749	31130	51.1	GARRISON	JKRY			51.1

**Radio Channel No. 1 (AAR 72) and No. 2 (AAR 88) in service.**

#### Operations Information

Telephone: 406-256-4136 or 406-782-0770

Fax: 406-256-4114

#### Freight

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 0.0 to MP 51.1 .....25 MPH.

##### 1(B). Speed—Permanent Restriction—None

##### 1(C). Speed—Switches and Turnouts

Through switches .....10 MPH.

##### 1(D). Speed—Other

MP 5.0 to MP 6.0 ..... Restricted Speed.  
All siding spurs, other than main and auxiliary track .....10 MPH.  
Newcome Branch .....15 MPH.  
Butte - within city limits .....15 MPH.  
Kaw Avenue from 2213 Ft. West of MP 0.0 .....10 MPH.  
MP 0.0 East to End of Track .....10 MPH.

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Locomotives with 6 axle trucks or locomotive consisting of more than 4 units are not permitted on the following tracks:  
Deer Lodge—House Track, Lumber Spur, LP Sawmill Track  
Garrison—Roadhouse Track  
Butte—Newcome Branch, MP 0.0 to MP 69.9 East

#### 3. Type of Operation

**TWC**—in effect:

MP 0.0 to MP 51.1

**Yard Limits**—in effect:

End of Track at Butte to MP 2.2

MP 6.0 to MP 8.0

MP 50.7 to MP 51.1

#### 4. General Code Of Operating Rules Items

**Rule 6.19**—When flagging is required, the distance will be 1.0 miles.

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track

From Gilman Construction Crossing to MP 69.9. Track must be inspected before use.

Pocket Track Warm Springs Siding

The following restrictions apply to FRA Excepted Track:

- Maximum speed of 10 MPH
- Revenue passenger trains are not permitted
- No more than 5 cars placarded as hazardous materials may be handled in a freight train.

#### 7. Special Conditions

**Handling 80 Feet or Longer Cars**—During either throttling or braking, trailing tonnage may cause lateral force sufficient for derailment, where 80 ft. or longer cars are coupled to cars 50 ft. or shorter and where grade and curvature exceed certain limitations. To avoid creating such conditions, cars 80 ft. or longer should be handled at rear of train whenever possible.

**Loads Wider Than 11 Ft. 9 In.**—Loads wider than 11 ft. 9 in. may not be handled between Garrison and Butte without authority of Trainmaster. This restriction also applies to high loads and loads with on rail weight in excess of 180 tons.

**Loads Higher Than 19 Feet**—Loads higher than 19 feet may not be handled between Garrison and Silver Bow (Bridge 11.02 RARUS Overhead Bridge).

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

None

#### 8. Line Segments

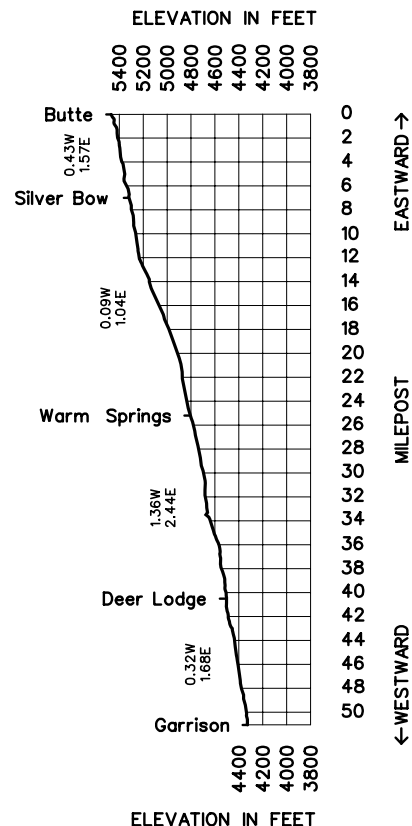
##### Road Line Segments

##### Line Segment Limits

327 ..... Butte to Garrison

#### 9. Other Location Information—None

#### 10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Crosby Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	1,913	00939	0.0	BERTHOLD	J	TWC	263	20.5	
		58620	20.4	COULEE				7.0	
		58627	27.2	KENASTON				6.7	
	1,703	58634	33.9	NIOBE	J			6.7	
		58641	40.6	COTEAU		Rule 6.28		6.4	
			47.0	END OF SUBDIVISION				47.0	

Radio Channel No. 54 in service on this subdivision.

Radio Call-In	
Berthold - 01(X)	Niobe - 08(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5	

#### Dispatchers Information

(817)-867-7067, Fax (817) 234-6490

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

	Freight
MP 0.0 to MP 33.9 .....	25 MPH.
MP 33.9 to MP 47.0—all empties .....	25 MPH.
MP 33.9 to MP 47.0—any load(s) .....	10 MPH.

##### 1(B). Speed—Permanent Restrictions—None

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

##### 1(D). Speed—Other

When the ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A of the System Special Instructions applies.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Berthold to Niobe ..... 143 tons, Restriction D  
Niobe to MP 47.0..... 134 tons, Restriction G

Six-axle locomotives and six-axle derricks are not permitted between Niobe and MP 47.0.

#### 3. Type of Operation

**TWC**—in effect:

MP 0.0 to MP 35.0

All trains will receive a General Track Bulletin that lists all track bulletins in effect between the crew point origin and the final destination.

#### 4. General Code of Operating Rules Items

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

**Rule 6.28**—Rule 6.28 is in effect from MP 35.0 to MP 47.0.

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Niobe**—The normal position of the junction switch is lined for the last movement.

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

None

#### 8. Line Segments

##### Road Line Segments

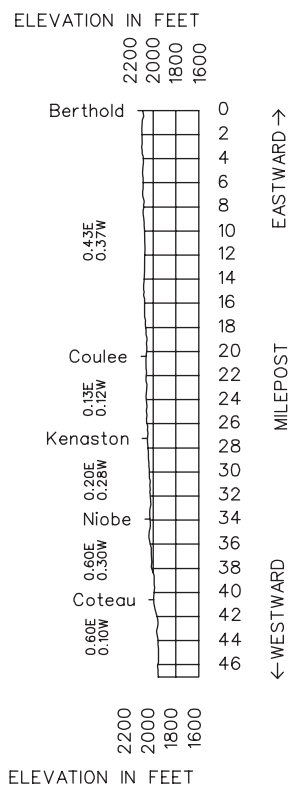
##### Line Segment Limits

263 ..... Berthold to MP 47.0

#### 9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
58607 Hartland	6.2 west of Berthold	21	West

#### 10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Dickinson Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	03444	200.3 0.0	MANDAN	BJTY M	Rule 6.28		8.5
7,086	03451	8.3	LYONS				19.3
7,424	03471	27.9	NEW SALEM				10.7
6,848	03481	38.7	DENGATE				9.6
6,437	03491	57.5	GLEN ULLIN	B			5.5
	03496	63.6	EAGLE NEST				7.1
6,867	03504	70.1	HEBRON				9.1
7,982	03513	79.2	ANTELOPE				11.3
10,917	03524	92.0	TAYLOR				14.4
7,343	03538	104.9	LEHIGH				4.3
6,610	03543	109.2	DICKINSON	BT			10.0
7,215	03553	119.1	SOUTH HEART		TWC ABS	39	15.7
9,673	03569	134.5	FRYBURG				5.3
9,592	03574	141.0	SULLY SPRINGS				13.7
7,474	03588	155.0	RIDER				12.4
10,115	03599	167.2	SENTINEL BUTTE				7.0
	03607	174.2	BEACH	B			5.7
7,149	03613	179.8	YATES				8.5
6,476	03621	188.4	BEAVER HILL				6.8
6,901	03628	195.5	HODGES				4.9
6,533	03634	200.5	IONA				9.8
8,497	03644	210.1	CURRY				5.4
	03649	215.8	GLENDIVE	BMJTY			205.0

**Radio Call-In**

Radio Channel No. 87 in Service Mandan to Dickinson

Mandan - 51(X)	New Salem - 52(X)	Antelope - 53(X) Dickinson E DS 56(X) Dickinson W DS
----------------	-------------------	--

Dickinson E - 54(X) Dickinson E DS	Dickinson W - 59(X) Dickinson W DS
---------------------------------------	---------------------------------------

Radio Channel No. 66 in Service at Dickinson Yard

Dickinson E DS - 54(X)	Dickinson W DS - 59(X)
------------------------	------------------------

Radio Channel No. 70 in Service Dickinson to Glendive

Dickinson W - 54(X) Dickinson E DS 59(X) Dickinson W DS	Fryburg - 53(X) Dickinson E DS 56(X) Dickinson W DS	Sentinel Butte - 57(X)
---	---	------------------------

Curry - 58(X)	Glendive - 55(X) Ch. 76
---------------	-------------------------

Radio Channel No. 60 in Service at Glendive Yard

Forsyth DS - 20(X)	Dickinson W DS - 58(X)
--------------------	------------------------

Emergency - Call 911

Dispatcher X=0, Mechanical X=2, Field Support X=3  
RR Police X=4, Detector Desk X=5

**Dispatchers Information**

DS East (Mandan-Dickinson)—(817) 867-7105,

Fax (817) 234-6096

DS West (Dickinson-Glendive)—(817) 867-7106,

Fax (817) 234-6495

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

MP 0.0 to MP 215.8	<b>Freight</b>
Trains under 100 TOB.....	60 MPH.
Trains 100 TOB and over.....	50 MPH.

**Freight****1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 0.8 .....	35 MPH.
MP 0.8 to MP 10.2 .....	50 MPH.
MP 10.2 to MP 14.0 .....	30 MPH.
MP 14.0 to MP 27.9 .....	40 MPH.
MP 27.8 to MP 28.2 (HER), on siding.....	20 MPH.
MP 75.8 to MP 80.1 .....	40 MPH.
MP 90.0 to MP 111.6 .....	45 MPH.
MP 127.2 to MP 128.7 .....	50 MPH.
MP 128.7 to MP 131.6 .....	45 MPH.
MP 131.6 to MP 138.1 .....	35 MPH.
MP 138.1 to MP 166.5 .....	40 MPH.
MP 174.1 to MP 179.6 .....	50 MPH.
MP 186.9 to MP 189.0 .....	40 MPH.
MP 189.0 to MP 209.8 .....	50 MPH.
MP 209.8 to MP 214.7 .....	45 MPH.

**1(C). Speed—Switches and Turnouts**

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

Taylor, South Heart. Fryburg, Sully Springs, Sentinel Butte,  
New Salem, Yates, Hodges and Rider..... 35 MPH.  
W. South Heart

MP 119.9 to MP 119.6, Eastward (HER)..... 10 MPH.  
MP 119.4 to MP 119.6, Westward (HER)..... 10 MPH.

E. New Salem

MP 28.2 to MP 27.9, Eastward (HER)..... 10 MPH.

MP 27.8 to MP 28.0, Westward (HER)..... 10 MPH.

All other sidings and turnouts..... 10 MPH.

**1(D). Speed—Other**

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

Cold Weather Restrictions—

When the temperature is minus 10 degrees Fahrenheit or colder, do not  
exceed the following speeds:

Trains 100 TOB or over..... 40 MPH.

Trains up to 100 TOB..... 50 MPH.

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

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

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

Mandan to Glendive ..... 143 tons, Restriction D

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

**Lehigh**—M-Bar-D track restricted to four-axle locomotives  
beyond the derail.

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

**Hebron**—Brick Yard Track (from and including the road crossing  
to the Brick Plant.)

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

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

MP 4.0 to MP 215.8

**Yard Limits**—in effect:

MP 0.7 to MP 4.0

MP 213.5 to MP 215.8

**Foul Time**—in effect:

Manual Interlocking at MP 0.7 for MW only.

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

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

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

#### 4. General Code of Operating Rules Items

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

##### **Rule 5.8.2, Sounding Whistle—Quiet Zone Locations—**

Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location:	Milepost:
Glendive, Hillcrest St.	214.9 (DOT 092869J)

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

**Rule 6.28**—Rule 6.28 is in effect from MP 0.0 to MP 0.7.

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

#### 5. Trackside Warning Detectors (TWD)

A. Protecting bridge, tunnel or other structures: None

B. Other TWD Locations

MP 15.2—Recall Code 518

MP 32.8—Recall Code 528

MP 61.8—Recall Code 538

MP 87.9—Recall Code 547

MP 93.2—DED, Exception Reporting

MP 98.4—DED, Exception Reporting

MP 103.8—DED, Exception Reporting

MP 107.4—Recall Code 548

MP 113.5—DED, Exception Reporting

MP 118.3—DED, Exception Reporting

MP 124.8—Recall Code 568

MP 128.9—DED, Exception Reporting

MP 133.5—DED, Exception Reporting

MP 137.9—DED, Exception Reporting

MP 144.3—DED, Exception Reporting

MP 148.2—DED, Exception Reporting

MP 152.5—Recall Code 577

MP 158.5—DED, Exception Reporting

MP 161.9—DED, Exception Reporting

MP 168.3—DED, Exception Reporting

MP 172.1—DED, Exception Reporting

MP 177.0—Recall Code 578

MP 182.9—DED, Exception Reporting

MP 187.5—DED, Exception Reporting

MP 190.6—Recall Code 588

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Mandan**—Crew members of trains and engines, yard pilots or work equipment, employees in charge of maintenance, communications, signal employees and work equipment must be granted permission by the Mandan Yardmaster before occupying tracks from MP 192.0 to MP 200.3 on the Jamestown

Subdivision, from MP 0.0 to MP 4.0 on the Dickinson Subdivision, and from MP 0.0 and MP 5.0 on the Zap Line Subdivision.

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

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

Track 3127, South Roundhouse, is not to be used for parking locomotives. Use only Track 3126, North Roundhouse, for parking and storing locomotives

All train movements arriving and departing Dickinson are under the jurisdiction of the Dickinson East Dispatcher. Eastward trains must contact the Dickinson East dispatcher prior to passing the East Siding Switch South Heart for instructions.

Westward trains must contact the Dickinson West dispatcher prior to passing the West Siding Switch Dickinson for instructions. If unable to contact the dispatcher, movements must stop at these designated locations until instructions are received.

The territory split between Dickinson West and Dickinson East is at MP 115.0.

**Fryburg**—Unless otherwise instructed by the Dispatcher, Helpers will cut off at the East Switch Fryburg or west of MP 132 and proceed west through the siding at Fryburg. If the Helpers will be following a train(s) out of Fryburg, they can cut off at MP 134, or from within the siding and follow the train(s) on signal indication. Helpers are not to hand operate the Automatic switches at Fryburg for the sole purpose of departing Fryburg. If a proceed indication is not displayed after activating the switch or entering the signal overlap, the Automatic switch can then be operated by hand and only under these circumstances.

**Glendive**—Westward trains arriving on yard tracks 1, 2, and 3 must hook-up yard air unless otherwise instructed.

**Glendive Diesel Shop**—A “Stop and Proceed” sign has been installed at the west end of the Reliability Center next to the Old KC Track. Westward movements of locomotives and MW equipment on this track by this building must stop before proceeding by this sign.

The following switches, RH#1-RH#5-RH#6 at the west end ready tracks that Lead into the Runaround Track are remotely controlled. Contact the Service Track Foreman if you need these switches lined for your direction of movement.

**Remote Control Operations**—Signs located at MP 4.0 (Dickinson and Zap Line Subdivisions) and MP 192.0 (Jamestown Subdivision), designate the Remote Control Area at Mandan.

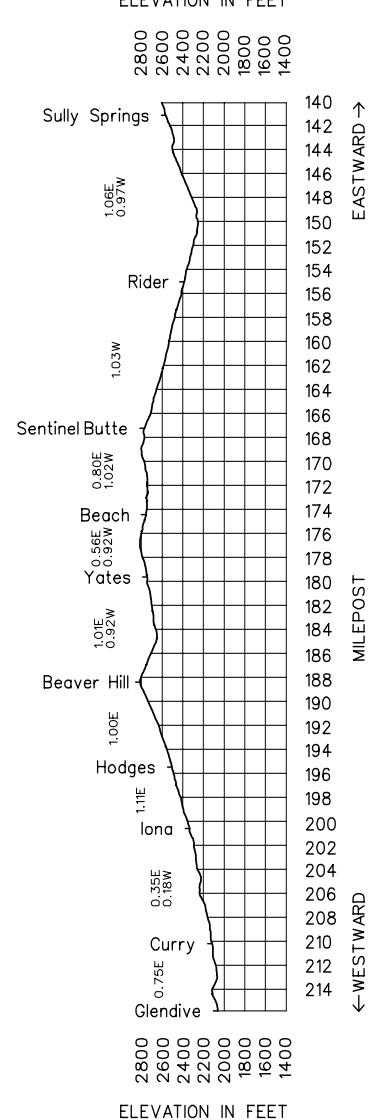
**Automatic Switches**—installed at both ends of the following sidings:

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

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



Name	Miles - Location	Capacity Cars	Switch Opens
03447 Sunny	3.1 west of Mandan	20	East
03458 Sweetbriar	6.8 west of Lyons	40	East
03463 Judson	6.5 east of New Salem	18	West
03489 Abrasives Inc.	1.0 east of Glen Ullin	7	West
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



ELEVATION IN FEET



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Fairfield Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
	3,600	61521	0.6	EASTHAM JCT	J	TWC	369	11.0	
		61585	11.0	FAIRFIELD		Rule 6.28		11.0	

Radio Channel No. 70 in service.

Radio Call-In
Dutton - 75(X)
Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5

#### Dispatcher Information

(817) 867-7093, Fax (817) 234-1606 0900-1700 M-F only  
(817) 867-7109, Fax (817) 234-6074 1700-0900 M-F and all other times

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 0.6 to MP 22.8 ..... **Freight** 25 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 10.7 to End of Track ..... 10 MPH.  
All Sidings ..... 10 MPH.

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

##### 1(D). Speed—Other

##### Speed—Other

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Eastham Jct. to Fairfield ..... 143 tons, Restriction D

#### 3. Type of Operation

**TWC**—in effect:

MP 0.6 to MP 10.5

#### 4. General Code of Operating Rules Items

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 6.28**—in effect:

MP 10.5 to end of track

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

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

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

None

#### 8. Line Segments

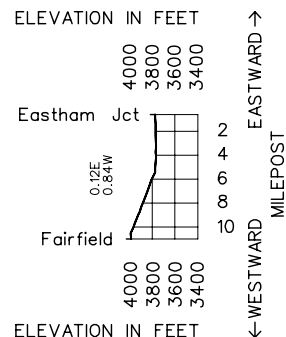
##### Road Line Segments

##### Line Segment Limits

369 ..... Eastham Jct. to Fairfield

#### 9. Other Location Information—None

#### 10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Forsyth Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		03649	0.0	GLENDIVE	BMJTY				7.2	
	8,180	03656	7.2	COLGATE					12.3	
	6,854	03668	19.4	MARSH					19.8	
	7,604	03688	39.2	TERRY	BJ				10.2	
	6,720	03698	49.3	BLATCHFORD					10.3	
	6,960	03708	59.9	SHIRLEY			TWC ABS		10.1	
	7,245	03718	69.8	TUSLER					8.8	
		03727	78.6	MILES CITY					5.5	
	7,155	03733	84.1	ULMER					14.6	
	6,930	03747	98.7	HATHAWAY					12.6	
	6,450	03760	111.3	ROSEBUD				40	12.4	
		03772	123.8	FORSYTH	B				12.4	
		03778	129.4	EAST NICHOLS WYE	JT				0.4	
		03778	129.8	WEST NICHOLS WYE	JT				0.2	
	6,135	03779	130.2	NICHOLS			CTC		8.8	
	10,853	03787	138.5	FINCH					8.1	
		03795	146.6	SARPY JCT.	J				4.6	
	6,707	03800	151.2	HYSHAM	B				21.1	
	7,180	03821	172.3	CUSTER			TWC ABS		21.9	
	9,590	03843	194.2	POMPEY'S PILLAR					15.6	
		03858	209.9	JONES JCT.	J		CTC		216.7	

**Radio Channel No. 63-22 in service on the MRL in Laurel Yard.**

**Radio Channel No. 56 in service on the MRL in Laurel yard for mechanical/carmen.**

Radio Call-In		
Radio Channel No. 60 in Service at Glendive Yard		
Forsyth DS - 20(X)	Dickinson W DS - 58(X)	
Radio Channel No. 76 in Service Glendive to Forsyth		
Glendive - 20(X)	Glendive W - 55(X) Dickinson W DS	Fallon - 21(X) Forsyth DS 94(X) Dakota Br DS
Miles City - 23(X)	Hathaway - 24(X)	Forsyth E - 33(X) Forsyth DS
Forsyth Depot - 34(X) Laurel E DS		
Radio Channel No. 66 in Service Forsyth to Jones Jct.		
Forsyth W - 25(X)	Hysham - 26(X)	Pompey's Pillar - 27(X)
Jones Jct. - 59(X)	Res. Creek - 28(X)	Bear Creek - 22(X)
Radio Channel No. 15 in Service on the MRL, Jones Jct. to Laurel Yard		
Jones Jct. BNSF DS - 59(X)	Huntley MRL DS - 32(X)	Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

#### Dispatcher Information

(817) 867-7063, FAX (817) 234-6496—Glendive to Forsyth  
(817) 867-7064, FAX (817) 234-6462—Forsyth to Jones Jct.

### 1. Speed Regulations

#### 1(A). Speed—Maximum

MP 0.0 to MP 209.9	Freight
Trains under 100 TOB.....	60 MPH.
Trains 100 TOB and over.....	50 MPH.

#### 1(B). Speed—Permanent Restrictions

	Freight
MP 8.0 to MP 12.0 .....	45 MPH.
MP 23.8 to MP 24.3 .....	40 MPH.
MP 44.6 to MP 45.4 .....	45 MPH.
MP 64.6 to MP 66.0 .....	45 MPH.
MP 77.7 to MP 79.0 (HER) .....	30 MPH.
MP 85.0 to MP 94.2 .....	50 MPH.
MP 102.4 to MP 104.5 .....	40 MPH.
MP 104.5 to MP 123.0 .....	50 MPH.
MP 123.0 to MP 123.7 (HER) .....	25 MPH.
MP 125.6 to MP 126.1 .....	25 MPH.
MP 157.2 to MP 157.9 .....	45 MPH.
MP 157.9 to MP 158.8 .....	25 MPH.
MP 158.8 to MP 163.0 .....	45 MPH.

#### 1(C). Speed—Switches and Turnouts

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

Colgate—Both siding switches.....	25 MPH.
Marsh—Both siding switches.....	25 MPH.
Shirley—West siding switch.....	25 MPH.
Rosebud—Both siding switches.....	25 MPH.
Forsyth, WWD departing track 1101 .....	25 MPH.
Nichols Wye—East Jct. switch .....	25 MPH.
Finch—Both siding switches .....	25 MPH.
Sarpy Jct.—Switch.....	25 MPH.
Hysham—Both siding switches.....	25 MPH.
Custer—Both siding switches .....	25 MPH.
Jones Jct.—Switch.....	25 MPH.
All other sidings and turnouts.....	10 MPH.

#### 1(D). Speed—Other

All elevator and industry tracks .....	5 MPH.
Glendive, Sidney Industrial Lead .....	10 MPH.
Rosebud Siding—Signaled Crossing (HER) .....	10 MPH.

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

**Cold Weather Speed Restrictions**—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:

Trains 100 TOB and over.....	40 MPH.
Trains up to 100 TOB .....	50 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, Restriction D

Six-axle locomotives are not permitted on the Forsyth Chip Track, 1113.

### 3. Type of Operation

**Yard limits**—in effect:

MP 0.0 to MP 2.8

**TWC**—in effect:

MP 0.0 to MP 123.2

MP 152.1 to MP 209.8

**ABS**—in effect:

MP 0.0 to MP 123.2

MP 152.1 to MP 209.8

**CTC**—in effect:

MP 123.2 to MP 152.1

MP 209.8 to MP 209.9

### 4. General Code of Operating Rules Items

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**Rule 6.28**—Rule 6.28 is in effect on the Sidney Industrial Lead at Glendive, old Sidney Subdivision MP 0.0 to MP 6.0 and on the west leg of the wye at Nichols.

##### 5. **Trackside Warning Detectors (TWD)**

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

##### 6. **FRA Excepted Track**—None

##### 7. **Special Conditions**

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

The main track and yard tracks 1, 2, and 3 are controlled by the Dickinson Subdivision Dispatcher. Westward trains arriving Yard Tracks 1, 2, and 3 must hook up the yard air. Before departing, trainmen will ensure the yard air is not connected to the train and if yard air is on the train; trainmen will walk the air hose back into the protective housing. The normal position of the Wye Tail Switch is for the East leg of the Wye. 5-pack cars cannot be turned on the Wye.

All movements entering the Forsyth Subdivision at the east or west leg of the wye (the Sidney Industrial Lead) must be granted permission to enter by the Forsyth Subdivision Dispatcher.

**Glendive Diesel Shop**—A “Stop and Proceed” sign has been installed at the west end of the Reliability Center next to the Old KC Track. Westward movements of locomotives and MW equipment on this track by this building must stop before proceeding by this sign.

The following switches, RH#1, RH#5, RH#6 at the west end of the ready tracks that lead into the Runaround Track are remotely controlled.

Contact the Service Track Foreman if you need these switches lined for your direction of movement.

**Colgate Siding**—The distance between the west overlap and the grade crossing at MP 6.3 is 6925 feet.

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

**Miles City**—Freight trains over 100 TOB must not use the industry track at Miles City.

**Forsyth**—Eastward departing trains destined beyond Terry via the Hettinger Subdivision will obtain their General Track Bulletin at Forsyth for the Hettinger Subdivision. Westward trains departing Forsyth destined beyond Jones Jct., whether on the MRL between Jones Jct and Laurel or on the Big Horn Subdivision will obtain the appropriate General Track Bulletin at Forsyth.

Westward crews will give their train a roll-by inspection at the depot before going to the head end to change crews. Inbound crews on eastward trains will give the outbound train a roll-by inspection at the depot if the eastward crew is on duty and ready to depart. The inbound crew will wait 20 minutes for the train to depart to give this roll-by inspection before going off duty.

The local works on Channel 70 in Forsyth Yard.

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

**Custer**—Westward trains delayed over 30 minutes will be required to cut the west crossing.

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

**Laurel**—Trains departing Laurel destined east of Jones Jct. will obtain at Laurel all track bulletins in effect between Laurel and Jones Jct. and all track bulletins in effect between Jones Jct. and Forsyth.

**Automatic Switches**—Automatic switches have been installed on both ends of the sidings at Colgate, Marsh, Terry, Blatchford, Shirley, Tusler, Ulmer, Hathaway, Rosebud, Custer and Pompey's Pillar and on the Terry siding at the Hettinger subdivision switch.

Signs have been installed at all entering ends of sidings with automatic switches indicating the point at which a train must stop to activate the circuit to enter the siding (within 200 ft.). The signs have been permanently mounted on a sturdy post and display the words “Switch Circuit” in black letters on a white background.

These Switch Circuit signs provide the following benefits:

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

To operate the switch to enter the siding, stop with the leading wheels of the movement past the “Switch Circuit” sign, within 200 feet of the absolute signal that governs movement over the switch. A crew member 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.

**Derails**—Derails are located at both ends of the following sidings:

- Fallon (auxiliary track)
- Terry (auxiliary track)
- Nichols, West Leg of Wye

**MRL Operations**—The process to obtain or release Track Warrant authority on the Forsyth subdivision at Jones Jct. will be as follows:

Westward trains arriving MRL Jones Jct. change radio channel from AAR 66 to AAR 15(MRL) and use the radio call in code 59X (Jones Jct. Radio) to contact the Laurel East Dispatcher.

Eastward trains on the MRL can request Track Warrant authority to enter the Forsyth Subdivision while monitoring AAR 15 by using the radio call-in code 59X (Jones Jct. Radio).

The MRL yard channel on BNSF portable radios so equipped is Channel 63-22. Westward trains departing Billings will switch their radio(s) to the MRL Yard channel. Eastward trains departing Laurel must notify the Billings Yard on their departure.

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

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

Joppa—Fill point for BSPX equipment trains.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Forsyth Yard	1106	ballast ramp
	1107	loading ramp
	1111	trucking storage building
	1113	chip tipple
	1114	powder tipple
Hysham	1182 - Backtrack	
Fallon	1012	elevator
Terry	1021	elevator

#### Test Mile Locations

MP 4.3 to MP 5.3—WWD

MP 134.0 to MP 135.0—WWD

MP 120.0 to MP 119.0— EWD

MP 207.0 to MP 206.0— EWD

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Forsyth Subdivision.

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

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

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

734 ..... Glendive

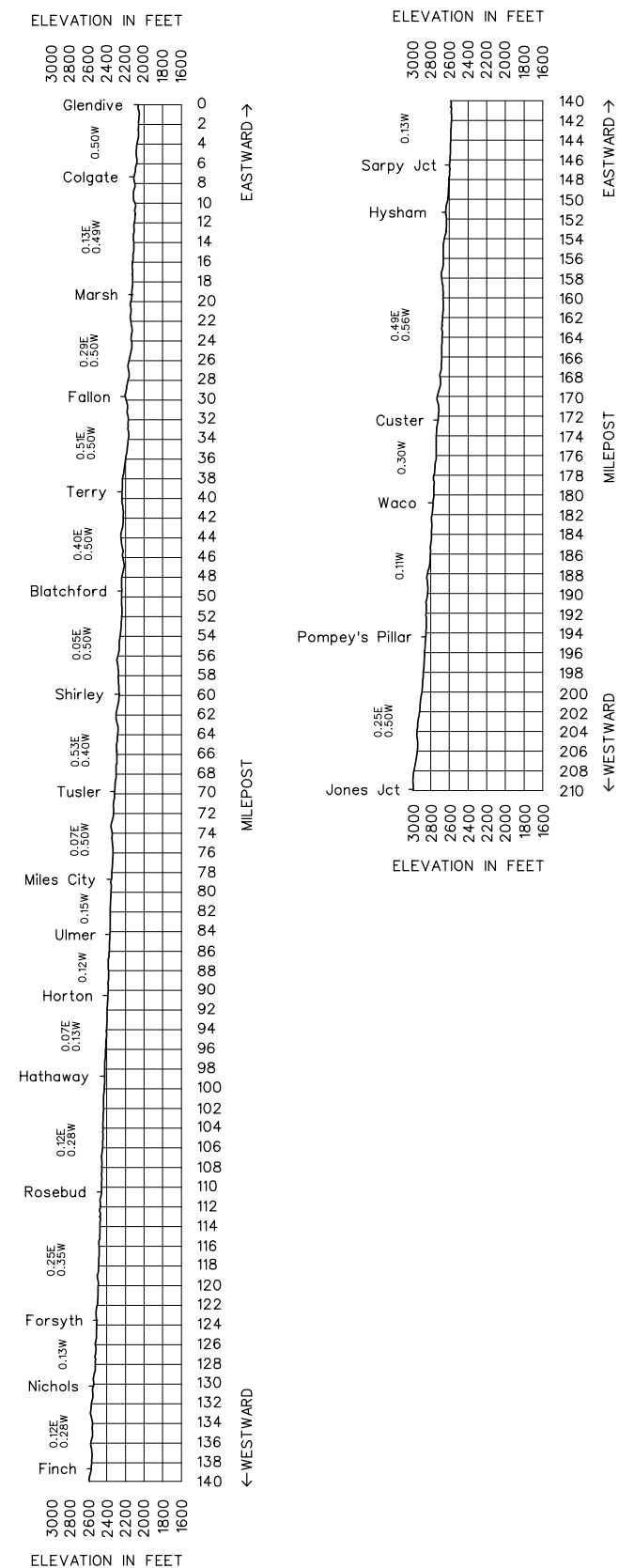
##### Road Line Segments

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

#### 9. Other Location Information

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
03678 Fallon - 1010	10.2 west of Marsh	104	Both
03727 Miles City - 1054	8.8 west of Tusler	50	Both
03738 Horton - 1065	6.2 west of Ulmer	85	Both
03754 Joppa - 1075	6.2 west of Hathaway	25	West
03765 Flynn - 1085	5.1 west of Rosebud	80	East
03805 Meyers - 1130	5.3 west of Hysham	10	East
03815 Big Horn - 1140	15.4 west of Hysham	105	Both
03829 Waco - 1160	8.5 west of Custer	85	Both
03838 Bull Mountain - 1170	16.7 west of Custer	100	Both
United Harvest - 1182	1.0 west of Pompey's Pillar	110	West
03853 Worden - 1190	10.3 west of Pompey's Pillar	80	Both

# 10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Ft Benton Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
4,822	11075	74.6	FT BENTON		Rule 6.28		15.7
4,054	11090	90.3	CARTER				12.6
	11103	102.9	PORTAGE		TWC	353	5.6
	11109	108.1	SHEFFELS				10.7
	32777	119.4	GREAT FALLS	BJTR	Rule 6.28		44.6

**Radio Channel No. 70 in service.**

Radio Call-In	
Great Falls - 71(X)	Ft. Benton - 79(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5	

**Dispatcher Information**

(817) 867-7093, Fax (817) 234-1606, 0900-1700 M-F only  
 (817) 867-7109, Fax (817) 234-6074, 1700-0900 M-F and all other times

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

MP 74.6 to MP 119.4 ..... **Freight** 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 74.6 to MP 76.0 ..... 10 MPH.  
 MP 77.8 to MP 78.3 ..... 10 MPH.  
 MP 105.8 to MP 106.6 ..... 10 MPH.  
 MP 112.4 to MP 112.9 ..... 10 MPH.  
 MP 115.0 to MP 119.4 ..... 10 MPH.

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

All Sidings ..... 10 MPH.  
 Cereal Foods, Zone 7 tracks 0721-0725, 0751-0752 ..... 10 MPH.

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions, applies.

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

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

Fort Benton to Great Falls ..... 143 tons, Restriction D

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

MP 76.0 to MP 111.8

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**Rule 6.28—in effect:**

MP 76.0 to end of track

MP 111.8 to MP 119.4

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

**Remote Control Operations**—Signs located at MP 114.5 (Ft. Benton Subdivision), MP 222.4 (Laurel Subdivision) and MP 3.5 (Great Falls Subdivision) designate the Remote Control Area at Great Falls.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Great Falls 700 - Gen Mills inside the building

**Test Mile Locations**

MP 106.0 to MP 107.0

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

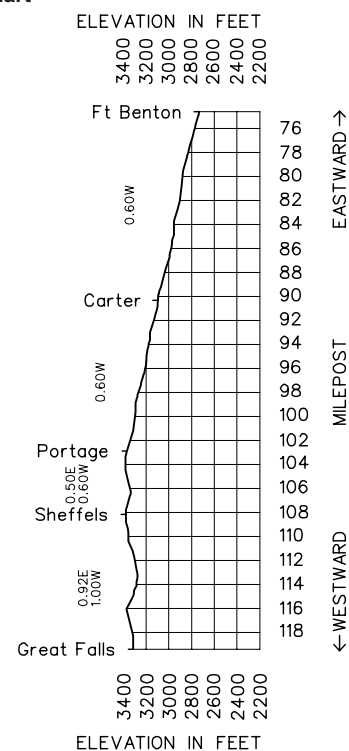
None

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

353 ..... Fort Benton to Great Falls

**9. Other Location Information**

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

**10. Grade Chart**



Length of Siding (Feet)	Station Nos.	Mile Post	Glasgow Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	00917	0.0	MINOT	BX			0.5
		0.5	SOO TOWER	MJX(2)	2MT CTC		4.2
		4.7	W L SWITCH				1.2
		5.9	GASSMAN SWITCH		CTC		8.0
	00930	13.9	DES LACS		2MT CTC		8.8
9,880	00939	22.7	BERTHOLD	J			16.7
9,090	00956	39.4	BLAISDELL				14.9
12,662	00970	54.3	STANLEY	JT			7.2
8,264	00978	61.5	ROSS				12.0
9,080	00990	73.5	WHITE EARTH		CTC		8.3
	00998	81.8	TIOGA				5.6
12,448	01003	87.4	TEMPLE				11.6
8,665	01015	99.0	WHEELLOCK				5.5
	01020	104.5	EPPING				16.6
	01036	121.1	WILLISTON	BTX(2)	2MT CTC	35	12.1
15,021	01049	133.2	TRENTON				14.0
12,267	01063	147.2	SNOWDEN	JT			12.0
8,552	01075	159.2	BAINVILLE	J			14.3
8,437	01089	173.5	CULBERTSON				5.6
8,430	01095	179.1	BLAIR				13.7
12,990	01108	192.8	BROCKTON		CTC		14.0
8,422	01122	206.8	POPLAR				15.3
8,424	01138	222.1	MACON				5.2
14,025	01144	227.3	WOLF POINT				11.9
8,422	01155	239.2	OSWEGO				12.6
8,495	01167	251.8	KINTYRE				11.4
9,431	01179	263.2	NASHUA				14.3
11,700	01192	278.2	GLASGOW	B	2MT CTC		278.2

**Radio Call-In**

Radio Channel No. 70 in Service Minot to WL Switch

Minot - 18(X)

Radio Channel No. 54 in Service WL Switch to W Nashua

Gavin - 07(X) Berthold - 01(X) Stanley - 12(X)

White Earth - 02(X) Tioga - 03(X) Epping - 04(X)

Williston - 13(X) Trenton - 06(X) Snowden - 05(X)

Bainville - 09(X) Culbertson - 14(X) Poplar - 15(X)

Wolfpoint - 16(X) Nashua E - 17(X)

Radio Channel No. 66 in Service W Nashua to Glasgow

Nashua - 17(X) Glasgow - 18(X) Emergency - Call 911

Dispatcher X=0, Mechanical X=2, Field Support X=3  
RR Police X=4, Detector Desk X=5**Dispatcher Information**Minot East—Minot, MP 0.0 to WL Switch, MP 4.7—(817) 867-7091,  
Fax (817) 234-6489Minot West—WL Switch, MP 4.7, to W. Nashua, MP 264.4—  
(817) 867-7067, Fax (817) 234-6490W. Nashua, MP 264.4, to Glasgow, MP 278.2— (817) 867-7068,  
Fax (817) 234-1602**1. Speed Regulations****1(A). Speed—Maximum**

	Passenger	Freight
MP 0.0 to MP 272.9	70 MPH	70 MPH.*

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

- Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
- Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
- Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and; Trains consisting entirely of loaded double-stack equipment may operate at 70 MPH with tons per operative brake up to and including 105.
- Engineer can control speed to 70 MPH without use of air brakes.

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

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

**1(B). Speed—Permanent Restrictions**

MP 0.0 to MP 1.2	35 MPH	35 MPH.
MP 1.2 to MP 4.7	55 MPH	50 MPH.
MP 4.7 to MP 5.2, Gassman Bridge	40 MPH	40 MPH.
MP 5.2 to MP 11.2	60 MPH	55 MPH.
MP 68.8 to MP 72.4	60 MPH	60 MPH.
MP 72.4 to MP 76.5	65 MPH	60 MPH.
MP 81.1 to MP 81.8	65 MPH	60 MPH.
MP 81.8 to MP 81.9	50 MPH	50 MPH.
MP 81.9 to MP 83.6	60 MPH	60 MPH.
MP 83.6 to MP 83.9	65 MPH	60 MPH.
MP 83.9 to MP 90.3	60 MPH	60 MPH.
Epping—Through equilateral turnout at two main tracks to MP 104.0	60 MPH	50 MPH.
MP 111.3 to MP 113.4	55 MPH	50 MPH.
MP 113.4 to MP 119.3	60 MPH	60 MPH.
MP 119.3 to MP 121.1	55 MPH	50 MPH.
MP 121.1 to MP 125.9	60 MPH	55 MPH.
MP 125.8 to MP 126.1	40 MPH	40 MPH.
MP 126.1 to MP 128.7	60 MPH	55 MPH.
MP 133.3 to MP 133.7	60 MPH	60 MPH.
MP 176.1 to MP 178.8	60 MPH	60 MPH.
MP 184.4 to MP 187.4	60 MPH	60 MPH.
MP 213.1 to MP 213.5	65 MPH	60 MPH.
MP 272.9 to MP 276.7	65 MPH	60 MPH.
MP 276.7 to MP 277.2	55 MPH	50 MPH.
MP 277.2 to MP 278.2	35 MPH	35 MPH.

**1(C). Speed—Switches and Turnouts**

Trains entering turnouts of controlled sidings

unless otherwise specified	20 MPH	20 MPH.
End of Main 1, through turnout W.L. Switch	35 MPH	35 MPH.
End of Main 2, through turnout at Gassman Switch	35 MPH	35 MPH.
End of Main 2, through turnout at Des Lacs	35 MPH	35 MPH.
East Crossover through turnout at MP 120.4	35 MPH	35 MPH.
West Crossover through turnout at MP 120.7	35 MPH	35 MPH.
End of Main 2, through turnout at Williston		
West of MP 124.8	35 MPH	35 MPH.
Glasgow, Main 2	10 MPH	10 MPH.



	Passenger	Freight
Trains or engines departing sidings and through turnouts may increase speed after passing a proceed signal at the following locations:		
Stanley .....	35 MPH.....	35 MPH.
Ross .....	35 MPH.....	35 MPH.
Wheelock.....	35 MPH.....	35 MPH.
Snowden .....	35 MPH.....	35 MPH.
Glasgow .....	35 MPH.....	35 MPH.

**1(D). Speed—Other**

Turnouts and Sidings—Berthold, Blaisdell, White Earth, Temple, Bainville, Culbertson, Blair, Brockton, Trenton, Poplar, Macon, Wolf Point, Oswego, Kintyre and Nashua ..... 35 MPH..... 35 MPH.

MP 120.65, crossover EWD MT2 to MT1 until headend occupies East Dakota Parkway crossing at MP 120.35..... 25 MPH..... 25 MPH.

Bainville, Scobey, Snowden Industrial Leads..... 10 MPH.

Tioga—Locomotives and cars on north L.P.G. track..... 5 MPH.

Macon, over electronic scales on industry track ..... 5 MPH.

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

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

Minot to Glasgow..... 143 tons, Restriction A

**Williston**

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

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

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

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

MP 0.0 to MP 278.2

All trains will receive a General Track Bulletin which lists all track bulletins in effect between the crew point origin and the final destination.

Mountain Continental Time is in effect on the entire Montana Division.

**Multiple Main Tracks—in effect:****2 MT:**

0.0 to 4.7

MP 5.9 to MP 14.0

MP 104.5 to MP 124.8

MP 275.82 to MP 277.25.

**Manual Interlocking**

Soo Tower operated by the Minot East Dispatcher.

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**Rule 6.28**—Rule 6.28 is in effect on the Scobey Industrial Lead at Bainville, old Scobey Subdivision MP 0.0 to MP 1.2 and on the Sidney Industrial Lead at Snowden, old Sidney Subdivision MP 76.0 to MP 78.6.

**Rule 6.32.6**—There are 6,400 feet between the clearance point for the crossing gates at MP 263.2 and the west end of Nashua. To prevent blocking the crossing at Nashua for longer than 10 minutes the following restrictions apply for both main track and siding:

Nashua must not be used for meeting, passing or holding trains exceeding 6,400 feet in length except when one of the following conditions can be met.

- **Westward trains**—When the train holds back of the main road crossing at MP 263.2, and only then when movement begins it must continue until the crossing can be cleared.
- **Eastward trains**—When the train holds back of the main road crossing at MP 263.2, and only then when movement begins it must continue until the crossing can be cleared, train length is less than 2,000 feet to clear the crossing gates and the east end or the crossing can be cut with proper protection provided.

**5. Trackside Warning Detectors (TWD)**

A. Protecting Bridge, Tunnel or Other Structures  
MP 2.0—DED—WWD only—Recall Code 077  
MP 8.9—DED—EWD only—Recall Code 078

B. Other TWD Locations  
MP 2.0—DED—EWD only—Recall Code 077  
MP 8.9—DED—WWD only—Recall Code 078  
MP 20.1—Recall Code 018  
MP 46.5—Recall Code 128  
MP 67.5—Recall Code 028  
MP 92.1—Recall Code 038  
MP 115.7—Recall Code 048  
MP 142.8—Recall Code 068  
MP 167.1—Recall Code 148  
MP 173.8—DED, Exception Reporting—Recall Code 147  
MP 184.3—Recall Code 157  
MP 202.5—Recall Code 158  
MP 212.6—DED, Exception Reporting—Recall Code 159  
MP 218.9—Recall Code 167  
MP 234.2—Recall Code 168  
MP 248.0—Recall Code 177  
MP 269.0—Recall Code 178

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

**Minot**—Eastward trains at Gassman Bridge will call the Gavin Yardmaster for instructions. Westward trains departing Gavin Yard will receive route instructions from the Gavin Yardmaster.

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

Eastward grain trains departing from Prairie States elevator track 906 must depart eastward. Do not back out of this track in a westward direction.

**Macon**—Do not shove loaded grain trains around the loop track at the shuttle facility.

**Glasgow**—Minimum number of handbrakes required when securing an unattended trains:

- 0 - 5,000 tons = 3 handbrakes
- 5,000 - 10,000 = 4 handbrakes
- >10,000 tons = 5 handbrakes

All locomotive handbrakes (excluding DP remote locomotives) must be applied and may be counted toward the minimum number of handbrakes required as outlined above (i.e. 2 locos plus 3 cars = 5 handbrakes for a train >10,000 tons). If locomotives are removed from the train, additional handbrakes must be applied to cars to achieve the required total.

**Remote Control Operations**—Signs located at MP 195.0 (Devils Lake Subdivision), MP 3.0 (Glasgow Subdivision) and MP 226.0 (KO Subdivision), designate the Remote Control Area at Minot.

**Train Inspection**—At Glasgow and Minot roll-by inspection is required of departing eastward and westward through freight trains at a speed not exceeding 20 MPH.

Unless otherwise provided the inbound train crews will perform the inspection for the departing train.

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

**Leakage Test During Sub-Zero Temperatures**—During sub-zero temperatures (defined as zero or below) Westward trains exceeding 100 tons per operative brake requiring 1,000-mile inspections at Havre, Minot, Great Falls, and at on-line grain loading facilities will comply with the following instructions:

1. With the brake pipe fully charged, make a 10 psi brake pipe reduction.
2. Wait 15 minutes.
3. The train must not proceed if air flow exceeds maximum readings while the train brakes are applied: conventional trains 60 CFM, or a combined reading of 60 CFM (DP trains account for lead and remote locomotives added together)
4. Instructions for test failure; Yard Trains, contact Yardmaster and be governed by his instructions. Trains On-Line, contact Dispatcher and be governed by his instruction.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Williston Yard	942	dock
	951	dock
	922	building
	924	building
	943	building
	944	building
	951	building
	961	building
	962	building
	963	building
	964	building
	965	building
	966	building
	967	building
Culbertson	1302	dock
Brockton	1506	building
Malta	1701	jack pads
Poplar	1707	spout
	1707	elevator
Macon	1809	building
Wolf Point	1904	building
	1905	building
	1907	dock
	1910	building
Glasgow	2420	dock
	2421	dock
	2422	dock

#### Test Mile Locations

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

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Glasgow Subdivision.

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

None

#### 8. Line Segments

##### Road Line Segments

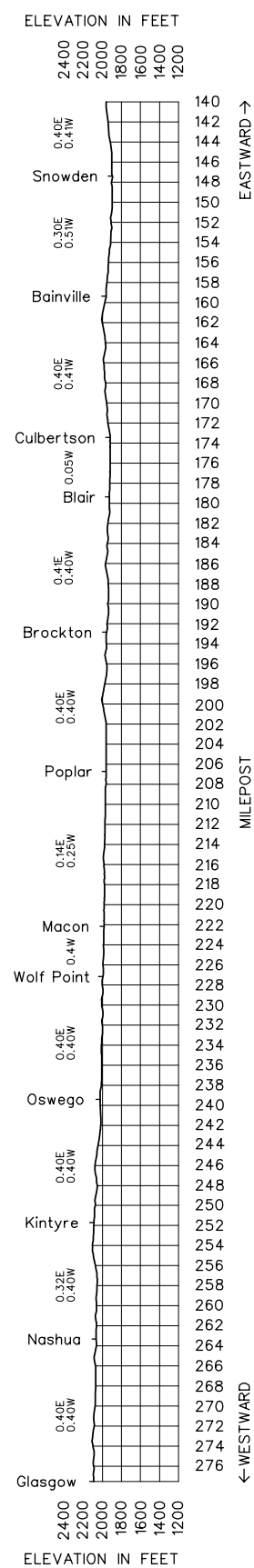
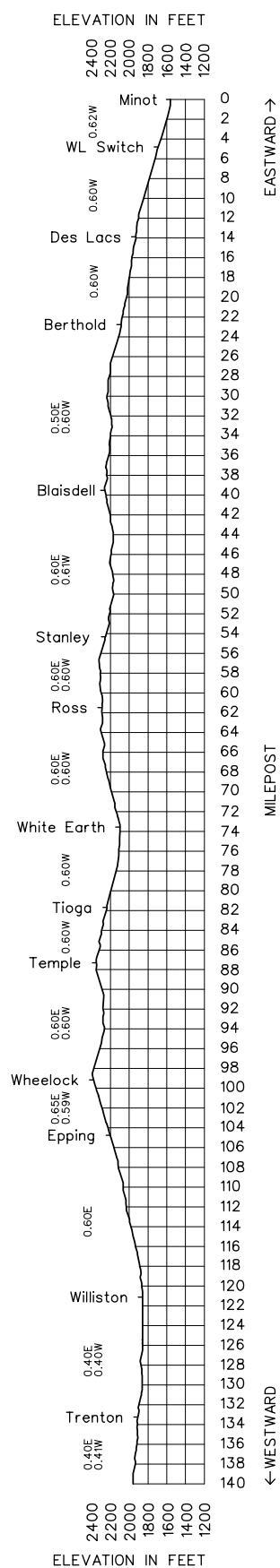
##### Line Segment Limits

35 ..... Minot to Glasgow

#### 9. Other Location Information

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

## 10. Grade Chart



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Great Falls Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
		01451	99.9	SHELBY	BJTXR			9.1	
	6,387	32868	90.8	NAISMITH				6.7	
		32859	84.1	FOWLER				4.6	
	6,890	32854	79.5	LEDGER				7.7	
		32847	71.8	VALIER JCT	J			3.2	
	8,970	32843	68.6	CONRAD	T			13.4	
	5,115	32830	55.2	BRADY		TWC	354	9.9	
		32820	45.3	COLLINS				8.0	
	6,358	32813	37.3	DUTTON				10.5	
	6,455	32802	26.8	POWER	JT			14.5	
	2,847	32788	12.3	VAUGHN				11.9	
		32777	0.4	GREAT FALLS	BJT	Rule 6.28		99.5	

Radio Channel No. 70 in service.

Radio Channel No. 8442 in Great Falls Yard

Radio Call-In		
Great Falls - 71(X)	Dutton - 75(X)	Conrad - 76(X)
Shelby - 78(X)		
Great Falls Radio Channel Call-ins		
Cutbank Radio - 127	Shelby Mainline Radio - 126	Shelby Branch Radio - 124
Emergency - Call 911		
Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

#### Dispatcher Information

(817) 867-7093, Fax (817) 234-1606, 0900-1700 M-F only  
(817) 867-7109, Fax (817) 234-6074, 1700-0900 M-F and all other times

### 1. Speed Regulations

#### 1(A). Speed—Maximum

MP 99.9 to MP 0.4 ..... **Freight** 49 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 93.6 to MP 91.1 ..... 25 MPH.  
MP 91.1 to MP 88.1 ..... 35 MPH.  
MP 75.9 to MP 74.8 ..... 35 MPH.  
MP 72.7 to MP 69.4 ..... 35 MPH.  
MP 69.4 to MP 67.5 ..... 25 MPH.  
MP 64.1 to MP 63.5 ..... 35 MPH.  
MP 56.0 to MP 55.9 ..... 25 MPH.  
MP 49.5 to MP 43.5 ..... 30 MPH.  
MP 13.8 to MP 10.9 ..... 25 MPH.  
MP 10.9 to MP 8.2 ..... 40 MPH.  
MP 8.2 to MP 7.0 ..... 10 MPH.  
MP 7.0 to MP 3.5 ..... 40 MPH.

#### 1(C). Speed—Switches and Turnouts

MP 99.9, through turnout to Main 2, Hi Line Subdivision..... 10 MPH.

#### 1(D). Speed—Other

All sidings..... 10 MPH.  
Conrad, tracks 1606, 1607, 1608..... 5 MPH.  
Great Falls, Central Ave. Zone 4 grade crossing (HER)..... 5 MPH.

**Temperature Restriction**—When ambient air temperature is 85 degrees or greater, all trains must not exceed the following speeds unless a more restrictive speed is in effect:

MP 100.0 to MP 0.4 ..... 35 MPH.

Item 1A System Special Instructions applies.

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

### 2. Bridge and Equipment Weight Restrictions

#### Maximum Gross Weight of Car

Shelby to Great Falls ..... 143 tons, Restriction C

**Conrad**—No more than one six axle locomotive allowed beyond the clearance points on track 1606 East Leg of the Wye, 1607 West Leg of the Wye, and 1608 tail track of the wye.

### 3. Type of Operation

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

**TWC**—in effect:

MP 99.9 to MP 3.5

**Restricted Limits**—in effect:

MP 99.9 to MP 97.0

### 4. General Code of Operating Rules Items

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**Rule 6.28**—in effect:

Great Falls MP 3.5 to MP 0.4

**Rule 8.3**—The main track switches on tracks 107 and 122 in Great Falls may be left lined in the last position used.

**Rule 8.12**—At Shelby the normal position for the East Crossover Switch Great Falls Subdivision Main Line to Main 2, Hi Line Subdivision is lined and locked for track South No. 1. The target has been changed to reflect green when the switch is lined for South yard and red when the switch is lined for a crossover move to Main 2.

### 5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations

MP 84.2—Recall Code 788

MP 58.7—Recall Code 767

MP 35.7—Recall Code 758

MP 18.5—Recall Code 748

### 6. FRA Excepted Track—None

### 7. Special Conditions

**Shelby**—The normal position for the East Loop Track Switch and the East Leg of the Wye Switch located on the Butte Pass will be lined and locked for the Loop Track.

Track 2949 (north leg of the wye) is restricted to 10 cars or less. No coal cars, loaded or empty, are allowed on this track.

No locomotives are allowed on Track 2985.

**Naismith**—The track number of the Stub Track is changed from 1501 to 1502 and the track number of the siding is changed from 1598 to 1596.

**Ledger**—The track number of the siding is changed from 1598 to 1597.

**Collins Bridge**—From MP 44.2 to MP 44.7 (Collins Bridge) limit dynamic braking to 50% of maximum (throttle position 4). Continue to limit braking effort until at least half of the train is over the affected track. At a speed of 10 mph or less this limitation only applies if 12 or more axles of extended range dynamic brakes are being used.

**Remote Control Operations**—Signs located at MP 114.5 (Ft. Benton Subdivision), MP 222.4 (Laurel Subdivision) and MP 3.5 (Great Falls Subdivision), Zones 3, 4, 6 and 8 designate the Remote Control Area at Great Falls.

**Remote Control Zone(RCZ)**—On the south end of Great Falls Yard, an RCZ is established on the main switching lead. Segmented RCZ signs are located at the outside limits to designate the RCZ limits. The North Limit is the South end of the 6th Street SW overpass. The South Limit is 100 feet North of the Bay Drive public crossing. When the RCZ signs display the “Activated” portion, no movements may enter RCZ limits.

**Activation/Deactivation Procedure**—To activate, the RCO crew will display the “Activated” segment of the RCZ sign. To de-activate, the RCO crew will fold or remove the “Activated” segment of the RCZ sign. Movements desiring to enter the RCZ from outside the limits, or from tracks connecting to the RCZ within the limits, must contact the remote control operator on Channel 84-42 to request RCZ de-activation prior to entering the limits.

**Leakage Test During Sub-Zero Temperatures**—During sub-zero temperatures (defined as zero or below) Westward trains exceeding 100 tons per operative brake requiring 1,000-mile inspections at Havre, Minot, Great Falls, and at on-line grain loading facilities will comply with the following instructions:

1. With the brake pipe fully charged, make a 10 psi brake pipe reduction.
2. Wait 15 minutes.
3. The train must not proceed if air flow exceeds maximum readings while the train brakes are applied: conventional trains 60 CFM, or a combined reading of 60 CFM (DP trains account for lead and remote locomotives added together)
4. Instructions for test failure; Yard Trains, contact Yardmaster and be governed by his instructions. Trains On-Line, contact Dispatcher and be governed by his instruction.

**Loaded Unit Trains**— Loaded unit trains of 52 cars or more will hold the main track at the following meeting or passing points: Naismith, Ledger, Conrad, Brady, Dutton, Power, and Vaughn. Exception: This restriction does not modify the operating restrictions for Key Trains.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Shelby	2933	portable ramp
Conrad	1603	grain elevator
	1611	utility fence

#### Test Mile Locations

MP 16.0 to MP 17.0—NWD

MP 86.0 to MP 85.0—SWD

#### List of Long and Short Miles

MP 85 to MP 84—4744 ft.

MP 44 to MP 43—2224 ft.

MP 3 to MP 2—6193 ft.

MP 2 to MP 1—2544 ft.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Great Falls Subdivision.

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

None

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

0354	Exxon Spur
703	Great Falls

##### Road Line Segments

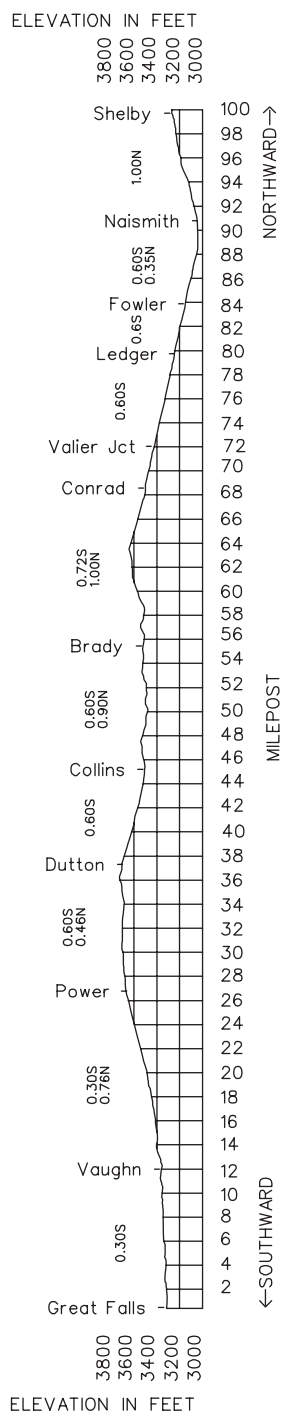
##### Line Segment Limits

354	Shelby to Great Falls
-----	-----------------------

#### 9. Other Location Information

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

## 10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Grenora Subdivision BRANCH LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		00970	0.0	STANLEY	JRT				11.7	
		58812	11.7	LOSTWOOD			TWC	265	12.9	
		58825	24.6	POWERS LAKE					1.4	
			26.0	END OF SUBDIVISION					26.0	

**Radio Channel No. 54 in service on this subdivision.**

Radio Call-In		
Stanley - 12(X)	White Earth - 02(X)	Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

#### Dispatcher Information

Minot West—Stanley, MP 0.0, to End of Subdivision, MP 26.0—  
(817) 867-7067, Fax 234-6490

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 0.0 to MP 26.0 ..... **Freight**  
10 MPH.

##### 1(B). Speed—Permanent Restrictions—None

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

##### 1(D). Speed—Other

When the ambient air temperature is 85 degrees or greater,  
there will be no train operations between 1000 and 2100 hours.

Item 1A of the System Special Instructions applies.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Stanley to MP 26.0 ..... 143 tons, Restriction D

Six-axle locomotives heavier than 175 tons are not permitted  
past MP 3.0.

#### 3. Type of Operation

**TWC**—in effect:

MP 0.0 to MP 26.0

**Restricted Limits**—in effect:

MP 0.0 to MP 3.0

#### 4. General Code of Operating Rules Items

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

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Stanley**—The normal position of the north wye switch at Stanley  
is lined for the east leg of the wye.

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

None

#### 8. Line Segments

##### Road Line Segments

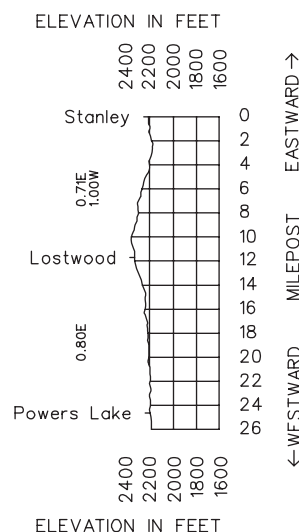
##### Line Segment Limits

265 ..... Stanley to MP 26.0

#### 9. Other Location Information

Name	Miles - Location	Capacity Cars	Switch Opens
58818 Lunds Valley	6.3 west of Lostwood	24	Both

#### 10. Grade Chart





WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Helena Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
						Rule 6.28			
		32777	116.2	GREAT FALLS	BJT			28.1	
	2,211	11148	144.3	CASCADE				22.9	
	6,100	11171	167.2	CRAIG				7.9	
	2,488	11179	175.1	WOLF CREEK				9.3	
	2,276	11188	184.4	SIEBEN				12.1	
	5,112	11200	196.5	SILVER CITY				14.4	
		31082	210.9	HELENA JCT	J	Rule 6.28		94.7	

**Radio Channel No. 70 in service.**

Radio Call-In		
Blossburg - 53(X)	Helena - 53(X) Ch. 56	Great Falls - 71(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

**Dispatcher Information**

(817) 867-7093, Fax (817) 234-1606, 0900-1700 M-F only  
 (817) 867-7109, Fax (817) 234-6074, 1700-0900 M-F and all other times

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

	<b>Freight</b>
MP 116.2 to MP 210.9 .....	35 MPH.

**1(B). Speed—Permanent Restrictions**

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

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

All sidings.....	10 MPH.
Bridge 117.3, Bridge 162.1, cars heavier than 134 tons.....	10 MPH.

When the ambient air temperature is 85 degrees or greater,  
there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

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

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

Great Falls to Helena.....143 tons, Restriction E

**3. Type of Operation**

**TWC**—in effect:  
MP 129.4 to MP 209.0

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**Rule 6.28**—Rule 6.28 is in effect at Great Falls from MP 116.2 to MP 129.4 and at Helena Jct. from MP 209.0 to MP 210.9.

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

**Great Falls**—Remote control functionality has been added to the 6th Street Crossing at MP 116.7 on the Helena Subdivision. This is an addition to the current crossing functionality and, under normal movement, the crossing will still operate the same as before the addition. The remote control function was added to allow BNSF personnel to activate the grade crossing warning equipment prior to occupying the roadway.

For Operations Department Use - To remotely activate the 6th Street crossing warning system, dial 47\* on AAR Channel 54. The crossing will activate for approximately one minute to provide warning time prior to occupying the roadway. Once the roadway is occupied, the main crossing warning unit will engage and the grade crossing warning equipment will remain activated as long as the crossing is occupied.

For Engineering Department Use - To remotely activate the 6th street crossing warning system, dial 47\* on AAR Channel 54. Track equipment that does not shunt the track will not engage the main crossing unit and the crossing warning system will deactivate at the expiration of the one minute timer.

**Helena Jct.**—East leg of wye belongs to Montana Rail Link. The west leg of wye belongs to BNSF. Both legs are in Rule 6.28 limits. Montana Rail Link may use the west leg of the wye to cut in helpers. BNSF may use the east leg of wye to enter Montana Rail Link Main No. 1. The wye tail switch for the east and west leg of the wye may be left in the last position used.

**Remote Control Operations—Signs at MP 116.23** (Begin Helena Subdivision) to MP 118.9 (on the Sun River bridge) and Great Falls Zones 3, 4, 6 and 8 designate the Remote Control Area at Great Falls.

**Short Whistle Posts**

Crossing at MP 116.29, whistle post is 301 feet north of crossing.

Crossing at MP 116.20, whistle post is 990 feet north of crossing.

**Test Mile Locations**

MP 124.0 to MP 125.0

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

None

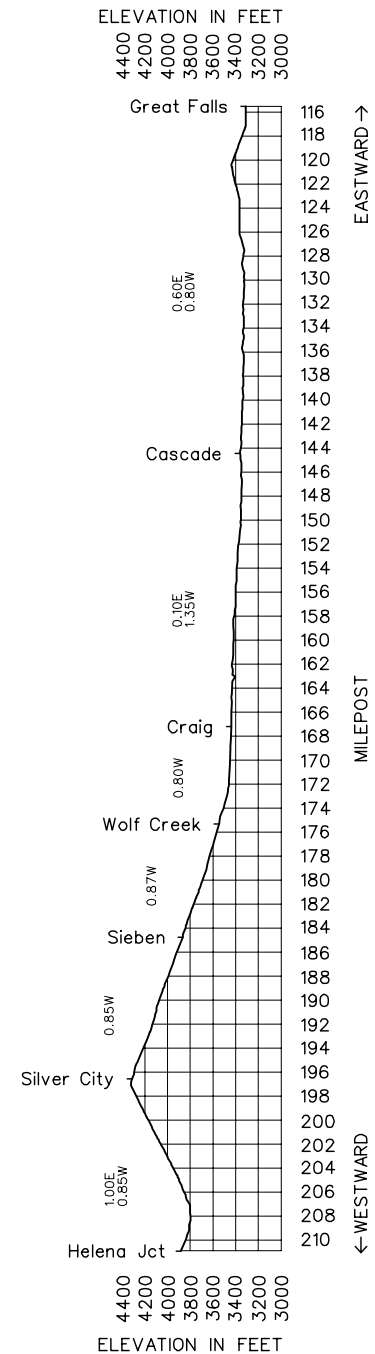
**8. Line Segments****Road Line Segments****Line Segment Limits**

336 ..... Great Falls to Helena Jct.

## 9. Other Location Information

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

## 10. Grade Chart



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

**Radio Channel No. 54 in service.**

Radio Call-In		
Hettinger - 27(X)	Bowman - 28(X)	Marmarth - 29(X)
Ismay - 30(X)	Terry - 94(X)	Terry - 21(X) Forsyth Sub DS
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

**Dispatcher Information**

(817) 867-7093, Fax (817) 234-1606, 0900-1700 M-F only  
 (817) 867-7198, Fax (817) 234-6096, 1700-0900 M-F and all other times

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

MP 926.0 to MP 1078.9 ..... **Freight** 40 MPH.

**1(B). Speed—Permanent Restrictions**

MP 927.5 to MP 928.0 (HER) ..... 20 MPH.

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

All sidings ..... 10 MPH.

**Temperature Restriction**—When the ambient air temperature is 85 degrees or greater, all trains must not exceed 35 MPH unless a more restrictive speed is in effect.

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

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

Hettinger to Terry ..... 143 tons, Restriction C

Bowman elevator tracks restricted to one locomotive.

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

MP 926.0 to MP 1078.9.

**Hettinger**—Westward departing trains destined beyond Terry will obtain a Forsyth Subdivision General Track Bulletin.

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**5. Trackside Warning Detectors (TWD)**

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 950.9—Recall Code 297

MP 977.6—Recall Code 298

MP 1000.3—Recall Code 307

MP 1023.2—Recall Code 308

MP 1046.6—Recall Code 309

MP 1075.8—Recall Code 947

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

**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.

**Automatic Switches**—on siding Terry for Hettinger Subdivision.

**Unit Trains**—Loaded unit bulk commodity trains are permitted only on the following tracks:

- Main track from Hettinger to Terry
- Sidings at Hettinger, Buffalo Springs, Baker and Mildred.

**Roll-by Inspections on Cabooseless Trains**

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

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Ismay	710	elevator
Baker	721	elevator
Rhame	730	elevator
Bowman	735	
	736	grain elevator
Colloid	301	
Reeder	750	
	150	Standard Oil structure

**Test Mile Locations**

MP 942.0 to MP 943.0

**Track Integrity Warning System (TIWS)**—TIWS is in effect on the Hettinger Subdivision. Refer to System Special Instructions, Item 8 (L).

**Switch Point Monitoring System (SPMS)**—SPMS is in effect on the Hettinger Subdivision. Refer to System Special Instructions, Item 12 (C).

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

MP 1068 to MP 1049.0

MP 1013.0 to MP 982.0

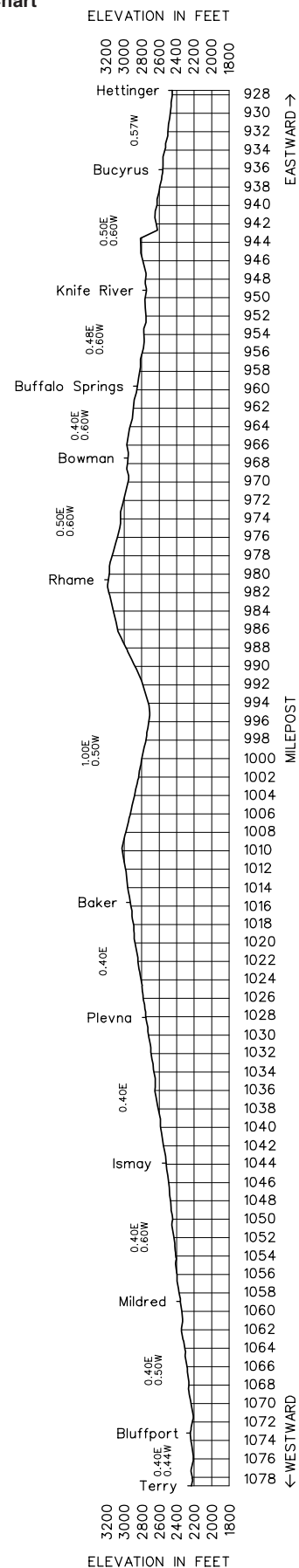
MP 948.0 to MP 944.0

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

Line Segment	Limits	Mileposts
2005	Hettinger to Terry	927.8 to 1078.9

## 10. Grade Chart

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



Length of Siding (Feet)	Station Nos.	Mile Post	Hi Line Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	01350	964.8	PACIFIC JCT	J	CTC	36	5.7
8,431	01356	970.9	BURNHAM		CTC		9.6
8,574	01365	980.1	KREMLIN				8.7
	01375	988.8	GILDFORD EAST		2MT CTC		5.4
		994.2	HINGHAM CENTER	X			5.5
		999.7	HINGHAM WEST	X(2)			3.0
8,579	01387	1002.7	RUDYARD				4.0
		1006.7	INVERNESS	X(2)			5.2
		1011.9	JOPLIN				3.9
9,571	01400	1015.8	BUELOW		CTC		7.1
8,552	01407	1022.9	CHESTER				13.1
8,585	01420	1035.6	LOTHAIR				12.0
8,556	01432	1047.6	DEVON				8.6
9,062	01441	1056.3	DUNKIRK				9.5
	01451	1065.4	SHELBY	BJTX			2.7
		1068.4	TETON	X(2)	2MT CTC		21.5
	01475	1090.1	CUT BANK	BX(2)	CTC		16.4
	01491	1106.5	PIEGAN	X(2)	2MT CTC		9.7
	01501	1116.2	BLACKFOOT	T			7.3
12,183	01508	1123.9	BROWNING		CTC		7.9
	01517	1131.8	SPOTTED ROBE		2MT CTC		4.3
		1136.1	GRIZZLY				2.0
4,631	01522	1138.1	GLACIER PARK	T	CTC		5.3
9,536	01525	1144.0	BISON				6.3
	01534	1149.8	SUMMIT				2.4
		1152.2	MARIAS	T	2MT CTC		4.6
	01540	1157.6	BLACKTAIL				7.3
	01548	1165.2	JAVA EAST				0.9
		1166.1	JAVA WEST		CTC		4.1
	01552	1170.2	ESSEX	TX(2)	2MT CTC		3.0
	01558	1173.2	PINNACLE		CTC		4.3
		1177.6	PAOLA				7.5
	01568	1185.2	RED EAGLE	TX	2MT CTC		2.9
		1188.0	NYACK				7.7
10,232	01578	1196.1	BELTON		CTC		7.9
11,157	01586	1203.9	CORAM				4.4
	01590	1208.7	CONKELLEY				2.9
W4,015	01593	1211.6	COLUMBIA FALLS	TX(2)	2MT CTC		5.9
	01601	1217.5	WHITEFISH	BT(2)			250.5

**Dispatcher Information**

Havre East—Pacific Jct. to W. Dunkirk—(817) 867-7068,

Fax (817) 234-1602

Glacier—W. Dunkirk to W. Whitefish—(817) 867-7069,

Fax (817) 234-1604

Radio Call-In		
Radio Channel No. 66 in Service Pacific Jct. to W Dunkirk		
Havre - 25(X)	Rudyard - 28(X)	Lothair - 29(X)
Shelby E - 30(X)		
Radio Channel No. 76 in Service W Dunkirk to W Whitefish		
Shelby W 30(X)	Cut Bank - 31(X)	Browning - 32(X)
Glacier Park - 34(X)	Summit - 35(X)	Blacktail - 36(X)
Java - 46(X)	Essex - 37(X)	Pinnacle - 47(X)
Red Eagle - 38(X)	Tunnel 3.7 48(X)	Belton - 39(X)
Coram - 49(X)	Conkelley 50(X)	
Radio Channel No. 70 in Service Columbia Falls/Whitefish Area		
Columbia Falls - 41(X)		
Radio Channel No. 87 in Service at Whitefish Yard		
Glacier DS - 51(X)	Boyer E DS - 41(X)	
Radio Channel No. 54 in Service West of Whitefish		
Glacier DS - 51(X)	Boyer E DS - 41(X)	
Great Falls Radio Channel Call-In		
Cutbank Radio - 127	Shelby MT - 126	Shelby Branch - 124
Sunburst Radio - 125		
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

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

	Passenger	Freight
MP 964.8 to MP 1217.5 .....	79 MPH.....	60 MPH.

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

**1(B). Speed—Permanent Restrictions**

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

	Passenger	Freight
--	-----------	---------

**1(C). Speed—Switches and Turnouts**

Unless otherwise specified, trains entering		
turnouts of controlled sidings .....	20 MPH.....	20 MPH.
End of two main tracks Gildford East (MP 988.8)		
through turnout .....	50 MPH.....	50 MPH.
Crossover—Hingham Center (MP 994.2) .....	35 MPH.....	35 MPH.
Crossovers—Hingham West (MP 999.7) .....	35 MPH.....	35 MPH.
Crossovers—Inverness (MP 1006.72) .....	40 MPH.....	40 MPH.
End of two main tracks—Joplin thru turnout .....	50 MPH.....	50 MPH.
On siding and dual control switches at Rudyard .....	20 MPH.....	20 MPH.
Trains or engines through No. 20 turnouts at		
following locations:		
End of two main tracks Pacific Jct. ....	35 MPH.....	35 MPH.
On siding and dual control turnouts at Devon .....	35 MPH.....	35 MPH.
End of two main tracks at Shelby .....	35 MPH.....	35 MPH.
Through crossovers at Teton .....	50 MPH.....	50 MPH.
Through crossovers Cut Bank .....	35 MPH.....	35 MPH.
End of two main tracks Cut Bank .....	35 MPH.....	35 MPH.
Through crossovers at Piegan .....	35 MPH.....	35 MPH.
End of two main tracks at Blackfoot .....	35 MPH.....	35 MPH.
End of two main tracks at Spotted Robe .....	35 MPH.....	35 MPH.
End of two main tracks at Grizzly .....	35 MPH.....	35 MPH.
At Glacier Park thru No. 11 turnout .....	10 MPH.....	10 MPH.
On siding and dual control turnouts at Bison .....	35 MPH.....	35 MPH.
End of two main tracks at Summit .....	35 MPH.....	35 MPH.
End of two main tracks Java East and Java West .....	30 MPH.....	25 MPH.
Through crossovers at Essex .....	35 MPH.....	35 MPH.
End of two main tracks at Pinnacle .....	35 MPH.....	35 MPH.
End of two main tracks Paola .....	35 MPH.....	35 MPH.
Through crossover at Red Eagle .....	35 MPH.....	35 MPH.
End of two main tracks at Nyack .....	50 MPH.....	50 MPH.
End of 2 main tracks at Conkelley .....	35 MPH.....	35 MPH.
Crossovers MP 1213.1 .....	50 MPH.....	50 MPH.
Crossovers MP 1213.1—100 TOB and Over .....	40 MPH.....	40 MPH.
Shelby through No. 11 turnout on No. 2 Main .....	10 MPH.....	10 MPH.

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

**1(D). Speed—Other**

The following head end restrictions are in effect:	<b>UP TO 100</b>	<b>100 TOB</b>
	<b>TOB</b>	<b>and Over</b>
Head end of westward trains		
(Does not apply to Amtrak trains and light engine consists)		
MP 1151.7 to MP 1152.2 .....	15 MPH.....	15 MPH.
Head end of eastward trains		
Signal 431.9 to MP 429.7 .....	20 MPH.....	20 MPH.
MP 1023.0 to MP 1022.4 .....	70 MPH.....	

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

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

Havre to Whitefish ..... 143 tons, Restriction A

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

Summit Baloon Track

Stoltze Lumber Industry Track

**3. Type of Operation**

**CTC**—in effect:

MP 964.8 to MP 1217.5

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 964.0 to MP 964.7

MP 988.8 to MP 1012.0

MP 1065.4 to MP 1090.7

MP 1091.0 to MP 1116.5

MP 1131.9 to MP 1136.1

MP 1149.8 to MP 1165.2

MP 1166.1 to MP 1173.2

MP 1177.5 to MP 1188.0

MP 1208.7 to MP 1217.5

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

Amtrak trains will receive a new General Track Bulletin with new track bulletins at Whitefish.

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 5.8.2, Sounding Whistle—Quiet Zone Locations—**

Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location:	Milepost:
E. Second Street	1217.98

**Rule 6.3**—Main Track Authorization - When receiving verbal authority from the Glacier Dispatcher to proceed west to west end of Whitefish (MP 1219.9) crew must ascertain that the Boyer East Dispatcher has also granted authority to proceed west of the control point.

All movements beginning at the eastward control signal at West Whitefish (MP 1219.9) and continuing east will be authorized by the Glacier Dispatcher.

**Rule 6.19**—When flagging is required, the distance will be 2.0 miles, except from MP 1164.0 to MP 1150.0 when flagging against eastward trains the distance will be 1.0 mile.

**Rule 8.12**—At Shelby the normal position for the East Crossover Switch Sweet Grass Subdivision Main Line to Main Line No. 2 Hi Line Subdivision is lined and locked for track South No. 1. The target has been changed to reflect green when the switch is lined for South yard and red when the switch is lined for a crossover move to Main No. 2.

**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridge, Tunnel or Other Structures
  - MP 1086.3—DED—Recall Code 319—WWD only
  - MP 1077.8—WWD only—Recall Code 317
  - MP 1099.0—Both Tracks—Recall Code 318—EWD only
  - MP 1131.8—DED—Recall Code 327—WWD only
  - MP 1162.1—DED—Recall Code 368—WWD only
  - MP 1170.3—DED—Recall Code 377
  - MP 1188.0—DED—Recall Code 388—WWD only
  - MP 1198.9—Recall Code 398
  - MP 1208.3—DED—Recall Code 407—EWD only
- B. Other TWD Locations
  - MP 969.7—DED, Exception Reporting
  - MP 986.1—DED, Exception Reporting
  - MP 981.7—Recall Code 278
  - MP 991.7—DED, Exception Reporting—Main 1
  - MP 997.7—DED, Exception Reporting—Main 1
  - MP 1002.3—DED, Exception Reporting
  - MP 1009.3—Recall Code 288
  - MP 1014.7—DED, Exception Reporting
  - MP 1030.8—Recall Code 298
  - MP 1059.3—Recall Code 308
  - MP 1077.8—EWD only—Recall Code 317
  - MP 1086.3—DED—Recall Code 319—EWD only
  - MP 1099.0—Recall Code 318—WWD only
  - MP 1119.1—Recall Code 328
  - MP 1125.9—DED, Exception Reporting
  - MP 1131.8—DED—Recall Code 327—EWD only



MP 1137.1—DED, Exception Reporting  
 MP 1138.8—Recall Code 347  
 MP 1142.5—DED—Recall Code 358  
 MP 1145.5—Recall Code 348  
 MP 1149.8—DED, Exception Reporting  
 MP 1157.2—DED—Recall Code 367  
 MP 1153.9—DED, Exception Reporting  
 MP 1162.1—DED—EWD only  
 MP 1166.1—DED, Exception Reporting  
 MP 1175.1—Recall Code 378  
 MP 1180.1—DED, Exception Reporting  
 MP 1185.1—DED, Exception Reporting  
 MP 1188.0—DED—Recall Code 388—EWD only  
 MP 1192.2—DED, Exception Reporting  
 MP 1204.4—DED, Exception Reporting  
 MP 1208.6—DED—Recall Code 407—WWD only  
 MP 1212.9—Recall Code 408

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Shelby**—All trains must announce arrivals to Shelby westward at Peavey Elevator and eastward at Teton. Train announcement will include locomotive number direction and location. Signs are placed at Peavey Elevator and both sides at Teton. Eastward trains staging on South One at Shelby will need to stop short of viaduct to allow access to manual crossovers from Main 2 to Main 1 Shelby Center - Shelby East.

The house track switch must be left lined for the house track when not in use. This switch provides derail protection to the main track from tracks 3, 4, and 5.

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

**Moveable Point Frogs**—The following locations have moveable point frogs—West Switch Belton.

Moveable point frogs are equipped with two switch machines. When dual switches at these locations are operated by hand, both the switch machine that operates the switch points and the switch machine that operates the moveable point frog must be operated.

**Work Train Instructions**—These instructions apply to all work trains operating on the Hi Line Subdivision. All mountain grade train handling rules outlined under ABTH Rule 103.7 apply to work trains. All movements, including switching movements, must be made with the air brakes on all cars being handled cut in and charged. All cars left standing on the main track (in addition to securing with hand brakes) will be left in emergency when locomotive is detached.

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

Ruling grade descending westward is 1.8.

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

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

Dynamic brake requirements for westward freight trains, MP 1151 to MP 1165—Before descending the grade westward, Summit to Java West, MP 1151 to MP 1165, it must be known that the locomotive consist(s) has the minimum number of operative axles of dynamic brake. If train does not meet the minimum requirement as outlined below, train must not proceed.

Helper consist may be added to meet this requirement. For the purpose of this rule, the weight of locomotives with inoperative brakes is to be included in train's total trailing tonnage.

Dynamic brake limitation is now 28 axles per consist for all trains on BNSF, per Air Brake and Train Handling Rule 103.2.1, Dynamic brake rate for each locomotive may be found in the BNSF System Special Instructions 2(B).

Operative Axles of Dynamic Brake	Tons Per Operating Brake						
Total Trailing Train Tonnage	85 or less	86 to 95	96 to 105	106 to 115	116 to 125	126 to 135	136 & above
4,000 or less	4	4	6	6	8	8	10
4,001 to 5,000	6	6	8	8	10	10	12
5,001 to 6,000	10	10	10	10	12	12	14
6,001 to 7,000	10	10	10	12	14	14	16
7,001 to 8,000	10	10	12	14	16	18	20
8,001 to 9,000	10	10	12	14	16	18	20
9,001 to 10,000	10	10	12	16	18	20	22
10,001 to 12,000	10	10	14	18	20	22	24
12,001 to 14,000	10	10	16	20	24	26	28
14,001 & above	10	12	18	22	26	28	32

EXCEPTION: Solid loaded unit bulk commodity trains (coal, grain, taconite, potash, etc.) may be operated on the Hi Line Subdivision with 32 axles of dynamic brake effort per consist.

When mechanical personnel make up locomotive consists and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are made up by mechanical personnel, mechanical personnel will set up the locomotive consist in compliance with the 28-axle dynamic brake limitation along with other consist setup procedures for each locomotive in the consist.
2. During that inspection, mechanical personnel will note all defective dynamic brakes in the consist when the consist is initially made up and leave this information on the controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane, and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consists being built for trains requiring a minimum number of DB axles for heavy grade territories.

In order to comply with minimum dynamic brake requirements for trains on the Hi Line Subdivision, crews on such trains before departing Havre, Montana, and Sandpoint, Idaho, must:

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

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



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

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

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

**Helping Stalled DP Trains that can not be assisted from the rear**—Stalled Westward DP trains between MP 1122 and MP 1152, and stalled Eastward DP trains between MP 1165 and MP 1150 must add helpers to the head end of the train under the direction of the Road Foreman and operate as outlined below. ABTH Rules 102.12.3, 102.12.4, and 102.12.5 are amended only for this specific move to read:

**102.12.3, Manned Helper Added to Head End of Train**—When a manned helper is coupled on the head end of the train, the helper engineer will transfer control of the air brakes (and the throttle with MU cable) to the road engineer as follows:

1. Before opening angle cocks between the road locomotive and the manned helper, the engineer on the helper locomotive will:
  - a. Communicate with the road engineer to determine the brake pipe reduction currently applied to the train.
  - b. The helper engineer must make a reduction 2 psi more than the current reduction applied to the train.
  - c. After brake pipe exhaust has ceased, cut out the auto-automatic brake valve and place handle in the release position.
  - d. Notify the engineer on the road locomotive of the amount of the brake pipe pressure reduction.
  - e. The independent brake valve must be left cut in on the helper locomotive. Place the independent brake valve handle in the release position and actuate to fully release the brakes on the helper locomotive consist.
2. The engineer on the road locomotive will:
  - a. After opening the angle cocks between the helper and the road locomotive, increase the brake pipe reduction to at least 20 psi and the helper crew will observe that the brakes apply on the helper consist by visual inspection.
  - b. When the train is ready to depart, perform a DP train check to check brake pipe continuity as brakes are released as per ABTH Rule 105.4. Also observe by visual inspection that the brakes release on the helper consist.

**102.12.4, Manned Helper Removed From Head End of Train**—When a manned helper will be detached from the head end of the train do the following:

1. The engineer in control of the road locomotive will:
  - a. Make not less than a 6 psi brake pipe reduction.
  - b. Notify the helper engineer when ready to detach the manned helper after closing the angle cocks between the helper consist and the road locomotive and removing the MU cable.
2. The helper engineer will cut in the Automatic Brake Valve after the angle cocks are closed between the consists.

3. After the helper consist is detached, the Engineer on the road locomotive will increase the brake reduction on the train to not less than 15 psi before the train departs.

**102.12.5, Operating Responsibilities with Manned Helper**—

When adding helpers to the head end of a DP train, the control of all locomotives coupled together must be transferred to the DP road locomotive engineer by plugging in the MU cable, whenever practical. When more than one locomotive is attached to a train, the engineer of the DP road locomotive must control the train's air brakes. The engineer in the lead locomotive consist is in charge of train movement. The engineer in charge will communicate with and direct the engineer on the DP road locomotive as follows:

1. Identify speed restrictions and locations where a stop is to be made at least 2 miles in advance.
2. Communicate clearly the name or aspect of signals affecting the train's movement as soon as the signals become visible or audible.

Note: The helper engineer will be responsible to comply with whistle requirements and may utilize the ABV handle, even though cut out, to initiate an emergency application of the brakes should any emergency situation occur requiring this action. The speed for a train in this configuration must not exceed 20 MPH.

**Job Briefing for Helper Operation**—The following job briefing is to be used for helper operations:

1. Dispatcher is to determine the location of helper application, realizing that helper limits should be maintained between Essex and Summit, if at all possible.
2. Dispatcher is to notify train to be helped no later than when the train is passing Paola of information about the location of where helpers are to be applied and specific instructions of how that move is to be made, i.e. train clears electric lock switch or dual control switch or crossover, and who the responsible party is for stopping train movement by helper ID or engine number.
3. Dispatcher will notify helper crew which train is to be helped, including train identification, location of where work is to be done. Information should also be included as to where helpers will be taken off the train to be helped.
4. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Job briefing should include where and how helpers will be taken off the train.
5. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement. This method of operation should allow for improved train inspections under GCOR 6.29.2.

**Temperature Reading**—Temperature reading at Snow Slip located between Summit and Java is available by pressing \*1 on BNSF Radio Channel 76.

**Wind Restrictions**—In addition to the restrictions in Item 33 of the System Special Instructions, the dispatcher may give other excessive wind instructions which could include the following:

Between Browning and Bison

Double Stacks (Empty or Loaded), spine cars, flats with empty trailers or containers, empty coal trains and all autoracks:

1. Wind Speeds 55 MPH or 65 MPH, reduce to 30 MPH
2. Wind Speeds above 65 MPH, stop until the wind speed falls below 65 MPH for 30 minutes

Trains with all loads, empty grain trains and Amtrak trains:

1. Wind Speeds of 60 MPH to 70 MPH, reduce to 30 MPH
2. Wind speeds above 70 MPH, stop until the wind speed falls below 70 MPH for 30 minutes

There are no wind restrictions for loaded grain and coal trains or for light engines.

**Leakage Test During Sub-Zero Temperatures**—During sub-zero temperatures (defined as zero or below) Westward trains exceeding 100 tons per operative brake requiring 1,000-mile inspections at Havre, Minot, Great Falls, and at on-line grain loading facilities will comply with the following instructions:

1. With the brake pipe fully charged, make a 10 psi brake pipe reduction.
2. Wait 15 minutes.
3. The train must not proceed if air flow exceeds maximum readings while the train brakes are applied: conventional trains 60 CFM, or a combined reading of 60 CFM (DP trains account for lead and remote locomotives added together)
4. Instructions for test failure; Yard Trains, contact Yardmaster and be governed by his instructions. Trains On-Line, contact Dispatcher and be governed by his instruction.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Essex	2712	roundhouse
	2711	roundhouse
Meriwether	1805	east elevator
Chester	2301	dock

**Close Track Centers**—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Essex	2711-2712
-------	-----------

#### Test Mile Locations

MP 973.0 to MP 974.0  
 MP 1020.0 to MP 1021.0  
 MP 1030.0 to MP 1031.0  
 MP 1059.0 to MP 1060.0  
 MP 1077.0 to MP 1078.0  
 MP 1105.0 to MP 1106.0  
 MP 1146.0 to MP 1147.0  
 MP 1157.0 to MP 1158.0  
 MP 1182.0 to MP 1183.0  
 MP 1207.0 to MP 1208.0  
 MP 1213.6 to MP 1214.6

#### List of Long and Short Miles

MP 1205 to MP 1206—4627 ft.  
 MP 1144 to MP 1145—3981 ft.  
 MP 1143 to MP 1144—4901 ft.  
 MP 1142 to MP 1143—3093 ft.  
 MP 1141 to MP 1142—7140 ft.  
 MP 1139 to MP 1140—4096 ft.  
 MP 1129 to MP 1130—4834 ft.  
 MP 1126 to MP 1128—4,967 ft. (MP 1127 is missing)  
 MP 1124 to MP 1125—8886 ft.  
 MP 1123 to MP 1124—5345 ft.  
 MP 1121 to MP 1122—4124 ft.  
 MP 1120 to MP 1121—4381 ft.  
 MP 990 to MP 991—2348 ft.  
 MP 964 to MP 965—3108 ft.  
 MP 433 to MP 964—5249 ft.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Hi Line Subdivision.

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

None

#### 8. Line Segments

##### Yard Line Segments

##### Line Segment Limits

650 ..... Whitefish

##### Road Line Segments

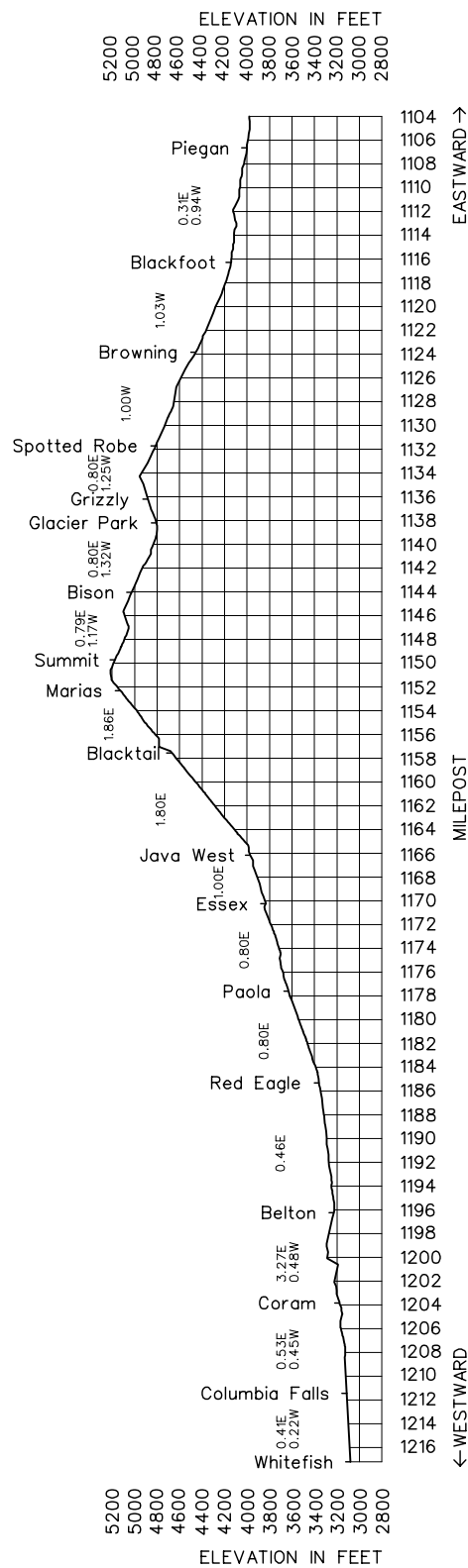
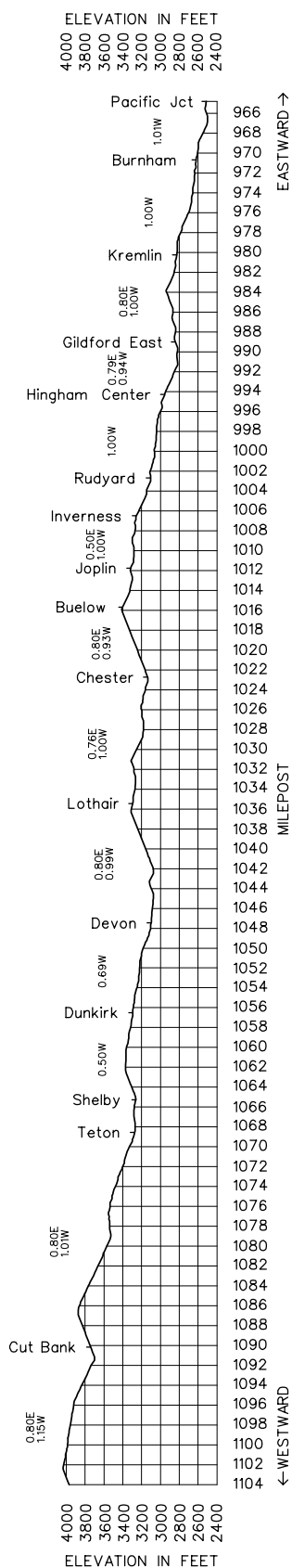
##### Line Segment Limits

36 ..... Pacific Jct. to Whitefish

#### 9. Other Location Information

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

## 10. Grade Chart



Length of Siding (Feet)	Station Nos.	Mile Post	Kootenai River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
	01601	1217.5	WHITEFISH	BTX(2)	2MT CTC		7.0
7,060	01607	1224.6	VISTA				6.4
9,325	01613	1231.1	LUPFER				11.2
9,711	01624	1243.3	RADNOR				7.1
	01631	1249.3	STRYKER	JT			3.4
9,722	01636	1252.8	BRIMSTONE				10.7
9,763	01646	1263.5	TWIN MEADOWS				9.6
9,760	01656	1273.2	ROCK CREEK				9.0
9,730	01665	1282.2	WOLF PRAIRIE				7.9
10,344	01672	1290.0	TAMARACK				7.9
9,769	01683	1298.0	FISHER RIVER		CTC		8.9
10,799	01692	1306.9	RIVERVIEW				7.0
9,568	01710	1312.2	RIPLEY				7.2
10,510	01718	1319.6	LIBBY	B		36	11.0
8,641	01729	1331.3	KOOTENAI FALLS				7.2
14,286	01736	1337.9	TROY	T			6.7
11,082	01742	1343.3	YAKT				6.8
8,235	01749	1350.3	LEONIA				6.3
10,440		1356.6	KATKA				7.7
	01763	1364.3	CROSSPORT				2.0
		1366.3	CP 13663	X(2)	2MT CTC		2.1
	01767	1368.4	BONNERS FERRY				11.4
9,577	01778	1379.8	NAPLES				7.4
9,912	01786	1387.4	ELMIRA				6.7
7,439	01793	1394.1	COLBURN				7.2
10,363		1401.3	BOYER	MJ	CTC		2.0
	01798	1403.3 2.9	SANDPOINT JCT.	J			0.1
	01803	3.0	SANDPOINT	B			2.1
	01810	5.1	EAST ALGOMA				9.0
		14.1	WEST ALGOMA		2MT CTC		2.3
	01817	16.4	COCOLALLA		CTC		5.9
		22.3	CP 223	X(2)	2MT CTC		11.2
	01830	33.5	ATHOL				4.2
10,661	01837	37.7	RAMSEY		CTC		6.9
	01843	44.6	RATHDRUM		2MT CTC		M1-5.1 M2-1.0
	01845	45.6	EAST HAUSER (Main 2)				M2-4.1 M4,5-1.8
		47.4	EAST DOWNING (Main 4 & 5)				0.1
		47.5	HAUSER	B	5MT CTC		0.2
		47.7	WEST DOWNING (Main 4 & 5)				2.0
		49.7	WEST HAUSER				1.8
	01850	51.5	HAUSER JCT.	J	2MT CTC		8.4
	01855	58.9	OTIS ORCHARDS				3.4
	01861	63.3	IRVIN		CTC		3.3
	01865	66.6	PARKWATER	X			1.5
	01866	68.1	YARDLEY	BMT X(2)			0.3
		68.4	HAVANA STREET	X(2)	2MT CTC		1.3
		69.7	NAPA ST.	MJX(2)			1.3
		71.0	ERIE STREET	M			0.5
	01870	71.5	SPOKANE	B			256.5

MP 1401.2 to MP 71.5 is under the jurisdiction of the Northwest Division

Radio Channel No. 88-20 in service in Hauser Yard.

Radio Channel No. 31 is assigned to Hauser Yard Mechanical.

UPRR Channel 42-42, UPRR Call-up \*16.

Radio Call-In		
Radio Channel No. 87 in Service at Whitefish Yard		
Glacier DS - 51(X)	Boyer E DS - 41(X)	
Radio Channel No. 54 in Service Whitefish to Sandpoint Jct.		
Whitefish - 51(X) Glacier DS	Whitefish - 41(X) Boyer E DS	
Twin Meadows - 42(X)	Rock Creek - 45(X)	Flathead Tunnel - 43(X)
Libby - 46(X)	Crossport - 47(X)	Sandpoint 54 - 48(X)
Sandpoint 76 - 49(X)	Athol 50(X)	Hauser 42(X)
Spokane 52(X)	Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

#### Dispatcher Information

Whitefish to Vista—(817) 867-7069, Fax (817) 234-1604

Vista to Sandpoint Jct.—(817) 867-7073, Fax (817) 234-1612

Sandpoint Jct to Spokane—(817) 867-7072, Fax (817) 234-1610

UPRR Dispatcher Phone Numbers: 402-636-1710 - Weekdays  
402-636-1709 - Weekends

Between the west switch, Whitefish, MT MP 1219.9 to Spokane, WA,  
MP 71.5 Pacific Continental Time is in effect.

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

	Passenger	Freight
MP 1217.5 to MP 71.5 .....	79 MPH	60 MPH

Exception: to System Special Instructions, Item 1, Speed Restrictions:  
Trains consisting entirely of loaded double stack equipment may operate  
at 60 MPH if not exceeding 105 TOB.

##### 1(B). Speed—Permanent Restrictions

MP 1217.5 to MP 1219.9 .....	20 MPH	20 MPH
MP 1219.9 to MP 1220.5 .....	35 MPH	35 MPH
MP 1220.5 to MP 1227.2 .....	55 MPH	50 MPH
MP 1227.2 to MP 1230.8 .....	60 MPH	55 MPH
MP 1230.8 to MP 1239.9 .....	65 MPH	
MP 1239.9 to MP 1242.5 .....	60 MPH	55 MPH
MP 1242.5 to MP 1250.8 .....	70 MPH	
MP 1250.8 to MP 1272.1 .....	50 MPH	50 MPH
MP 1272.1 to MP 1279.9 .....	75 MPH	
MP 1279.9 to MP 1285.9 .....	75 MPH	
MP 1285.9 to MP 1301.1 .....	75 MPH	
MP 1301.1 to MP 1302.8 .....	60 MPH	55 MPH
MP 1302.8 to MP 1324.8 .....	55 MPH	50 MPH
MP 1324.8 to MP 1329.6 .....	45 MPH	40 MPH
MP 1329.6 to MP 1333.5 .....	50 MPH	45 MPH
MP 1333.5 to MP 1336.0 .....	60 MPH	55 MPH
MP 1336.0 to MP 1339.8 .....	45 MPH	40 MPH
MP 1339.8 to MP 1344.1 .....	35 MPH	30 MPH
MP 1344.1 to MP 1363.2 .....	60 MPH	55 MPH
MP 1363.2 to MP 1366.8 .....	50 MPH	45 MPH
MP 1366.8 to MP 1371.3 .....	45 MPH	40 MPH
MP 1371.3 to MP 1376.1 .....	40 MPH	40 MPH
MP 1376.1 to MP 1376.5 .....	70 MPH	
MP 1376.5 to MP 1382.2 .....	50 MPH	45 MPH
MP 1382.2 to MP 1384.2 .....	35 MPH	35 MPH
MP 1384.2 to MP 1403.3 .....	35 MPH	35 MPH
MP 1403.3 to MP 5.0 .....	50 MPH	45 MPH
MP 5.0 to MP 5.9 .....	60 MPH	50 MPH
MP 5.9 to MP 7.5 (Main 2) .....	60 MPH	50 MPH
MP 7.5 to MP 14.2 (Main 1) .....	70 MPH	
MP 14.2 to MP 14.8 .....	40 MPH	40 MPH
MP 14.8 to MP 19.6 .....	75 MPH	
MP 19.6 to MP 22.0 .....	70 MPH	
MP 22.0 to MP 33.5 .....	70 MPH	
MP 33.5 to MP 44.5 .....	60 MPH	

	Passenger	Freight
MP 45.6 to MP 47.5 (MT 4, MT 5, MT 6) .....	40 MPH	40 MPH.
MP 47.5 to MP 47.6 (MT 4, MT 5, MT 6) .....	25 MPH	25 MPH.
MP 47.5 to MP 47.6 (MT 4, MT 5, MT 6)		
M&H trains only .....	10 MPH	10 MPH.
MP 47.6 to MP 49.7 (MT 4, MT 5, MT 6) .....	40 MPH	40 MPH.
MP 63.3 to MP 70.3, Main 1 .....	40 MPH	40 MPH.
MP 63.3 to MP 65.9, Main 2 .....	79 MPH	60 MPH.
MP 65.9 to MP 70.3, Main 2 .....	40 MPH	40 MPH.
MP 70.3 to MP 71.5 .....	25 MPH	25 MPH.

**1(C). Speed—Switches and Turnouts**

Whitefish West, trains or engines through turnout at end of two main tracks .....	35 MPH	35 MPH.
Whitefish, through crossovers east of yard		
MP 1217.5 to MP 1219.1 .....	35 MPH	35 MPH.
Trains entering turnouts of controlled sidings .....	20 MPH	20 MPH.
Radnor, Rock Creek, Crossport, Lupfer, Katka, Yakt .....	35 MPH	35 MPH.
Bonniers Ferry—Trains over 100 TOB .....	40 MPH	40 MPH.
Bonniers Ferry .....	50 MPH	50 MPH.
CP 13663 (All turnouts) .....	40 MPH	40 MPH.
Brimstone, trains departing siding through turnouts .....	25 MPH	25 MPH.
Vista .....	25 MPH	25 MPH.
Through dual control turnouts at following locations:		
Algoma (East) .....	35 MPH	35 MPH.
Cocolalla .....	50 MPH	50 MPH.
Turnouts at:		
Athol .....	50 MPH	50 MPH.
Athol and Cocolalla, Trains over 100 TOB .....	40 MPH	40 MPH.
Sandpoint Jct., Ramsey, and Otis Orchards .....	35 MPH	35 MPH.
East Downing .....	10 MPH	10 MPH.
Rathdrum, West Hauser, East Hauser all turnouts MP 22.3, Algoma (West) .....	40 MPH	40 MPH.
Crossover at Hauser Jct. ....	40 MPH	40 MPH.
Main 2 to Coeur d'Alene Branch .....	10 MPH	10 MPH.
Hauser, all other switches and turnouts .....	10 MPH	10 MPH.
Havana Street .....	40 MPH	40 MPH.
Irvin and Parkwater through dual control turnouts .....	35 MPH	35 MPH.
Parkwater—between dual control turnout from Main 2 at MP 65.8 to dual control turnout on Main 1 at MP 66.3 .....	35 MPH	35 MPH.
Napa Street—Through crossovers and dual control switches .....	10 MPH	10 MPH.
Erie Street crossover (westward) .....	10 MPH	10 MPH.
New Spokane crossover (westward) .....	10 MPH	10 MPH.
Trains over 100 TOB must not exceed 25 MPH through turnouts shown to exceed that speed unless otherwise specified.		

**1(D). Speed—Other**

Radnor, Rock Creek, Yakt, Lupfer, Katka, Ramsey sidings .....	35 MPH	35 MPH.
Libby siding .....	30 MPH	30 MPH.
Libby—Champion International Industry Tracks, wye and turnout .....	5 MPH	5 MPH.
Bonniers Ferry—wye track .....	10 MPH	10 MPH.
The following head end restrictions are in effect:		
Head end of westward trains:		
MP 1337.0 to MP 1337.5 .....	60 MPH	55 MPH.
Head end eastward trains, signal 1265.8		
Flathead tunnel with other than a clear aspect .....	35 MPH	
On Fodge Spur (Bonniers Ferry) .....	5 MPH	5 MPH.
Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.		
Tunnels at MP 1336.3, 1347.0, MP 1374.1 and MP 1376.2, cars with card kind code M3F .....	13 MPH	
East Hauser, East Yard Lead between east dual control switch and east track 10 switch .....	20 MPH	20 MPH.
Hauser, East and West Yard Leads .....	20 MPH	20 MPH.
Scale Track .....	10 MPH	10 MPH.
Hauser Fueling Facility, over Main 3 pad .....	5 MPH	5 MPH.
West Hauser, West Yard Lead between West Main 3 switch and Main 4 yard lead switch .....	20 MPH	20 MPH.
<b>Up to 100 TOB</b>		
Signal 35.1, WWD (HER) .....	55 MPH	

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

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

Whitefish to Sandpoint Jct. .... 143 tons, Restriction B

Locomotives are not permitted on the following tracks:

Libby—Champion International Corp. wye track.

Six-axle locomotives and derricks are not allowed on:

Libby—house track

Troy—wye tracks.

Bonniers Ferry—Idaho Timber industry tracks

Fodge Spur

wye track.

Velox—industry tracks

Irvin—Ideal Cement Spur

Yardley—East fueling platform crossover

Spokane—Erie Street industry tracks

S.I. industry tracks

Alki Spur

South 40 industry tracks

**3. Type of Operation**

**CTC**—in effect:

MP 1217.5 to MP 71.5

MP 45.6 to MP 49.7—Main 4, Main 5, Main 6

MP 47.4—track 3593, within control point

**Multiple Main Tracks**—in effect:

**2 MT:**

MP 1217.5 to 1219.9

MP 1363.4 to MP 1370.3

MP 5.1 to MP 14.5

MP 16.48 to MP 33.53

MP 44.6 to MP 45.6

MP 49.7 to MP 59.9

MP 63.0 to MP 71.5

**5 MT:**

MP 45.6 to MP 49.7

**4. General Code of Operating Rules Items**

**Rule 5.5**—Advance Warning signs have been placed at MP 46.0 for westward trains and at MP 49.0 for eastward trains for MT 4, MT 5, and MT 6. This is less than 2 miles in advance.

**Rule 5.8.2**—Within the state of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR Rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 5.8.2, Sounding Whistle—Quiet Zone Locations—**

Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

Location:	Milepost:
E. Second Street	1217.98
Whitefish State Park Rd.	1221.07
All Road Crossings	64.0 to 64.1

**Rule 5.13**—A dwarf signal with a B marker is a blue signal.

**Rule 6.3**—When receiving verbal authority from the Glacier Dispatcher to proceed west at the west end of Whitefish (MP 1219.9) crew must ascertain that the Boyer East Dispatcher has also granted authority to proceed west of the control point.



All movements beginning at the eastbound control signal at West Whitefish (MP 1219.9) and continuing East will be authorized by the Glacier Dispatcher.

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

**Rule 6.26**—The 5 main tracks between MP 45.6 and MP 49.7 are numbered (facing westward, from right to left) Main 1, Main 2, Main 4, Main 5, and Main 6. There is currently no Main 3.

**Rule 10.2**—The following switches are not equipped with electric locks:

Location	Milepost
National Feed	66.27
Boise Cascade Industries	66.33
Georgia Pacific	66.43
Owens Corning Industries	66.57
American Recycling	67.01
Starch Plant	70.15

**Rule 10.3**—A sign reading “Track and Time Point One” has been installed within the control point at MP 66.0. Track and time may be issued using this sign as a designated point. Trains and employees must not occupy the track beyond this sign. Diagrams are posted in the MOW lunch room, Building 1 at Parkwater, and in the TY&E lunch room at Yardley for review.

#### 5. Trackside Warning Detectors (TWD)

- A. Protecting bridge, tunnel or other structures
  - MP 1258.1—WWD only—Recall Code 428
  - MP 1276.4—EWD only—Recall Code 458
  - MP 1315.9—WWD only—Recall Code 468
  - MP 1324.1—DED—EWD only—Recall Code 469
  - MP 1352.9—Recall Code 479
  - MP 1381.6—EWD only
  - MP 1398.6—WWD only—Recall Code 488
  - MP 0.8—DED—WWD only
  - MP 8.5—DED—EWD only—Recall Code 498
  - MP 60.1—WWD only—Recall Code 498
  - MP 70.5—DED—WWD only—Recall Code 438
- B. Other TWD locations
  - MP 1222.2—DED/Exception Reporting
  - MP 1228.1—DED/Exception Reporting
  - MP 1232.8—DED/Exception Reporting
  - MP 1236.6—Recall Code 418
  - MP 1242.4—DED/Exception Reporting
  - MP 1246.4—DED/Exception Reporting
  - MP 1253.8—DED/Exception Reporting
  - MP 1258.1—EWD only—Recall Code 428
  - MP 1276.4—WWD only—Recall Code 458
  - MP 1283.2—DED/Exception Reporting
  - MP 1286.7—DED/Exception Reporting
  - MP 1291.2—DED/Exception Reporting
  - MP 1296.1—Recall Code 467
  - MP 1301.2—DED/Exception Reporting
  - MP 1305.8—DED/Exception Reporting
  - MP 1311.2—DED/Exception Reporting
  - MP 1315.9—EWD only—Recall Code 468
  - MP 1320.0—DED/Exception Reporting
  - MP 1324.1—DED—WWD only—Recall Code 469
  - MP 1330.4—DED/Exception Reporting
  - MP 1337.2—DED/Exception Reporting
  - MP 1340.5—Recall Code 468
  - MP 1346.5—DED/Exception Reporting
  - MP 1349.0—DED/Exception Reporting
  - MP 1357.8—DED/Exception Reporting
  - MP 1361.8—DED/Exception Reporting
  - MP 1366.3—Both Tracks—Recall Code 478
  - MP 1370.5—DED/Exception Reporting

MP 1375.3—DED/Exception Reporting  
 MP 1381.6—WWD only—Recall Code 487  
 MP 1384.2—DED/Exception Reporting  
 MP 1391.0—DED/Exception Reporting  
 MP 1398.6—EWD only—Recall Code 488  
 MP 2.9—DED—Exception Reporting  
 Recall Code 497  
 MP 8.5—DED—WWD only—Recall Code 498  
 MP 11.7—Recall Code 487  
 MP 16.5—DED—Exception Reporting  
 MP 24.2—Recall Code 488  
 MP 27.1—DED—Exception Reporting  
 MP 33.5—DED—Exception Reporting  
 MP 36.8—DED—Exception Reporting  
 MP 41.2—Recall Code 497  
 MP 47.0—DED—Exception Reporting  
 MP 51.9—DED—Exception Reporting  
 MP 56.1—DED—Exception Reporting  
 MP 60.1—EWD only—Recall Code 498

#### 6. FRA Excepted Track

Industrial trackage on SCP line between UP crossover east of Long Lake Lumber and Argonne Road  
 Ideal Cement Spur off Main 1 at Irvin  
 Industrial SCP tracks  
 Centennial Mill tracks and leads  
 Napa Street all trackage on Alki Spur  
 The Starch Plant off Main 2

#### 7. Special Conditions

**Whitefish**—When road crews come on duty at Whitefish, they will use the following process:

1. Inform the dispatcher they are on the property using intercom in on duty building.
2. Receive a General Track Bulletins from the dispatcher following notification in number 1 above.
3. Board train and notify the dispatcher when they are prepared to depart.

Road crews arriving at Whitefish on trains that do not pickup or set out at Whitefish will leave a copy of their train list (wheel report) on the engineer's console of the lead locomotive.

To avoid blocking road crossing, all eastward trains must not pass State Park Crossing without dispatcher permission.

The switch at the west end of the yard on track 3410 at the crossover to the pocket track must be left lined for the yard lead when not in use.

**Whitefish Fueling Facility**—TY&E employees will not deliver or receive their power directly at the fueling facility. Power inbound to the fueling facility will be tied up on the Old Fuel Track. Outbound power will not be boarded until Mechanical Department personnel have moved it off the fueling facility.

#### **Flathead Tunnel, between Twin Meadows and Rock Creek**

If, for any reason, eastward trains stop in tunnel, members of crew on both head end and rear end of train must communicate with each other on the phone located in each bay of the tunnel and have a thorough understanding with entire crew whether train will be backed out of tunnel or proceed eastward to Twin Meadows.

In each bay of the tunnel is a supply of emergency tools which include an E knuckle, air hoses, wrench, hammer, chisel, and air hose supports. Contact the Whitefish trainmaster to replenish any supplies used.

If a train is stopped in the tunnel, protection and safety of all crew members must be provided for, including deadhead crews.



Comply with rules pertaining to protection of your train. In case of emergency, a train in the tunnel may make a forward or reverse movement to Twin Meadows or Rock Creek without flag protection.

Crews of all trains stopped in Flathead Tunnel must communicate with the train dispatcher to have the tunnel ventilating fans operating and the door at Twin Meadows closed during the time the train is standing. Telephones are located in each bay in the tunnel.

When it is necessary to enter the Flathead Tunnel under a restrictive signal indication, the train dispatcher must complete a full flush prior to giving that train permission. Train dispatcher must leave the fans on in the tunnel while the train is enroute. The ventilating fan and tunnel door are located at the east portal of Flathead Tunnel, MP 1264.5. The eastward absolute signal is located 120 feet west of the tunnel door, and the westward absolute signal is located 166 feet east of the tunnel door. These two signals are for the door only. When a train or engine is stopped by either of these signals, contact the train dispatcher by telephone. Great care must be taken before proceeding to see that the tunnel door is in the fully opened position.

In the event that the tunnel door is closed denying movement, the crew must first contact the train dispatcher who will take the proper action. However, instructions and emergency push buttons for operating the tunnel door are located inside the air lock door at the east end on the south side of the tunnel.

A Tunnel Emergency Respirator Program is in place. This program is designed to offer the highest level of respiratory protection to train crews and other persons riding trains through long tunnels. Employees who ride freight trains through the Flathead Tunnel must be trained on the use of Self-Contained Breathing Apparatus (SCBA) and have an SCBA in their possession when traveling through the tunnel.

Transportation employees are required to recertify every 12 months. The Survivair SCBA management system will provide the employee notification requirements up to 30 days in advance while using the system. It is the employee's responsibility to maintain certification. Employees not certified are considered not qualified for this territory. Employees must contact supervisor for recertification. EXCEPTION: Passenger Trains are exempt from this requirement.

These SCBA units must be checked in on arrival at Whitefish or Hauser / Spokane upon completion of tour of duty.

SCBA Air Tanks have been placed in each bay of the tunnel. Whenever one is used, notify the dispatcher immediately and advise the trainmaster at Whitefish the number of air tanks used and where they were left so that they can be recharged at once. Used air tanks must be left at Spokane or Whitefish.

Employees must be careful when using a fusee in the Flathead Tunnel and crews handling hazardous materials must exercise extreme caution when using a fusee.

**Emergency Communications in Flathead Tunnel**—Crews working in Flathead tunnel must have a portable radio equipped with Channel 20/54 or MRAS Channel 7—AAR 09-92:

1. Initial contact with the dispatcher is 911. After the initial contact is made, determine by a safety briefing the best method of communication between the crew members and the dispatcher.
2. Preferred method of communications with dispatcher: Engineer set locomotive radio to Channel 20/54 and conductor turn portable to Channel 20/54. This allows a complete link between engineer, conductor and dispatcher.

3. Second method is to use MRAS Channel 7 (AAR 09-92), Yellow telephone number—863-0219. Request dispatcher to monitor channel.
4. Dispatcher Telephone Numbers  
Trick Dispatcher—911 or 8-234-1611  
Chief Dispatcher—8-234-1300 or 1301

**Rock Creek**—Eastward trains that change crews between East Rock Creek MP 1272.2 and East Industry MP 1272.7 will stop at the east industry switch to do so. Under no circumstances will crews walk down steep embankment to van.

**Boyer Manual Interlocking**—MP 1402.51 UP Crossing located just west of west switch Boyer, operated by Boyer East Dispatcher.

**Athol**—Due to line change, MP 29 and MP 30 are missing.

**Hauser Fueling Facility**—Blue signal protection will be displayed on Main 4, 5, and 6 entering the New Hauser Fueling Facility at West and East Hauser Control Points, Main 4,5, and 6; at the West and East entrance to the Fueling Platform; leaving the Unloading Platform MP 47.1; and leaving the setout track at West Downing. A dwarf signal with a B marker is a blue signal and, as with a flashing blue light, it may not be passed.

**Yarding Instructions**—The crew must contact the Mechanical Supervisor in charge via radio channel 31 prior to entering or departing the fuel pad, located between MP 47.4 and MP 47.7. Trains or engines may not occupy the fueling pad until fuel spotting instructions have been provided by the Mechanical Supervisor in charge. When required to spot a DP consist on the rear of a train for fuel and service, the outbound conductor will spot the consist in the desired location working with the Mechanical Leadman. Once the DP units are spotted, the Engineer will make a 20 psi. brake pipe reduction, fully apply the independent brake, center the reverser, and notify the Leadman via radio channel 31 that the train is secure. Mechanical will place a blue flag on the lead locomotive and activate the electronic blue flags while the crews are servicing the units. The Mechanical Supervisor will notify the crew when the electronic blue flags have been removed. The maximum speed on the Main 3 pad is 5 MPH. The whistle will be used only in an emergency. The bell will be rung continuously.

**Pac Hyde**—Track 911, do not spot cars inside the facility gate. All cars and engines must be handled outside the gates due to close clearances.

**Irvin, Moveable Point Frogs**—Instructions for hand operation are contained in the System Special Instructions.

**University Road Crossing at MP 64.03**—A whistle ban is in effect at the University Road public crossing located at MP 64.03. GCOR Rule 5.8.2 (Sounding Whistle) is suspended as it pertains to the public crossing at University Road. However, an engine's bell will continue to be rung as required by GCOR Rule 5.8.1 (Ringing Engine Bell).

This whistle prohibition does not preclude the sounding of an engine's whistle in the event the highway grade crossing warning system fails at University Road, nor is it intended to stop the sounding of an engine's whistle to provide a warning to vehicle operators, pedestrians, trespassers, or crews on other trains in an emergency situation if, in the engineer's sole judgement, such action is appropriate to prevent imminent injury, death, or property damage. This whistle prohibition is also not intended to stop the sounding of an engine's whistle to provide necessary communication with other trains and train crew members if other means of communication are unavailable.

An engine's whistle will continue to be sounded at ALL other public crossings.

**Parkwater (Spokane) Roundhouse**—The tracks at the roundhouse are protected by electronically activated derails. Prior to entering onto or departing from the tracks protected by these derails, TY&E employees must contact Mechanical Department personnel on Radio Channel 53.

**Parkwater**—At the fueling facility, if a locomotive is on the fuel dock, or is blue-flag protected on any track, the locomotive is not to be occupied until the Mechanical Department's service crew has completed its work and the blue flag(s) have been removed.

**Yardley Manual Interlocking**—At Yardley (Havanna Street) and Napa streets—controlled by Boyer West dispatcher.

**Spokane**—Within city limits, GCOR Rule 5.8 applies at all public crossings including Havanna Street.

Outbound train crews, for trains destined west via Wenatchee and east via Whitefish, must have a record of ETD test as per ABTH Rules.

All trains and/or engines will get permission from the yardmaster before entering the yard or moving from a yard track. The yardmaster will communicate with any affected switch crew before authorizing the movement.

**Safety Lockout Program-Spokane**—Switch locks are installed at Yardley at both ends of the following tracks:  
Tracks 1 through 16 and 45 through 59  
Crossovers 1, 59, 2, 2 to 1, and from the Main Track to 1 Track through the hand-throw switches (the Hard Way).

Under the authority of the conductor or foreman in charge, the employee will be required to lock both ends of a track while coupling air hoses, and/or performing air tests on their own train. This requirement will not apply to a conductor or foreman who is only coupling air hoses between their locomotive and the train or between cars they will be handling. The conductor or foreman may request the assistance of a switch or road crew operator at either end of their track to lock or unlock tracks for their protection.

Upon completion of coupling air hoses, and/or air testing, the conductor or foreman must notify the yardmaster when his crew is unlocking the track. It will not be necessary for the crew to remove the locks at both ends of the track upon their departure. Any yard or train crew member who encounters a locked track in the yard, must call the yardmaster to make sure the track is clear of employees working on their train and to get permission to remove the lock before switching any car into that track.  
**SWITCH LOCKS MAY NOT BE REMOVED WITHOUT THE AUTHORITY OF THE YARDMASTER.**

These procedures are a tool for your use to provide additional protection while in a specific track. They are not intended to supersede GCOR Rule 5.13, (Blue Flag Signal Protection of Workmen). The conductor or foreman in charge must notify the yardmaster before locking out any track.

#### **Application of Handbrakes on Grade—**

Spokane Yard—Call Yardmaster for instructions.  
Erie Street—Call Yardmaster for instructions.

**Remote Control Operations**—Signs located at MP 1217.5 and MP 1221.8, designate the Remote Control Area at Whitefish.

Signs located at MP 1.1 (Spokane Subdivision) and MP 65.08 (Kootenai River Subdivision) designate the Remote Control Area at Yardley.

**Remote Control Zone Yardley**—Signs located at MP 68.6 (east of "Around the Horn" switch) and MP 68.2 (west of Havanna St.) designate the Remote Control Zone (RCZ) on the old main at the west end of Yardley Yard.

**Activation/Deactivation Procedure**—The Remote Control Operator will contact the Desk One Yardmaster and request that the RCZ be activated. After permission is received from the yardmaster, the RCZ will be activated. The RCZ will remain activated until the Remote Control Operator has notified the yardmaster that the RCZ has been deactivated.

Before occupying or fouling the tracks within the RCZ, the Desk One Yardmaster must be contacted to determine if the RCZ is activated. The Desk One Yardmaster may instruct movement beyond the RCZ signs when the RCZ has been deactivated by the Remote Control Operator.

**Dynamic Braking**—In order to comply with minimum dynamic brake requirements for trains on the Hi Line, Stampede, and Scenic subdivisions, crews on such trains, before departing Seattle (Interbay), Tacoma, Everett (if train originates at Everett), Havre, Sandpoint (if originating from MRL RR), Spokane (if train originates at Spokane), or Pasco (if train originates at Pasco), must:

1. Inspect locomotive consist before departing locations outlined above and determine if any locomotives in consist have dynamic brakes cut out and/or are tagged defective. (Cut out traction motor(s) on DC locomotives results in inoperative dynamic brake).  
NOTE: Before cutting in a dynamic brake found cut out but not tagged defective, contact Mechanical Help Desk and be governed by that supervisor's instruction.
2. If any locomotive in consist is found not to have an operative dynamic brake, immediately report this fact to local mechanical forces and Mechanical Help Desk.
3. Any dynamic brake failure that occurs enroute thereafter must be reported to the Mechanical Help Desk.
4. All relieving locomotive consist is not required if this information concerning dynamic brakes of consist is left on controlling locomotive.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake & Train Handling Rule 103.2.1, Item B. When mechanical personnel makeup locomotive consist and/or perform daily inspection of locomotive consists:

1. Where locomotive consists are made up by mechanical personnel, mechanical personnel will set up locomotive consist in compliance with 28-axle dynamic brake limitation (if more than 28 rated DB axles in consist) along with the other consist set up procedures for each locomotive in the consist.
2. During that inspection, mechanical personnel note all defective dynamic brakes in consist when consist is initially made up and leave this information on controlling locomotive for the locomotive engineer.
3. Local terminal operating supervision at Havre, Spokane and Seattle will communicate to mechanical personnel the minimum dynamic brake requirements for locomotive consist being built for trains requiring a minimum number of DB axles for the heavy grade territories.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Naples	3935	
	3932	
Samuels	3918	
Olney	3703	dock
	3703	chip loader
Whitefish	3452	
	3441	center fuel track
	3442	south fueler

**Close Track Centers**—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Erie Street Yard 1 thru 3  
4 thru 6  
7 - 8  
9 thru 11  
13 thru 15

**Test Mile Location**

MP 1248.0 to MP 1249.0— WWD  
MP 1244.2 to MP 1245.2— EWD  
MP 1311.95 to MP 1312.95  
MP 1350.0 to MP 1351.0  
MP 1373.0 to MP 1374.0  
MP 1227.0 to MP 1228.0—WWD  
MP 1342.0 to MP 1343.0  
MP 34.0 to MP 35.0

**List of Long and Short Miles**

MP 1307 and MP 1308 between Riverview and Ripley is 13,077 feet long.  
MP 1337 to MP 1338 at Troy is 9,684 feet long.  
MP 1359.0 to MP 1360.0 is 4,625 feet long.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Kootenai River Subdivision.

**Flash Flood Warnings**—Refer to Item 33 in the System Special Instructions. The following locations have been identified as “critical areas” and are limited to restricted speed:

MP 1299.0  
MP 1305.5  
MP 1320.3  
MP 1329.4 to MP 1329.8  
MP 1334.0 to MP 1335.0  
MP 1340.0 to MP 1341.0  
MP 1357.6  
MP 1363.3  
MP 1372.0  
MP 1375.0  
MP 1381.5  
MP 1382.0  
MP 7.8  
MP 51.3  
MP 58.0

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

627 ..... Hauser Yard  
650 ..... Whitefish Yard  
651 ..... Spokane  
652 ..... Spokane passenger tracks 5 & 6  
and crossover to main track.  
653 ..... Hillyard Shop Yard  
654 ..... Hillyard WFE  
655 ..... Hillyard WFE Shop

**Road Line Segments**

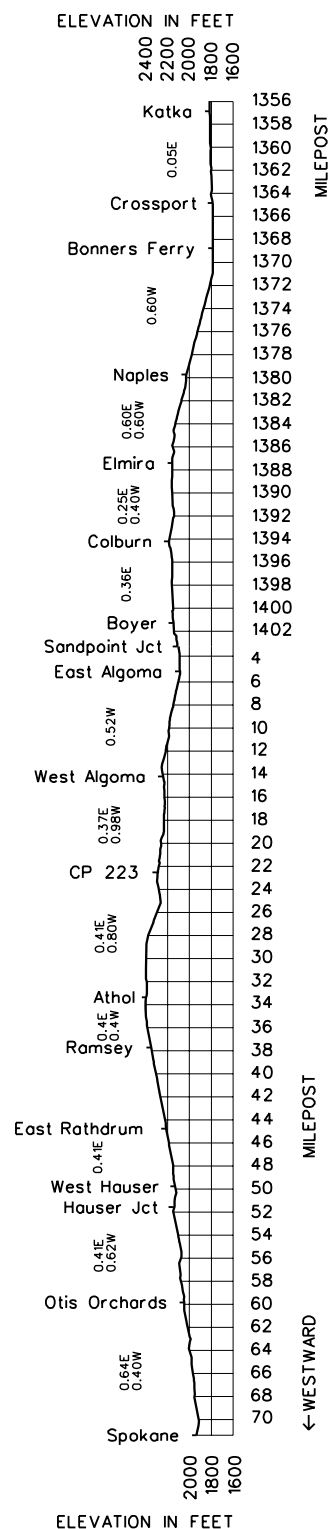
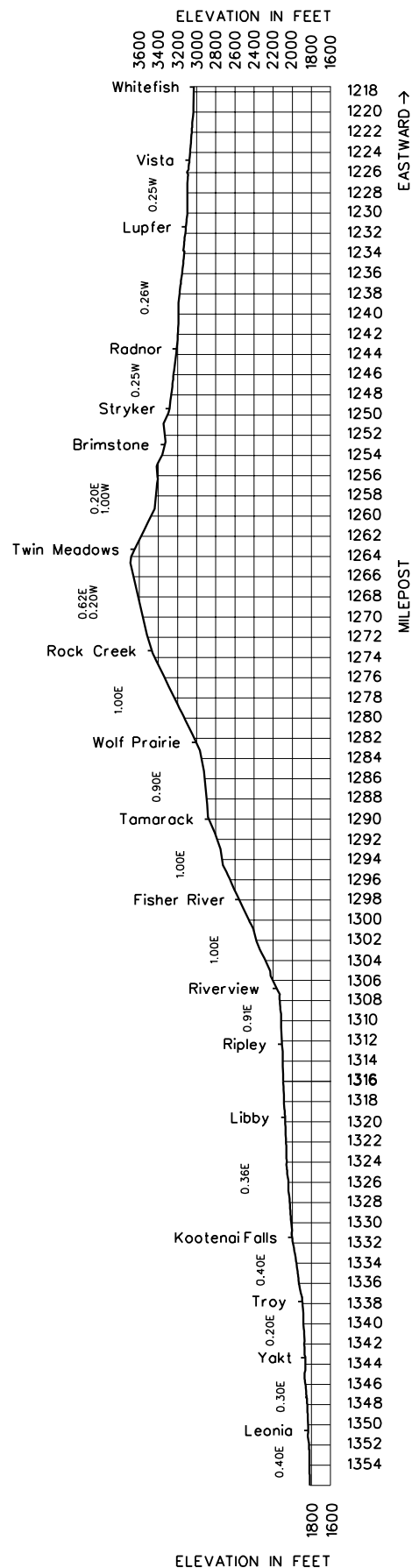
**Line Segments Limits**

36 ..... Whitefish to Sandpoint Jct.  
45 ..... Sandpoint Jct. to Spokane

**9. Other Location Information**

Name	Miles - Location	Capacity Cars	Switch Opens
01618 Olney	5.5 west of Lupfer	75	Both
01744 Swamp Creek (3 Trks)	3.1 east of Twin Meadows	83	East
Crossport (Main 2) set out track	0.6 east of Crossport	4	East
Fodge Spur	0.7 miles east of Bonners Ferry	40	West
01772 Moravia	4.9 west of Bonners Ferry	21	East
01790 Samuels (Cedapine Veneer)	10.0 east of Boyer	9	East
01791 Emerson Spur	Off WI Forest Prod. Spur	15	West
01792 WI Forest Prods Spur	7.8 east of Boyer	15	West
Boyer Jct. Switch	MP 1401.25 to Sandpoint Yard		East
01858 Velox	2.6 east of Irvin	20	West
01860 Trentwood	1.6 east of Irvin	30	West

## 10. Grade Charts



SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Laurel Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑
						Rule 6.28			
		32777	224.5	GREAT FALLS	BJT			7.9	
	9,520	32766	216.6	WHITE BEAR				22.2	
	6,743	32748	194.4	ARMINGTON				11.3	
		32736	183.1	RAYNESFORD				13.9	
	8,445	32724	169.2	GEYSER				14.1	
	9,500	32707	155.1	STANFORD				20.0	
	6,196	32688	135.1	MOCCASIN	JT			5.3	
		32683	129.8	HOBSON				7.4	
			122.4	SIPPLE	J	TWC	362	8.0	
		32668	114.4	BUFFALO				12.3	
	6,654	32655	102.1	JUDITH GAP				20.3	
	6,339	32635	81.8	HEDGESVILLE				25.7	
	6,442	32609	56.1	CUSHMAN				19.6	
	6,400	32590	36.5	BROADVIEW				4.3	
	9,800	32586	32.2	WALTER	J			7.6	
	9,425	32575	24.6	ACTON				20.4	
		32557	4.2	HESPER				3.5	
		30853	0.74	MOSSMAIN	JT	Rule 6.28		223.8	

**Radio Channel No. 70 in service.**

Radio Call-In		
Belmont - 51(X)	Judith Gap - 70(X)	Stanford - 72(X)
Raynesford - 73(X)	Great Falls - 71(X)	Hesper - 60(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

**Dispatcher Information**

(817) 867-7093, Fax (817) 234-1606 0900-1700 M-F only  
 (817) 867-7109, Fax (817) 234-6074 1700-0900 M-F and all other times

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

**Freight**

MP 224.5 to MP 0.74 .....49 MPH.

**1(B). Speed—Permanent Restrictions**

MP 222.4 to MP 220.3 .....25 MPH.  
 MP 220.3 to MP 219.1 .....30 MPH.  
 MP 211.1 to MP 210.2 .....40 MPH.  
 MP 210.2 to MP 208.3 .....25 MPH.  
 MP 200.4 to MP 200.2 .....25 MPH.  
 MP 200.2 to MP 198.3 .....35 MPH.  
 MP 184.0 to MP 181.5 .....40 MPH.  
 MP 161.5 to MP 159.6 .....25 MPH.  
 MP 159.6 to MP 153.0 .....40 MPH.  
 MP 149.6 to MP 149.0 .....25 MPH.  
 MP 149.0 to MP 146.1 .....40 MPH.  
 MP 44.8 to MP 43.9 .....25 MPH.  
 MP 21.3 to MP 13.1 .....35 MPH.  
 MP 13.1 to MP 10.0 .....25 MPH.  
 MP 1.4 to MP 0.74 (HER) .....20 MPH.  
 MP 0.74 to MRL 1st Subdivision MT .....10 MPH.

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

All sidings, except Walter .....10 MPH.  
 MP 44.2 to 44.4, trains with autorack equipment .....13 MPH.  
 (Trains with M3E and M3F equipment are prohibited)

**Temperature Restriction**—When the ambient air temperature is 85 degrees or greater, all trains must not exceed 35 MPH unless a more restrictive speed is in effect.

Item 1A, System Special Instructions applies.

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

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

Mossmain to Great Falls..... 143 tons, Restriction C

Hobson track 6712 is restricted to one locomotive.

**3. Type of Operation**

**TWC**—in effect:

MP 222.4 to MP 1.4

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

**Yard Limits**—in effect:

At Moccasin—CMR Trackage MP 0.4 to MP 2.0

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2. Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 6.28**—In effect:

MP 224.5 to MP 222.4

MP 1.4 to MRL 1st Subdivision MT

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

**Rule 8.11**—The Walter Junction switch on Walter siding can be left lined and locked in the position last used. All movements must approach this switch prepared to stop.

**Rule 8.12**—Walter Crossover: The switch on the main track is POS enabled and the position of this switch can be protected by track warrant. The switch on the siding can be left lined and locked in the position last used, however, it must be in the same position as the switch on the main track. Trains stopping to line either end of the crossover switch must also line the other end of the crossover to the corresponding position and report the position of the Walter Crossover to the train dispatcher.

All movements using the Walter siding must approach the Walter Crossover switch prepared to stop.

**5. Trackside Warning Detectors (TWD)**

A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations

MP 14.8—Recall Code 608

MP 27.9—Recall Code 288

MP 48.5—Recall Code 488

MP 69.3—Recall Code 728

MP 95.3—Recall Code 718

MP 129.9—Recall Code 738

MP 151.7—Recall Code 728

MP 176.9—Recall Code 717

MP 204.5—Recall Code 718

**6. FRA Excepted Track—None**



**7. Special Conditions**

**Painted Robe Tunnel**—From MP 44.18 to MP 44.39, trains carrying multi-level autorack equipment must not exceed 13 MPH. until all such equipment has cleared the tunnel. Multi-level equipment of car kind M3E and M3F is prohibited through this tunnel.

**Laurel Subdivision**—Auto racks with the car kind M3E and M3F are restricted from operation on the Laurel Subdivision. Additionally, double stack equipment is restricted to a single level of containers and cannot be double stacked.

**MRL Trackage**—Trains operating between MP 0.74 and the MRL 1st Subdivision MT are operating on MRL trackage.

**Remote Control Operations**—Signs located at MP 114.5 (Ft. Benton Subdivision), MP 222.4 (Laurel Subdivision) and MP 3.5 (Great Falls Subdivision) Great Falls Zones 3, 4, 6 and 8 designate the Remote Control Area at Great Falls.

**Loaded Unit Trains**—Loaded unit trains of 52 cars or more will hold the main track at the following meeting or passing points: Cushman, Hedgesville, and Judith Gap.  
Exception: This restriction does not modify the operating restrictions for Key Trains.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Broadview	7506	grain elevator
	7506	loading dock
Judith Gap	7098	overpass
	7010	old mill
Buffalo	6911	grain elevator
Hobson	6713	grain elevator
	6713	loading dock
Windham	6514	elevator spout
Stanford	6401	loading dock
	6401	pump house
	6402	grain elevator

**Close Track Centers**—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Broadview	7506
Judith Gap	7098, 7010
Buffalo	6911
Hobson	6713
Windham	6514
Stanford	6401, 6402

**Test Mile Locations**

MP 3.5 to MP 4.5

MP 215.3 to MP 216.3

**List of Long and Short Miles**

MP 221 to MP 222—4768 ft.

MP 219 to MP 220—4473 ft.

MP 218 to MP 219—4492 ft.

MP 217 to MP 218—4479 ft.

MP 216 to MP 217—4699 ft.

MP 215 to MP 216—4551 ft.

**Track Warrant Protect Open Switch (POS)**—POS is in effect on the Laurel Subdivision. Refer to item 15 of the System Special Instructions.

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

None

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

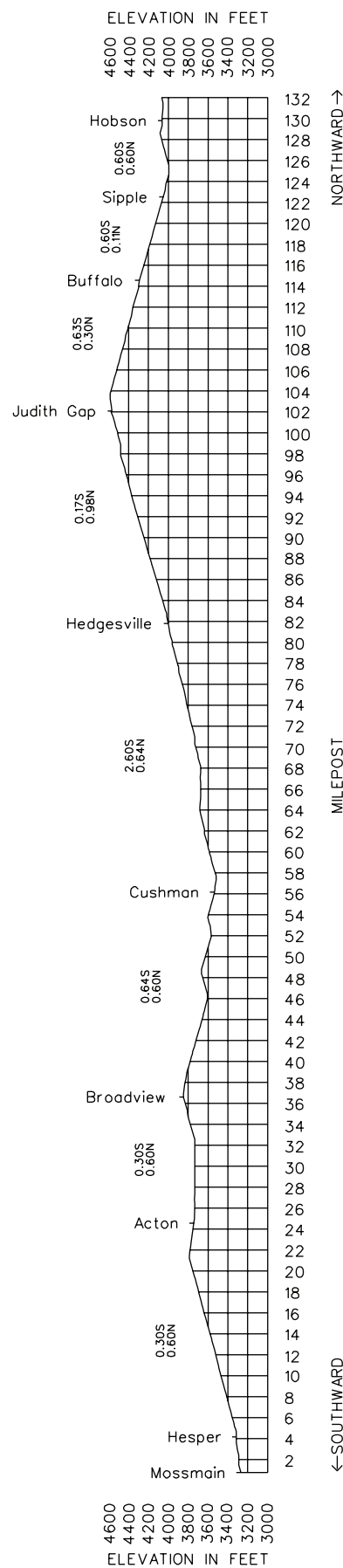
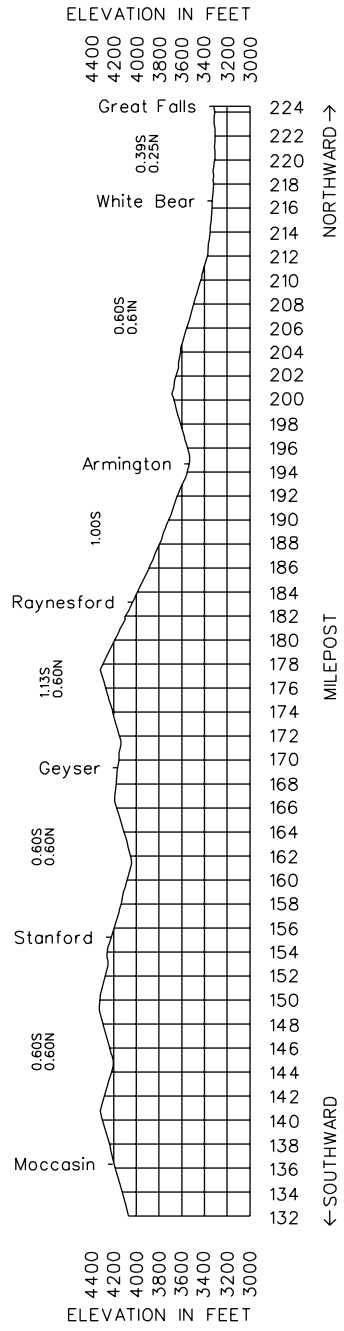
362 ..... Mossmain to Great Falls

**9. Other Location Information**

Name	Miles - Location	Capacity Cars	Switch Opens
32563 Rimrock	5.3 north of Hesper	16	South
32581 Comanche	8.5 south of Broadview	18	South
32622 Franklin	12.6 south of Hedgesville	11	South
32687 Grove	.01 south of Moccasin	12	South
32700 Windham	7.1 south of Stanford	18	South
32754 Wayne	MP 201.4	18	Both
32574 Acton Ind.	17.3 north of Hesper	13	North
32709 Stanford Yard Tracks	1.2 south of Stanford	48	Both
32769 Gerber Industry	3.3 south of White Bear	40	Both



10. Grade Chart



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

**Radio Channel No. 70 in service.**

Radio Call-In
Lewistown - 70(X)
Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5

**Dispatcher Information**

(817) 867-7093, Fax (817) 234-1606 0900-1700 M-F only  
(817) 867-7109, Fax (817) 234-6074 1700-0900 M-F and all other times

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

MP 0.0 to MP 25.5 ..... **Freight** 25 MPH.

**1(B). Speed—Permanent Restrictions**

MP 21.8 to MP 24.0 ..... 10 MPH.  
MP 24.0 to MP 28.3, end of track..... 8 MPH.

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

All industry tracks..... 10 MPH.

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions applies.

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

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

Sipple to Glengarry..... 143 tons, Restriction D  
Glengarry to Lewistown..... 134 tons, Restriction G

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

MP 0.0 to MP 25.5

**Restricted Limits—in effect:**

MP 24.0 to MP 28.3

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

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

**Lewistown**—Track 8213 Switch (Old GN Wye Switch) must be left lined and locked for spur track movement.

**Short Whistle Posts**

Crossing at MP 0.11, whistle post is 270 feet east of crossing.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Moore	8099	overhead grain elevator
	8003	east grain elevator
	8003	west grain elevator

**Close Track Centers**—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Moore 8099, 8003

**List of Long and Short Miles**

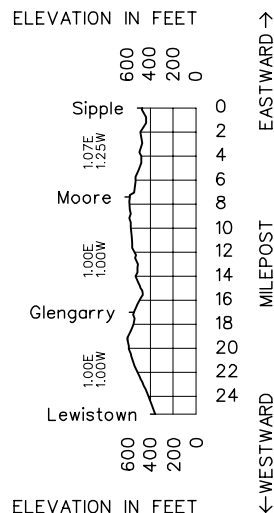
MP 6 to MP 7—3780 ft.

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

None

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

368 ..... Sipple to Lewistown

**9. Other Location Information—None****10. Grade Chart**

Length of Siding (Feet)	Station Nos.	Mile Post	Milk River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.
11,700	01192	278.2	GLASGOW	B	CTC	35	11.2
8,321	01205	289.4	TAMPICO				14.1
13,259	01219	303.5	HINSDALE				12.7
10,107	01232	316.2	SACO				14.4
8,106	01245	330.6	BOWDOIN				12.7
8,520	01259	343.3	MALTA				9.5
10,756	01268	352.8	WAGNER				7.9
7,417	01276	360.7	DODSON				15.2
8,526	01291	375.9	SAVOY				11.8
7,285	01345	387.7	HARLEM				11.9
10,217	01315	399.6	ZURICH				9.2
7,390	01324	408.8	CHINOOK				8.0
10,003	01332	416.8	LOHMAN				10.6
		427.4	HAVRE EAST				1.9
9,351		429.3	HAVRE CENTER	X(2)			1.1
	01345	430.4	HAVRE	BT			1.5
		431.9	HAVRE WEST	X(2)			2.9
	01350	964.8	PACIFIC JCT	J	2 MT CTC		156.6

**Radio Channel No. 66 in service.**

Radio Call-In		
Glasgow - 18(X)	Hinsdale - 19(X)	Malta - 20(X)
Harlem - 23(X)	Havre - 25(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

**Dispatcher Information**

Havre East, DS 68—(817) 867-7068, Fax (817) 234-1602

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

	Passenger	Freight
MP 277.5 to MP 964.8 .....	79 MPH.....	60 MPH.*

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

1. Train does not contain empty car(s). Refer to Rule 1(E) for determining speed for multiplatform, intermodal equipment.
2. Train does not exceed 8,500 feet. Exception: Trains operating with distributed power equipment with remote DP automatic brake valve cut in may operate at 70 MPH up to 10,000 feet in length.
3. Train does not average more than 80 TOB. Exception: Trains consisting entirely of intermodal equipment, autoracks (equipment designed to carry automobiles/trucks) or a combination or both may operate at 70 MPH with tons per operative brake as great as 90, and; Trains consisting entirely of loaded double-stack equipment may operate at 70 MPH with tons per operative brake as great as 105.
4. Engineer can control speed to 70 MPH without use of air brakes. (If unable to control speed to 70 MPH on long descending grades, two additional attempts are allowed to control speed with dynamic brake at slower speeds before speed must be reduced to 55 MPH while negotiating descending grade.)

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

**1(B). Speed—Permanent Restrictions**

	Passenger	Freight
MP 277.5 to MP 278.2 .....	35 MPH.....	35 MPH.
MP 278.2 to MP 279.6 .....	65 MPH.....	60 MPH.
MP 296.3 to MP 300.7 .....	60 MPH.....	55 MPH.
MP 311.8 to MP 312.1 .....	65 MPH.....	60 MPH.
MP 428.0 to MP 429.7 .....	55 MPH.....	50 MPH.
MP 429.7 to MP 431.9 .....	20 MPH.....	20 MPH.
MP 431.9 to MP 964.8, MT 1 .....	40 MPH.....	35 MPH.
MP 431.9 to MP 964.8, MT 2 .....	55 MPH.....	55 MPH.

**1(C). Speed—Switches and Turnouts**

Trains entering turnouts of controlled sidings, unless otherwise specified .....	20 MPH.....	20 MPH.
Crossovers Havre Center.....	10 MPH.....	10 MPH.
Crossovers Havre West .....	10 MPH.....	10 MPH.

**1(D). Speed—Other**

Turnouts and in sidings Harlem, Zurich, Chinook and Lohman .....	30 MPH.....	30 MPH.
Turnouts and siding, Tampico, Hinsdale, Saco, Bowdoin, Malta, Wagner, Dodson and Savoy.....	35 MPH.....	35 MPH.
Signal 433.1 Westward Trains (HER) over 100 TOB .....	40 MPH.....	40 MPH.
Signal 433.4 Eastward Trains (HER) over 100 TOB .....	40 MPH.....	40 MPH.
"A" Track Havre Yard.....	20 MPH.....	20 MPH.

Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.

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

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

Glasgow to Havre ..... 143 tons, Restriction A

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

MP 278.2 to MP 964.8

**Multiple Main Tracks**—in effect:**2 MT**

MP 431.9 to MP 964.7 (Hi Line Subdivision)

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

**4. General Code of Operating Rules Items**

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2. Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

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

**5. Trackside Warning Detectors (TWD)**

- A. Protecting Bridge, Tunnel or Other Structures
  - MP 282.8—DED—EWD only—Recall Code 187
  - MP 307.0—DED—WWD only—Recall Code 189
  - MP 314.6—DED—EWD only—Recall Code 197
  - MP 339.2—DED—WWD only—Recall Code 207
  - MP 347.0—EWD only—Recall Code 208
- B. Other TWD Locations
  - MP 282.8—DED—WWD only—Recall Code 187
  - MP 292.9—Recall Code 188
  - MP 298.0—Exception Reporting —Recall Code 186
  - MP 302.2—Exception Reporting —Recall Code 196
  - MP 307.0—DED—EWD only—Recall Code 189

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

**6. FRA Excepted Track—None**

**7. Special Conditions**

**Glasgow**—Roll-by inspections of departing trains must be done at a speed not to exceed 20 MPH. Unless otherwise provided, inbound train crews will perform inspections of departing trains. Roll-by inspections of trains is not required when the outbound train is delayed 15 minutes or more at Glasgow or the inbound crew is tied up and unavailable to perform the inspection.

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

**Havre**—Employees must contact the Power Desk Foreman on Channel 70 before moving locomotives in or out of the Roundhouse, Old Main Track, or the House Track.

**Havre Terminal Operating instructions**—When notified by the Train Dispatcher or Yardmaster that another movement is, or will be, occupying the main track between Havre West and Havre Center all movements between these two locations must be made at restricted speed regardless of signal indication.

Additionally, a job briefing must be conducted between crew members of all manned movements between Havre West and Havre Center prior to two or more trains/engines occupying the main track between these control points. A common understanding must be reached of each other's moves to be made.

**Milepost Conversion**—At MP 434.0 the milepost changes to MP 964.0.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Havre	2607 EE	S side at overpass
	2611 EE	N side at overpass
	2612 EE	S side at overpass
Harlem	2201	
	2202	

**Close Track Centers**—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Havre	2607-2608
	2609 thru 2611 under viaduct
	2612, 2740, 2741, 2742

**Test Mile Locations**

MP 283.1 to MP 284.1  
 MP 308.0 to MP 309.0  
 MP 345.8 to MP 346.8  
 MP 380.0 to MP 381.0  
 MP 411.6 to MP 412.6

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Milk River Subdivision.

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

None

**8. Line Segments**

**Yard Line Segments**

**Line Segment Limits**

701 ..... Havre  
 702 ..... Havre Diesel Shop

**Road Line Segments**

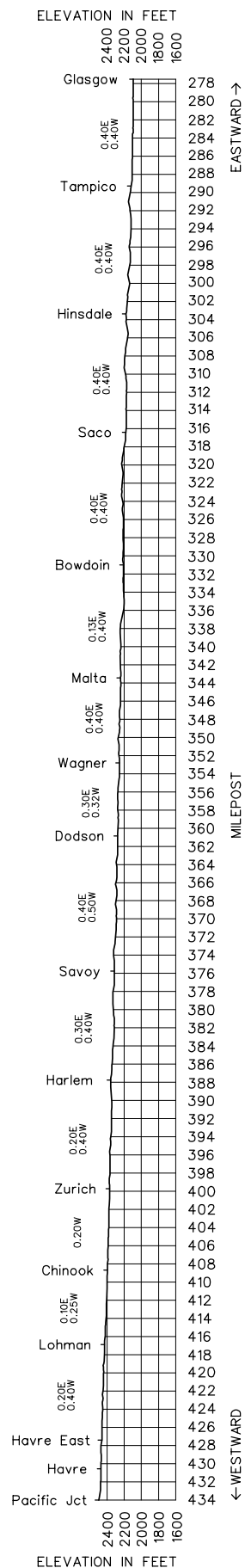
**Line Segment Limits**

35 ..... Glasgow to Pacific Jct.

**9. Other Location Information**

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

## 10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Mobridge Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		54721	707.0	ABERDEEN	JTB	Rule 6.28		2.2	
			709.2	ABERDEEN WEST	M			10.9	
	9,446	08320	720.1	MINA				8.1	
		08328	728.2	CRAVEN				5.1	
		08333	733.3	IPSWICH				8.3	
	7,834	08341	741.6	BEEBE		ABS TWC		7.0	
		08349	748.6	ROSCOE				8.6	
	7,758	08357	757.2	GRETNA				19.4	
		08377	776.6	JAVA JCT				7.6	
	7,673	08384	784.2	SELBY			2005	12.1	
	7,970	08396	796.3	GLENHAM		CTC		8.8	
		08405	805.1	MOBRIDGE	T			11.9	
	7,552	08417	817.0	WAKPALA				18.4	
	9,643	08435	835.4	McLAUGHLIN	B			28.2	
	7,735	08464	863.6	McINTOSH		ABS TWC		19.5	
	7,747	08482	882.1	MORRISTOWN				12.5	
	6,508	08495	894.6	THUNDERHAWK				15.1	
	8,326	08510	909.7	PETREL				16.3	
	9,690	08527	926.0	HETTINGER	B			219.9	

**Radio Channel No. 85 in service.**

**Radio Channel No. 36-83 in service for yard forces at Aberdeen.**

Radio Call-In		
Aberdeen West - 71(X)	Roscoe - 97(X)	Mobridge - 98(X)
Walker - 83(X)	Thunderhawk - 84(X)	Hettinger E - 93(X)
Radio Channel No. 54 in Service West of Hettinger		
Hettinger W - 27(X)	Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5		

#### Dispatcher Information

(817) 867-7198, Fax (817) 234-6096

### 1. Speed Regulations

#### 1(A). Speed—Maximum

MP 707.0 to MP 926.0 ..... **Freight** 40 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 709.4 (HER) (Public Crossing Aberdeen).....20 MPH.  
MP 801.5 to MP 802.7 .....25 MPH.

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

#### 1(D). Speed—Other

All sidings.....10 MPH.  
Aberdeen, over 3rd and 6th Avenue crossing (HER) .....10 MPH.  
Over the East and West Leg of Wye.....10 MPH.  
MP 706.0 to MP 709.1.....20 MPH.  
Over scale at Sun Products at MP 731.0 ..... 5 MPH.

When entering industry or yard tracks in Aberdeen Yard, trains or engines cannot exceed 7 MPH over the switch in a facing point movement with the following exceptions:

Former Geneseo Subdivision Jct. Switch  
Great Northern Yard Switch  
Drill Switch  
Rip Lead Switch  
East and West Fuel Dock Switches

East and West South Legs of Wye Switches  
East and West No. 1, No. 2 and No. 4 Track Switches  
East North Lead Switch  
West Power Switch  
Mardian's Switch  
Roundhouse Lead Switch

Item 1(A) of the System Special Instructions applies.

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

### 2. Bridge and Equipment Weight Restrictions

#### Maximum Gross Weight of Car

Aberdeen to Hettinger ..... 143 tons, Restriction C

No Locomotives over the scale at Sun Products

McIntosh elevator track restricted to one locomotive.

McLaughlin elevator track restricted to a maximum of one six-axle locomotive.

Loaded unit bulk commodity trains are permitted only on the following tracks:

- Main track between Aberdeen and Hettinger.
- Sidings at Beebe, Selby, Glenham, Wakpala, Morristown, Petrel and Hettinger.
- West Bowdle shuttle facility.
- Tracks 1, 2 and 4 at Aberdeen.

These trains are not permitted on Tracks 10, 11, 12, 13 and 14 at Aberdeen.

### 3. Type of Operation

**ABS**—in effect:

MP 709.1 to MP 795.5

MP 797.0 to MP 926.0

**TWC**—in effect:

MP 709.1 to MP 795.5

MP 797.0 to MP 926.0

**CTC**—in effect:

MP 795.5 to MP 797.0

**Manual Interlocking**—The Eastward and Westward absolute signals and the dual control switch at Aberdeen West, MP 709.2, are controlled by the train dispatcher. The method of operation for MW employees is Track and Time.

### 4. General Code of Operating Rules Items

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

**Rule 6.28**—MP 706.0 (Appleton Subdivision) to MP 709.1.

### 5. Trackside Warning Detectors (TWD)

A. Protecting bridges, tunnels or other structures: None

B. Other TWD locations

MP 723.6—Recall Code 718

MP 752.5—Recall Code 978

MP 766.6—Recall Code 987

MP 787.4—Recall Code 988

MP 813.2—Recall Code 989

MP 840.8—Recall Code 277

MP 866.8—Recall Code 278

MP 886.5—Recall Code 279

### 6. FRA Excepted Track—None



**7. Special Conditions****Between Aberdeen and Hettinger**—Dual control switches

located as follows:

Aberdeen Yard—West end

Glenham—East and West end of siding

Loaded grain and fertilizer cars are authorized on sidings and industrial tracks for originating grain trains, and fertilizer setouts at McLaughlin, Thunderhawk, Lemmon, and Scranton.

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Craven	2510	pipe and house track shed
Ipswich	2520	loading dock

**Test Mile Locations**

EWD—MP 919.0 to MP 918.0

MP 787.0 to MP 786.0

WWD—MP 723.0 to MP 724.0

MP 809.0 to MP 810.0

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

MP 925.0 to MP 917.0

MP 894.0 to MP 887.0

MP 831.0 to MP 814.0

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

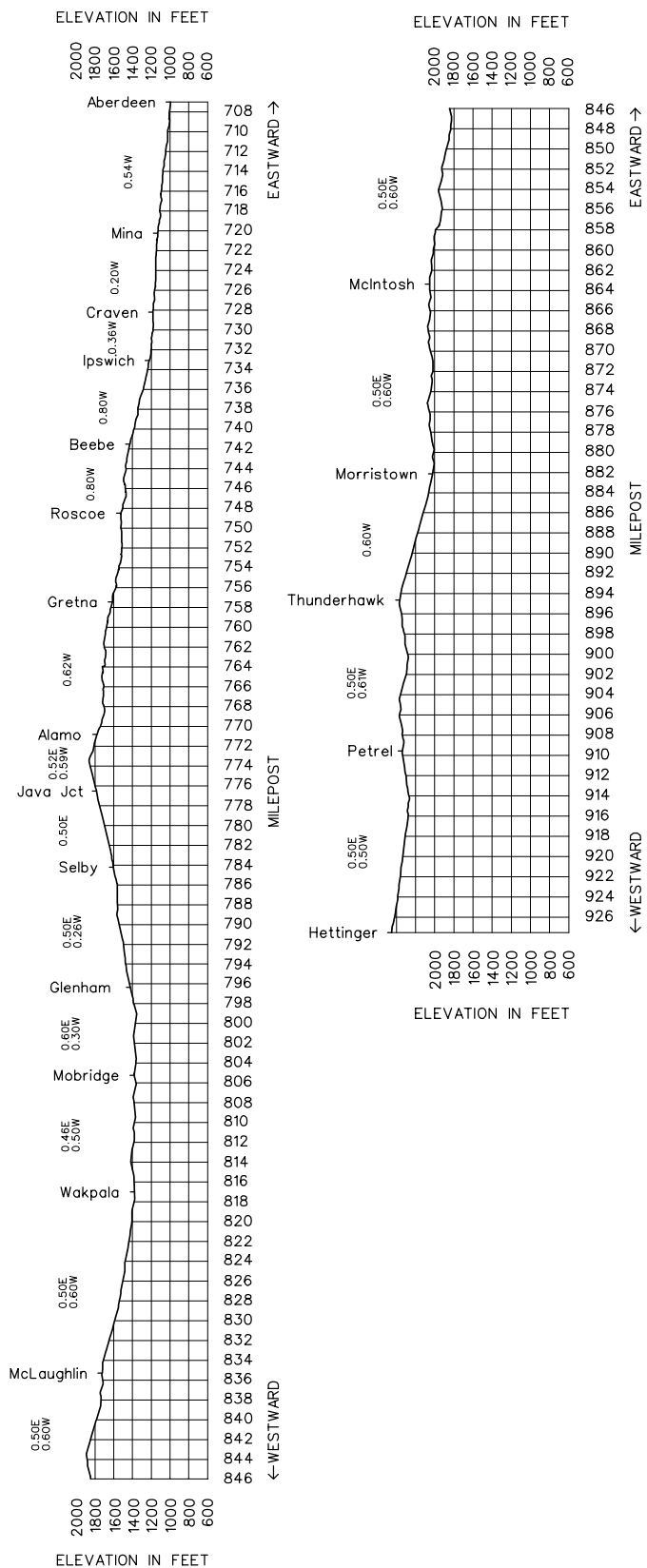
2013 ..... Aberdeen Yard

**Road Line Segments****Line Segment Limits**

2005 ..... Aberdeen to Hettinger

**9. Other Location Information**

Name	Miles - Location	Capacity Cars	Switch Opens
08519 Haynes	9.6 west of Petrel	10	East
08504 Lemmon	9.2 west of Thunderhawk	130	West
08451 Walker	15.2 west of McLaughlin	15	East
08428 Mahto	10.3 west of Wakpala	8	East
08378 Java	1.5 west of Java Jct.,	25	East
08364 Bowdle	6.7 west of Gretna	35	Both
08366 West Bowdle	8.2 west of Gretna	125	Both
08330 Sun Products	2.1 west of Craven	80	Both
54721 So Dak Wheat Growers	2.2 west of Aberdeen	54	Both

**10. Grade Chart**

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

Radio Channel No. 54 in service.

<b>Radio Call-In</b>
Niobe - 08(X)
Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5

#### Dispatcher Information

Minot West—Niobe to Boundary Line—(817) 867-7067,  
Fax (817) 234-6490

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 0.0 to MP 21.5 ..... **Freight** 35 MPH.

##### 1(B). Speed—Permanent Restrictions

MP 6.8 to MP 8.3 ..... 25 MPH.

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

##### 1(D). Speed—Other—None

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Niobe to Boundary Line..... 143 tons, Restriction D

#### 3. Type of Operation

##### TWC—in effect:

MP 0.0 to MP 21.5

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

##### Restricted Limits—in effect:

MP 19.0 to MP 21.5

##### Automatic Interlocking—Bowbells

#### 4. General Code of Operating Rules Items

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

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

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Niobe**—The normal position of the junction switch is lined for the last movement.

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

None

#### 8. Line Segments

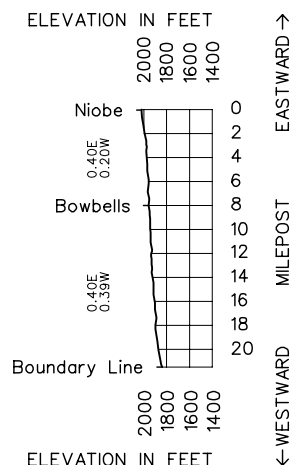
##### Road Line Segments

##### Line Segment Limits

264 ..... Niobe to Boundary Line

#### 9. Other Location Information—None

#### 10. Grade Chart



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

Radio Channel No. 66 in service.

Radio Call-In	
Sarpy Jct - 26(X)	Kuehn - 28(X)
Bear Creek - 22(X)	Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5	

#### Dispatcher Information

(817) 867-7064, Fax (817) 234-6462

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 0.0 to MP 37.4 ..... **Freight**  
40 MPH.

##### 1(B). Speed—Permanent Restrictions—None

##### 1(C). Speed—Switches and Turnouts

Kuehn—East and West Switches..... 10 MPH.

##### 1(D). Speed—Other

Kuehn around Loop Track ..... 10 MPH.  
Kuehn siding ..... 10 MPH.  
Kuehn—MP 34.4 to MP 37.4 (HER) ..... 20 MPH.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Sarpy Jct. to Kuehn ..... 143 tons, Restriction A

#### 3. Type of Operation

**TWC**—in effect:

MP 0.0 to MP 34.4

#### 4. General Code of Operating Rules Items

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 6.5, Handling Cars Ahead of Engine**—During loading operations at Absaloka mine, after receiving permission from the Load-Out Operator, the train may back-up without point protection not exceeding five car lengths.

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

**Rule 6.28**—in effect:

MP 34.4 to MP 37.4.

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

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

- Employees are allowed to get on and off moving equipment only from the lead locomotive.

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

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**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 the train is to be left unattended or relieved under the Hours of Service Law, then the train is to be left short of (West of) the signaled crossing at MP 1.5.

**Absaloka Mine**—All trains must be stripe aligned in one direction. When the loop track at Absaloka mine is occupied by an eastward train, the westward train will take the siding. Loaded coal trains are not permitted on the Kuehn siding.

Train crews will not tie down loaded coal trains within Rule 6.28 limits, Kuehn to Sarpy Jct., due to the grade and walking conditions. Trains will not depart the mines unless the crew will be relieved before the expiration of their hours of service

Crews for empty coal trains will call the tipple at (406) 342-5201 ext. 118, when reporting for duty to report their on duty time. They must call again at MP 25 and report their ETA.

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

**Close Clearance**—Do not ride the side of equipment at the following locations due to close clearance:

Kuehn Loop	1305	coal tipple
MP 1.28	Main	fence

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Sarpy Line Subdivision.

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

MP 10.0 to MP 32.0

#### 8. Line Segments

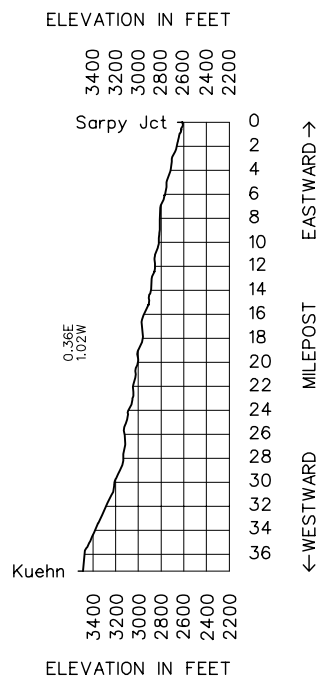
##### Road Line Segments

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

#### 9. Other Location Information

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

10. Grade Chart



S O U T H W A R D ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sweet Grass Subdivision <b>MAIN LINE STATIONS</b>	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ N O R T H W A R D
	6,600	61236	138.9	SWEET GRASS	XTR	TWC	354	8.3	
		61228	130.6	SUNBURST				10.5	
		61217	120.1	KEVIN				18.7	
		01451	101.4	SHELBY	BJTXR			10.6	
						CTC Rule 6.28			

**At Shelby, Refer to the Hi Line Subdivision Timetable.**

**Radio Channel No. 70 in service.**

Radio Call-In	
Shelby - 78(X)	Sunburst - 80(X)
Emergency - Call 911	
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5	

#### Dispatcher Information

(817) 867-7093, Fax (817) 234-1606 0900-1700 M-F only  
(817) 867-7109, Fax (817) 234-6074 1700-0900 M-F and all other times

#### 1. Speed Regulations

##### 1(A). Speed—Maximum

MP 138.9 to MP 101.4 ..... **Freight** 40 MPH.

##### 1(B). Speed—Permanent Restrictions—None

##### 1(C). Speed—Switches and Turnouts

Through all No. 11 turnouts, Sweet Grass to Shelby ..... 10 MPH.  
MP 102.5, through crossover from Sweet Grass  
Subdivision to Main 1 on Hi Line Subdivision ..... 20 MPH.

##### 1(D). Speed—Other

All sidings ..... 10 MPH.

**Temperature Restriction**—When ambient air temperature is 85 degrees or greater, all trains must not exceed the following speeds unless a more restrictive speed is in effect:

MP 138.9 to MP 101.4 ..... 25 MPH.

Item 1A System Special Instructions applies.

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

#### 2. Bridge and Equipment Weight Restrictions

##### Maximum Gross Weight of Car

Sweet Grass to Shelby ..... 143 tons, Restriction A

Sunburst—track 1803—No locomotives are allowed 50 feet north of the derail.

Sweet Grass—track 1906—No locomotives are allowed beyond the jackpad.

#### 3. Type of Operation

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

**TWC**—in effect:

MP 138.9 to MP 102.0

**CTC**—in effect:

MP 102.0 to MP 101.8

**Restricted Limits**—in effect:

MP 138.9. to MP 136.0

MP 104.0 to MP 102.0

#### 4. General Code of Operating Rules Items

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

**Rule 6.19**—From MP 138.9 to MP 101.4, when flagging is required the distance will be 1.0 mile.

**Rule 6.28**—in effect from MP 101.8 to MP 101.4.

**Rule 8.12**—At Shelby the normal position for the East Crossover Switch Sweet Grass Subdivision Main Line to Main 2, Hi Line Subdivision is lined and locked for track South No. 1. The target has been changed to reflect green when the switch is lined for South yard and red when the switch is lined for a crossover move to Main 2.

#### 5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations

MP 129.2—Recall Code 808

MP 113.2—Recall Code 789

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

##### Test Mile Location

MP 109.0 to MP 110.0

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Sweet Grass Subdivision.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

#### 8. Line Segments

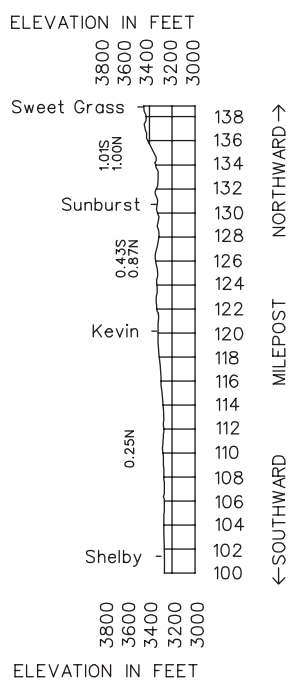
##### Road Line Segments

##### Line Segment Limits

354 ..... Sweet Grass to Shelby

#### 9. Other Location Information—None

## 10. Grade Chart





WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	<b>Valier Subdivision BRANCH LINE STATIONS</b>		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
		32847	0.0	VALIER JCT	J		TWC		17.3	
		61717	17.3	VALIER			Rule 6.28	361	17.3	

**Radio Channel No. 70 in service.**

<b>Radio Call-In</b>
Valier - 76(X)
Emergency - Call 911
Dispatcher X=0, Mechanical X=2, Field Support X=3 RR Police X=4, Detector Desk X=5

#### Dispatcher Information

(817) 867-7093, Fax (817) 234-1606 0900-1700 M-F only  
(817) 867-7109, Fax (817) 234-6074 1700-0900 M-F and all other times

#### 1(A). Speed—Maximum

MP 0.0 to MP 17.3 ..... **Freight** 25 MPH.

#### 1(B). Speed—Permanent Restrictions

MP 15.1 to End of Track ..... 10 MPH.

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

#### 1(D). Speed—Other

When ambient air temperature is 85 degrees or greater, there will be no train operations between 1000 and 2100 hours.

Item 1A, System Special Instructions, applies.

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

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

Valier Jct. to Valier ..... 143 tons, Restriction D

#### 3. Type of Operation

**TWC**—in effect:  
MP 0.0 to MP 15.0

All trains will receive a General Track Bulletin that lists all track bulletins in effect between crew point origin and final destination.

#### 4. General Code of Operating Rules Items

**GCOR Rule 5.8.2**—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

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

**Rule 6.28**—in effect:  
MP 15.0 to end of track

#### 5. Trackside Warning Detectors (TWD)—None

#### 6. FRA Excepted Track—None

#### 7. Special Conditions

**Valier**—Movements approaching Valier must be made expecting equipment and the derail on the main track.

**HLCS**—Hy-Rail Limits Compliance System (HLCS) is in effect on the Valier Subdivision.

**Flash Flood Warnings**—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:  
None

#### 8. Line Segments

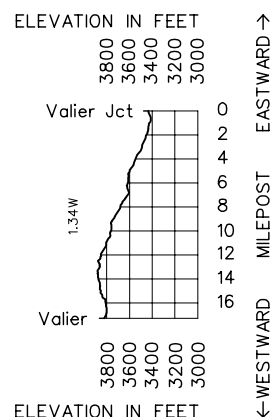
##### Road Line Segments

##### Line Segment Limits

361 ..... Valier Jct. to Valier

#### 9. Other Location Information—None

#### 10. Grade Chart



## Montana Division MRAS Radio Guide

## Dickinson Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Beulah	White	*1 8-667-4634 CH08	AAR TX55	AAR RX21
Mandan	Green (Lincoln)	*1 8-256-4723 CH05	AAR TX29	AAR RX68
New Salem	Green (Lincoln)	*1 8-256-4723 CH05	AAR TX29	AAR RX68
Hebron	Green (Lincoln)	*1 8-256-4723 CH05	AAR TX29	AAR RX68
Hebron	Purple (Antelope)	*1 8-256-4700 CH04	AAR TX97	AAR RX34
Dickinson	Purple (Antelope)	*1 8-256-4700 CH04	AAR TX97	AAR RX34
Dickinson	Red (Fryburg)	*1 8-256-4701 CH03	AAR TX93	AAR RX37
Medora	Red (Fryburg)	*1 8-256-4701 CH03	AAR TX93	AAR RX37
Wibaux	White (Curry)	*1 8-256-4702 CH08	AAR TX55	AAR RX21

## Forsyth Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Glendive	White (Curry)	*1 8-256-4702 CH08	AAR TX55	AAR RX21
Fallon	Yellow	*1 8-256-4729 CH07	AAR TX09	AAR RX92
Terry	Yellow	*1 8-256-4729 CH07	AAR TX09	AAR RX92
Miles City	Green	*1 8-256-4724 CH05	AAR TX29	AAR RX68
Hathaway	Black	*1 8-256-4716 CH11	AAR TX07	AAR RX59
Forsyth	Red	*1 8-256-4703 CH03	AAR TX93	AAR RX37
Custer	White (Meyers)	*1 8-256-4726 CH08	AAR TX55	AAR RX21
Huntley	Green (Pompey's Pillar)	*1 8-256-4704 CH04	AAR TX29	AAR RX68
Billings	Green (Rimrock)	*1 8-256-4705 CH05	AAR TX29	AAR RX68

## Fort Benton Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Fort Benton	White	*2 8-265-0398 CH08	AAR TX55	AAR RX21

## Glasgow Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Minot	Purple	*1 8-837-6427 CH04	AAR TX97	AAR RX34
Tagus	Yellow	*1 8-837-6428 CH07	AAR TX09	AAR RX92
Stanley	Yellow (Tagus)	*1 8-837-6428 CH07	AAR TX09	AAR RX92
Lostwood	Orange	*1 8-837-6429 CH06	AAR TX12	AAR RX80
Ray	Purple (Epping)	*1 8-837-6430 CH04	AAR TX97	AAR RX34
Williston	Purple (Epping)	*1 8-837-6430 CH04	AAR TX97	AAR RX34
Bainville	Red (Trenton)	*1 8-265-0288 CH03	AAR TX93	AAR RX37
Culbertson	Green	*1 8-265-0383 CH05	AAR TX29	AAR RX68
Brockton	Green (Culbertson)	*1 8-265-0383 CH05	AAR TX29	AAR RX68
Poplar	Purple	*1 8-265-0380 CH04	AAR TX97	AAR RX34
Wolf Point	Purple	*1 8-265-0380 CH04	AAR TX97	AAR RX34
Frazer	Red (Wiota)	*1 8-265-0384 CH03	AAR TX93	AAR RX37
Glasgow	Red (Wiota)	*1 8-265-0384 CH03	AAR TX93	AAR RX37

## Great Falls Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Shelby	Yellow	*1 8-265-0390 CH07	AAR TX09	AAR RX92
Conrad	White	*1 8-265-0286 CH08	AAR TX55	AAR RX21
Dutton	Red	*1 8-265-0389 CH03	AAR TX93	AAR RX37
Shaw Butte	Red	*1 8-265-0389 CH03	AAR TX93	AAR RX37
Great Falls	Yellow	*1 8-265-0289 CH07	AAR TX09	AAR RX92

## Montana Division MRAS Radio Guide

## Hettinger Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Hettinger	Red	*2 8-567-4904 CH03	AAR TX93	AAR RX37
Reader	White	*2 8-567-4903 CH08	AAR TX55	AAR RX21
Bowman	White	*2 8-567-4903 CH08	AAR TX55	AAR RX21
Marmarth	Yellow (Marmarth)	*2 8-567-4902 CH07	AAR TX09	AAR RX92
Baker	Purple	*2 8-256-4730 CH04	AAR TX97	AAR RX34
Plevna	Purple	*2 8-256-4730 CH04	AAR TX97	AAR RX34

## Hi Line Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Havre	Yellow	*1 8-265-0382 CH07	AAR TX09	AAR RX92
Kremlin	Purple	*1 8-265-0387 CH04	AAR TX90	AAR RX32
Gildford	Purple	*1 8-265-0387 CH04	AAR TX90	AAR RX32
Chester	Green	*1 8-265-0388 CH05	AAR TX29	AAR RX68
Lothair	Green	*1 8-265-0388 CH05	AAR TX29	AAR RX68
Shelby	Yellow	*1 8-265-0390 CH07	AAR TX09	AAR RX92
Cut Bank	Green	*1 8-265-0394 CH05	AAR TX29	AAR RX68
Browning	Red	*1 8-265-0303 CH03	AAR TX93	AAR RX37
East Glacier	Orange	*1 8-265-0492 CH06	AAR TX12	AAR RX80
West Glacier	White	*1 8-863-0212 CH08	AAR TX55	AAR RX21
Summit	Yellow	*1 8-265-0305 CH07	AAR TX09	AAR RX92
Snowslip	Blue	*1 8-863-0392 CH04	AAR TX97	AAR RX34
Java	Orange	*1 8-863-0380 CH06	AAR TX12	AAR RX80
Essex	Orange	*1 8-863-0380 CH06	AAR TX12	AAR RX80
Pinnacle	Gold	*1 8-863-0494 CH03	AAR TX44	AAR RX84
Red Eagle	Yellow	*1 8-863-0493 CH07	AAR TX09	AAR RX92
Coram	Orange	*1 8-863-0492 CH06	AAR TX12	AAR RX80
Columbia Falls	Green	*1 8-863-0215 CH05	AAR TX29	AAR RX68
Whitefish	Red	*1 8-863-0218 CH03	AAR TX93	AAR RX37

## Kootenai River Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Whitefish	Red	*1 8-863-0218 CH03	AAR TX93	AAR RX37
Stryker	Green	*1 8-863-0215 CH05	AAR TX29	AAR RX68
Trego	Green	*1 8-863-0215 CH05	AAR TX29	AAR RX68
Trego	Gold	*1 8-863-0217 no CH	AAR TX44	AAR RX84
Flathead Tunnel	Yellow	*1 8-863-0219 CH07	AAR TX09	AAR RX92
Wolf Prairie	Yellow	*3 8-863-0210 CH07	AAR TX09	AAR RX92
Fisher River	Brown	*1 8-863-0213 CH10	AAR TX78	AAR RX10
Libby	Purple	*2 8-536-2489 CH09	AAR TX90	AAR RX32
Libby	Silver	*1 8-536-2468 no CH	AAR TX96	AAR RX50
Libby	Blue	*2 8-863-0214 CH04	AAR TX97	AAR RX34
Troy	Purple	*2 8-536-2489 CH04	AAR TX90	AAR RX32
Bonnerr's Ferry	Yellow	*1 8-536-2280 CH07	AAR TX09	AAR RX92
Sandpoint	White	*2 8-536-2279 CH08	AAR TX55	AAR RX21
Rathdrum	Gold	*1 8-536-2555 no CH	AAR TX44	AAR RX84
Hauser Yd.	Gold	*1 8-536-2555 no CH	AAR TX44	AAR RX84
Hauser Yd.	Green	*1 8-536-2304 CH05	AAR TX29	AAR RX68
Spokane	Green	*1 8-536-2304 CH05	AAR TX29	AAR RX68

## Montana Division MRAS Radio Guide

## Laurel Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Great Falls	Yellow	*1 8-265-0289 CH07	AAR TX09	AAR RX92
Raynesford	Purple (Blythe)	*1 8-265-0395 CH04	AAR TX97	AAR RX34
Geyser	Purple (Blythe)	*1 8-265-0395 CH04	AAR TX97	AAR RX34
Stanford	Orange	*1 8-265-0397 CH06	AAR TX12	AAR RX80
Judith Gap	Red (Judith Gap)	*1 8-265-0396 CH03	AAR TX93	AAR RX37
Shawmut	Red (Judith Gap)	*1 8-265-0396 CH03	AAR TX93	AAR RX37
Lavina	White (Belmont)	*1 8-256-4740 CH08	AAR TX55	AAR RX21
Broadview	White (Belmont)	*1 8-256-4740 CH08	AAR TX55	AAR RX21
Broadview	Green (Rimrock)	*1 8-256-4705 CH05	AAR TX29	AAR RX68
Laurel	Green (Rimrock)	*1 8-256-4705 CH05	AAR TX29	AAR RX68

## Milk River Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Glasgow	Red (Wiota)	*1 8-265-0384 CH03	AAR TX93	AAR RX37
Hinsdale	Purple	*1 8-265-0385 CH04	AAR TX97	AAR RX34
Saco	Orange	*1 8-265-0367 CH06	AAR TX12	AAR RX80
Malta	Orange	*1 8-265-0367 CH06	AAR TX12	AAR RX80
Dodson	Green	*1 8-265-0386 CH05	AAR TX29	AAR RX68
Harlem	Red	*1 8-265-0381 CH03	AAR TX93	AAR RX37
Chinook	Red	*1 8-265-0381 CH03	AAR TX93	AAR RX37

## Mobridge Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Mobridge	Orange	*1 8-229-7234 CH06	AAR TX12	AAR RX80
McLaughlin	Orange	*1 8-229-7234 CH06	AAR TX12	AAR RX80
McIntosh	Red (Walker)	*2 8-229-7235 CH03	AAR TX93	AAR RX37
Lemon	Yellow (Thunder Hawk)	*2 8-229-7236 CH07	AAR TX09	AAR RX92

## Sweet Grass Subdivision

Station	Color	Access #	Mobile TX	Mobile RX
Sweetgrass	Orange	*1 8-265-0375 CH06	AAR TX12	AAR RX80
Sunburst	Orange	*1 8-265-0375 CH06	AAR TX12	AAR RX80

## Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

## TERMSDXO

T - Trains

E - Engines

R - Railroad cars

M - Men & equipment fouling track

S - Stop signal

D - Derail or switch lined improperly

X - Crossings at grade

O - Other crew movements

**Remember “TERMSDXO” when shoving cars**

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:

At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

Train Speed	Delay to Sound Whistle
40 MPH	3 seconds
35 MPH	6 seconds
30 MPH	10 seconds
25 MPH	16 seconds
20 MPH	25 seconds
15 MPH	40 seconds
10 MPH	1 minute 10 seconds