

# **BNSF**

**Burlington Northern Santa Fe**

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**Powder River  
Division**

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**Timetable  
No. 1**

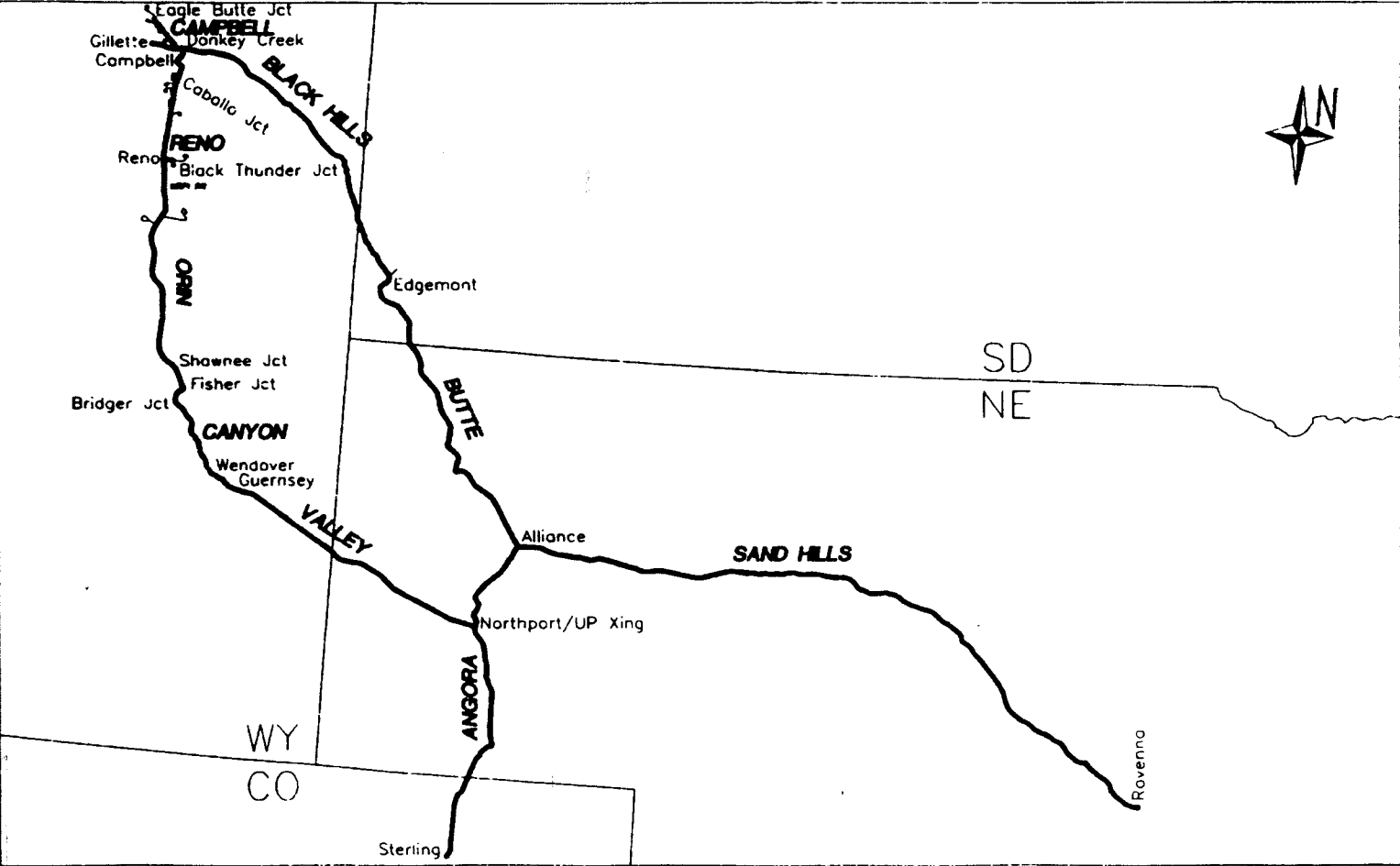
**IN EFFECT AT 0001  
Mountain Continental Time**

**Thursday August 1, 1996**

**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



W E S T W A R D	Length of Siding in Feet	Station Nos.	Mile Post Location	Butte Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	E A S T W A R D
			364.0	EAST ALLIANCE	X(2)			
				1.6				
	30364	365.6		ALLIANCE	BT	Rule 6.28		
				0.3				
		365.9		EMERSON		CTC		
				to South Wye	0.3			
				0.3				
		366.2		THIRD STREET	J	2MT		
				2.9				
		369.2		WEST ALLIANCE		CTC		
				7.0				
	30374	376.2		WEST BEREA		CTC		
				9.0				
	30383	384.6		HEMINGFORD				
				2.2				
		386.8		CROSSOVER 386.8	X			
				5.4				
		392.2		CROSSOVER 392.2	X(2)			
				11.7				
		403.9		CROSSOVER 403.9	X(2)			
				4.5				
		408.4		CROSSOVER 408.4	X			
				1.3				
10,227	30409	409.7		BELMONT	X	2MT		
				10.1		CTC		
		419.8		CROSSOVER 419.8	X(2)			
				3.1				
	30422	422.9		CRAWFORD	BX			
				0.7				
		423.6		CROSSOVER 423.6	X			
				1.9				
		425.5		CROSSOVER 425.5	X			
				7.3				
		432.8		CROSSOVER 432.8	X(2)			
				4.5				
	30436	437.3		JODER				
				13.0				
7,724	30449	450.3		ARDMORE				
				8.5				
14,167	30457	458.8		RUMFORD				
				6.4		CTC		
	30466	465.2		PROVO				
				1.7				
		466.9		CROSSOVER 466.9	X(2)			
				6.7		2MT		
		473.6		CROSSOVER 473.6	X(2)	CTC		
				1.6				
	30474	475.2		EAST EDMONT				
				0.9				
	30475	476.1		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

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.
<b>1(C). Speed - Switches and Turnouts</b>	
Through turnouts East and West Rumford	35 MPH.
Through turnout MP 475.2	10 MPH.
Through turnouts:	
Joder MP 437.3	35 MPH.
Provo MP 465.2	35 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.
<b>1(D). Speed - Other</b>	
Through siding Belmont	25 MPH.
Through siding Rumford	35 MPH.

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 437.3

MP 465.2 - MP 476.1

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

Joder MP 437.3

East Ardmore MP 449.5

West Ardmore MP 451.7

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

Joder Back Track

Berea Elevator Track

Ardmore Back Track

Berea Spud Track

Rumford Back Track

Nida Back Track

Provo Back 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 428.1 MT 1 and MT 2
Ardmore .....	MP 454.4

**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: East Berea

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

To the East: Swepco crossovers  
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.

**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 consists assisting coal trough trains in excess of 19 cars in length must cut in helpers behind the 8th and ahead of the 11th car.

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.

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	12	West
Berea Elevator track	6.3 west of West Alliance	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	75	Both
30390 Nonpareil Back Track	6.7 west of Hemingford	10	Both
30399 Marsland Backtrack	15.9 West of Hemingford	17	West
30409 Belmont Back Track.	Belmont	27	Both
Crawford Pocket Track	Crawford	19	Both
30422 Crawford #1	Crawford	5	East
30422 Crawford #2	Crawford	30	Both
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	15	East
30436 Joder Backtrack	Joder	12	East
30449 Ardmore Backtrack	Ardmore	17	East
30457 Rumford	Rumford	8	Both
30466 Provo Backtrack	Provo	15	East
30467 Area Wye	1.2 west of Provo	60	Both

# SAND HILLS SUBDIVISION

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WEST WARD ↓	Length of Siding in Feet	Station Nos.	Mile Post Location	Sand Hills Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
		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	X		
				0.5			
			138.3	CROSSOVER 138.3	X	2MT CTC	
				6.0			
		30143	144.3	LITCHFIELD	X		
				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 CTC	
				5.2			
		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 CTC	
				5.7			
		30194	195.7	ANSELMO		CTC	
				9.9			
		30206	205.5	LINSCOTT			
				4.5			
			210.0	CROSSOVER 210.0	X(2)	2MT CTC	
				4.4			
		30214	214.4	DUNNING		CTC	
				9.5			
		30224	223.9	HALSEY			
				6.0			
			229.9	CROSSOVER 229.9	X(2)	2MT CTC	
				5.4			
		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 CTC	
				5.1			
		30259	259.3	SENECA		CTC	
				8.0			
		30267	267.3	MULLEN			
				6.6			
			273.9	CROSSOVER 273.9	X(2)	2MT CTC	
				5.4			
		30277	279.3	HECLA		CTC	
				13.5			
		30292	292.8	WHITMAN			
				7.3			
			300.1	CROSSOVER 300.1	X(2)	2MT CTC	
				6.8			
		30305	306.9	HYANNIS		CTC	
				7.6			
		30314	314.5	ASHBY			
				5.7			
			320.2	CROSSOVER 320.2	X(2)	2MT CTC	
				4.6			
		30323	324.8	BINGHAM		CTC	
				9.1			
8,737		30333	333.9	ELLSWORTH			
				4.5			
			339.4	CROSSOVER 339.4	X(2)	2MT CTC	
				4.6			

WEST WARD	Length of Siding in Feet	Station Nos.	Mile Post Location	Sand Hills Subdiv (Cont.) <b>MAIN LINE</b> STATIONS		Method of Oper.		EAST WARD
		30341	344.0	LAKESIDE	5.2	2MT CTC		
		30349	349.2	ANTIOCH	5.6	CTC		
			354.8	CROSSOVER 354.8	4.1	X	2MT CTC	
		30358	358.9	BIRDSELL	2.7	X		
			361.8	CROSSOVER 361.8	2.8	X(2)		
			364.0	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

Freight

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

1(B). Speed - Permanent Restrictions

MP 175.75 to MP 176.40 - (HE only) ..... 45 MPH.

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 155.0 (end two main tracks) - Mason ..... 35 MPH.

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.

MP 214.4 (end two main tracks) - Dunning ..... 35 MPH.

MP 259.3 (end two main tracks) - Seneca ..... 35 MPH.

MP 344.0 (end two main tracks) - Lakeside ..... 35 MPH.

MP 349.2 (begin two main tracks) - Antioch ..... 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 267.3-MP 279.3
MP 165.1-MP 175.0	MP 292.8-MP 306.9
MP 185.0-MP 195.7	MP 314.5-MP 324.8
MP 205.5-MP 214.4	MP 333.9-MP 344.0
MP 223.9-MP 235.3	MP 349.2-MP 364.4
MP 249.1-MP 259.3	

**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--**

Hazard Back Track-Westend-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:**

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

**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.

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	11	West
30137 Hazard Back track	Hazard	30	West
30152 Mason Back Track	Mason	8	East
30159 Ansley	4.9 east of Berwyn	40	East
30166 Old Berwyn	2.5 west of Berwyn	28	Both
30175 Broken Bow–Old Pass	Broken Bow	120	Both
30175 Broken Bow–Elevator	Broken Bow	40	Both
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–Mema	Mema	54	Both
30206 Linscott Back track	Linscott	5	Both
30214 Old Dunning	1.1 west Dunning	15	West
30224 Halsey Back track	Halsey	25	Both
30234 Natick Back track	Natick	20	Both
30256 Seneca–East Old Pass	Seneca	30	East
30256 Seneca–West Old Pass	Seneca	30	West
30256 Seneca–East #1 Track	Seneca	15	East
30256 Seneca–West #1 Track	Seneca	15	West
30267 Mullen Back Track	Mullen	30	Both
30277 Hecla Back track	Hecla	10	Both
30292 Whitman Back Track	Whitman	20	Both
30305 Hyannis Back Track	Hyannis	35	Both
30314 Ashby Back Track	Ashby	15	Both
30323 Bingham Back Track	Bingham	12	Both
30333 Ellsworth Back Track	Ellsworth	12	East
30341 Lakeside Back Track	Lakeside	12	Both
30349 Antioch Back Track	Antioch	6	Both
30360 RMC	5.6 east of Alliance	189	Both

# SAND HILLS SUBDIVISION

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Name		Miles-Location	Capacity Cars	Switch Opens
30361	Sweeco	4.1 east of Alliance		Loop
	Koester's	0.8 east of East Alliance	42	Both

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 CTC		
		32036	3.4	DEGRAW				
		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				
		32129	95.0	GUERNSEY	BTR	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

Freight

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

1(B). Speed - Permanent Restrictions

MP 91.2 to MP 95.0 ..... 20 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

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

Simplot Spur

Minatare House Track

Kelly Bean Spur

Heldt Spur

Mitchell House Track

Morrill Bean Track

Henry Passing Track

Torrington Orphan Track

Torrington Holly Sugar Track

Dakota Portland Cement

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.

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.

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	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
32068 Heldt	2.7 west of Scottsbluff	15	West
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 Torrington Turkey Track	Torrington	17	West
32096 Torrington Orphan Track	Torrington	13	East
32096 Torrington No. Siding	Torrington	52	Both
32106 Lingle Pass	Lingle	78	Both
32116 Ft. Laramie Back Trk.	Ft. Laramie	35	East

WEST WARD	Length of Siding In Feet	Station Nos.	Mile Post Location	Angora Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram
			0.3	THIRD STREET	J	CTC	
			0.4				
			0.7	SOUTH WYE	R		
				to Emerson 0.3			
			2.3				
			3.0	PRAIRIE	RX		
				1.6			
			4.6	SOUTH ALLIANCE		2MT CTC	
				8.5			
8,745	32014	13.1		BONNER			
				7.2			
7,132	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		
				8.2			
	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 115.1) 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 3.0 East bound trains ..... 10 MPH.

MP 0.3 to MP 3.0-West bound-head end only ..... 10 MPH.

Prairie to East Sterling ..... 50 MPH.

Trains 100 tons/OB Prairie to East Sterling ..... 50 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 ..... 15 MPH. |Through all turnouts equipped with dual control switches and on sidings unless otherwise specified ..... 25 MPH. |**1(D). Speed - Other**Union Pacific Transfer Track at Northport ..... 10 MPH. |On siding Huntsman and on SLGG Track ..... 10 MPH. |Item 1A of system special instructions applies to loaded or empty C6 hoppers in train.  |

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 Prairie to Sterling.

**Restricted Limits-in effect:**

MP 0.7 to MP 3.0

BNSF MP 112.2 to UP MP 59.1

**Two main tracks-** MP 3.0 to MP 4.6.**4. General Code of Operating Rules Items-**

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

**Rule 10.2-**

Bonner Back Track

Mudd Springs Old Elevator

Dalton Elevator Spur

Bridgeport Dock Track

Peetz Elevator Track Spur

Ginther

Ackerman

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

Bridgeport ..... MP 39.4

Dalton ..... MP 61.5

Lorenzo ..... MP 85.9

Padroni ..... MP 104.5

**6. FRA Excepted Track-None****7. Special Conditions-****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 or caboose 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 locomotive hand brake to 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.

**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	2.0 west of South Alliance	60	Both
32022 Angora Old Pass	Angora	93	Both
32034 U P Conn Trk.	Northport		East
32028 Vance	6.1 west of Angora	40	East
84003 Bridgeport Trk. #1	Bridgeport	57	Both
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
Bonner Back Track	Between East and West Bonner on Siding	55	Both

WEST WARD ↓	Black Hills Subdiv MAIN LINE STATIONS				Method of Oper.	Track Diagram	EAST WARD ↑
	Length of Siding In Feet	Station Nos.	Mile Post Location				
		30475	476.1	EDGEMONT 0.6	B		
				DEADWOOD JCT			
		30476	476.7	To MP 3.0 0.5	T	2MT	
			477.2	CROSSOVER 477.2	X	CTC	
			478.8	CROSSOVER 478.8	X(2)		
		30483	484.3	MARIETTA 10.3		CTC	
		30494	494.6	EAST DEWEY 1.6		2MT	
			496.2	CROSSOVER 496.2	X(2)	CTC	
		30507	507.1	OWENS 2.9		CTC	
			510.0	CROSSOVER 510.0	X(2)		
			516.3	CROSSOVER 516.3	X(2)	2MT	
		30519	520.7	NEWCASTLE 2.6		CTC	
			523.3	CROSSOVER 523.3	X(2)		
		30527	528.8	WEST PEDRO 5.3		CTC	
		30534	534.1	EAST OSAGE 5.5		2MT	
			539.6	CROSSOVER 539.6	X(2)	CTC	
		30546	547.2	EAST UPTON 4.4		CTC	
			551.6	CROSSOVER 551.6	X	2MT	
			552.1	CROSSOVER 552.1	X	CTC	
		30555	556.3	THORNTON 5.7		CTC	
		30562	562.0	KARA 5.0		2MT	
			567.0	CROSSOVER 567.0	X(2)	CTC	
		30568	569.0	MOORCROFT 7.5		CTC	
		30581	576.5	EAST ROZET 4.9			
			581.4	ROZET	X(2)		
			584.4	CROSSOVER 584.4	X(2)	2MT	
		30587	586.8	EAST DONKEY CREEK JTX(2)		CTC	
		30587	587.1	WEST DONKEY CREEK	JT		
		30588	587.6	EAST CAMPBELL	JTX		
		30588	588.2	WEST CAMPBELL	JT		
		30589	591.3	WYODAK 4.0		CTC	
		30595	595.3	EAST GILLETTE 1.9			
7,852		30596	597.2	GILLETTE	BTY		

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.

**1(C). Speed – Switches and Turnouts**

Through turnouts:

Marietta MP 484.3  
 Owens MP 507.1  
 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  
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) 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.

**Yard 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 475.2–MP 484.3	MP 562.0–MP 568.9
MP 507.0–MP 528.8	MP 576.5–MP 587.9
MP 547.2–MP 556.3	

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

Marietta	MP 484.3
Owens	MP 507.1
East Upton	MP 547.2
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**

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
Upton	MP 532.7
Moorcroft	MP 573.8

## 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 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 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.

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	3	East
30494 Dewey Back Track	0.5 east of Crossovers 496.2	15	Both
30518 Newcastle Pass Track	3.0 west of Crossover at MP 516.3	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
30534 Osage Chip Track	1.2 west of East Osage Switch	15	Both
30541 Jerome	4.2 east of East Upton	43	West
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 east Upton	199	Both
30555 Thornton Back Track	At Thornton Switch	45	Both
30555 Thornton Service Track	At West Back Track Switch	4	Both
30568 Moorcroft Chip Track (Back Track)	0.1 east of Moorcroft Switch	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
Mintum	1.9 west of West Campbell Switch	55	Both
30589 Wyodak	2.2 west of West Campbell Switch	15	West

WESTWARD	Orin Subdiv MAIN LINE STATIONS					Method of Oper.	Track Diagram	EASTWARD
	Length of Siding in Feet	Station Nos.	Mile Post Location					
			127.3	BRIDGER JCT	J	CTC		
			1.1					
			126.2	ORIN JCT	J			
			2.6			CTC		
			123.6	FISHER JCT	J			
			0.4					
			123.1	EAST FISHER		CTC		
			5.5					
			117.7	SHAWNEE JCT	JX(2)			
			7.1			2MT CTC		
			110.6	CROSSOVER 110.6	X(2)			
			8.3					
			102.3	CROSSOVER 102.3	X(2)	2MT CTC		
			6.6					
	33182		95.7	CROSSOVER 95.7	X(2)			
			5.2			2MT CTC		
			90.5	CROSSOVER 90.5	X(2)			
			5.0					
			85.5	EAST BILL JCT	JX	2MT CTC		
			4.7					
			80.8	WEST BILL JCT	JX(2)			
			8.3			3MT CTC		
			72.5	CROSSOVER 72.5	X(2)			
			7.1					
	33160		65.4	CONVERSE JCT to Antelope	2.2 X(2)	3MT CTC		
			2.9					
	33158		62.5	EAST NACCO	X(2)T			
			0.3			3MT CTC		
				NACCO WYE JCT To Rochelle	4.7			
	33158		62.2	To North Antelope	4.7			
			0.2			2MT CTC		
	33158		62.0	WEST NACCO				
			3.9					
	33158		58.1	CROSSOVER 58.1	X(2)	2MT CTC		
			5.6					
	33142		52.5	CROSSOVER 52.5	X(2)			
			5.2			2MT CTC		
	33142		47.3	CROSSOVER 47.3	X(2)			
			3.7					
			43.6	CROSSOVER 43.6	JX	2MT CTC		
			0.6					
8,000	33142		43.0	MP 43.0	J			
			0.9			2MT CTC		
	33142		42.1	CROSSOVER 42.1	JX			
			0.7			2MT CTC		
			41.4	MP 41.4				
			7.3					
			34.1	CROSSOVER 34.1	X(2)	CTC		
			4.0					
	33131		30.1	WEST ANTELOPE				
			3.6			CTC		
	33125		26.5	EAST COAL CREEK				
			0.3					
				COAL CREEK JCT		CTC		
	33125		26.2	To Coal Creek	2.1			
			0.3					
	33125		25.9	WEST COAL CREEK		CTC		
			1.4					
			24.5	SUNEDCO JCT				
			0.7			CTC		
				EAST CORDERO JCT To Cordero	2.2			
			23.8					
			21.1	WEST CORDERO JCT		CTC		
			1.8					
14,200			19.2	HAIRE				
			1.9			CTC		
				ROJO JCT				
	33117		17.4	To Caballo Rojo	0.7			
			0.1			CTC		
	33117		17.3	WEST ROJO JCT				
			0.9					

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Mile Post Location	Orin Subdiv (Cont.) <b>MAIN LINE</b> STATIONS		Method of Oper.	Track Diagram	↑ EAST WARD
		33115	16.4	East BELLE AYR JCT To Belle Ayr 1.8 1.0		CTC		
			15.4	East CABALLO JCT 0.5				
		33114	14.9	West CABALLO JCT To Caballo 0.4 0.2		2MT CTC		
			14.7	CROSSOVER 14.7 6.5	X			
			8.2	CROSSOVER 8.2 8.2	X			
		30587	0.0	DONKEY CREEK	J			

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 15.5 ..... 45 MPH.  
MP 15.5 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

North American Car Corporation 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 (BN 99000-99949) not  
permitted.

3. Method of Operations-

CTC- in effect: Bridger Jct to Donkey Creek.

Two Main Tracks:

MP 0.0 - MP 15.7  
MP 30.1 - 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	Crossover 72.5	
Crossover 110.6		Converse Jct	MP 65.4
Crossover 95.7		East Nacco	MP 62.5
Crossover 90.5		Crossover 58.1	
West CNW Jct	MP 80.8	Crossover 52.5	
		Crossover 47.3	
		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–**

Stub Track MP 10.2	Stub Track MP 8.2
Back Track–Bill MP 85.0	Stub Track–Bill MP 82.7
Stub Track–Nelson Brothers–East leg of Rojo Jct.	

**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
Nacco Jct .....	MP 59.4 MT 1 and MT 2
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

Rochelle Mine Lead ..... MP 0.1 (DED Only) (on Rochelle and North Antelope lead)

**6. 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 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 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.

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—**

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
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
	PLM Rail Serv. Co.	1.0 East of East Bill	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	10	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
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	10	East
33018	Belle Ayr	1.8 West of E. Belle Ayr Jct		Loop
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	BTY	2MT	
		32129	96.0	WEST GUERNSEY			
7,166	32133	100.0	STOKES		CTC		
4,667	32137	103.3	WENDOVER	JT			
		107.8	EAST CASSA				
	32145	111.0	CASSA		2MT		
		111.7	WEST CASSA		CTC		
6,770	32153	119.6	GLENDO				
7,329		122.0	ELKHORN				
7,083	32162	129.2	BONA		CTC		
		133.2	BRIDGER JCT	J			

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 95.0 to MP 95.6 ..... 20 MPH.  
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.

**Yard 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

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:

Between MP 96.5 and MP 97 .5

Between MP 97.8 and MP 98.3

Between MP 101.1 and MP 101.6 while operating through tunnels No.1, No. 2, and No. 3.

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 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 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.

**Test Mile**-MP 120.0 -MP 121.0

8. Line Segments-

Yard Line Segments-

Line Segment	Limits
893	Guernsey

Ballast Pit-

Line Segment	Limits
899	Guernsey

Road Line Segments-

Line Segment	Limits
5	Guernsey to Bridger Jct

9. Locations not Shown as Stations-None

## Campbell

W E S T W A R D	Length of Siding in Feet	Station Nos.	Mile Post Location	Campbell Subdiv MAIN LINE STATIONS		Method of Oper.	Track Diagram	E A S T W A R D
		30588	0.0	CAMPBELL	J	CTC		
			0.5	EAST FORTIN	X			
			1.6	WEST FORTIN				
7,650			2.1	CLOVIS POINT JCT				
		33003		To Clovis Point 1.6				
			3.0	FT. UNION JCT				
		33306	6.0	To Ft. Union 1.0				
			7.9	DRY FORK				
				To Dry Fork 0.7				
				To Eagle Butte 4.5				
		33309	9.5	EAGLE BUTTE JCT				
				To Rawhide 1.7				
				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

Freight

Campbell to Eagle Butte Jct ..... 35 MPH.

## 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-**Clovis Point, MP 3.1.

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

A. Protecting Bridges, Tunnels or Other Structures:

Eagle Butte (EWD) ..... MP 9.5 (DED Only)

B. Other FED locations:

Eagle Butte (WWD) ..... 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.	T E A S T W A R D
			2.5	BLACK THUNDER JCT To Black Thunder 0.6 To Jacobs Ranch 3.3	X(2)	2MT CTC	
		33142	0.7	RENO JCT		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**

**Freight**

Black Thunder Jct to Reno Jct. .... 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

K.W. Duryea	Supt of Operations	Alliance	763-2720
D.R. Schnell	Trainmaster	Broken Bow	763-2355
D.N. Helbling	Trainmaster	Alliance	763-2658
K.D. Day	Road Foreman of Engines	Alliance	763-2255
W.K. Petersen	Road Foreman of Engines	Alliance	763-2258
B. Duran Jr.	Road Foreman of Engines	Scottsbluff	632-2249
B. Pryke	Trainmaster	Scottsbluff	632-2222

M.E. Wirtz	Supt. of Operations	Gillette	687-2714
C.E. Fowler	Road Foreman of Engines	Gillette	687-2652
J.E. Lutzenberger	Terminal Manager	Gillette	687-2648
D.W. Hill	Terminal Manager	Gillette	687-2717
M.S. Anthony	Trainmaster	Gillette	687-2630
R.L. Harrison	Trainmaster	Gillette	687-2621
M.J. Scharte	Trainmaster	Gillette	687-2622
K.R. Chambless	Trainmaster	Gillette	687-2613
	Trainmaster	Gillette	687-2614
W.C. Peters	Road Foreman of Engines	Gillette	687-2617

D.S. Ness	Trainmaster	Edgemont	283-2220
G.E. Olszewski	Road Foreman of Engines	Edgemont	283-2246
L.W. Taylor	Trainmaster	Guernsey	274-2255
D.E. Trainer	Trainmaster	Guernsey	274-2221
T.L. Davis	Trainmaster	Guernsey	274-2223

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

W.J. Thompson	Terminal Supt	Alliance	763-2224
W.J. Bell	Terminal Trainmaster	Alliance	763-2333
K.E. Black	Terminal Trainmaster	Alliance	763-2256
R.L. Gullixson	Terminal Trainmaster	Alliance	763-2728
K.E. Hand	Terminal Trainmaster	Alliance	763-2354
T.L. Hemmerle	Terminal Trainmaster	Alliance	763-2374
J.S. Mikel	Terminal Trainmaster	Alliance	763-2220
K.G. Straight	Asst. 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

### Maintenance of Way

W.J. Seeger	General Roadmaster	Alliance	763-2239
T.G. Koeniguer	General Roadmaster	Gillette	687-2671
D.D. Johnson	Roadmaster	Newcastle	763-2581
T.D. Knapp	Roadmaster	Gillette	687-2646
G.A. Jacobson	Roadmaster	Douglas	260-2225
M.W. Kendall	Roadmaster	Scottsbluff	632-2246
D.W. Ferryman	Roadmaster	Alliance	763-2528
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	Newcastle	763-2579

(VMS)