

BNSF



**Powder River
Division**

**Timetable
No. 2**

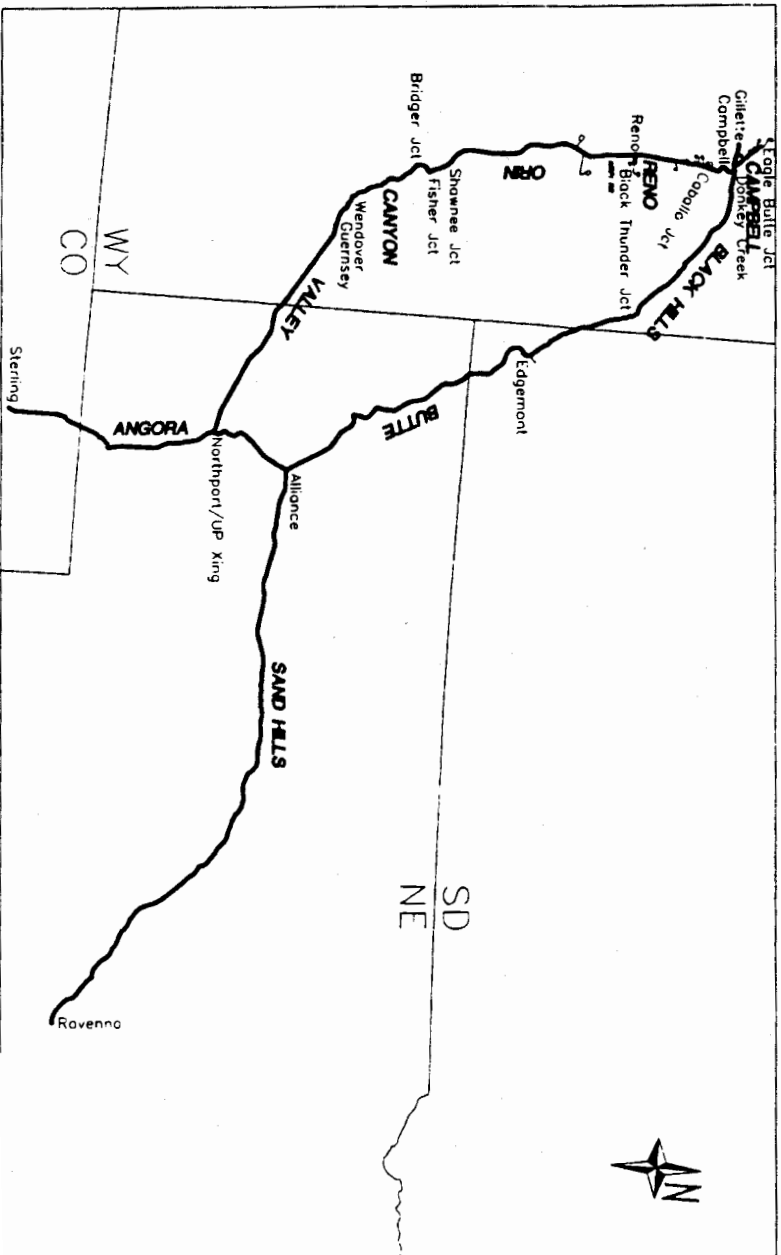
**IN EFFECT AT 0001
Mountain Continental Time**

Saturday March 1, 1997

**Division Superintendent
J.L. Hardy
Alliance, NE
(308) 763-2257**

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

Burlington Northern Santa Fe Powder River Division



WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Butte Subdiv MAIN LINE STATIONS	Method of Oper.	Track Diagram	↑ EASTWARD
			364.0	EAST ALLIANCE	X(2)		
		30364	365.6	1.6 ALLIANCE	BT		Rule 6.28
			365.9	0.3 EMERSON			CTC
				to South Wye 0.3 0.3			
			366.2	THIRD STREET	J		2MT
			369.2	WEST ALLIANCE			CTC
		30374	376.2	7.0 BEREA			CTC
		30383	384.6	9.0 HEMINGFORD			CTC
			386.8	2.2 CROSSOVER 386.8	X		
			392.2	5.4 CROSSOVER 392.2	X(2)		
			403.9	11.7 CROSSOVER 403.9	X(2)		
			408.4	4.5 CROSSOVER 408.4	X		
10,227	30409	409.7	1.3 BELMONT	X	2MT		
			419.8	10.1 CROSSOVER 419.8	X(2)		CTC
	30422	422.9	3.1 CRAWFORD	BX			
			423.6	0.7 CROSSOVER 423.6	X		
			425.5	1.9 CROSSOVER 425.5	X		
			432.8	7.3 CROSSOVER 432.8	X(2)		
	30436	437.5	4.5 CROSSOVER 437.5	X(2)			
			445.1	7.6 CROSSOVER 445.1	X(2)		
	30449	451.2	6.1 WEST ARDMORE				
14,167	30457	458.8	7.6 RUMFORD		CTC		
	30466	465.2	6.4 PROVO				
			466.9	1.7 CROSSOVER 466.9	X(2)		
			473.6	6.7 CROSSOVER 473.6	X(2)	2MT	
	30474	475.2	1.6 EAST EDMONT		CTC		
	30475	476.1	0.9 EDGEMONT	BT			

AAR Channel 78 in service on this Subdivision.
AAR Channel 70 in service at Alliance Yard.

Dispatcher Radio Call-in:	
Alliance-20	Belmont-21
Crawford-22	Ardmore-23
Edgemont-30	

Train Dispatchers Phone Number (817) 234-6184
Emergency Train Dispatcher Call - 911

1. Speed Regulations**1(A). Speed - Maximum****Freight**

Alliance to Edgemont 50 MPH.

1(B). Speed - Permanent Restrictions

MP 365.9 to MP 366.2 10 MPH.

Eastward Trains MP 367.1 to MP 366.7 25 MPH.

Westward Trains MP 366.2 to MP 366.8 (HE only) 25 MPH.

Sterling Lead between Emerson and South Wye 10 MPH.

MP 393.6 to MP 399.8 40 MPH.

MP 409.4 to MP 412.8 30 MPH.

MP 412.8 to MP 414.1 20 MPH.

MP 414.1 to MP 418.8 25 MPH.

MP 418.8 to MP 423.1 40 MPH.

MP 466.7 to MP 469.4 (Both main tracks) 40 MPH.

MP 469.4 to MP 475.8 45 MPH.

Edgemont between east and west Highway crossings, (HE only) 25 MPH.

1(C). Speed - Switches and Turnouts

Through turnouts East and West Rumford 35 MPH.

Through turnout MP 475.2 10 MPH.

Through turnouts:

Provo MP 465.2 35 MPH.

Through all turnouts equipped with dual control switches and on sidings unless otherwise specified 25 MPH.

1(D). Speed - Other

Through siding Belmont 25 MPH.

Through siding Rumford 35 MPH.

Lite engine movements solely within the confines of Alliance Terminal may move at restricted speed. This does not apply within Mechanical Department limits.

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

2. Bridge and Equipment Weight Restrictions-**Maximum Gross Weight of Car:**East Alliance to Edgemont 143 tons
24 ft. ore cars (BN95500-95891, 96044-96085) and 35 ft. ore cars (BN 99000-99949) not permitted.**3. Method of Operations-**

CTC- in effect: Emerson to Edgemont

Two Main Tracks:

MP 366.2 - MP 376.2

MP 384.6 - MP 451.2

MP 465.2 - MP 476.1

Moveable Point Frog- (Refer to System Special Instructions Item 12)

West Ardmore MP 451.2

East Rumford MP 458.1

West Rumford MP 461.0

Provo MP 465.2

Dual Control Derail-

Belmont Siding MP 408.4

Crawford between No.2 track switch
and MT No.1 MP 423.1**4. General Code of Operating Rules Items-****Rule 6.19-** When flagging is required, distance will be 2.0 miles.

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

Alliance Coop Spur	Marsland Back Track
Buchfinck Bean Spur	Ardmore Back Track
Berea Elevator Track	Rumford Back Track
Berea Spud Track	Provo Back Track
Nida Back Track	Edgemont City Track
Hemingford Mill Track	Edgemont House Track

Belmont- Occupied caboose may be dropped over dual control switch in the HAND position after permission has been obtained from the Train Dispatcher. Rules 7.7 and 8.1 of the General Code of Operating Rules are modified accordingly.

5. Trackside Failed Equipment Detector(FED)-

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

Nonpareil	MP 390.4 MT 1 and MT 2
Belmont	MP 406.2 MT 1 and MT 2
Belmont	MP 412.7 (DED Only) MT 1 and MT 2
Belmont	MP 414.2 (DED Only) MT 1 and MT 2
Crawford	MP 428.2 MT 1 and MT 2
Ardmore	MP 454.4
Edgemont	MP 470.6 MT 1 and MT 2

6. FRA Excepted Track-None

7. Special Conditions-

Alliance Terminal Radio Instructions:

AAR Channel 78: Main Line train movements, Dispatchers and emergencies.

AAR Channel 70: All Terminal Operations (except switch engines), arriving and departing trains, hostlers, taxis, air tests, yard CTC.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on AAR Channel 70 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from the road channel to AAR channel 70 after passing these respective points:

From the East:	Birdsell
From the South:	East Bonner
From the West:	Berea

Outbound trains will switch from the yard channel (AAR 70) to the appropriate road channel after passing these respective points:

To the East:	Birdsell
To the South:	MP 4.6 (South Alliance)
To the West:	West Alliance

Alliance Terminal-Rule 6.28 territory, movement is made under the direction of the North Yardmaster. No engines over 320,000 lbs. weight on drivers permitted in old bean spur track.

Milepost sign 416.0 is actually located at MP 415.69

Berea-Cars must not occupy west 500 feet of elevator track without track bulletin protecting close clearance on main one.

Crawford-All Eastward trains using helpers except general merchandise trains and intermodal trains must have helpers cut in ahead of the caboose. Loaded coal trains with empty cars in the rear one-third of the train must cut in helpers ahead of the empty cars.

Helper engines are to be against the rear car of coal trough trains with the following limitations which pertain to the manner helpers and the distributed power engine consist:

No more than 24 powered axles total and powered axles cannot exceed 13,400 horsepower.

General merchandise trains and intermodal trains in excess of 8,000 tons using helper locomotive(s) must have helper locomotive(s) cut in train, ahead of the helper locomotive(s) full rated tonnage.

FULL RATED TONNAGE

1-SD70MAC	2,400 tons	2-SD70MAC	4,800 tons
1-SD60	2,200 tons	2-SD60	4,400 tons
1-SD40	2,000 tons	2-SD40	4,000 tons

Helper locomotive(s) placed in general merchandise or intermodal trains must not be placed directly behind empty car or 80 foot or longer car weighing less than 50 tons.

When coming on duty, helper crews arrange to notify train dispatcher of the engine numbers in the consist before departing. Prior to release from duty, notify the train dispatcher about any helper locomotives in the consist that have less than 1,000 gallons of fuel.

Test Mile-

MP 366.3 to MP 367.3
 MP 371 to MP 372
 MP 389 to MP 390
 MP 433 to MP 434
 MP 461 to MP 462

Temperature Speed Restrictions-

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

Trains 100 tons O/B and over 30 MPH.
 Trains up to 100 tons O/B 45 MPH.

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

Trains 100 tons O/B and over 30 MPH.
 Trains up to 100 tons O/B 45 MPH.

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. Other Line Segments-

Yard Line Segments-

Line Segment	Limits
890	Alliance
891	Alliance Shop

Road Line Segments-

Line Segment	Limits
4	East Alliance to Edgemont

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
30369 Ginn	1.2 west of West Alliance MT 1	12	West
Berea Elevator track	6.3 west of West Alliance MT 1	8	Both
30380 Nida	5.7 west of Berea	35	West
30383 Hemingford Mill Tr.	Hemingford	32	East
" Hemingford Stock Trk.	Hemingford	28	Both
" Hemingford Old Ewd. Siding	Hemingford	23	East
" Hemingford Spud Trk.	Hemingford	13	East
" Hemingford Certified Spur	Hemingford	7	East
30390 Nonpareil Old Pass	6.7 west of Hemingford MT 2	75	Both
30390 Nonpareil Back Track	6.7 west of Hemingford MT 2	10	Both
30399 Marsland Backtrack	15.9 West of Hemingford MT 1	17	West
30409 Belmont Back Track.	Belmont - Off Siding	27	Both
Crawford Pocket Track	Crawford	19	Both
30422 Crawford #1	Crawford	5	East
30422 Crawford #2	Crawford	30	Both

Name	Miles-Location	Capacity Cars	Switch Opens
30422 Crawford #3	Crawford	28	East
30422 Crawford #4	Crawford	30	East
30422 Crawford #5	Crawford	10	East
Crawford Team Track	Crawford off of House Track	4	East
Crawford House Track	Crawford off of MT2	21	East
Crawford P&G Track	Crawford off Crawford #5 track	8	West
Horn Stub Track	2.6 west of Crawford MT 2	15	East
30436 Joder Backtrack	0.5 east of Crossovers MP 437.5 MT 2	12	Both
30436 Joder Backtrack	1.4 east of Crossovers MP 437.5 MT 1	12	West
30449 Ardmore Backtrack	Ardmore MT 1	17	East
30457 Rumford	Rumford - Off Siding	8	Both
30466 Provo Backtrack	Provo MT 1	15	East
30467 Area Wye	1.2 west of Provo MT 2	60	Both

A MAN ALERT IS SELDOM HURT

WESTWARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Sand Hills Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD
		30126	127.7	RAVENNA	BTX			
				0.6				
		30128	128.3	WEST RAVENNA				
				5.0				
			133.3	CROSSOVER 133.3	X			
				4.5				
		30137	137.8	HAZARD				
				0.5				
			138.3	CROSSOVER 138.3	X	2MT		
				6.0		CTC		
		30143	144.3	LITCHFIELD				
				0.3				
			144.6	CROSSOVER 144.6	X			
				6.0				
			150.6	CROSSOVER 150.6	X(2)			
				4.4				
		30152	155.0	MASON		CTC		
				10.1				
		30166	165.1	BERWYN				
				4.7				
			169.8	CROSSOVER 169.8	X(2)	2MT		
				5.2		CTC		
		30174	175.0	FAIR	X			
				1.3				
7,933		30175	176.3	BROKEN BOW	B	CTC		
				8.7				
		30183	185.0	MERNA				
				5.0				
			190.0	CROSSOVER 190.0	X	2MT		
				5.7		CTC		
		30194	195.7	ANSELMO				
				9.9				
		30208	205.5	LINSCOTT				
				4.5				
			210.0	CROSSOVER 210.0	X(2)	2MT		
				4.4		CTC		
		30214	214.4	DUNNING				
				9.5				
		30224	223.9	HALSEY				
				8.0				
			229.9	CROSSOVER 229.9	X(2)	2MT		
				5.4		CTC		
		30234	235.3	NATICK				
				7.3				
8,124		30241	242.6	THEDFORD		CTC		
				6.5				
		30249	249.1	NORWAY				
				5.1				
			254.2	CROSSOVER 254.2	X(2)	2MT		
				5.1		CTC		
		30259	259.3	SENECA				
				8.0				
		30267	267.3	MULLEN				
				6.6				
			273.9	CROSSOVER 273.9	X(2)	2MT		
				5.4		CTC		
		30277	279.3	HECLA				
				13.5				
		30292	292.8	WHITMAN				
				7.3				
			300.1	CROSSOVER 300.1	X(2)	2MT		
				6.8		CTC		
		30305	306.9	HYANNIS				
				7.6				
		30314	314.5	ASHBY				
				5.7				
			320.2	CROSSOVER 320.2	X(2)	2MT		
				4.6		CTC		
		30323	324.8	BINGHAM				
				9.1				
8,737		30333	333.9	ELLSWORTH				
				4.5				
			339.4	CROSSOVER 339.4	X(2)	2MT		
				4.6		CTC		

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Sand Hills Subdiv (Cont.) MAIN LINE STATIONS		Method of Oper.	EASTWARD ↑
		30341	344.0	LAKESIDE		2MT CTC	
		30349	349.2	5.2 ANTIOCH		CTC	
			354.8	5.6 CROSSOVER 354.8	X	2MT CTC	
		30358	358.9	4.1 BIRDELL	X		
			361.8	2.7 CROSSOVER 361.8	X(2)		
			364.0	2.8 EAST ALLIANCE	X(2)		

AAR Radio Channel 66 in service on this Subdivision.

AAR Radio Channel 70 in service at Alliance Yard.

Dispatcher Radio Call-in:	
Ravenna-04	Mason-13
Broken Bow-12	Dunning-14
Seneca-15	Whitman-16
Bingham-17	Lakeside-18
Alliance - 10	

Train Dispatchers Telephone Number (817) 234-6182

Emergency Train Dispatcher Call - 911

MP 128.4 to MP 127.7 is part of and under the jurisdiction of the Nebraska Division.

1. Speed Regulations

1(A). Speed - Maximum

MP 128.4 to East Alliance	50 MPH.	Freight
Trains over 100 tons/OB	50 MPH.	

1(B). Speed - Permanent Restrictions

MP 175.75 to MP 176.40 - (HE only)	45 MPH.
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1(C). Speed - Switches and Turnouts

Through turnouts of begin and end two main tracks and crossovers equipped with dual control switches	25 MPH.
Through turnouts of controlled sidings	20 MPH.
Through turnouts at the following locations -	
MP 165.1 (begin two main tracks) - Berwyn	35 MPH.
MP 185.0 (begin two main tracks) - Merna	35 MPH.
MP 195.7 (end two main tracks) - Anselmo	35 MPH.

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:

Ravenna to East Alliance 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

3. Method of Operations-

CTC- In effect: Ravenna to East Alliance.

Two Main Tracks:

MP 127.7–MP 155.0
 MP 165.1–MP 175.0
 MP 185.0–MP 195.7
 MP 205.5–MP 214.4
 MP 223.9–MP 235.3
 MP 249.1–MP 259.3

MP 267.3–MP 279.3
 MP 292.8–MP 306.9
 MP 314.5–MP 324.8
 MP 333.9–MP 344.0
 MP 349.2–MP 364.0

Moveable Point Frog- (Refer to System Special Instructions Item 12)

MP 155.0 – (End Two Main Tracks) – Mason
 MP 165.1 – (Begin Two Main Tracks) – Berwyn
 MP 185.0 – (Begin Two Main Tracks) – Merna
 MP 195.7 – (End Two Main Tracks) – Anselmo
 MP 214.4 – (End Two Main Tracks) – Dunning
 MP 259.3 – (End Two Main Tracks) – Seneca
 MP 344.0 – (End Two Main Tracks) – Lakeside
 MP 349.2 – (Begin Two Main Tracks) – Antioch

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

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

Rule 10.2- Main track switches not equipped with electric locks.

Hazard Back Track–West end–MT 1
 Broken Bow–House track–West end
 Dunning–Back Track
 Hecla–Back Track–Off MT 2
 Bingham–Back Track–Off MT 2
 Lakeside–Back Track–Off MT 2
 Antioch–Back Track–Off MT 2

5. **Trackside Failed Equipment Detector(FED)-**

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations:

Litchfield	MP 141.4 MT 1 and MT 2
Mason	MP 156.5
Merna	MP 180.9
Linscott	MP 200.5
Halsey	MP 221.1
Norway	MP 247.5
Mullen	MP 264.9
Hecla	MP 286.6
Hyannis	MP 309.0
Lakeside	MP 338.1 MT 1 and MT 2

Dragging Equipment Detectors

MP 225.9	(DED Only) MT 1 and MT 2
MP 229.9	(DED Only) MT 1 and MT 2
MP 235.4	(DED Only)
MP 241.4	(DED Only)
MP 252.4	(DED Only) MT 1 and MT 2
MP 256.5	(DED Only) MT 1 and MT 2
MP 261.2	(DED Only)
MP 269.5	(DED Only) MT 1 and MT 2
MP 275.8	(DED Only) MT 1 and MT 2
MP 281.2	(DED Only)
MP 290.9	(DED Only)
MP 295.1	(DED Only) MT 1 and MT 2
MP 300.1	(DED Only) MT 1 and MT 2
MP 304.5	(DED Only) MT 1 and MT 2
MP 314.5	(DED Only)
MP 320.1	(DED Only) MT 1 and MT 2
MP 324.8	(DED Only)

MP 330.4	(DED Only)
MP 333.9	(DED Only)
MP 344.0	(DED Only)
MP 349.2	(DED Only)
MP 354.7	(DED Only) MT 1 and MT 2
MP 358.9	(DED Only) MT 1 and MT 2
MP 362.8	(DED Only) MT 1 and MT 2

6. FRA Excepted Track- None

7. Special Conditions-

Power Switch Machines

At Mason - MP 155.0, Dunning MP 214.4 and Seneca MP 259.3

There are THREE dual control switch machines used to throw the points and frog to line to either Main 1 or 2.

- * The hand operation levers will have private locks, and will no longer be used for hand operation of the dual control switch machine.
- * A local control box mounted on the bungalow will now be used to line the switch and frog for movement instead of hand operation. Instructions for throwing the points and frog will be located in the control box.
- * If the light in the box indicating your route does not come on, the dispatcher will need to be notified so he can call the signal maintainer for assistance.
- * When the local control box is used to operate switches, the switches are then considered hand-operated switches, and rules governing hand-operated switches apply.

Test Miles

MP 129 - MP 130

MP 139 - MP 140

MP 363 - MP 364

MP 356 - MP 357

Temperature Speed Restrictions-

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

Trains 100 tons O/B and over 30 MPH.

Trains up to 100 tons O/B 45 MPH.

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

Trains 100 tons O/B and over 30 MPH.

Trains up to 100 tons O/B 45 MPH.

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-

Road Line Segment

Line Segment	Limits
4	Ravenna to East Alliance

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
30132 Sweetwater	5.5 west of Ravenna MT 1	11	West
30137 Hazard Back track	Hazard MT 1	30	West
30143 Litchfield Elevator Track	Litchfield MT 1	30	Both
30152 Mason Back Track	Mason MT 2	8	East
30159 Ansley	4.9 east of Berwyn	40	East
30166 Old Berwyn	2.5 west of Berwyn MT 1	28	Both
30175 Broken Bow-Old Pass	Broken Bow	120	Both
30175 Broken Bow-Elevator	Broken Bow	40	Both

Name	Miles-Location	Capacity Cars	Switch Opens
30175 Broken Bow-Mill Track	Broken Bow	40	Both
30175 Broken Bow-City Track	Broken Bow	24	Both
30175 Broken Bow- House Track	Broken Bow	8	West
30175 Broken Bow-Sargent Pipe	Broken Bow	5	East
30183 Elevator Track-Merna	Merna	54	Both
30194 Anselmo Back Track	Anselmo MT 2	40	Both
30206 Linscott Back track	Linscott MT 2	5	Both
30214 Old Dunning	1.1 west Dunning	15	West
30224 Halsey Back track	Halsey MT 2	25	Both
30234 Natick Back track	Natick MT 2	20	Both
30256 Seneca-East Old Pass	Seneca MT 1	30	East
30256 Seneca-West Old Pass	Seneca MT 1	30	West
30256 Seneca- East #1 Track	Seneca MT 1	15	East
30256 Seneca- West #1 Track	Seneca MT 1	15	West
30267 Mullen Back Track	Mullen MT 1	30	Both
30277 Hecla Back track	Hecla MT 2	10	Both
30292 Whitman Back Track	Whitman MT 2	20	Both
30305 Hyannis Back Track	Hyannis MT 2	35	Both
30314 Ashby Back Track	Ashby MT 2	15	Both
30323 Bingham Back Track	Bingham MT 2	12	Both
30333 Ellsworth Back Track	Ellsworth MT 1	12	East
30341 Lakeside Back Track	Lakeside MT 2	12	Both
30349 Antioch Back Track	Antioch MT 2	6	Both
30360 Trinity	5.6 east of Alliance MT 1	189	Both
30361 Swepeco	4.1 east of Alliance MT 2		Loop
Koester's	0.8 east of East Alliance MT 1	42	Both

**IN CASE OF DOUBT OR UNCERTAINTY, TAKE
THE SAFE COURSE**

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Valley Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EAST WARD ↑
		32034	0.0	NORTHPORT	JT	CTC		
				0.4 WEST NORTHPORT				
			0.4	To UP Crossing 0.7	JT	2MT		
		32036	3.4	DEGRAW		CTC		
		32046	11.8	BAYARD				
7,182			15.9	BRADLEY				
		32056	21.8	MINATARE				
7,148			24.7	WINTERS				
		32065	30.8	SCOTTSBLUFF	BT			
7,167		32072	36.8	JANE				
		32074	40.2	MITCHELL	T	CTC		
7,284			44.6	ENTERPRISE				
		32080	46.5	MORRILL				
		32088	53.7	HENRY				
7,554			57.3	STUART				
		32096	62.2	TORRINGTON				
7,115			69.6	TEXAS				
		32106	71.7	LINGLE				
7,238			80.0	GRATTAN				
		32116	82.0	FORT LARAMIE				
			91.2	EAST GUERNSEY	R			
		32129	95.0	GUERNSEY	BT	2MT		

AAR Radio Channel 54 in service on this Subdivision.
AAR Radio Channel 85 in service at Guernsey Yard.

Dispatcher Radio Call-in:	
Bridgeport-71	Scottsbluff-81
Torrington-82	Guernsey-83

Train Dispatchers Phone Number (817) 234-6183
Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Northport to Guernsey	50 MPH.	Freight
Trains over 100 tons/OB	50 MPH.	

1(B). Speed - Permanent Restrictions

None

1(C). Speed - Switches and Turnouts

Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.
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1(D). Speed - Other

Northport Wye	25 MPH.
Bridge 87.69 East Guernsey, cars heavier than 134 tons	10 MPH.

Bridge 91.47 East Guernsey, cars heavier than 134 tons 10 MPH.
 Guernsey-MT 1 and MT 2 through fuel pit area until entire movement clears
 the area 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:**

Northport to Guernsey 143 tons.

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

Six axle locomotives and six axle derricks in excess of 165 tons not permitted on following tracks:

Bayard Factory Yard-Pulp track

Scottsbluff Factory Yard-Seed track beyond switch to No. 9 track, Factory No. 1 and No. 6 track, Rock and Syrup track

Not more than one locomotive permitted on the following tracks:

Bayard-All Sugar Factory trackage except Storage 1 & 2

Mitchell-All Sugar Factory trackage except Main Line Storage 1 & 2

3. **Method of Operations-**

CTC- in effect: Northport to Guernsey

Restricted Limits -in effect:

MP 91.2 to MP 95.0

Two Main Tracks:

MP 0.4 - MP 3.4

MP 93.9 - MP 95.4

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

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

Rule 10.2- Main track switches not equipped with electric locks.

Simplot Spur

Morrill Bean Track

Minatare House Track

Henry Passing Track

Kelly Bean Spur

Dakota Portland Cement

Mitchell House Track

Rule 8.3-Guernsey: Normal position of Main Track switches DOES NOT APPLY at the main track switches located at MP 91.7 and MP 93.9. These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.

5. **Trackside Failed Equipment Detector(FED)-**

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations:

Bradley MP 20.5

Mitchell MP 42.3

Lingle MP 65.9

Ft. Laramie MP 82.9

6. **FRA Excepted Track- None**

7. **Special Conditions-**

Local Crossing Ordinance: Scottsbluff- Standing train must not block crossing more than five minutes, moving train more than ten minutes.

Inbound trains will switch from the road channel to AAR Channel 66 at MP 89. Outbound trains will switch from AAR Channel 66 to AAR Channel 54 at MP 91.2 (East Guernsey).

Temperature Speed Restrictions-

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

Trains 100 tons O/B and over 30 MPH.

Trains up to 100 tons O/B 45 MPH.

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

Trains 100 tons O/B and over 30 MPH.
Trains up to 100 tons O/B 45 MPH.

Test Miles—

MP 8.0 to MP 9.0
MP 28.0 to MP 29.0
MP 49.0 to MP 50.0
MP 74.0 to MP 75.0
MP 91.18 to MP 92.18

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
896	Scottsbluff

Road Line Segments—

Line Segments	Limits
5	Northport to Guernsey

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
32034 South Storage	Northport MT 2	57	Both
32036 Glover Group Track	1.1 East of DeGraw on MT2	120	West
32046 Bayard Trk. Siding	Bayard	103	Both
32046 Bayard Bean Track	Bayard	26	West
32046 Bayard Sugar Factory West Wye Trk.	Bayard	139	West
32046 Simplot Spur	0.1 east of Bayard	3	East
32056 Minatare Siding	Minatare	113	Both
32056 Kelly Bean Spur	1.0 west of Minatare	5	West
32056 Minatare North House Trk.	Minatare	39	Both
32074 Mitchell North Siding	Mitchell	122	Both
32074 Mitchell Trk. to serve Sugar Factory	Mitchell	157	Both
32080 Morrill Bean Track	Morrill	34	East
32080 Morrill House Track	Morrill	74	West
32080 Morrill Old Pass	Morrill		West
32088 Henry	Henry	61	West
32096 R & M Lumber	Torrington	13	East
32096 Torrington No. Siding	Torrington	52	Both
32106 Lingle Pass	Lingle	78	Both
32116 Ft. Laramie Beck Trk.	Ft. Laramie	35	East

SAFETY IS JOB ONE

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Angora Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑
			0.3	THIRD STREET	J	CTC		
			0.4	SOUTH WYE	R			
				to Emerson 0.3				
			3.8					
			4.6	SOUTH ALLIANCE	RX(2)	2MT CTC		
			2.3					
			6.9	LETAN				
			6.2					
8,745	32014	13.1		BONNER				
			5.0					
18,840	32022	20.3		ANGORA				
			13.5					
	32034	33.8		NORTHPORT	JT			
			0.6					
				UP CROSSING				
			34.4	To West Northport 0.7	MJT	CTC		
			2.1					
7,400	84003	36.5		BRIDGEPORT				
			7.7					
7,122	84011	44.2		MUDD SPRINGS				
			12.2					
7,342	84023	56.4		DALTON				
			5.9					
	84028	62.3		GURLEY				
			6.9					
8,355	84035	69.2		HUNTSMAN	T			
			6.2					
	84042	75.4		SIDNEY				
			7.6					
7,242	84050	83.0		LORENZO				
			7.0					
8,995	84056	90.0		PEETZ				
			8.3					
7,122	84067	98.3		BUCHANAN				
			13.8					
			112.1	EAST STERLING				
			3.0					
	84081	115.1		STERLING	BJTR			

AAR Radio Channel 54 in service on this Subdivision.

AAR Radio Channel 70 in service at Alliance yard.

Dispatcher Radio Call-in:	
Alliance-70	Bridgeport-71
Huntsman-72	Peetz-73

Train Dispatchers Phone Number (817) 234-6183

Emergency Train Dispatcher Call - 911

Sterling (Beyond MP 112.1) is part of and under the jurisdiction of the Colorado Division.

1. Speed Regulations

1(A). Speed - Maximum

Freight

Third Street to Sterling:

MP 0.3 to MP 0.7	10 MPH.
South Alliance to East Sterling Trains up to 100 tons O/B	50 MPH.
South Alliance to East Sterling Trains over 100 tons O/B	45 MPH.

1(B). Speed – Permanent Restrictions

Sterling lead between South Wye and Emerson	10 MPH.
MP 24.4 to MP 30.2	35 MPH.
MP 33.7 to MP 34.4	25 MPH.
MP 34.4 to MP 36.8	35 MPH.
MP 49.5 to MP 56.0	35 MPH.
MP 74.0 to MP 75.0	40 MPH.

1(C). Speed – Switches and Turnouts

Over hand throw switches:

MP 1.0	10 MPH.
MP 3.2 MT 2	20 MPH.

Over all UP dual control switches

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

1(D). Speed – Other

Union Pacific Transfer Track at Northport

On siding Huntsman and on SLGG Track

Item 1A of system special instructions applies to loaded or empty C6 hoppers in train.

Lite engine movements solely within the confines of Alliance terminal may move at restricted speed. This does not apply within Mechanical department limits.

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

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

Third Street Alliance to Sterling 143 tons.

Gross weight of cars on H44 coal loads authorized for 144 tons.

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

3. Method of Operations–

CTC–in effect: Third Street to South Wye and South Alliance to East Sterling.

Restricted Limits–in effect:

MP 0.7 to MP 4.6

BNSF MP 112.1 to UP MP 59.1

Two main tracks– MP 3.0 to Letan.

4. General Code of Operating Rules Items–**Rule 6.19–** When flagging is required, distance will be 2.0 miles.**Rule 10.2–** Main track switches not equipped with electric unlock.

Letan Backtrack

Bonner Back Track

Bridgeport Dock Track

Mudd Springs Old Elevator

Dalton Elevator Spur

Peetz Elevator Track Spur

Ginther

Ackerman

5. Trackside Failed Equipment Detector(FED)–**A. Protecting Bridges, Tunnels or Other Structures: None****B. Other FED locations:**

Angora

MP 16.0

Bridgeport

MP 39.4

Dalton

MP 61.5

Lorenzo

MP 85.9

Padroni

MP 104.5

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

At former station Prairie, MP 3, hand throw switches are in place where dual control switches were formerly located. These switches may be left lined for route last used.

Hand throw switch at MP 3.19 from MT 2 to former station Prairie may be left lined for route last used.

Rule 8.3 Alliance—The normal position for the hand throw crossover from the Sterling Main to Alliance South Yard located at MP 1.0 is lined and locked for crossover movement. Targets will display red when lined for other than crossover movement.

Northport— BNSF crews operating on UP trackage at Northport, Nebraska must comply with instructions from UP Officers or Supervisors and must comply with UP Timetable and Special Instructions.

Trains received from UP at Northport have received a proper initial terminal air test by UP under run-through certified with FRA.

Before fouling UP main track at Northport, BNSF crew must contact UP Dispatcher at North Platte using UP channel 1 on UP locomotive on Digital Radio channel 2020. If contact cannot be established in this way, contact BNSF Dispatcher, Ft. Worth.

When trains equipped with "End of Train Devices" are delivered to the UP at Northport and are left unattended, handbrakes are to be applied on the 5 head cars.

When trains are delivered to the UP at Northport, the engineer will remove the Head End Device from the lead or controlling BNSF locomotive and place it on the Union Pacific lead or controlling locomotive at Northport. In addition:

1. Fully apply independent brake on locomotive consist.
2. Release automatic air brakes on train.
3. Apply hand brake on lead locomotive.
4. Isolate ALL locomotives. Close all cab doors and windows.

At West Northport: Track Connecting Angora Subdivision to Union Pacific Main Line located at MP 34.3 is known as the "UP TRANSFER TRACK".

Sterling—Westbound trains approaching Sterling: After train clears the detector at MP 104.5 (Padroni), crews must switch to AAR Radio Channel 66 to communicate with the Sterling operator.

Temperature Speed Restrictions—

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

Trains 100 tons O/B and over 30 MPH.
Trains up to 100 tons O/B 45 MPH.

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

Trains 100 tons O/B and over 30 MPH.
Trains up to 100 tons O/B 45 MPH.

Test Miles—

MP 3.0 to MP 4.0
MP 9.0 to MP 10.0
MP 23.0 to MP 24.0
MP 41.0 to MP 42.0
MP 64.0 to MP 65.0
MP 87.0 to MP 88.0
MP 103.0 to MP 104.0

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—

Road Line Segments

Line Segment	Limits
21	Third Street to Sterling

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
32007 Letan Back Track	0.1 east of Letan MT 2	16	East
32014 Bonner Back Track	Between East and West Bonner on Siding	55	Both
32022 Angora Old Pass	Angora	93	East
32034 U.P. Conn. Trk.	Northport		East
32028 Vance	6.1 west of Angora	40	East
84003 Bridgeport Trk. #1	Bridgeport	57	Both

Name	Miles-Location	Capacity Cars	Switch Opens
84003 Bridgeport Trk. #6	Bridgeport	47	Both
84003 Bridgeport Trk. #19	Bridgeport	5	West
84003 Bridgeport Trk. #31	Bridgeport	114	East
84003 Bridgeport Trk. #16	Bridgeport	15	West
84028 Gurley Trk. #1	Gurley	45	Both
84035 Huntsman Wye Trk. to Sidney and Lowe R. R.	Huntsman		East
84042 Sidney Trk. #1	Sidney	39	Both
84042 Sidney U.P. Conn. Trk.	Sidney		West
84042 Sidney Trk. #7	Sidney	57	Both
84050 Lorenzo Trk. #1	Lorenzo	36	Both
84071 Padroni	6.0 west of Buchanan	35	East
84073 Ginther	7.8 west of Buchanan	6	West
84078 Ackerman	14.9 west of Buchanan	25	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Black Hills Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		30475	476.1	EDGEMONT	B			
				0.6 DEADWOOD JCT				
		30476	476.7	To MP 3.0	T	2MT		
				0.5		CTC		
			477.2	CROSSOVER 477.2	X			
				1.6				
			478.8	CROSSOVER 478.8	X(2)			
				5.5				
		30483	484.3	MARIETTA		CTC		
				10.3				
		30494	494.6	EAST DEWEY				
				1.6				
			496.1	CROSSOVER 496.1	X(2)			
				8.7				
			504.8	CROSSOVER 504.8	X(2)	2MT		
				5.2		CTC		
			510.0	CROSSOVER 510.0	X(2)			
				6.3				
			516.3	CROSSOVER 516.3	X(2)			
				4.4				
		30519	520.7	NEWCASTLE				
				2.6				
			523.3	CROSSOVER 523.3	X(2)			
				5.5				
		30527	528.8	WEST PEDRO		CTC		
				5.3				
		30534	534.1	EAST OSAGE				
				5.6				
			539.7	CROSSOVER 539.7	X(2)			
				7.5				
		30546	547.2	CROSSOVER 547.2	X(2)	2MT		
				4.4		CTC		
			551.6	CROSSOVER 551.6	X			
				0.5				
			552.1	CROSSOVER 552.1	X			
				4.2				
		30555	556.3	THORNTON		CTC		
				5.7				
		30562	562.0	KARA				
				5.0		2MT		
			567.0	CROSSOVER 567.0	X(2)	CTC		
				2.0				
		30568	569.0	MOORCROFT		CTC		
				7.5				
		30581	576.5	EAST ROZET				
				4.9				
			581.4	ROZET	X(2)			
				3.0				
			584.4	CROSSOVER 584.4	X(2)			
				2.4				
		30587	586.8	EAST DONKEY CREEK	JTX	2MT		
				0.3		CTC		
		30587	587.1	WEST DONKEY CREEK	JT			
				0.4				
		30588	587.6	EAST CAMPBELL	JTX			
				0.6				
		30588	588.2	WEST CAMPBELL	JT			
				7.1				
		30695	596.3	EAST GILLETTE	R			
				1.9				
7,862		30596	597.2	GILLETTE	BT	CTC		

AAR Radio Channel 85 in service on this Subdivision.

Dispatcher Radio Call-in:	
Edgemont-24	Newcastle-31
Upton-32	Donkey Creek-33

Train Dispatchers Phone Number (817) 234-6185
Emergency Train Dispatcher Call -911

1. Speed Regulations

1(A). Speed - Maximum Freight
Edgemont to Gillette 50 MPH.

1(B). Speed - Permanent Restrictions
Edgemont between east and west highway crossings, head end of train ... 25 MPH.
MP 519.6 to MP 521.0 30 MPH.
MP 550.5 to MP 550.7 on Main 2 35 MPH.
Rozet to West Campbell 35 MPH.
MP 527 to West Pedro on MT 2 25 MPH.

1(C). Speed - Switches and Turnouts
Through turnouts:
 Marietta MP 484.3
 Thornton MP 556.3
 Kara MP 562.0
 Moorcroft MP 568.9
 East Rozet MP 576.5 35 MPH.
Through all turnouts equipped with dual control switches and on sidings
 unless otherwise specified 25 MPH.

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:

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

Upton- Bridge 549.44 on Upton storage track must not be used by trains over 100 Tons/OB.

Moorcroft- Engines not permitted on scale at South Dakota Cement.

3. Method of Operations-

CTC-in effect: Edgemont to Gillette.

Restricted Limits -in effect:

MP 595.3 to MP 597.2
MP 597.2 to MP 600.0 Big Horn Subdivision of the Yellowstone Division

Two Main Tracks:

MP 465.2-MP 484.3	MP 562.0-MP 568.9
MP 494.6-MP 528.8	MP 576.5-MP 587.9
MP 534.1-MP 556.3	

Moveable Point Frog- (Refer to System Special Instructions Item 12)

Marietta	MP 484.3
Crossovers 547.2	MP 547.2 MT 1 and MT 2
Thornton	MP 556.3
Kara	MP 562.0
Moorcroft	MP 568.9
East Rozet	MP 576.5

Industrial Track-Trackage between Deadwood Jct to MP 3.0 is industrial trackage. Rule 6.28 applies.

4. General Code of Operating Rules Items-

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

Rule 10.2-Main track switches not equipped with electric locks.

Edgemont City Track	Moorcroft Back Track
Edgemont House Track	Moorcroft Stock Track
Marietta Back Track	

5. Trackside Failed Equipment Detector(FED)-

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

Dewey	MP 492.0
Newcastle	MP 514.8 MT 1 and MT 2
Osage	MP 532.7
Moorcroft	MP 573.8
Kara	MP 564.5 MT 1 and MT 2

6. FRA Excepted Track-None

7. Special Conditions-

Test Mile-

- MP 480 to MP 481
- MP 486 to MP 487
- MP 578 to MP 579

Donkey Creek-If length of train permits, all westbound trains stopped at East Donkey Creek on MT 1, MT 2, or on Donkey Creek Yard Tracks No. 3 and No.4, must stop at MP 586.0 in order to clear farmers crossing at MP 586.2.

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

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

Reporting Locomotive Problems-When a locomotive in consist encounters a problem, no matter how minor, it will be necessary to report the malfunction directly to the Alliance Diesel Tower foreman. The reporting method will be the PENTA radio system. Listed below are the dispatcher call button codes for locations on the the Black Hills Subdivision.

- Edgemont, Donkey Creek-451
- Newcastle-452
- Upton-453

Temperature Speed Restrictions-

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

Trains up to 100 tons O/B	45 MPH.
Trains 100 tons O/B and over	30 MPH.

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

Trains 100 tons O/B and over	30 MPH.
Trains up to 100 tons O/B	45 MPH.

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.

All employees of BNSF Rwy. and UPRR will be governed by **Powder River Division Special Instructions on Mine Properties and Orin Line Operating Procedures.** Employees must have in their possession these inserts to the timetable while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
892	Edgemont
897	Newcastle
952	Gillette

Road Line Segments-

Line Segment	Limits	Mileposts
181	Deadwood to MP 3.0	0.6 to 3.0
4	Edgemont to Gillette	

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
30483 Marietta Back Track	0.2 east of Marietta Switch MT 1	8	East
30494 Dewey Back Track	0.5 east of Crossovers 496.1 MT 1 AND MT 2	15	Both
508.0 Back Tracks	2.0 east of Crossover 510.0 MT 1 and MT 2	15	Both
30518 Newcastle Pass Track	3.0 west of Crossover at MP 516.3 MT 2	45	Both
30527 Pedro Back Track	0.3 east of West Pedro MT 1	25	Both
30527 Pedro Back Track	0.3 east of West Pedro MT 2	25	Both
Energy Spur	1.0 east of East Osage	15	East
30534 Osage Chip Track	1.2 west of East Osage Switch	15	Both
539.8 Back Tracks	0.1 west of Crossover 539.7 MT 1 and MT 2	15	Both
30541 Jerome	4.2 east of East Upton MT 2	43	West
547.5 Back Track	0.3 west of Crossover MP 547.2 MT 1	15	Both
30548 Upton Back Track	0.6 west of East Upton Switch	15	East
30549 Colloid	2.1 west of East Upton	48	Both
30548 Upton Storage Track	.9 west of Crossovers 547.2 MT 2	199	Both
30555 BTI Back Track	At Thornton Power Switch MT 2	45	Both
30568 Moorcroft BTI (Back Track)	0.1 east of Moorcroft Switch MT 1	20	East
30568 Moorcroft Cement Plant Track (Stock Track)	0.8 west of Moorcroft Switch	29	Both
30581 Rozet Fertilizer Track	0.2 west of Rozet #3 Switch	15	East
30581 Rozet No. 3 Track	At Crossover Switch 581.4	158	Both
30581 Rozet No. 4 Track	0.4 west of Rozet #3 Switch	158	Both
30581 Rozet Pocket Track	Between Rozet #3 & Donkey Creek #3	30	Both
30587 Donkey Creek No. 3 Track	At Crossover Switch 584.4	164	Both
30587 Donkey Creek No. 4 Track	At Both Ends of Donkey Creek #3	164	Both
Minturn	1.9 west of West Campbell Switch	55	Both
30589 Wyodak	2.2 west of West Campbell Switch	15	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Orin Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
			127.3	BRIDGER JCT	J	CTC		
			126.2	ORIN JCT	J			
			123.6	FISHER JCT	J			
			123.1	EAST FISHER		2MT CTC		
			117.7	SHAWNEE JCT	JX(2)			
			110.6	CROSSOVER 110.6	X(2)			
			102.3	CROSSOVER 102.3	X(2)			
	33182	95.7	CROSSOVER 95.7	X(2)				
		90.5	CROSSOVER 90.5	X(2)				
		85.5	EAST BILL	JX				
		80.8	WEST BILL	JX(2)				
		72.5	CROSSOVER 72.5	X(2)				
	33160	65.4	CONVERSE JCT to Antelope 2.2	X(2)				
	33158	62.5	EAST NACCO	X(2)T	3MT CTC			
			NACCO WYE JCT To Rochelle 4.7 To North Antelope 4.7					
	33158	62.2	To North Antelope 4.7					
	33158	61.9	WEST NACCO					
	33158	58.1	CROSSOVER 58.1	X(2)				
	33142	52.5	CROSSOVER 52.5	X(2)				
	33142	47.3	CROSSOVER 47.3	X(2)				
		43.6	CROSSOVER 43.6	JX				
8,000	33142	43.0	MP 43.0	J				
	33142	42.1	CROSSOVER 42.1	JX				
		41.4	MP 41.4					
		34.1	CROSSOVER 34.1	X(2)				
	33125	26.5	EAST COAL CREEK	X	2MT CTC			
			COAL CREEK JCT					
	33125	26.2	To Coal Creek 2.1					
	33125	25.9	WEST COAL CREEK	X				
		24.5	SUNEDCO JCT					
		23.8	EAST CORDERO JCT To Cordero 2.2	X				
		21.1	WEST CORDERO JCT	X				
		17.8	EAST ROJO JCT	X				
			ROJO JCT					
	33117	17.4	To Caballo Rojo 0.7					
	33117	17.3	WEST ROJO JCT	X				

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Orin Subdiv (Cont.) MAIN LINE STATIONS		Method of Oper.	Track Diagram	EASTWARD ↑	
		33115	16.4	East BELLE AYR JCT To Belle Ayr 1.8 1.0	2MT CTC				
			15.4	East CABALLO JCT 0.5					
		33114	14.9	West CABALLO JCT To Caballo 0.4 0.2					
			14.7	CROSSOVER 14.7 6.5					X
			8.2	CROSSOVER 8.2 7.8					X
		30587	0.4	DONKEY CREEK JCT					JX

AAR Radio Channel 66 in service on this Subdivision.

Dispatcher Radio Call-in:	
Walker-62	Bill-63
Logan-67	Reno-65
Coal Creek-66	

**Train Dispatchers Phone Number (817) 234-6181 or (817) 234-6180
Emergency Train Dispatcher Call - 911**

1. Speed Regulations

- 1(A). **Speed - Maximum** **Freight**
 - Bridger Jct to MP 15.4 45 MPH.
 - MP 15.4 to Donkey Creek 25 MPH.
- 1(B). **Speed - Permanent Restrictions**
 - Nacco Jct to North Antelope and Rochelle Mines 20 MPH.
 - On east and west legs of wye at Rojo Jct, Coal Creek Jct, to Reno Sub
and Nacco Wye Jct 25 MPH.
- 1(C). **Speed - Switches and Turnouts**
 - Through turnout Donkey Creek and both legs of Wye 25 MPH.
 - Through all turnouts equipped with dual control switches and on sidings
unless otherwise specified 25 MPH.
- 1(D). **Speed - Other**
 - Trinity Rail Services at Bill all tracks 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:**

Bridger Jct to Donkey Creek 143 tons.
24 ft. ore cars (BN95500-95891, 96044-96085) and 35 ft. ore cars (BN99000-99949) not permitted.

3. Method of Operations-

CTC- in effect: Bridger Jct to Donkey Creek.

Two Main Tracks:

MP 0.0 - MP 58.1
MP 72.5 - MP 123.1

Three Main Tracks:

MP 58.1 - MP 72.5

Moveable Point Frog – (Refer to System Special Instructions Item 12)

Shawnee Jct – MP 117.7	Converse Jct – MP 65.4
Crossover 110.6	East Nacco – MP 62.5
Crossover 95.7	Crossover 58.1
Crossover 90.5	Crossover 52.5
West Bill – MP 80.8	Crossover 47.3
Crossover 72.5	Crossover 43.6

4. General Code of Operating Rules Items–**Rule 1.48**–Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, 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.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

Rule 6.19– When flagging is required, distance will be 2.0 miles.**Rule 10.2**–Main track switches not equipped with electric unlock.

Back Track–Bill MP 85.0
Stub Track–Nelson Brothers–East leg of Rojo Jct.
Stub Track MP 8.2
Stub Track–Bill MP 82.7

5. Trackside Failed Equipment Detector(FED)–**A.** Protecting Bridges, Tunnels or Other Structures: None**B.** Other FED locations:

Reno	MP 45.2 MT 1 and MT 2
MP 59.4	MP 59.4 MT 1, MT 2, and MT 3
Logan	MP 75.3 MT 1 and MT 2
Walker	MP 98.0 MT 1 and MT 2
Shawnee Jct	MP 113.5 MT 1 and MT 2
Cordero	MP 21.9 MT 1 and MT 2
Rochelle Mine Lead	MP 0.1 (DED Only) (on Rochelle and North Antelope lead)

5. FRA Excepted Track– None**7. Special Conditions–**

All Coal Mines–Trains will notify Gillette operator and train dispatcher, as appropriate, before leaving loop tracks. Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the trick dispatcher and Gillette operator (example–coal spills, overloaded cars, etc.).

All employees of BNSF Rwy. and UPRR will be governed by **Powder River Division Special Instructions on Mine Properties and Orin Line Operating Procedures**. Employees must have in their possession these inserts to the timetable while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Between Shawnee Jct and West Caballo Jct–

Union Pacific trains and engines will be governed by BNSF timetable and General Code of Operating Rules.

UP Bill Yard Instructions–Crews must report on AAR Radio Channel 66 to the UP operator before entering or leaving Bill Yard. Dual control switches in Bill Yard are controlled by the UP operator and Rule 6.28 applies, not to exceed 20 MPH.

Helper Instructions– Helper engineers arrange to notify Train Dispatcher of the engine numbers in their consist before departing.

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

In order to avoid derailling cabooses while being shoved by helpers, it will be necessary to use no more than 800 AMPS of power when the caboose and the helper power are moving thru turnouts, crossovers and switches.

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

Reporting Locomotive Problems—When a locomotive in consist encounters a problem, no matter how minor, it will be necessary to report the malfunction directly to the Alliance Diesel Tower foreman. The reporting method will be the PENTA radio system. Listed below are the dispatcher call button codes for locations on the the Orin subdivision.

Donkey Creek, Walker—451

Coal Creek, Bill—452

Reno—453

Temperature Speed Restrictions—

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

Trains up to 100 tons O/B	45 MPH.
Trains 100 tons O/B and over	30 MPH.

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

Trains 100 tons O/B and over	30 MPH.
Trains up to 100 tons O/B	45 MPH.

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—

Road Line Segments—

Line Segment	Limits	Mileposts
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.8
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
194	Caballo Spur	14.6 to 20.8
974	Antelope Spur	65.3 to 67.4
186	Bridger Jct to Donkey Creek	

9. Locations not Shown as Stations-

Name	Miles-Location	Capacity Cars	Switch Opens
Back Track MP 120.4	2.1 West of East Fisher - MT1	20	Both
Back Track MP 120.4	21 West of East Fisher - MT2	20	Both
Back Track MP 109.6	1.0 West of Crossover 110.6-MT1	11	Both
Back Track MP 109.6	1.0 West of Crossover 110.6-MT2	21	Both
Back Track MP 103.3	1.0 East of Crossover 102.3 - MT2	5	East
Back Track MP 103	0.7 East of Crossover 102.3 - MT1	30	Both
Back Track MP 96.7	1.0 East of Crossover 95.7 - MT2	6	East
33182 Back Track MP 90.7	0.2 West of crossover 90.5 - MT1	3	Both
Trinity Rail Serv. Co.	1.0 East of East Bill - MT 2	124	Both
33182 Bill Set-out Track	0.5 West of East Bill - MT1	3	Both
West Bill Stub Track	1.9 East of West Bill-MT2	20	West
Back Track MP 77.0	3.2 West of West Bill- MT2	50	Both
33162 Back Track MP 70.1	2.4 West of Crossover 72.5 - MT1	15	Both
33162 Back Track MP 69.4	3.1 West of Crossover 72.5 - MT3	8	East
Antelope Mine	Converse Jct MT3	Loop	East
33162 Back Track MP 62.9	0.4 East of East Nacco - MT1 and MT3	20	Both
33158 Helper Track	East end East Nacco MP 62.5 to West end West Nacco MP 62.0	14	Both
Rochelle	4.7 from Nacco Jct		Loop
North Antelope	4.7 from Nacco Jct		Loop
33158 Back Track MP 58.4	0.3 East of Crossover 58.1 - MT1	15	East
33142 Back Track MP 51.6	0.8 West of Crossover 52.5 - MT2	20	Both
33142 Reno Back Trk.	0.2 East of Crossover 42.1 - MT1	36	Both
Western Gas Processors (Ind. Trk.)	0.4 East of MP 34.0	30	Both
Back Track MP 31.8	1.7 East of West Antelope - MT1	20	Both
Back Track MP 31.8	1.7 East of West Antelope - MT2	20	Both
33029 Coal Creek	2.1 East of Coal Creek Jct		Loop
West Coal Creek	0.1 West of Crossover W. Coal Creek - MT 1	20	Both
33024 Cordero	2.7 West of W. Cordero Jct		Loop
Caballo Rojo	0.7 from Rojo Jct.		Loop
Nelson Brothers Stub Track	O.S. at Rojo Jct	15	East
33018 Belle Ayr	1.8 West of E. Belle Ayr Jct		Loop
Back Track MP 16	1.0 West of Crossover West Rojo - MT 1	25	Both
Back Track MP 16	0.2 West of East Belle Ayr Jct - MT 2	16	Both
33114 Caballo	0.4 West of West Caballo Jct.		Loop
33108 Stub track MP 8.2	At Crossover 8.2	2	West

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Canyon Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		32129	95.0	GUERNSEY	BT	2MT	
				1.0			
		32129	96.0	WEST GUERNSEY	R	CTC	
				4.0			
	7,166	32133	100.0	STOKES		JT	
				3.3			
	4,667	32137	103.3	WENDOVER		2MT	
				4.5			
			107.8	EAST CASSA		CTC	
				3.2			
		32145	111.0	CASSA		2MT	
				7			
			111.7	WEST CASSA		CTC	
				7.9			
	6,770	32153	119.6	GLENDO		CTC	
				2.4			
	7,329		122.0	ELKHORN		CTC	
				7.2			
	7,083	32162	129.2	BONA		J	
				4.0			
			133.2	BRIDGER JCT			

AAR Radio Channel 66 in service on this Subdivision.

AAR Radio Channel 85 in service at Guernsey.

Dispatcher Radio Call-in:	
Torrington-82	Wendover-19
Bona-68	

Train Dispatchers Phone Numbers (817) 234-6181 or (817) 234-6180
Emergency Train Dispatcher Call - 911

1. Speed Regulations

- 1(A). Speed - Maximum Freight
Guernsey to Bridger Jct 50 MPH.
- 1(B). Speed - Permanent Restrictions
 - MP 96.0 to MP 97.8 25 MPH.
 - MP 97.8 to MP 98.3 10 MPH.
 - MP 98.3 to MP 101.7 25 MPH.
 - MP 101.7 to MP 115.0 35 MPH.
 - MP 107.8 to MP 111.7 MT2 25 MPH.
 - MP 125.2 to MP 127.5 35 MPH.
- 1(C). Speed - Switches and Turnouts
Through all turnouts equipped with dual control switches and on sidings
unless otherwise specified 25 MPH.
- 1(D). Speed - Other
 - Guernsey - MT1 and MT2 through fuel pit area until entire movement
clears the area 10 MPH.
 - Wendover-East Leg of Wye 10 MPH.
 - Glendo Siding 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:

Guernsey to Bridger Jct 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

3. **Method of Operations-**

Guernsey-Wendover -Track warrants will be received at Guernsey, over the signature of the train dispatcher at Ft. Worth for movement at Wendover on the Front Range Subdivision.

Guernsey-Bridger Jct-Track warrants will be received at Guernsey, over the signature of the train dispatcher at Ft. Worth for movement at Bridger Jct on the Casper Subdivision.

CTC- in effect: West Guernsey to Bridger Jct.

Restricted Limits-in effect: MP 95.0 to MP 96.0

Two Main Tracks:

MP 107.8 - MP 111.7

MP 93.9 - MP 95.4

Moveable Point Frog- (Refer to System Special Instructions Item 12).

East Elkhorn

MP 121.2

West Elkhorn

MP 122.7

4. **General Code of Operating Rule Items-**

Rule 6.19- When flagging is required, distance will be 2 miles.

Rule 8.3-At Guernsey-Normal position of Main Track switches DOES NOT APPLY at Main Track switch located at MP 95.4.

This switch may be left lined as last used; however, it must be locked. Trains must approach this switch expecting to find it lined against movement.

5. **Trackside Failed Equipment Detector(FED)-**

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other FED locations:

Bridger Jct MP 131.0

Cassa MP 110.7 MT 1 and MT 2

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

Wendover-All tracks, excluding the CTC Main Line within the confines of Wendover, Wyoming, on the Front Range Sub, of the Colorado Division and on the Canyon Subdivision of the Powder River Division, are under the jurisdiction of the Yardmaster at Guernsey, Wyoming.

Glendo-The siding at Glendo will be used for setting out bad orders, Maintenance of Way equipment and work trains only.

Trains handling double stack cars and Boeing cars will not exceed 10 MPH at the following locations while operating through tunnels No.1, No. 2, and No. 3.

Between MP 96.5 and MP 97.5

Between MP 97.8 and MP 98.3

Between MP 101.1 and MP 101.6

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.

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.

Reporting Locomotive Problems-When a locomotive in consist encounters a problem, no matter how minor, it will be necessary to report the malfunction directly to the Alliance Diesel Tower foreman. The reporting method will be the PENTA radio system. Listed below are the dispatcher call button codes for locations on the the Canyon Subdivision.

Wendover-452

Bona-453

Temperature Speed Restrictions-

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

Trains up to 100 tons O/B 45 MPH.

Trains 100 tons O/B and over 30 MPH.

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

- Trains 100 tons O/B and over 30 MPH.
- Trains up to 100 tons O/B 45 MPH.

Test Mile—MP 120.0 —MP 121.0

8. Line Segments—

Yard Line Segments—

<u>Line Segment</u>	<u>Limits</u>
893	Guernsey

Ballast Pit—

<u>Line Segment</u>	<u>Limits</u>
899	Guernsey

Road Line Segments—

<u>Line Segment</u>	<u>Limits</u>
5	Guernsey to Bridger Jct

9. Locations not Shown as Stations—None

**SAFETY IS THE MOST IMPORTANT ELEMENT
IN PERFORMING DUTIES**

Campbell

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Campbell Subdiv		Method of Oper.	Track Diagram	EASTWARD ↑
				MAIN LINE STATIONS				
		30588	0.0	CAMPBELL	J	CTC		
			0.5	EAST FORTIN	X			
7,650		2.1	WEST FORTIN					
			0.9	CLOVIS POINT JCT				
		3.0	To Clovis Point 1.6					
			3.0	FT. UNION JCT				
		33306	6.0	To Ft. Union 1.0				
			1.9	DRY FORK				
		33307	7.9	To Dry Fork 0.7				
			1.6	EAGLE BUTTE JCT				
		33309	9.5	To Rawhide 1.7				
				To Eagle Butte 4.5				
				To Buckskin 6.6				

AAR Radio Channel 85 in service on this Subdivision.

Dispatcher Radio Call-in:

Donkey Creek-33

Train Dispatchers Phone Number (817) 234-6185

Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Campbell to Eagle Butte Jct 35 MPH. Freight

1(B). Speed - Permanent Restrictions

MP 3.0 to Clovis Point Loop Track Switch 20 MPH.

MP 6.0 to Ft. Union Loop Track Switch 20 MPH.

MP 7.9 to Dry Fork Loop Track Switch 20 MPH.

MP 9.5 to Rawhide Loop Track Switch 20 MPH.

MP 9.5 to Eagle Butte Loop Track Switch 20 MPH.

MP 9.5 to Buckskin 20 MPH.

1(C). Speed - Switches and Turnouts

Through turnout at Campbell Subdivision switch 25 MPH.

Through all turnouts equipped with dual control switches and on sidings unless otherwise specified 25 MPH.

1(D). Speed - Other

West leg Campbell wye 10 MPH.

East leg Campbell wye 25 MPH.

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

2. Bridge and Equipment Weight Restrictions-
Maximum Gross Weight of Car:

Campbell to Eagle Butte Jct 143 tons.

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

3. Method of Operations-

CTC-in effect: Campbell to Eagle Butte Jct.

4. **General Code of Operating Rule Items-**

Rule 1.48-Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, 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.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

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

Rule 10.2-Main track switches not equipped with electric unlock.

Clovis Point, MP 3.1.

5. **Trackside Failed Equipment Detector(FED)-**

A. None

B. Other FED locations:

Eagle Butte MP 9.5 (DED Only)

6. **FRA Excepted Track-** None

7. **Special Conditions-**

All Coal Mines- Trains will notify Gillette operator before leaving loop tracks. Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the train dispatcher and Gillette operator (example: coal spills, overloading, etc.).

All employees of BNSF Rwy and UPRR will be governed by **Powder River Division Special Instructions on Mine Properties and Orin Line Operating Procedures.** Employees must have these inserts to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

8. **Line Segments-**

Road Line Segments-

Line Segment	Limits	Mileposts
166	Rawhide Spur	9.5 to 12.9
167	Eagle Butte Spur	9.5 to 14.1
168	Buckskin Spur	9.4 to 17.3
171	Ft Union Spur	6.0 to 8.5
188	Dry Fork Spur	7.9 to 0.7
196	Clovis Point Spur	3.0 to 6.2
188	Campbell to Eagle Butte Jct	0.0 to 9.5

9. **Locations not Shown as Stations-**

Name	Miles-Location	Capacity Cars	Switch Opens
33303 Clovis Point	1.6 west of Clovis Point Jct	140	Loop
Clovis Point Stub Trk.	At Clovis Point Jct Switch	2	East
33306 Ft. Union	1.4 west of Fort Union Jct	140	Loop
33307 Dry Fork	0.7 west of Dry Fork Switch	140	Loop
33309 Eagle Butte	4.5 west of Eagle Butte Jct	140	Loop
Helper Spur	7000 ft west of Eagle Butte Jct	5	Both
33308 Buckskin	6.6 west of Eagle Butte Jct	140	Loop
Buckskin Siding	3.3 west of Eagle Butte Jct	120	Both
33312 Rawhide	1.7 west of Eagle Butte Jct	140	Loop

WESTWARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Reno Subdiv MAIN LINE STATIONS		Method of Oper.	↑ EASTWARD
			2.5	BLACK THUNDER JCT To Black Thunder 0.6 To Jacobs Ranch 3.3	X(2)	2MT CTC	
	33142	0.7	RENO JCT 0.7		CTC		
		0.0	ORIN SUB SWITCHES				

AAR Radio Channel 66 in service on this Subdivision.

Dispatcher Radio Call-in:

Reno-65

Train Dispatcher Phone Numbers (817) 234-6181 or (817) 234-6180
Emergency Train Dispatcher Call - 911

1. Speed Regulations

1(A). Speed - Maximum

Black Thunder Jct to Reno Jct. Freight 35 MPH.

1(B). Speed - Permanent Restrictions-None

1(C). Speed - Switches and Turnouts

Through turnout at Reno Subdivision switch 25 MPH.

1(D). Speed - Other

Black Thunder Jct to Black Thunder Loop Track Switch 20 MPH.

Black Thunder Jct to Jacobs Ranch Loop Track Switch 20 MPH.

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

2. Bridge and Equipment Weight Restrictions-
Maximum Gross Weight of Car:

Reno to Black Thunder Jct 143 tons

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

3. Method of Operations-

CTC-in effect: Black Thunder Jct to Reno.

4. General Code of Operating Rules Items-

Rule 1.48-Getting On and Off Moving Equipment is modified as follows:

When the following conditions exist, 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.

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

Rule 6.19- When flagging is required, distance will be 1 mile.

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

All Coal Mines–Crews must advise mine personnel whether or not they have a caboose before arrival. Trains must notify train dispatcher before leaving loop tracks.

All employees of BNSF Rwy and UPRR will be governed by **Powder River Division Special Instructions on Mine Properties and Orin Line Operating Procedures**. Employees must have these inserts to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Designation of Tracks–

Track from Reno Jct to switch at MP 43.0 on MT1, Orin Subdivision, is designated as East Leg of Wye, Reno Jct.

Track from Black Thunder Jct to switch at MP 43.6 on MT1, Orin Subdivision, is designated as MT2.

Track from Reno Jct to switch at MP 42.1 on MT1, Orin Subdivision, is designated as West Leg of Wye, Reno Jct.

8. **Line Segments**–

Road Line Segments–

Line Segment	Limits	Mileposts
191	Black Thunder Jct–Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
191	Black Thunder Jct to Orin Sub Switches	

9. **Locations not Shown as Stations**–

Name	Miles–Location	Capacity Cars	Switch Opens
33403 Black Thunder	0.6 west of Black Thunder Jct		Loop
33408 Jacobs Ranch	3.3 west of Black Thunder Jct		Loop

Powder River Division

T.D. Smith	Supt of Operations	Alliance	763-2720
D.R. Schnell	Trainmaster	Broken Bow	285-2248
B. Pryke	Trainmaster	Scottsbluff	632-2222
T.E. Martin	Trainmaster	Alliance	763-2658
D.L. Bellew	Road Foreman of Engines	Alliance	763-2255
G.S. Grabofsky	Road Foreman of Engines	Sterling	763-2355
G.M. Underwood	Road Foreman of Engines	Alliance	763-2258
J.S. Mikel	Trainmaster	Edgemont	283-2220
S.L. Sweetwood	Trainmaster	Edgemont	283-2246

M.E. Wirtz	Supt. of Operations	Gillette	687-2620
C.E. Fowler	Road Foreman of Engines	Gillette	687-2652
W.C. Peters	Road Foreman of Engines	Gillette	687-2617
D.W. Hill	Terminal Manager	Gillette	687-2717
L.L. Lower	Trainmaster	Gillette	687-2630
R.L. Harrison	Trainmaster	Gillette	687-2621
R.D. Kotschwar	Trainmaster	Gillette	687-2622
M.L. Ruppert	Trainmaster	Gillette	687-2726
H.E. Yeadon	Trainmaster	Gillette	687-2614
D.E. Trainer	Trainmaster	Guernsey	274-2221

S.L. Ketchem	Terminal Manager	Guernsey	274-2200
L.W. Taylor	Trainmaster	Guernsey	274-2255
K.E. Carter	Trainmaster	Guernsey	274-2223

W.J. Thompson	Terminal Supt	Alliance	763-2224
M.F. Sickler	Terminal Manager	Alliance	763-2200
K.M. Dahlstedt	Terminal Trainmaster	Alliance	763-2333
R.L. Gullixson	Terminal Trainmaster	Alliance	763-2728
E.M. Allen	Terminal Trainmaster	Alliance	763-2256
T.L. Hemmerle	Terminal Trainmaster	Alliance	763-2374
K.G. Straight	Terminal Trainmaster	Alliance	763-2723

J.A. Snow	Director Administration	Alliance	763-2721
B.N. Welte	Mgr. Safety and Rules	Alliance	763-2634
D.C. Christianson	Mgr. Safety and Rules	Gillette	687-2623
T.L. Morgan	Dir. Employee Relations	Alliance	763-2680

Mechanical Department

E.L. Waller	General Foreman Mech.	Guernsey	274-2231
N.A. Eaton	Mechanical Foreman	Guernsey	274-2238
K.C. Green	Mechanical Foreman	Guernsey	274-2238
P.J. Reuland	Mechanical Foreman	Guernsey	274-2236

Maintenance of Way

W.J. Seeger	Division Engineer	Alliance	763-2239
T.G. Koeniguer	Division Engineer	Gillette	687-2671
D.D. Johnson	Roadmaster	Newcastle	763-2581
T.D. Knapp	Roadmaster	Gillette	687-2646
D.J. Jensen	Roadmaster	Douglas	260-2225
M.W. Kendall	Roadmaster	Scottsbluff	632-2246
D.W. Ferryman	Roadmaster	Alliance	763-2203
J.A. Powers	Roadmaster	Alliance	763-2297
M.E. Chartraw	Roadmaster	Broken Bow	285-2242
L.D. Kulhanek	Roadmaster	Alliance	763-2235
J.B. Mashek	Assistant Roadmaster	Alliance	763-2203
C.E. Oleson	Assistant Roadmaster	Gillette	746-3596