BNSF Safety Vision

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

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

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

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

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

BNSF

Montana Division

Timetable No. 5

IN EFFECT AT 0001
Mountain Continental Time

Sunday, August 24, 2003

Division General Manager
M.L. Plott
Billings, Montana
(406) 256-4035
General Director Transportation
K.W. Duryea
Billings, Montana
(406) 256-4088

The Burlington Northern and Santa Fe Railway Company
Montana Division
CANADA
MT
WY
ND
SD
ID
MRL
Sandpoint Jct
Missoula
Bozeman
Livingston
Helena
Helena Jct
Conkelly
Whitefish
Columbia Falls
HI LINE 36
Sweet Grass
Shelby
SWEET GRASS 354
Valier
VALIER 361
Choteau
CHOTEAU 369
Fairfield
FAIRFIELD 368
Power
Great Falls
Lewiston
FT. BENTON 353
BIG SANDY 353
Big Sandy
Havre
Pacific Jct
MILK RIVER 36
Glasgow
Scobey
SCOBEY 355
Grenora
GRENORA 265
Crosby
Noble
NOBLE 264
Boundary Line
CROSBY 263
Bertrand
Minot
Stanley
GLASGOW 35
Williston
Snowden
Bainville
Sidney
SIDNEY LINE 306
Circle
CIRCLE 312
Glendive
Terry
FORSYTH 40
Nichols
Sarpy Jct
Forsyth
COLSTRIP 313
Colstrip
SARPY LINE 315
Khuen
Dickinson
DICKINSON 36
Mandan
Bismarck
Hettinger
HETTINGER 205
Dutch
DUTCH 314
BIG HORN 4
Spring Creek
Gillette
West Gillette
Edgemont
Guernsey
Bridger Jct
Casper
CASPER 5
Jones Jct
Huntley
Billings
Mossmain
Lewistown
LEWISTOWN 368
Sippie
LAUREL 362
Laurel
Frannie
Cody
COODY 330
Greybull
N
0 10 20 30 40 50 60 70 80 90 100 miles
0 10 20 30 40 50 60 70 80 90 100 kilometers

Division Managers

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

Billings

D.G. Boespflug ..... Director Administration ..... (406) 256-4012
M.W. Christianson ..... Asst. Dir. Mtc. Planning ..... (406) 256-4021
S.J. Johnson ..... Signal Supervisor ..... (406) 256-4238
K.G. Orr ..... Mgr. Signal Maintenance .... (406) 256-4044
R.A. Schwarz ..... Gen. Dir. Maintenance ..... (406) 256-4033
L.K. Vallone ..... Safety Manager ..... (406) 256-4091

Casper

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

Dickinson

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

Essex

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

Forsyth

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

Glasgow

..... Trainmaster ..... (406) 228-3373

Glendive

L.A. Hoskins ..... Shop Superintendent ..... (406) 359-4275
J.H. Juhala ..... Asst. Roadmaster ..... (817) 352-9656
D.A. Kautzmann ..... Trainmaster ..... (406) 359-4455
T. Knapp ..... Division Engineer ..... (406) 359-4219
C.C. Knutson ..... Supv. Structures ..... (406) 359-4218
G.R. Lehman ..... Road Foreman ..... (406) 359-4412
J.T. Lowe ..... Superintendent Operations (406) 359-4255
K.N. Ruby ..... Supv. Signals ..... (406) 359-4220
D.F. Ruddy ..... Roadmaster ..... (406) 359-4235

Great Falls

W.M. Bernard ..... Asst.Roadmaster ..... (406) 791-3321
H.L. Giard ..... Asst. Roadmaster ..... (406) 791-3368
S.P. Hill ..... Trainmaster/Road Foreman (406) 791-3307
N.O. Mizelle ..... Trainmaster/Road Foreman (406) 791-3355
D. A. Pavilcek ..... Roadmaster ..... (406) 791-3335

Greybull

D.F. Galasso ..... Trainmaster ..... (307) 765-4255
D.H. Nilsen ..... Roadmaster ..... (307) 765-4235

Havre

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

Mandan

J.P. Reynolds ..... Road Foreman ..... (701) 667-2260
W.A. Tayler ..... Trainmaster ..... (701) 667-2200
P.A. Yauney ..... Roadmaster ..... (701) 667-2235

Minot

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

Shelby

R.A. Rindy ..... Roadmaster ..... (406) 265-0318

Sheridan

P. Hamilton ..... Trainmaster ..... (307) 673-2258
L.W. Reichardt ..... Road Foreman ..... (307) 673-2255
K.M. Samples ..... Roadmaster ..... (307) 673-2235

Whitefish

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

Williston

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Big Horn Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		30596	599.9	W GILLETTE	BT	2MT CTC	4	6.5	
	8,976	30605	606.4	ORIVA		CTC		15.0	
	12,690	30620	621.4	ECHETA				9.8	
	13,217	30630	631.2	LARIAT				16.9	
	12,672	30647	648.0	KENDRICK				12.5	
	11,168	30659	660.5	CLEARMONT	B			11.1	
	12,734	30670	671.8	ULM				14.7	
	12,556	30689	686.5	EAST DUTCH				2.6	
		30689	689.1	DUTCH CENTER	X(2)T			1.3	
		30689	690.4	WEST DUTCH	JT			8.2	
	6,343	30697	698.6	SHERIDAN	BT			6.2	
		30705	704.8	KIEWIT				10.1	
	14,176	30713	714.9	RANCHESTER				9.2	
	6,834	30723	724.1	PARKMAN	B			6.8	
	7,109	30730	731.0	ABERDEEN				19.4	
	7,425	30749	750.2	LODGE GRASS				9.9	
	7,343	30759	760.1	BENTEEN				15.0	
	7,031	30775	775.0	DUNMORE				17.6	
	7,250	30791	792.7	ROWLEY				21.3	
	8,115	30812	813.9	ANITA				11.9	
		30825	825.1	MORAN JCT (To Jones Jct 1.4)	J			3.4	
		30828	829.3	HUNTLEY	J			229.4	

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

Radio Channel 54 in service W. Sheridan to Gillette.

Radio Channel 70 in service at Gillette and Sheridan Yards.

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

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

Train Dispatcher Telephone Numbers
W. Gillette to W. Sheridan—(817) 234-6186, FAX (817) 234-6174
W. Sheridan to Huntley—(817) 234-6465, FAX (817) 234-6462

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

1. Speed Regulations

Freight

1(A). Speed—Maximum
Gillette to Huntley, up to 100 TOB ..... 60 MPH.
Gillette to Huntley, 100 TOB and over ..... 50 MPH.

1(B). Speed—Permanent Restrictions
MP 599.8 to MP 615.1 ..... 45 MPH.
MP 615.1 to MP 615.4 ..... 40 MPH.
MP 615.4 to MP 620.0 ..... 45 MPH.
MP 622.5 to MP 623.0 ..... 50 MPH.
MP 638.2 to MP 642.7 ..... 45 MPH.
MP 642.7 to MP 651.3 ..... 40 MPH.
MP 662.3 to MP 663.0 ..... 50 MPH.
MP 667.0 to MP 676.2 ..... 40 MPH.
MP 676.2 to MP 696.6 ..... 50 MPH.
MP 696.6 to MP 698.6 ..... 25 MPH.
MP 698.6 to MP 709.0 ..... 45 MPH.
MP 730.1 to MP 730.7 ..... 45 MPH.
MP 829.0 to MP 829.3 ..... 35 MPH.

1(C). Speed—Switches and Turnouts
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified ..... 25 MPH.
Through turnouts at siding at Kiewit, Sheridan Yard, and Lariat ..... 10 MPH.
Eastward trains departing Track 1 (TSS 101) at Sheridan after head end occupies 1st Street Crossing ..... 25 MPH.

1(D). Speed—Other
All elevator and industry tracks ..... 5 MPH.
Moran Jct. and Jones Jct. on loop track ..... 25 MPH.
Hardin North Line ..... 10 MPH.

Temperature Restrictions
Cold Weather Restrictions—Between MP 599.9 and MP 813.7, when the temperature is minus 0 degrees Fahrenheit or colder, do not exceed the following speeds:
Trains 100 TOB and over ..... 30 MPH.
Trains up to 100 TOB ..... 45 MPH.

Hot Weather—When ambient air temperature is 90 degrees or greater, the following information governs trains maximum authorized speed on main tracks within the following limits unless a more restrictive speed is in effect:
MP 620.0 to MP 671.0
MP 757.0 to MP 782.0
MP 806.0 to MP 814.0
Trains over 100 TOB ..... 40 MPH.
Trains 80 to 100 TOB ..... 50 MPH.
Trains less than 80 TOB ..... No Restriction

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Gillette to Huntley ..... 143 tons, Restriction A
Fort McKenzie Spur ..... 110 tons

Six-axle locomotives, six-axle derricks and cars with six or more axles not permitted on following tracks:
Sheridan Saw Mill Lead, Cloud Peak Spur, Fort McKenzie Spur, Kiewit Retail Yard.

3. Type of Operation
CTC—in effect:
West Gillette to Huntley

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

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

4. General Code Of Operating Rules Items

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

MP 597.2 to MP 694.0 ..... 2.0 miles
MP 694.0 to MP 700.0 ..... 2.5 miles
MP 700.0 to MP 829.3 ..... 2.0 miles

Flagging distance against Eastward trains is 2.2 miles.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None
B. Other TWD locations
MP 602.4—Recall Code 768
MP 607.6—DED, Exception Reporting
MP 611.8—DED, Exception Reporting
MP 616.4—DED, Exception Reporting
MP 620.6—DED, Exception Reporting
MP 627.3—Recall Code 758
MP 632.0—DED, Exception Reporting
MP 638.6—DED, Exception Reporting
MP 642.7—DED, Exception Reporting
MP 648.1—DED, Exception Reporting—Main and Siding
MP 654.0—Recall Code 748
MP 657.7—DED, Exception Reporting
MP 666.2—DED, Exception Reporting
MP 671.8—DED, Exception Reporting—Main and Siding
MP 677.3—DED, Exception Reporting
MP 681.9—Recall Code 738
MP 686.5—DED, Exception Reporting
MP 693.2—DED, Exception Reporting
MP 698.6—DED, Exception Reporting—Main and Siding
MP 704.8—DED, Exception Reporting
MP 710.5—Recall Code 728
MP 736.3—Recall Code 648
MP 757.9—Recall Code 638
MP 785.9—Recall Code 628
MP 807.5—Recall Code 618
MP 822.9—Recall Code 608

6. FRA Excepted Track—None

7. Special Conditions

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

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

Helper Operations—Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Job briefing should include where and how helpers will be taken off the train. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

Engineer Only Helper Operations—With few exceptions, the current operating practices and procedures for two-man helper service operations at Sheridan, Wyoming will remain unchanged by the implementation of one-man helper service. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist prior to departing Sheridan at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the following Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

(1) Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge and determine that retarding effort is provided.
(2) Release independent brakes and continue movement.
(3) Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed by observation of the gauge and that retarding effort is provided.
(4) Actuate independent brake. Determine brake cylinder pressure releases by observation of the gauge and the locomotive rolls freely.
(5) Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link Equipment must be inspected prior to departure. Pin lifters, cable connections, angle cocks, and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the dispatcher and leave a voice mail message for the Road Foreman before departure. Helper Link Report Forms must be filled out and left in the Mechanical Foreman's mailbox detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended, if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Changing Operating Ends—When required to change controlling locomotive in Engineer Only Helper Operation, an air brake test as prescribed by ABTH Rule 101.6 (A) will not be required. Instead, after changing operating ends, conduct the Locomotive Running Air Brake Test to determine that locomotive brakes are properly working.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of the movement. When operating conditions require movement at restricted speed or while moving on other than main track, and it is necessary to make a back-up move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles be governed by GCOR Rules 6.4 and 6.5. If it is determined by observation of the track directly behind the locomotives, that a back-up move can be safely made changing operating ends will not be required. Engineers will be required to maintain a Train Activity Report / Safety Checklist, entering delay information, when it will not interfere with the movement. When running light engine consist, locomotive engine will transmit via radio all signal indications. When notified of grade crossing signal failure / malfunction requiring flag protection at a crossing, occupying movement can not be made until other available BNSF employees provide protection. Contact the dispatcher in advance to arrange for assistance from available employees working in the area. Helper "Cut Off Zone" signs will be placed near the crest of Parkman Hill at MP 723.8. Helper Link equipped locomotives will be allowed to cut off on the fly only after passing those signs. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries.

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

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

Hardin—Close clearances on all tracks.

1000 Mile Inspection Point—In addition to established 1000 mile inspection points, the following 1000 mile inspection points will govern:
Kiewit Siding—Private track - Trains must have permission from Big Horn Coal Co. before entering (via dispatcher).
Hardin North Line Spur—End of track MP 2.1. Car stop in place.

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

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

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

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

8. Line Segments

Yard Line Segments

Line Segment	Limits
952	Gillette
739	Sheridan

Road Line Segments

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

Ballast Pit

Line Segment	Limits
750	Sheridan

9. Locations Not Shown as Stations

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

10. Grade Charts

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Big Sandy Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		01350	0.0	PACIFIC JCT	J	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. 76 in service.

Emergency Radio Call-In—911

Train Dispatcher Telephone Number—(817) 234-6564

1 Speed Regulations

1(A). Speed—Maximum

Freight

Pacific Jct. and Big Sandy ..... 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:

Pacific Jct. to Big Sandy

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

List of Long and Short Miles

MP 29 to MP 30—6314 ft.

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

Test Mile Locations

Laredo—MP 5.1 to MP 6.1

8. Line Segments

Road Line Segments

Line Segment Limits

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

9. Locations Not Shown as Stations—None

10. Grade Chart

SOUTHWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Casper Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ NORTHWARD
	30855	514.47	LAUREL	JR			8.4
5,247	32541	506.1	SILESIA				12.4
5,014	32528	493.7	FROMBERG				6.9
	32521	486.8	EAST BRIDGER				10.7
8,115	32511	476.1	WADE				10.8
	32500	465.2	LIMESTONE				6.1
4,470	32493	458.9	FRANNIE	BJT			6.3
	32487	452.9	DEAVER				5.8
	32481	447.2	COWLEY				5.4
	32476	441.7	LOVELL				9.9
7,113	32466	431.7	KANE				9.8
	32456	422.0	HIMES				6.6
4,203	32450	415.3	SPENCE				11.5
4,630	32438	403.9	GREYBULL	BR			7.8
	32431	396.2	BASIN				8.9
	32422	387.2	MANDERSON				11.1
	32411	376.7	DURKEE				7.8
	32403	368.4	WORLAND				8.5
7,551	32394	359.9	PULLIAM				11.8
	32382	348.0	KIRBY		TWC	5	4.9
	32377	343.1	LUCERNE				7.1
4,750	32370	336.0	THERMOPOLIS	B			4.4
	32366	331.7	MINNESELA				8.7
	32358	323.2	DORNICK				8.0
5,027	32349	314.7	PIPER				10.8
8,400	32339	304.0	BONNEVILLE	BR			0.5
	32338	303.9	SHOBON	JR			13.4
6,402	32325	290.4	GATE				17.2
	32307	273.8	MADDEN				13.5
6,600	32294	260.4	ARMINTO				19.0
7,990	32275	241.5	POWDER RIVER				17.6
4,100	32257	223.9	BUCKNUM				10.6
5,726	32247	213.0	BISHOP				11.1
	32236	202.2	CASPER	BR			24.0
5,492	32212	178.2	GLENROCK				7.2
	32205	171.0	CLAYTON	J			12.5
5,490	32192	158.6	RICHARDS				9.8
3,750	32182	148.8	DOUGLAS				14.4
5,628	32167	134.4	ORIN				1.2
		133.2	BRIDGER JCT.	J	CTC		382.3

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

Radio Channel No. 44 in service Casper to Laurel.

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

Radio Channel No. 76 in service in Casper Yard.

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

Train Dispatcher Telephone Numbers

Casper to Laurel - 0700-2300:
(817) 234-6053, Fax (817) 234-6067
Casper to Laurel - 2300-0700:
(817) 234-1605, Fax (817) 234-1606
Bridger Jct. to Casper:
(817) 234-6054, Fax (817) 234-6075

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 171.0 to MP 196.5	30 MPH.
MP 316.4 to MP 338.5	30 MPH.
MP 413.5 to MP 414.4	30 MPH.
MP 423.4 to MP 424.0	10 MPH.
MP 424.0 to MP 425.0	30 MPH.
MP 438.6 to MP 438.9	35 MPH.
MP 501.4 to MP 501.6	30 MPH.
MP 513.0 to MP 514.47	25 MPH.

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

1(D). Speed—Other

MP 371.68 to MP 372.0, Track 4240 Coors	5 MPH.
MP 376.55 at Durkee Track 4255, Gas Track to end of track	5 MPH.
MP 376.55 at Durkee Track 4251, North Spur to end of track	5 MPH.
All sidings	10 MPH.
Sidings—Trains 100 TOB and over	5 MPH.
Exception: Wade, Kane, Pulliam, Bonneville, Arminto, Powder River, Richards, and Orin	10 MPH.

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

Temperature Speed Restrictions

Subdiv.	Hot Weather When temp. is 85 degrees F or greater		Cold Weather When temp. is -10 degrees F or colder
Casper	35	Trains 100 TOB and over	30
	35	Freight trains up to 100 TOB	40
	35	Empty coal trains	40

Between Orin and Bucknum:
When Ambient temperatures falls below 0 degrees Fahrenheit, do not exceed 30 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Bridger to Laurel ..... 143 tons, Restriction A

Not more than one six-axle locomotive or six-axle derrick permitted on the following tracks:
Worland—Crown Cork and Seal Track
Himes—Georgia Pacific trackage

3. Type of Operation
TWC—in effect:
Bridger Jct. to Laurel

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

CTC—in effect:
Bridger Jct.

Restricted Limits—in effect:
Orin ..... MP 133.2 to MP 136.0
Casper ..... MP 196.5 to MP 206.0
Bonneville ..... MP 303.6 to MP 306.5
Greybull ..... MP 402.6 to MP 406.5
Laurel ..... MP 513.2 to MP 514.47

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 2.0 miles.

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

Rule 8.3
Orin—Normal position of main track switches DOES NOT APPLY at the main track switches located at MP 134.5 and MP 135.61. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

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

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

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

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

5. Trackside Warning Detectors (TWD)
A. Protecting bridges, tunnels or other structures: None
B. Other TWD locations
MP 153.5—Recall Code 618
MP 183.3—Recall Code 648
MP 231.7—Recall Code 468
MP 257.9—Recall Code 577
MP 286.7—Recall Code 578
MP 310.5—Recall Code 518
MP 339.6—Recall Code 598
MP 392.5—Recall Code 588
MP 417.4—Recall Code 527
MP 440.0—Recall Code 528
MP 460.9—Recall Code 508
MP 488.9—Recall Code 537

6. FRA Excepted Track—None

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

Dave—Coal Loop Switch at MP 171.0, coal trains unloading counter clockwise, derail must be lined for derailing position when trains left unattended. The following Pacific Power tracks must not be used without authority of train dispatcher:
- Track No. 1 beyond 1000 feet south of No. 1 track switch.
- Track No. 2 and Track No. 3 beyond switch to the south leg of wye.
- The south leg of wye.

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

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

Trains arriving or departing Casper must notify Through Freight Desk at (817) 593-7610.

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

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

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

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

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

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

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

Break-in-Two Reports
1. When a train has stopped for an emergency application for any reason, the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined, the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
3. Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of

cause. In addition, call the appropriate road foreman (Casper/Cody subs: 473-5221) to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

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

Flash Flood Warnings—Refer to Item 33, System Special Instructions. The following locations have been identified as "critical areas" and are limited to restricted speed:
MP 139.0 to MP 146.0
MP 163.0 to MP 171.0
MP 175.0 to MP 187.0
MP 224.0 to MP 225.0
MP 243.0 to MP 261.0
MP 271.0 to MP 304.0
MP 318.0 to MP 336.0
MP 373.0 to MP 377.0
MP 381.0 to MP 386.0
MP 396.0 to MP 400.0
MP 405.0 to MP 427.0
MP 434.0 to MP 438.0
MP 483.0 to MP 484.0

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

8. Line Segments

Yard Line Segments

Line Segment Limits

717 ..... Greybull
894 ..... Casper

Road Line Segments

Line Segment Limits

5 ..... Bridger Jct. to Laurel, MP 133.2 to MP 514.51

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓	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.	↑ EASTWARD
		32802	0.0	POWER	JT	TWC	360	21.2	
		61521	21.1	EASTHAM JCT	J			7.5	
		61529	29.0	CHOTEAU	R			28.7	

Radio Channel No. 70

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

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Power and Choteau	25 MPH.

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 21 ..... 10 MPH.
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:
Power to Choteau

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments
Road Line Segments
Line Segment Limits
360 ..... Power to Choteau

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 85 in service.

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

Train Dispatcher Telephone Numbers
(817) 234-6420, Fax (817) 234-6496

1. Speed Regulations

1(A). Speed—Maximum

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

Item 1(A) of System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Glendive to Circle ..... 134 tons, Restriction G

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

3. Type of Operation
TWC—in effect:
MP 7.8 to MP 49.0

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

Rule 6.28—in effect:
MP 0.0 to MP 7.8
Circle MP 49.0 to end of track.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Track Warrants—Authority Track Warrants on the Circle Subdivision will be addressed as follows:
To:_____
On: Circle Sub

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

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

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

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

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

8. Line Segments
Road Line Segments

Line Segment	Limits	Mileposts
312	Glendive to Circle	0.0 to 50.41

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 70 in service.

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

Train Dispatcher Phone Numbers
(817) 234-6053, Fax (817) 234-6067.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Frannie to Cody	25 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Frannie to Cody ..... 143 tons, Restriction D

Six-axle locomotives and six-axle derricks not permitted on the following tracks:
Cody—Tracks No. 8-15, Roundhouse No. 2, Pullman and Main track west of MP 42.5.
O'Donnell—Siding
Frannie—Loaded grain trains not permitted on east leg of wye.

3. Type of Operation
TWC—in effect:
Frannie to Cody

Restricted Limits—in effect:
Cody—MP 40.6 to MP 42.7
Frannie—East and West Leg Wye Switch to MP 2.0

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, distance will be 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Break-in-Two Reports

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

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

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

8. Line Segments
Road Line Segments

Line Segment	Limits	Mileposts
330	Frannie to Cody	0.8 to 42.7

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 66 in service.

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

Train Dispatcher Telephone Numbers
(817) 234-6465, Fax (817) 234-6462

1. Speed Regulations

1(A). Speed—Maximum

	Freight
East Nichols wye to Big Sky	40 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Nichols Wye to Big Sky ..... 143 ton, Restriction A

3. Type of Operation
TWC—in effect:
MP 0.0 to MP 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
Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Rule 6.28—in effect:
Big Sky, MP 38.0 to Loop Track Switch
West Leg Nichols Wye

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

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

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

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

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

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

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

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

Safety Rule S-13.5 Getting On or Off Equipment is amended on the 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.

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

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

8. Line Segments
Road Line Segments

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

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Crosby Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ EASTWARD
1,913	00939	0.0	BERTHOLD	J	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				14.2
	58655	54.8	LIGNITE				2.1
	58657	57.0	LIGNITE JCT	J			8.0
	58665	64.5	KINCAID				10.3
	58675	75.3	NOONAN				13.2
	58688	88.5	CROSBY	TR			88.7

Radio Channel No. 54 in service on this subdivision.

Radio Call-In	
Berthold - 01(X)	Niobe - 02(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support, X=3	

Train Dispatchers Telephone Number—(817)-234-6407

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Berthold and Niobe	25 MPH.
Niobe and Lignite Jct.—all empties	25 MPH.
Niobe and Lignite Jct.—any load(s)	10 MPH.
Lignite Jct. and Crosby	10 MPH.

1(B). Speed—Permanent Restrictions—None

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

1(D). Speed—Other

When 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 Crosby ..... 134 tons, Restriction G

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

3. Type of Operation

TWC—in effect:
Berthold to Crosby

Restricted Limits—in effect:
Crosby, MP 87.6 and 89.5
All trains will receive one track warrant that lists all track bulletins in effect between crew point origin and final destination.

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

Between MP 57.0 Lignite Jct. and MP 89.5 Crosby.

7. Special Conditions

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

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

8. Line Segments

Road Line Segments

Line Segment Limits

263 ..... Berthold to Crosby

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dickinson Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
		03444	200.3 0.0	MANDAN	BJTY M	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 Channel No. 87 in service Mandan to Dickinson.

Radio Channel No. 70 in service Dickinson to Glendive.

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

Train Dispatchers Phone Numbers
DX East (Mandan-Dickinson)—(817) 234-1233,
Fax (817) 234-6096
DX West (Dickenson-Glendive)—(817) 234-6418,
Fax (817) 234-6495
These districts are consolidated Monday through Friday between 2130 and 0530 MT and on week-ends. Either phone number may be used. Use Fax number (817) 234-6495

1. Speed Regulations

1(A). Speed—Maximum

Freight

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

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 0.8 ..... 35 MPH.
MP 0.8 to MP 10.2 ..... 50 MPH.
MP 10.2 to MP 14.0 ..... 30 MPH.
MP 14.0 to MP 27.9 ..... 40 MPH.
MP 27.8 to MP 28.2 (HER), on siding ..... 20 MPH.
MP 75.8 to MP 80.1 ..... 40 MPH.
MP 90.0 to MP 108.0 ..... 45 MPH.
MP 108.0 to MP 110.8 (HER) ..... 25 MPH.
MP 110.8 to MP 111.6 ..... 45 MPH.
MP 127.2 to MP 128.7 ..... 50 MPH.
MP 128.7 to MP 131.6 ..... 45 MPH.
MP 131.6 to MP 138.1 ..... 35 MPH.
MP 138.1 to MP 166.5 ..... 40 MPH.
MP 174.1 to MP 179.6 ..... 50 MPH.
MP 186.9 to MP 189.0 ..... 40 MPH.
MP 189.0 to MP 209.8 ..... 50 MPH.
MP 209.8 to MP 214.7 ..... 45 MPH.

1(C). Speed—Switches and Turnouts

Trains through No. 20 turnouts and on sidings at the following locations:
Taylor, South Heart. Fryburg, Sully Springs, Sentinel Butte,
New Salem, Yates, Hodges and Rider ..... 35 MPH.
W. South Heart
MP 119.9 to MP 119.6, Eastward (HER) ..... 10 MPH.
MP 119.4 to MP 119.6, Westward (HER) ..... 10 MPH.
E. New Salem
MP 28.2 to MP 27.9, Eastward (HER) ..... 10 MPH.
MP 27.8 to MP 28.0, Westward (HER) ..... 10 MPH.
All other sidings and turnouts ..... 10 MPH.

1(D). Speed—Other

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

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 derail.
Beach ..... From bridge to west end of house track restricted to no more than one six-axle unit in consist.
Hebron ..... Brick Yard Track (from and including road crossing to the Brick Plant.
Wibaux ..... Elevator track.
Richardton ..... Track 1380-Wagon Track, Track 1370-South Elevator, Track 1360-North Elevator.
Dickinson—Loaded unit coal trains not permitted on No. 3 track.

3. Type of Operation
TWC—in effect:
Mandan to Glendive

Yard Limits—in effect:
Mandan ..... MP 0.7 to MP 2.9.
Glendive ..... MP 213.5 to MP 215.8.

Foul Time—in effect:
Manual Interlocking at MP 0.7 for MW only.

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

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

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

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

4. General Code of Operating Rules Items

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

Rule 6.28—in effect:
Mandan between MP 0.0 and 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

Remote Control Operations—Signs located at MP 4.0 (Dickenson 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	

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

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

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 31:
MP 10.0 to MP 21.0
MP 55.0 to MP 56.0
MP 119.0 to MP 167.0
MP 184.0 to MP 215.0

Mandan—Permission is required from the Mandan Yardmaster before crew members of train and engines, yard pilots or work equipment, employees in charge of maintenance, communications, signal employees and work equipment to occupy the track between (Rule 6.28) MP 198.8 to MP 200.3, Jamestown Subdivision and MP 0.0 to MP 2.9.

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

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

8. Line Segments

Yard Line Segments

Line Segment	Limits
733	Dickinson
731	Mandan
732	Mandan Shop

Road Line Segments

Line Segment	Limits	Mileposts
39	Mandan to Glendive	0.0 to 215.8

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel 54 in service on this Subdivision.

Radio Channel 70 in service for Decker Mine loading.

Radio Channel 85 in service for Spring Creek Mine loading.

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

Train Dispatcher Telephone Numbers
Phone (817) 234-6186, Fax (817) 234-6174

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Dutch to Spring Creek	30 MPH

1(B). Speed—Permanent Restrictions
MP 14.5 to MP 16.6 ..... 10 MPH

1(C). Speed—Switches and Turnouts
Decker, Nerco, Countant Creek ..... 10 MPH

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

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Dutch to Spring Creek ..... 143 tons, Restriction A

3. Type of Operation
CTC—in effect:
Dutch to MP 14.5

4. General Code of Operating Rules and Safety Rules Items
Rule 1.10—Crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

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

Rule 6.28—in effect:
MP 14.5 to MP 22.6

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

When the following conditions exist at coal mines, it is permissible to get on and off moving equipment only when necessary to perform required duties.
1. Employees are allowed to get on and off moving equipment only from the lead locomotive.
2. Employees are allowed to get on and off moving equipment only during the coal loading process.
3. Employees are allowed to get on and off moving equipment only when operating under pacesetter control under 2 MPH.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Helper Operations—With few exceptions, the current operating practices and procedures for two-man helper service operations at Sheridan, Wyoming will remain unchanged by the implementation of one-man helper service. If there are questions or concerns regarding the application of the NO. 1 existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist prior to departing Sheridan at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the following Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit:
Locomotive Running Air Brake Test:
1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed by observation of the gauge and that retarding effort is provided.
4. Actuate independent brake. Determine brake cylinder pressure releases by observation of the gauge and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link Equipment must be inspected prior to departure. Pin lifters, cable connections, angle cocks, and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the dispatcher and leave a voice mail message for the Road Foreman before departure. Helper Link Report Forms must be filled out and left in the Mechanical Foreman's mailbox detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended, if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening

of knuckles, and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Changing Operating Ends—When required to change controlling locomotive in Engineer Only Helper Operation, an air brake test as prescribed by ABTH Rule 101.6 (A) will not be required. Instead, after changing operating ends, conduct the Locomotive Running Air Brake Test to determine that locomotive brakes are properly working.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of the movement. When operating conditions require movement at restricted speed or while moving on other than main track, and it is necessary to make a back-up move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles be governed by GCOR Rules 6.4 and 6.5. If it is determined by observation of the track directly behind the locomotives, that a back-up move can be safely made changing operating ends will not be required. Engineers will be required to maintain a Train Activity Report / Safety Checklist, entering delay information, when it will not interfere with the movement. When running light engine consist locomotive engine will transmit via radio all signal indications. When notified of grade crossing signal failure / malfunction requiring flag protection at a crossing, occupying movement can not be made until other available BNSF employees provide protection. Contact the dispatcher in advance to arrange for assistance from available employees working in the area. Helper “Cut Off Zone” signs will be placed near the crest of Parkman Hill at MP 723.8. Helper Link equipped locomotives will be allowed to cut off on the fly, only after passing those signs. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries.

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

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

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

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

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

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

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

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

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

8. Line Segments

Road Line Segments

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

9. Locations Not Shown as Stations

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

10. Grade Charts

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Fairfield Subdivision **BRANCH LINE STATIONS**	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				11.0	

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Eastham Jct. and Fairfield	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:
Eastham to Fairfield

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions—None

8. Line Segments
Road Line Segments
Line Segment Limits
369 ..... Eastham Jct. to Fairfield

9. Locations Not Shown as Stations—None

10. Grade Chart

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

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

Radio Channel No. 76 in service Glendive to Forsyth.

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

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

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

Train Dispatcher Telephone Numbers

(817) 234-6420, FAX (817) 234-6496—Forsyth to Glendive.
(817) 234-6465, FAX (817) 234-6462—Jones Jct. to Forsyth.

1. Speed Regulations

1(A). Speed—Maximum

Freight

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

1(B). Speed—Permanent Restrictions

MP 8.0 to MP 12.0 ..... 45 MPH.
MP 23.8 to MP 24.3 ..... 40 MPH.
MP 44.6 to MP 45.4 ..... 45 MPH.
MP 64.6 to MP 66.0 ..... 45 MPH.
MP 77.7 to MP 79.0 (HER) ..... 30 MPH.
MP 85.0 to MP 94.2 ..... 50 MPH.
MP 102.4 to MP 104.5 ..... 40 MPH.
MP 104.5 to MP 123.0 ..... 50 MPH.
MP 123.0 to MP 125.7 (HER) ..... 25 MPH.
MP 157.2 to MP 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:
Marsh—Both siding switches ..... 25 MPH.
Shirley—West siding switch ..... 25 MPH.
Rosebud—Both siding switches ..... 25 MPH.
Colgate—Both siding switches ..... 25 MPH.
Nichols Wye—East Jct. switch ..... 25 MPH.
Finch—Both siding switches ..... 25 MPH.
Sarpy Jct.—Switch ..... 25 MPH.
Hysham—Both siding switches ..... 25 MPH.
Custer—Both siding switches ..... 25 MPH.
Jones Jct.—Switch ..... 25 MPH.
All other sidings and turnouts ..... 10 MPH.

1(D). Speed—Other

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

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

Hot Weather—When ambient air temperature is 90 degrees or greater, the following information governs trains maximum authorized speed on main tracks within the following limits unless a more restrictive speed is in effect:
MP 146.0 to MP 150.0
Trains over 100 TOB ..... 40 MPH.
Trains 80 to 100 TOB ..... 50 MPH.
Trains less than 80 TOB ..... No Restriction

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.

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

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Glendive to Jones Jct. ..... 143 tons, Restriction D

3. Type of Operation
Yard limits—in effect:
Glendive ..... MP 0.0 to MP 2.8

TWC—in effect:
Between Glendive MP 0.0 and CTC Forsyth MP 123.16
Between CTC Hysham and CTC Jones Jct.

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

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

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

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

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

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)

A. Protecting bridge, tunnel or other structures: None

B. Other TWD Locations

MP 10.4—Recall Code 218
MP 34.1—Recall Code 217
MP 54.8—Recall Code 237
MP 74.9—Recall Code 238
MP 95.9—Recall Code 247
MP 120.0—Recall Code 248
MP 140.9—Recall Code 267
MP 153.2—Recall Code 268
MP 177.9—Recall Code 277
MP 200.2—Recall Code 278

6. FRA Excepted Track—None

7. Special Conditions

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

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

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

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

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

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

To operate the switch to enter the siding, stop with the leading wheels of movement past the "Switch Circuit" sign, within 200 feet of the absolute signal that governs movement over the switch. Crew members of the train which is to enter the siding will then operate the push button which is located on the signal mast. After 40 seconds, the signal will indicate red over lunar when the switch is lined for movement into the siding.

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

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

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

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

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

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

Forsyth—Local works on Channel 70 in Forsyth Yard.

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

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

Speed Test Boards—Engineers shall test speed on their train passing the following locations:
Westward trains—MP 4.3 to MP 5.3 between Glendive and Colgate
Westward trains—MP 134.0 to MP 135.0 between Nichols and Finch
Eastward trains—MP 120.0 to MP 119.0 between Forsyth and Rosebud
Eastward trains—MP 207.0 to MP 206.0 between Jones Jct. and Worden

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

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

Coal Train Fill Points—Conductors are responsible for filling empty coal trains to ideal tender. All the following locations protected by derails:
Waco—Fill point for East - Striped DEEX equipment trains.
Bull Mountain—Fill point for West-Striped DEEX equipment trains.
Big Horn—Fill point for SCKX equipment trains.
Joppa—Fill point for BSPX equipment trains.

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

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 190 to MP 180.0
MP 163.0 to MP 158.0
MP 132.0 to MP 64.0
MP 40.0 to MP 0.0

8. Line Segments

Yard Line Segments

Line Segment Limits

734 ..... Glendive

Road Line Segments

Line Segment Limits Mileposts

40 ..... Glendive to Jones Jct. .... 0.0 to 209.9

9. Locations Not Shown as Stations

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

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

Radio Channel No. 70 in service.

Radio Channel No. 54—MP 115.0 to MP 119.4

Radio Call-In	
Great Falls - 71(X)	Ft. Benton - 79(X)
Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Fort Benton and Great Falls	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:
Fort Benton to Great Falls

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

Restricted Limits—in effect:
Great Falls ..... MP 115.0 to MP 119.4

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

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

Test Mile Locations
Sheffels MP 106.0 to MP 107.0

8. Line Segments
Road Line Segments
Line Segment Limits
353 ..... Fort Benton to Great Falls

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓	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.	↑ EASTWARD
		00917	0.0	MINOT	BX	2MT CTC	35	0.5	
			0.5	SOO TOWER	MJX(2)			4.2	
			4.7	W L SWITCH				0.7	
			5.9	GASSMAN SWITCH		CTC		8.5	
		00930	13.9	DES LACS		2MT CTC		8.8	
	9,880	00939	22.7	BERTHOLD	J	CTC		16.5	
	9,090	00956	39.4	BLAISDELL				14.8	
	12,662	00970	54.3	STANLEY	JT			7.3	
	8,264	00978	61.5	ROSS				12.0	
	9,080	00990	73.5	WHITE EARTH				7.9	
		00998	81.8	TIOGA				5.5	
	12,448	01003	87.4	TEMPLE				11.6	
	8,665	01015	99.0	WHEELOCK				5.0	
		01020	104.5	EPPING		2MT CTC		17.1	
		01036	121.1	WILLISTON	BTX(2)			12.0	
	15,021	01049	133.2	TRENTON		CTC		13.9	
	12,267	01063	147.2	SNOWDEN	JT	CTC		12.0	
	8,552	01075	159.2	BAINVILLE	J			14.3	
	8,437	01089	173.5	CULBERTSON				5.5	
	8,430	01095	179.1	BLAIR				13.7	
	12,990	01108	192.8	BROCKTON				14.0	
	8,422	01122	206.8	POPLAR				15.4	
	8,424	01138	222.1	MACON				5.8	
	14,025	01144	227.3	WOLF POINT				11.3	
	8,422	01155	239.2	OSWEGO				12.4	
	8,495	01167	251.8	KINTYRE				11.4	
	9,431	01179	263.2	NASHUA				14.5	
	11,700	01192	277.5	GLASGOW	B	2MT CTC		276.6	

Radio Channel No. 54 in service between Minot and Bainville.

Radio Channel No. 66 in service Bainville West.

Radio Call-In		
Berthold - 01(X)	Stanley - 12(X)	White Earth - 02(X)
Tiogoa - 03(X)	Epping - 04(X)	Snowden - 05(X)
Williston - 06(X)	Culbertson - 14(X)	Poplar - 15(X)
Wolfpoint - 16(X)	Fraser - 17(X)	Glasgow - 18(X)
Gavin Yard - 07(X)	Emergency - Call 911	
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Numbers
Minot West—8-234-6407
Havre East—8-234-1601

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Minot to Trenton MP 133.7	79 MPH.	60 MPH.
Trenton MP 133.7 to MP 272.9	79 MPH	60 MPH.*

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

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

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

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

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

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

Trains consisting entirely of loaded double-stack equipment:
- Same as above except train must not average more than 105 tons per operative brake under item (3).

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

1(B). Speed—Permanent Restrictions

MP 0.0 to MP 1.2	35 MPH.	35 MPH.
MP 1.2 to MP 4.7	55 MPH.	50 MPH.
MP 4.7 to MP 5.2, Gassman Bridge	40 MPH.	40 MPH.
MP 5.2 to MP 11.2	60 MPH.	55 MPH.
MP 68.8 to MP 72.4	70 MPH.	60 MPH.
MP 72.4 to MP 81.8	65 MPH.	
MP 81.8 to MP 81.9	50 MPH.	50 MPH.
MP 81.9 to MP 90.1	70 MPH.	
Epping—Through equilateral turnout at two main tracks to MP 104.0	60 MPH.	50 MPH.
MP 111.3 to MP 113.4	55 MPH.	50 MPH.
MP 113.4 to MP 119.3	60 MPH.	60 MPH.
MP 119.3 to MP 121.1	55 MPH.	50 MPH.
MP 121.1 to MP 125.9	60 MPH.	55 MPH.
MP 125.9 to MP 126.1	40 MPH.	40 MPH.
MP 126.1 to MP 128.7	60 MPH.	55 MPH.
MP 133.3 to MP 133.7	70 MPH.	
MP 176.1 to MP 178.8	70 MPH.	60 MPH.
MP 184.5 to MP 187.4	70 MPH.	60 MPH.
MP 213.1 to MP 213.5	65 MPH.	60 MPH.
MP 255.6 to MP 255.7		60 MPH.
MP 272.9 to MP 276.7	65 MPH.	
MP 276.7 to MP 278.2	55 MPH.	50 MPH.

1(C). Speed—Switches and Turnouts

Trains entering turnouts of controlled sidings unless otherwise specified	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.

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.
Kintyre	35 MPH.	35 MPH.
Nashwa	35 MPH.	35 MPH.
Glasgow	35 MPH.	35 MPH.

1(D). Speed—Other

Sidings—Berthold, Blaisdell, White Earth, Temple, Bainville, Culbertson, Blair, Brockton, Trenton, Poplar, Macon, Wolf Point, Oswego, Kintyre and Nashua ..... 35 MPH. ..... 35 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 not permitted on Rip track, first track west of depot.

3. Type of Operation

CTC—in effect between:
Glasgow MP 277.5 and Minot MP 0.0

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

Mountain Continental Time in effect on entire Montana Division.

Two Main Tracks

Between 0.0 and 4.7, between MP 5.9 and MP 14, between 104.5 and MP 124.8, and between MP 275.82 and MP 277.25.

4. General Code of Operating Rules Items

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

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

Nashua—To prevent blocking the crossing at Nashua, Montana. Any delays longer than 10 minutes (GCOR 6.32.6), the following restrictions apply for both main track and siding:

There are 6,200 feet between the west end and being clear of the crossing gates, therefore Nashua must not be used for meeting, passing or holding trains exceeding 6,200 feet in length except when one of the following conditions can be met.

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

Manual Interlocking

Soo Tower operated by Minot West Dispatcher.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures
MP 2.0—DED—WWD only—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

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 required of departing eastward and westward through freight trains at speed not exceeding 20 MPH.

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

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

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

Test Mile Locations

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

8. Line Segments

Road Line Segments

Line Segment Limits

35 ..... Minot to Glasgow

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓	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.	↑ EASTWARD
		00970	0.0	STANLEY	JT			13.2	
		58812	11.7	LOSTWOOD				12.8	
		58825	24.6	POWERS LAKE				13.5	
		58838	38.0	McGREGGOR				12.3	
		58850	50.4	WILDROSE		TWC	265	13.9	
		58864	64.3	ALAMO				5.5	
		58870	69.8	APPAM				4.8	
		58875	74.6	ZAHL				12.0	
		58887	87.1	GRENORA	T			88.0	

Radio Channel No. 54 in service on this subdivision.

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

Train Dispatcher Telephone Number—(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Stanley and Grenora	25 MPH.

1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

When 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 Zahl ..... 143 tons, Restriction D
Zahl to Grenora ..... 134 tons, Restriction E

Six-axle locomotives heavier than 175 tons not permitted.

Six-axle derricks not permitted between Zahl and Grenora.

3. Type of Operation

TWC—in effect:
Stanley to Grenora

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track

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

7. Special Conditions

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

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

8. Line Segments

Road Line Segments

Line Segment Limits

265 ..... Stanley to Grenora

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Helena Subdivision BRANCH LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	32777	115.5	GREAT FALLS	BJTR	TWC	336	28.8	
2,211	11148	144.3	CASCADE				22.9	
6,100	11171	167.2	CRAIG				7.9	
2,488	11179	175.1	WOLF CREEK				9.3	
2,276	11188	184.4	SIEBEN				12.1	
5,112	11200	196.5	SILVER CITY				14.5	
	31082	210.9	HELENA JCT	JR			95.4	

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Great Falls and Helena Jct.	35 MPH.

1(B). Speed—Permanent Restrictions

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

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

1(D). Speed—Other

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

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

3. Type of Operation
TWC—in effect:
Great Falls to Helena Jct.

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

Restricted Limits—in effect:
Great Falls ..... MP 115.6 to MP 118.6

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 1.5 miles.

Rule 6.28—in effect:
Helena Jct. ..... MP 209.0 to MP 210.9

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

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

Test Mile Locations
Ulm—MP 124 to MP 125

8. Line Segments
Road Line Segments
Line Segment Limits
336 ..... Great Falls to Helena Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 54 in service.

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

Train Dispatcher Telephone Numbers
(817) 234-1605, Fax (817) 234-1606

1. Speed Restrictions

1(A). Speed—Maximum

	Freight
Hettinger to Terry	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 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:
Between Hettinger MP 926.0 and Terry MP 1078.9.

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

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

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

6. FRA Excepted Track—None

7. Special Conditions
Automatic Switches—on siding Terry for Hettinger Subdivision.

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

Ismay and Bluffport—All trains with 100 TOB or more are not permitted to use sidings.
Test Mile Locations
MP 942.0 to MP 943.0

Sidings—The following sidings are authorized for trains over 100 TOB: Hettinger, Buffalo Springs, Baker and Mildred:
- Bucyrus and Buffalo Springs—When trains meet, the train holding the main track will not pass the automatic block signal at the near end of the siding until the train taking siding has arrived.

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

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 1068 to MP 1049.0
MP 1013.0 to MP 982.0
MP 948.0 to MP 944.0

8. Line Segments
Road Line Segments

Line Segment	Limits	Mileposts
2005	Hettinger to Terry	927.8 to 1078.9

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓	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.	↑ EASTWARD
		01350	964.8	PACIFIC JCT	J	2MT CTC		5.7	
	8,431	01356	970.9	BURNHAM		CTC		9.6	
	8,574	01365	980.1	KREMLIN				8.7	
		01375	988.8	GILDFORD EAST				5.4	
			994.2	HINGHAM CENTER	X	2MT CTC		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	36	7.9	
		01517	1131.8	SPOTTED ROBE				4.3	
			1136.1	GRIZZLY		2MT CTC		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				4.3	
			1177.6	PAOLA		CTC		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	

Radio Channel No. 54 in service in Whitefish Yard.

Radio Channel No. 76 in service on this subdivision.

Whitefish to Conkelley is under the jurisdiction of the Northwest Division.

Train Dispatcher Telephone Number
Havre West—(817) 234-6564
Glacier—(817) 234-1603

Radio Call-In		
Havre - 27(X)	Rudyard - 28(X)	Lothair - 29(X)
Shelby - 30(X)	Cut Bank - 31(X)	Browning - 32(X)
Glacier Park - 34(X)	Summit - 35(X)	Blacktail - 36(X)
Essex - 37(X)	Red Eagle - 38(X)	Belton - 39(X)
Coram - 40(X)	Whitefish - 41(X)	
Great Falls Radio Channel Call-ins		
Cutbank Radio - 127	Shelby Mainline Radio - 126	Shelby Branch Radio - 124
	Sunburst Radio - 125	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Pacific to Whitefish	79 MPH.	60 MPH.

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

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

Unless otherwise specified, trains entering turnouts of controlled sidings	20 MPH.	20 MPH.
End of two main tracks Gildford East (MP 988.8) 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:	**UP TO 100 TOB**	**100 TOB and Over**
Head end of westward trains (Does not apply to Amtrak trains)		
MP 1151.7 to MP 1152.2	15 MPH.	15 MPH.
Head end of eastward trains		
Signal 431.9 to MP 429.7	20 MPH.	20 MPH.
MP 1023.0 to MP 1022.4	70 MPH.	

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Havre to Whitefish ..... 143 tons, Restriction A

Six-axle locomotives and six-axle derricks not permitted:
Summit Baloon Track
Stoltze Lumber Industry Track

3. Type of Operation
CTC—in effect:
Pacific Jct. (MP 964.8) to Whitefish (MP 1219.9)

Yard Limits—in effect between:
MP 429.25 (Havre Center) to MP 431.95 (Havre West)

Two Main Tracks
MP 988.8 to MP 1011.9
MP 1065.3 to MP 1090.9
MP 1090.9 to MP 1116.4
MP 1131.9 to MP 1136.1
MP 1149.8 to MP 1165.1
MP 1166.0 to MP 1173.2
MP 1177.4 to MP 1187.9

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

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

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is as follows: Flagging against westbound trains is 2.0 miles.

Flagging against eastbound trains is 2.0 miles except:
MP 1164.0 to MP 1150.0, 1.0 mile.

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

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

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

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

5. Trackside Warning Detectors (TWD)
A. Protecting Bridge, Tunnel or Other Structures
MP 1086.3—DED—Recall Code 319—WWD only
MP 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—Recall Code 287
MP 986.1—DED, Exception Reporting
MP 981.7—Recall Code 278
MP 997.7—DED, Exception Reporting—Main 1
MP 999.7—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 1208.3—DED—Recall Code 407—WWD only
MP 1212.9—Recall Code 408

6. FRA Excepted Track—None

7. Special Conditions
Remote Control Operations—Signs located at MP 965.8 (Hi Line Subdivision), and MP 426.4 (Milk River Subdivision) designate the Remote Control Area at Havre.

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.

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

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

Ruling grade descending westward is 1.8.

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

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

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

With reference to ABTH Rule 101.7 Standard Air Pressures Item 3(C):
The standard brake pipe pressure for trains operating 100 tons or more per operative brake is 100 psi.

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

EXCEPTION: Trains operating with distributed power cut in and operating is 90 psi.

Dynamic brake limitation is now at 28 axles per consist for all trains on the BNSF, per Air Brake and Train Handling Instruction 104.3.2, Item B. Dynamic brake rating for each locomotive may be found in BNSF Timetable Special Instruction 2(B).

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

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

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.

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.

Browning and Glacier Park—Wind gauges have been placed at Browning and Glacier Park to assist in the dispatching of trains. The following instructions will apply:

- A cautionary level wind alert is for wind speeds from 50 to 60 MPH and the following will apply:
  The train dispatcher will advise trains that winds have reached cautionary level. When so notified, trains are to reduce speed to not exceed 25 MPH between Browning and Glacier Park. Trains carrying double stack equipment with empty containers will be held at browning or Glacier Park. For trains meeting this criteria, the dispatcher is not to line signals at Browning. These trains will be held at Glacier Park or Browning until wind speed is below 50 MPH. All other instructions for cautionary and critical level winds still apply.
- A critical level wind alert is for wind speeds above 60 MPH and the following will apply:
  The dispatcher is not to line signals at Browning when winds have reached critical levels and will hold trains at Browning and Glacier Park until conditions allow for further movement of trains.

Whitefish—To avoid blocking road crossing, all westward freight trains must not pass East WF crossovers without Boyer East Dispatcher permission.

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

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

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

8. Line Segments
Yard Line Segments
Line Segment Limits
650 ..... Whitefish

Road Line Segments
Line Segment Limits
36 ..... Pacific Jct. to Whitefish

9. Locations Not Shown as Stations

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

10. Grade Chart

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
		32777	224.5	GREAT FALLS	BJTR			7.9	
	9,520	32766	216.6	WHITE BEAR				22.2	
	6,743	32748	194.4	ARMINGTON				11.2	
		32736	183.1	RAYNESFORD				13.5	
	8,445	32724	169.2	GEYSER				15.6	
	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				10.1	
	9,425	32575	24.6	ACTON				20.4	
		32557	4.2	HESPER				4.0	
		30853	0.74	MOSSMAIN	JTR			223.5	

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Mossmain to Great Falls	49 MPH.

1(B). Speed—Permanent Restrictions

MP 10.0 to MP 13.1	25 MPH.
MP 13.1 to MP 21.3	35 MPH.
MP 43.9 to MP 44.8	25 MPH.
MP 146.1 to MP 149.0	40 MPH.
MP 149.0 to MP 149.6	25 MPH.
MP 153.0 to MP 159.6	40 MPH.
MP 159.6 to MP 161.5	25 MPH.
MP 181.5 to MP 184.0	40 MPH.
MP 198.3 to MP 200.2	35 MPH.
MP 200.2 to MP 200.4	25 MPH.
MP 208.3 to MP 210.2	25 MPH.
MP 210.2 to MP 211.1	40 MPH.
MP 219.1 to MP 220.3	30 MPH.
MP 220.3 to MP 222.4	25 MPH.

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

1(D). Speed—Other

All sidings	10 MPH.

Temperature Restriction—When 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

3. Type of Operation
TWC—in effect:
Mossmain to Great Falls

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

Restricted Limits—in effect:
Mossmain—MP 0.74 to MP 2.0
Great Falls—MP 222.4 to MP 224.5.

Yard Limits—in effect:
At Moccasin—CMR Trackage MP 0.4 to MP 2.0

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

5. Trackside Warning Detectors (TWD)
A. Protecting Bridge, Tunnel or Other Structures—None
B. Other TWD Locations
MP 14.8—Recall Code 608
MP 33.4—Recall Code 518
MP 69.3—Recall Code 728
MP 95.3—Recall Code 718
MP 129.9—Recall Code 738
MP 151.7—Recall Code 728
MP 176.9—Recall Code 717
MP 204.5—Recall Code 718

6. FRA Excepted Track—None

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

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

List of Long and Short Miles
MP 221 to MP 222—4768 ft.
MP 219 to MP 220—4473 ft.
MP 218 to MP 219—4492 ft.
MP 217 to MP 218—4479 ft.
MP 216 to MP 217—4699 ft.
MP 215 to MP 216—4551 ft.

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

Test Mile Locations
Hesper—MP 3.5 to MP 4.5
White Bear—MP 215.3 to MP 216.3

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

8. Line Segments
Road Line Segments
Line Segment Limits
362 ..... Mossmain to Great Falls

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
32563	Rimrock	5.3 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

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

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Sipple and Lewistown	25 MPH.

1(B). Speed—Permanent Restrictions
MP 21.8 to MP 24.0 ..... 10 MPH.
MP 24.0 to end of track ..... 8 MPH.

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

1(D). Speed—Other
All industry tracks ..... 10 MPH.

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

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

3. Type of Operation
TWC—in effect:
Sipple to Lewistown

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
List of Long and Short Miles
MP 6 to MP 7—3780 ft.

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

8. Line Segments
Road Line Segments
Line Segment Limits
368 ..... Sipple to Lewistown

9. Locations Not Shown as Stations—None

10. Grade Chart

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Milk River Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EASTWARD
	11,700	01192	277.5	GLASGOW	B	CTC	35	11.9	
	8,321	01205	289.4	TAMPICO				14.1	
	13,259	01219	303.5	HINSDALE				12.7	
	10,107	01232	316.2	SACO				14.4	
	8,106	01245	330.6	BOWDOIN				12.7	
	8,520	01259	343.3	MALTA				9.5	
	10,756	01268	352.8	WAGNER				7.9	
	7,417	01276	360.7	DODSON				15.2	
	8,526	01291	375.9	SAVOY				11.8	
	7,564	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	
		03145	430.4	HAVRE	BTY			1.5	
			431.9	HAVRE WEST	X(2)	2MT CTC		2.1	
		01350	434.8 964.8	PACIFIC JCT	J			156.5	

Radio Channel No. 66 in service.

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

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

Train Dispatcher Telephone Number—(817) 234-1601

1. Speed Regulations

1(A). Speed—Maximum

	Passenger	Freight
Glasgow and Havre	79 MPH.	60 MPH.

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

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

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

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

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

Trains consisting entirely of loaded double-stack equipment:

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

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

1(B). Speed—Permanent Restrictions

MP 278.2 to MP 279.6	65 MPH.	60 MPH.
MP 296.3 to MP 300.7	60 MPH.	55 MPH.
MP 311.8 to MP 312.1	65 MPH.	60 MPH.
MP 320.0 to MP 331.0	79 MPH.	60 MPH.
MP 428.0 to MP 429.7	55 MPH.	50 MPH.
MP 429.7 to MP 431.9	20 MPH.	20 MPH.
MP 431.9 to MP 434.0	55 MPH.	50 MPH.

1(C). Speed—Switches and Turnouts

Trains entering turnouts of controlled sidings	20 MPH.	20 MPH.
Crossovers Havre Center	10 MPH.	10 MPH.
Crossovers Havre West	10 MPH.	10 MPH.

1(D). Speed—Other

Signal 433.1 Westward Trains (HER) over 100 TOB	40 MPH.	40 MPH.
Signal 433.4 Eastward Trains (HER) over 100 TOB	40 MPH.	40 MPH.
"A" Track havre Yard	20 MPH.	20 MPH.
MP 374.75 to MP 374.9 (Savoy Siding)	10 MPH.	10 MPH.

Trains departing sidings on a proceed signal indication may increase speed to 35 MPH after engine has passed signal.

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:
Glasgow (MP 277.5) to Pacific Jct. (MP 434.8)

Yard Limits—in effect:
Between MP 429.25 (Havre Center) to MP 431.95 (Havre West)

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

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

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

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

5. Trackside Warning Detectors (TWD)

A. Protecting Bridge, Tunnel or Other Structures
MP 282.8—DED—EWD only—Recall Code 187
MP 306.7—DED—WWD only—Recall Code 189
MP 314.6—DED—EWD only—Recall Code 197
MP 339.2—DED—WWD only—Recall Code 207
MP 347.0—EWD only—Recall Code 208

B. Other TWD Locations
MP 282.8—DED—WWD only—Recall Code 187
MP 292.9—Recall Code 188
MP 298.0—Exception Reporting
MP 302.2—Exception Reporting
MP 306.7—DED—EWD only—Recall Code 189

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

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—Signs located at MP 965.8 (Hi Line Subdivision), and MP 426.4 (Milk River Subdivision) designate the Remote Control Area at Havre.

Havre East to Glasgow—Any train or lite engine(s) operating between Havre East and Glasgow must have a minimum of 20 total axles or the dispatcher must establish absolute protection against the following trains.

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

Test Mile Locations
Glasgow—MP 283.1 to MP 284.1
Malta—MP 345.8 to MP 346.8
Chinook—MP 411.6 to MP 412.6

8. Line Segments

Yard Line Segments

Line Segment	Limits
701	Havre
702	Havre Diesel Shop

Road Line Segments

Line Segment	Limits
35	Glasgow to Pacific Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 54 in service.

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

Train Dispatcher Telephone Number—(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

Freight

Niobe to Boundary Line ..... 35 MPH.

1(B). Speed—Permanent Restrictions

MP 6.8 to MP 8.3 ..... 25 MPH.

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

1(D). Speed—Other—None

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Niobe to Boundary Line ..... 143 tons, Restriction D

3. Type of Operation
TWC—in effect:
Niobe to Boundary Line

Restricted Limits—in effect:
Northgate—MP 19.0 to MP 21.5

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

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

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

8. Line Segments
Road Line Segments
Line Segment Limits
264 ..... Niobe to Boundary Line

9. Locations Not Shown as Stations—None

10. Grade Chart

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

Radio Channel No. 66 in service.

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

Train Dispatcher Telephone Numbers
(817) 234-6465, Fax (817) 234-6462

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Sarpy Jct. and Kuehn	40 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts
Kuehn—East and West Switches ..... 10 MPH.

1(D). Speed—Other
Kuehn around Loop Track ..... 10 MPH.
Kuehn siding ..... 10 MPH.
Kuehn—MP 34.4 to MP 37.4 (HER) ..... 20 MPH.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Sarpy Jct. to Kuehn ..... 143 tons, Restriction A

3. Type of Operation
TWC—in effect:
MP 0.0 to MP 34.4

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 2.0 miles.

Rule 6.28—in effect:
Kuehn MP 34.4 to MP 37.4.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

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

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

Loaded coal trains are not permitted on Kuehn siding.

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

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

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

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

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

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

8. Line Segments
Road Line Segments

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

9. Locations Not Shown as Stations

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

10. Grade Chart

WESTWARD ↓ Length of Siding (Feet)	Station Nos.	Mile Post	Scobey Subdivision **BRANCH LINE STATIONS**	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn. ↑ EASTWARD
	01075	0.0	BAINVILLE	JR	TWC	355	19.3
	59018	19.1	FROID				6.3
	59024	25.9	HOMESTEAD				6.0
	59030	32.0	MEDICINE LAKE				7.5
	59038	39.7	RESERVE				6.3
	29044	46.2	ANTELOPE				8.0
2,097	59052	54.4	PLENTYWOOD				20.0
	59072	74.5	REDSTONE				12.0
	59084	86.4	FLAXVILLE				12.6
1,947	59097	99.0	SCOBEY				98.0

Radio Channel No. 54 in service.

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

Train Dispatcher Telephone Number—(817) 234-6407

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Bainville and Scobey	25 MPH.

1(B). Speed—Permanent Restrictions

All loads MP 54.8 to MP 100 ..... 10 MPH.

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

1(D). Speed—Other

All sidings ..... 10 MPH.

When 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

Bainville to Plentywood ..... 143 tons, Restriction D
Plentywood to Scobey ..... 134 tons, Restriction G

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

Four-axle locomotives heavier than 140 tons not permitted.

3. Type of Operation

TWC—in effect:
Bainville to Scobey

Restricted Limits—in effect:
Between MP 0.0 and MP 1.0

4. General Code of Operating Rules Items

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Scobey Subdivision—Only 30 loads may be handled between Scobey MP 100 and Plentywood MP 54.8. Use no dynamic braking or independent brakes on descending grade between MP 86.5 Flaxville and MP 74.5 Redstone.

Between May 1 and September 30, all loads will be operated only between the hours of 1900 and 0700 between MP 100 Scobey and MP 54.8 Plentywood.

Only 85 loads may be handled between MP 0.7 Bainville and MP 57.7 Plentywood.

Crews on all eastward trains handling 10 or more loads will set full retainers on the rear 30 percent of their cars at Flaxville and release them at Redstone.

Plentywood—Close clearance on Plentywood Industry Track.

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

8. Line Segments

Road Line Segments

Line Segment Limits

355 ..... Bainville to Scobey

9. Locations Not Shown as Stations

Name		Miles - Location	Capacity Cars	Switch Opens
59050	Merc	2.2 east of Plentywood	78	Both
59079	Navajo	6.6 west of Redstone	18	West

10. Grade Chart

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

Radio Channel No. 85 in service .

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

Train Dispatcher Telephone Numbers
(817) 234-6420, Fax (817) 234-6496

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Glendive to Snowden	40 MPH.

1(B). Speed—Permanent Restrictions

MP 5.0 to MP 17.7 ..... 25 MPH.
MP 17.7 to MP 33.1 ..... 30 MPH.
MP 33.1 to MP 34.0 ..... 25 MPH.
MP 55.0 to MP 77.0 ..... 25 MPH.

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

1(D). Speed—Other

Sidney over Main Street and Third Street N.E. crossings ..... 10 MPH.
Snowden (East and West Legs of Wye) ..... 10 MPH.

Temperature Restriction—When ambient air temperature is 85 degrees or greater, all trains must not exceed 25 MPH unless a more restrictive speed is in effect.

Item 1(A) of System Special Instructions applies.

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

2. Bridge and Equipment Weight Restrictions
Maximum Gross Weight of Car
Glendive to Snowden ..... 134 tons, Restriction G

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

3. Type of Operation
TWC—in effect:
Glendive to Snowden

Restricted limits—in effect:
Glendive ..... MP 0.0 to MP 5.0
Sidney ..... MP 50.0 to MP 55.0
Snowden ..... MP 77.0 to MP 78.6

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

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

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

Snowden—Normal position for the wye tail switch is for the East Leg of the Wye. 5-pack cars cannot be turned on the wye. Derail MP 78.1 normal position will be in the non-derailing position unless protecting equipment.

Fairview Wye—has 4000 foot Tail Track

Track Warrants—Authority Track Warrants on the Sidney Line Subdivision will be addressed as follows:
To:_____
On: Sidney Line Sub

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

8. Line Segments
Road Line Segments

Line Segment	Limits	Mileposts
306	Glendive to Snowden	0.0 to 78.6

9. Locations Not Shown as Stations

Name and TSS Track Numbers		Miles - Location	Capacity Cars	Switch Opens
85806	West Glendive Spur	4.3 north of Glendive	35	North
	Cenex Shuttle - 0235	4.8 north of Glendive	110	South
85811	Stipek - 0501	10.7 north of Glendive	10	South
85820	Intake - 0530	20.1 north of Glendive	10	North
85835	Savage - 0541	20.2 south of Sidney	10	South
85844	Crane - 0545	10.7 south of Sidney	10	North
59218	Ridgelawn - 0550	4.1 south of Fairview	11	North
59216	Ludington - 0581	1.5 south of Fairview	36	Both
59209	Dore - 0650	5.2 north of Fairview	11	South

10. Grade Chart

SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sweet Grass Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTHWARD
	6,600	61236	138.9	SWEET GRASS	XTR			8.4	
		61228	130.6	SUNBURST		TWC		10.4	
		61217	120.1	KEVIN				19.7	
		01451	100.0	SHELBY	BJTXR	CTC		9.3	
	At Shelby, refer to the Hi Line Subdivision.								
	6,387	32868	90.8	NAISMITH				6.5	
		32859	84.1	FOWLER				4.7	
	6,890	32854	79.5	LEDGER				7.6	
		32847	71.8	VALIER JCT	J		354	3.2	
	8,970	32843	68.6	CONRAD	T			13.4	
	5,115	32830	55.2	BRADY		TWC		10.0	
		32820	45.3	COLLINS				7.4	
	6,358	32813	37.3	DUTTON				10.6	
	6,455	32802	26.8	POWER	JT			14.0	
	2,847	32788	12.3	VAUGHN				11.3	
		32777	0.4	GREAT FALLS	BJT			136.5	

Radio Channel No. 70 in service.
Radio Channel No. 66 in Great Falls Yard

Radio Call-In		
Great Falls - 71(X)	Dutton - 75(X)	Conrad - 76(X)
Shelby - 78(X)	Sunburst - 80(X)	
Great Falls Radio Channel Call-ins		
Cutbank Radio - 127	Shelby Mainline Radio - 126	Shelby Branch Radio - 124
	Sunburst Radio - 125	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatcher Telephone Number
(817) 234-1605

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Great Falls to Shelby	49 MPH.
Shelby to Sweet Grass	40 MPH.

1(B). Speed—Permanent Restrictions

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

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

All sidings ..... 10 MPH.

Do not exceed 5 MPH with head end of movement over Central Avenue west grade crossing on Zone 4 between Great Falls Yard and Montana refinery facility.

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 0.4 to MP 100.0 ..... 35 MPH.
MP 100.0 to MP 138.9 ..... 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
Great Falls to Sweet Grass ..... 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. Maximum speed on these tracks is 5 MPH.

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

TWC—in effect:
Great Falls to Shelby
Shelby to Sweet Grass

Restricted Limits—in effect:
Shelby—MP 97.0 to MP 99.9 and MP 101.5 to MP 104.0
Sweet Grass—MP 136.0 to MP 138.9.

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is as follows:
MP 0.0 to MP 99.9—2.0 miles
MP 104.0 to MP 136.0—1.0 miles

Rule 6.28—in effect:
Great Falls MP 0.4 to MP 3.5

Shelby—The normal position of hand operated switch at MP 99.9 is for movement to or from the Hi Line Subdivision, Main Track 2. When switch is in reverse position, movement will be lined to or from the Sweet Grass Subdivision to the Shelby South Yard.

Great Falls—Track no. 107 and track no. 122 main track switches may be left lined in the last position used.

5. Trackside Warning Detectors (TWD)
A. Protecting Bridge, Tunnel or Other Structures—None

B. Other TWD Locations
MP 18.5—Recall Code 748
MP 35.7—Recall Code 758
MP 58.7—Recall Code 767
MP 84.2—Recall Code 788
MP 113.2—Recall Code 789
MP 129.2—Recall Code 808

6. FRA Excepted Track—None

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

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.

List of Long and Short Miles
MP 1 to MP 2—2544 ft.
MP 2 to MP 3—6193 ft.
MP 43 to MP 44—2224 ft.
MP 84 to MP 85—4744 ft.

Test Mile Locations
MP 16.0 to MP 17.0—Northbound
MP 86.0 to MP 85.0—Southbound
MP 109.0 to MP 110.0

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

8. Line Segments
Yard Line Segments
Line Segment Limits
0354 ..... Exxon Spur
703 ..... Great Falls

Road Line Segments
Line Segment Limits
354 ..... Great Falls to Sweet Grass

9. Locations Not Shown as Stations

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

10. Grade Chart

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

Radio Channel No. 70 in service.

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

Train Dispatcher Telephone Number
(817) 234-1605

1(A). Speed—Maximum

	Freight
Valier Jct. and Valier	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:
Valier Jct. to Valier

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

4. General Code of Operating Rules Items
Rule 6.19—When flagging is required, flagging distance is 1.0 mile.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions
Movements approaching Valier must be made expecting equipment and derail on the main track.

8. Line Segments
Road Line Segments
Line Segment Limits
361 ..... Valier Jct. to Valier

9. Locations Not Shown as Stations—None

10. Grade Chart

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Track Bulletin Form B—Verbal Permission:

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

"Foreman (name and/or Gang No.) _____ using Form B Restriction No. _____ between MP _____ and MP _____ (specifying subdivision when necessary)."

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

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

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

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

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

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

   - "(Train) may proceed through the limits at _____ MPH (or maximum authorized speed) but not exceeding _____ MPH between/at (specifying location) (specifying track when necessary)."

   Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

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

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

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

Report Trespassers
1-800-832-5452

Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9