

Division Operating Officers

Alliance

E.M. Allen	Terminal Trainmaster	763-2256
C.A. Anderson	Roadmaster	763-2203
D.L. Bellew	Road Foreman	763-2255
K.M. Dahlstedt	Terminal Trainmaster	763-2333
R.L. Gullixson	Terminal Trainmaster	763-2728
T.L. Hemmerle	Terminal Trainmaster	763-2374
L.D. Kulhanek	Roadmaster	763-2235
T.E. Martin	Trainmaster	763-2658
J.B. Mashek	Assistant Roadmaster	763-2203
T.L. Morgan	Dir. Employee Relations	763-2680
J.A. Powers	Roadmaster	763-2297
W.J. Seeger	Division Engineer	763-2239
M.F. Sickler	Terminal Manager	763-2200
T.D. Smith	Supt. of Operations	763-2720
J.A. Snow	Director Administration	763-2721
K.G. Straight	Terminal Trainmaster	763-2723
G.M. Underwood	Road Foreman	763-2258
	Terminal Supt.	763-2224

Broken Bow

M.E. Chartraw	Roadmaster	285-2242
D.R. Schnell	Trainmaster	285-2248

Douglas

D.J. Jensen	Roadmaster	260-2225
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Edgemont

J.S. Mikel	Trainmaster	283-2220
S.L. Sweetwood	Trainmaster	283-2246

Gillette

W.C. Angelos	Trainmaster	687-2622
K.R. Chambless	Trainmaster	687-2613
D.C. Christianson	Mgr. Safety and Rules	687-2623
C.E. Fowler	Road Foreman	687-2652
D.W. Hill	Terminal Manager	687-2717
D.D. Johnson	Trainmaster	687-2735
T.D. Knapp	Roadmaster	687-2646
L.L. Lower	Trainmaster	687-2630
W.C. Peters	Road Foreman	687-2617
M.L. Ruppert	Trainmaster	687-2726
M.E. Wirtz	Supt. of Operations	687-2620
H.E. Yeadon	Trainmaster	687-2614

Guernsey

S.L. Ketchem	Terminal Manager	274-2200
R.L. Kinzie	Trainmaster	274-2223
L.W. Taylor	Trainmaster	274-2255

Newcastle

D.W. Crinklaw	Asst. Roadmaster	746-3596
J.C. Stanford	Roadmaster	763-2581

Scottsbluff

R.E. Adler	Roadmaster	673-2235
W.D. Myers	Asst. Roadmaster	673-2234
B. Pryke	Trainmaster	632-2222
J.C. Teahon	Roadmaster	632-2246

Sheridan

R.A. Mills	Road Foreman	673-2255
M.A. Voelker	Trainmaster	673-2258

Sterling

G.S. Grabofsky	Road Foreman	763-2355
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BNSF

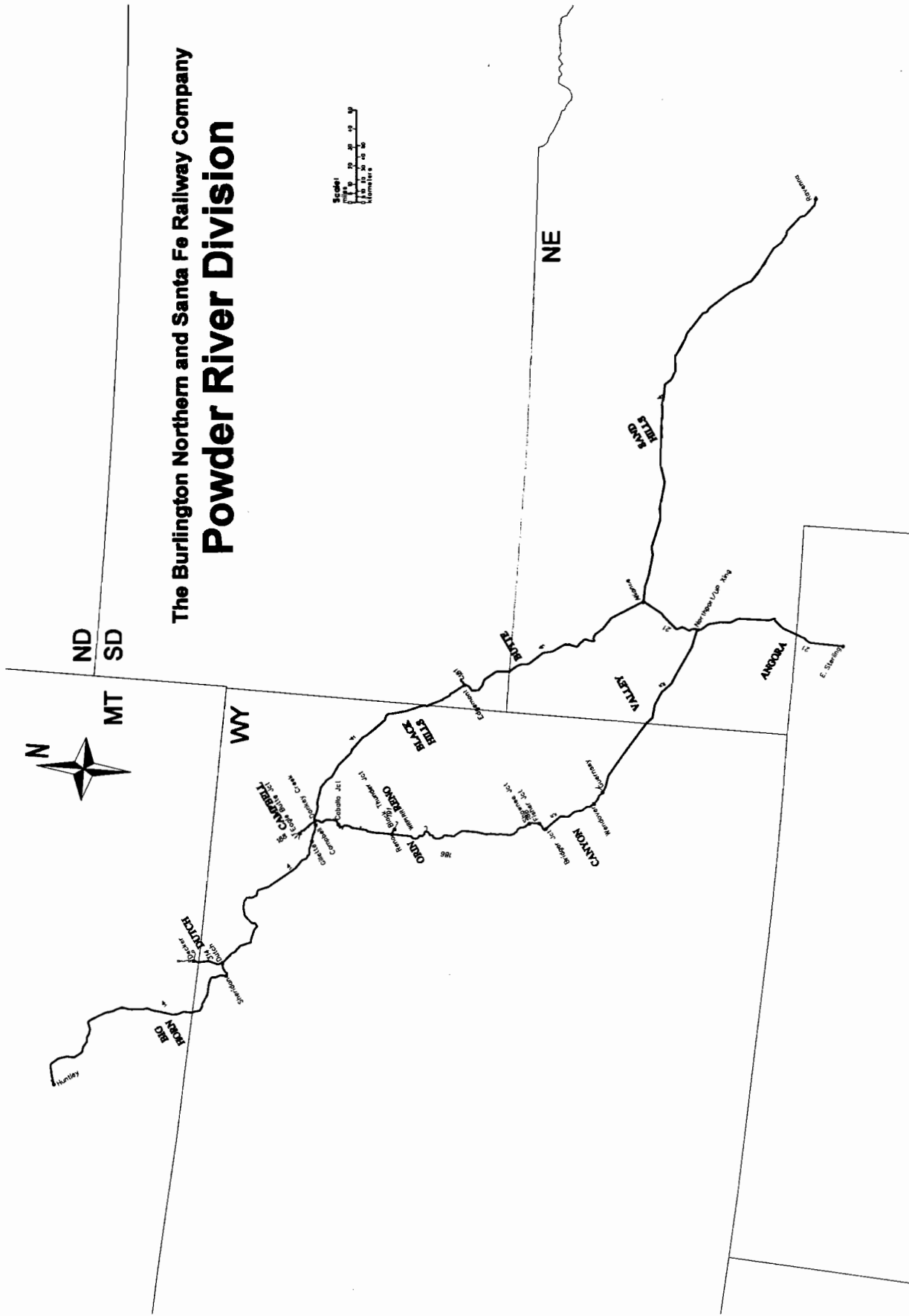


Powder River Division

Timetable No. 3

IN EFFECT AT 0001
Mountain Continental Time
Wednesday, April 1, 1998

Division Superintendent
T.J. Godsil
Alliance, Nebraska
(308) 763-2257



Length of Siding (Feet)	Station Nos.	Mile Post	Angora Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.
			MAIN LINE	STATIONS			
			Rule 4.3				
		0.3		THIRD STREET	J	CTC	0.4
		0.7		SOUTH WYE (To Emerson 0.3)	R		3.9
		4.6	FX(2)	SOUTH ALLIANCE		2MT CTC	2.3
		6.9		LETAN			6.2
8,745	32014	13.1		BONNER		CTC	5.0
18,840	32022	20.3		ANGORA			13.5
	32034	33.8		NORTHPORT	JT		0.6
		34.4		UP CROSSING (To West Northport 0.7)	MJT		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		112.6

Radio Channel 54 in service on this Subdivision.

Radio Channel 70 in service at Alliance Yard.

Radio Channel 66 in service at Sterling Yard.

Radio Call-In		
Alliance - 70(X)	Bridgeport - 71(X)	Huntsman - 72(X)
Peetz - 73(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Number—(817) 234-6183

Sterling (Beyond MP 112.1) is 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 100 TOB & over 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.
 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 144 tons

3. Type of Operation

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
 MP 112.1 to MP 115.3

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—MT 2	Dalton Elevator Spur—Siding
Bonner Back Track—Siding	Peetz Elevator Spur—Siding
Bridgeport Dock Track—MT	Ginther—MT
Mudd Springs—Siding	Ackerman—MT

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations

MP 16.1—Recall Code 708
MP 39.4—Recall Code 718
MP 46.8—(DED only) Exception Reporting Only
MP 52.5—(DED only) Exception Reporting Only
MP 57.8—(DED only) Exception Reporting Only
MP 61.5—Recall Code 717
MP 66.7—(DED only) Exception Reporting Only
MP 72.6—(DED only) Exception Reporting Only
MP 77.5—(DED only) Exception Reporting Only
MP 82.1—(DED only) Exception Reporting Only
MP 85.9—Recall Code 728
MP 104.5—Recall Code 727

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

Hand Throw Switches—Hand throw switches at MP 3 and MP 3.19 (MT 2) may be left 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 all locomotives.
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".

MP 104.5 Padroni—Crews must contact the ATM at La Junta on radio call-in 636, AAR Channel 54, for yarding instructions at Sterling Yard.

Sterling—When reporting for duty at Sterling, if warrants or bulletins for your train are not available at your on duty time, immediately call the Angora Subdivision dispatcher. If not available within 10 minutes of on duty time, contact the chief dispatcher at 8-234-1240.

Temperature Speed Restrictions

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 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—Loaded Boeing Aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

8. **Line Segments**

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 - 2001	0.1 east of Letan MT2	16	East
32014 Bonner Back Track - 2197	Between east and west Bonner on Siding	9	East
32022 Angora Old Pass - 2202	Angora	52	East
32034 UP Conn Trk - 104 & 105	Northport		East
32028 Vance	6.1 west of Angora	40	East
84003 Bridgeport Trk #1 - 2404	Bridgeport	57	Both
84003 Bridgeport Trk #6 - 2401	Bridgeport	47	Both
84003 Bridgeport Trk #19 - 2408	Bridgeport	5	West
84003 Bridgeport Trk #31 - 2411	Bridgeport	114	East
84003 Bridgeport Trk - #16 - 2409	Bridgeport	15	West
84026 Gurley Trk #1 - 2701	Gurley	45	Both
84035 Huntsman Wye Trk to Sidney and Lowe RR - 2802 & 2803	Huntsman		East
84042 Sidney Trk #1 - 2902	Sidney	39	Both
84042 Sidney UP Conn Trk - 2905	Sidney		West
84042 Sidney Trk #7 - 2901	Sidney	57	Both
84050 Lorenzo Trk #1 - 3001	Lorenzo	36	Both
84071 Padroni - 3301	6.0 west of Buchanan	35	East
84073 Ginther - 3401	7.8 west of Buchanan	6	West
84078 Ackerman	14.9 west of Buchanan	25	West

Length of Siding (Feet)	Station Nos.	Mile Post	Big Horn Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.
	30596	599.9	W GILLETTE	BT	2MT CTC		6.5
8,976	30605	606.4	ORIVA				15.0
12,690	30620	621.4	ECHETA				9.8
13,217	30630	631.2	LARIAT				16.9
12,672	30647	648.0	KENDRICK				12.5
11,168	30659	660.5	CLEARMONT	B			11.1
12,734	30670	671.8	ULM				14.7
12,556	30689	686.5	EAST DUTCH				2.6
	30689	689.1	DUTCH CENTER	X(2)T			1.3
	30689	690.4	WEST DUTCH	JT			8.2
7,179	30697	698.6	SHERIDAN	BT			8.1
	30705	706.3	KIEWIT		CTC		8.2
14,176	30713	714.9	RANCHESTER				9.2
6,834	30723	724.1	PARKMAN	B			6.8
7,109	30730	731.0	ABERDEEN				19.4
7,425	30749	750.2	LODGE GRASS				9.9
7,343	30759	760.1	BENTEEN				15.0
7,031	30775	775.0	DUNMORE				17.6
7,250	30791	792.7	ROWLEY				21.3
8,115	30812	813.9	ANITA				11.9
	30825	825.1	MORAN JCT (To Jones Jct 1.4)	J		3.4	
	30828	829.3	HUNTLEY	J		229.4	

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

Radio Channel 54 in service W. Sheridan to Gillette.

Radio Channel 70 in service at Gillette and Sheridan Yards.

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

Radio Call-In		
Huntley - 60(X)	Anita - 61(X)	Hardin - 62(X)
Lodge Grass - 63(X)	Parkman - 64(X)	Decker - 70(X)
Dutch - 71(X)	Ulm - 72(X)	Clearmont - 73(X)
Kendrick - 74(X)	Echeta - 75(X)	Oriva - 76(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Phone Numbers

W. Gillette to W. Sheridan—(817) 234-6186, FAX (817) 234-6174

W. Sheridan to Huntley—(817) 234-6465, FAX (817) 234-6462

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

1. Speed Regulations

1(A). Speed—Maximum

	Up to 100 TOB	100 TOB and Over
Gillette to Huntley	60 MPH.	50 MPH

1(B). Speed—Permanent Restrictions

MP 599.8 to MP 615.1	45 MPH.	45 MPH.
MP 615.1 to MP 615.4	40 MPH.	40 MPH.
MP 615.4 to MP 620.0	45 MPH.	45 MPH.

MP 622.5 to MP 623.0	55 MPH.	55 MPH.
MP 638.2 to MP 646.0	45 MPH.	45 MPH.
MP 650.0 to MP 651.3	45 MPH.	45 MPH.
MP 662.3 to MP 663.0	55 MPH.	55 MPH.
MP 667.0 to MP 676.2	40 MPH.	40 MPH.
MP 676.2 to MP 695.4	50 MPH.	50 MPH.
MP 695.4 to MP 698.6	25 MPH.	25 MPH.
MP 698.6 to MP 709.0	45 MPH.	45 MPH.
MP 730.1 to MP 730.7	45 MPH.	45 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

All elevator and industry tracks 5 MPH. 5 MPH.
 Moran Jct. and Jones Jct. on loop track 25 MPH. 25 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Gillette to Huntley 144 tons
 Fort McKenzie Spur 110 tons

Six-axle locomotives, six-axle derricks and cars with six or more axles not permitted on following tracks:

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

3. Type of Operation

CTC—in effect:

West Gillette to Huntley.

TWC Instructions

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

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

4. General Code Of Operating Rules Items

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

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

Flagging distance against Eastward trains is 2.2 miles.

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

Back Track at Arno—Siding

Fort McKenzie Line Switch—MT

Rule 15.1—Trains operating between Sheridan and Edgemont prior to departure from their initial station must:

- Receive track warrant from Sheridan Dispatcher listing track bulletins in effect on Big Horn Subdivision.
- Receive track warrant from Alliance North Dispatcher listing track bulletins in effect on Black Hills Subdivision.

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

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations
 - MP 602.4—Recall Code 768
 - MP 627.3—Recall Code 758
 - MP 654.0—Recall Code 748
 - MP 681.9—Recall Code 738
 - MP 710.5—Recall Code 728
 - MP 736.3—Recall Code 648
 - MP 757.9—Recall Code 638
 - MP 785.9—Recall Code 628
 - MP 807.5—Recall Code 618

6. **FRA Excepted Track—None**

7. **Special Conditions**

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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

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

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

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

Restricted Clearance

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

Hardin—Close clearances on all tracks.

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

Kiewit—All unit coal trains departing Kiewit destined Moran Jct./Jones Jct. east.

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

Hardin North Line Spur—End of track MP 2.1. Car stop in place.

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

- Oriva, Clearmont, Decker, Hardin—451
- Echeta, Ulm, Parkman, Anita—452
- Kendrick, Dutch, Lodge Grass, Jones Jct.—453

Break-in-Two Reports

1. When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
2. As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
3. Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate Road Foreman:
 - Forsyth Sub. 359-4412
 - Big Horn/Dutch Subs 673-2255
 to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

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

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.

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

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

8. **Line Segments**

Yard Line Segments

Line Segment	Limits
952	Gillette
739	Sheridan

Road Line Segments

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

Ballast Pit

Line Segment	Limits
750	Sheridan

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30605 Oriva-Gas Track-2660	Oriva - Siding	30	East
30628 Echeta-Back Track-2651	Echeta - Siding	15	Both
30630 Lariat-Back Track-2646	Lariat - Siding	15	Both
30640 Arvada-2640	7.1 east of Kendrick-MT	22	East
30647 Kendrick-Back Trk-2636	Kendrick - Siding	8	Both
30659 Clearmont-Stock Track-2631	Clearmont - Siding	26	Both
30659 Clearmont-Storage Track-2632	Clearmont - Siding	40	Both
30670 Ulm-Back Track-2626	Ulm - Siding	3	Both
30678 Verona-2620	8.0 west of Ulm-MT	81	Both
30666 Arno-2606	0.6 east of Dutch-Siding	11	Both
30692 Wakeley-2600	5.6 west of Dutch-Siding	60	East
30705 Kiewit-1610	Kiewit-MT	210	Both
30707 Kleenburn-1630	1.6 west of Kiewit-MT	50	Both
30713 Rancheater Back Track-1636	Rancheater Siding	10	West
30723 Parkman-Back Trk-1641	Parkman - Siding	20	Both
30730 Aberdeen-Back Trk-1646	Aberdeen - Siding	12	East
30736 Wyola-1650	6.2 west of Aberdeen-MT	7	West
30759 Benteen-Back Trk-1661	Benteen - Siding	7	West
30779 Reno-1620	5.1 west of Dunmore-MT	10	West
30782 Hardin-1676	8.7 west of Dunmore-MT	90	Both
90791 Rowley-Back Track-1681	Rowley - Siding	11	East
30812 Anita-Back Track-1686	Anita - Siding	16	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Black Hills Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Str.	EASTWARD ↑
		30475	476.1	EDGEMONT	B				0.6	
		30476	476.7	DEADWOOD JCT (To MP 3.0)	T		2MT		0.5	
			477.2	CROSSOVER 477.2	X		CTC		1.6	
			478.8	CROSSOVER 478.8	X(2)				5.5	
		30483	484.3	MARIETTA					10.3	
		30494	494.6	EAST DEWEY			CTC		1.6	
			496.1	CROSSOVER 496.1	X(2)				8.7	
			504.8	CROSSOVER 504.8	X(2)				5.2	
			510.0	CROSSOVER 510.0	X(2)		2MT		6.3	
			516.3	CROSSOVER 516.3	X(2)		CTC		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	
			551.6	CROSSOVER 551.6	X		CTC		0.5	
			552.1	CROSSOVER 552.1	X				4.2	
		30555	556.3	THORNTON			CTC		5.7	
		30562	562.0	KARA					5.0	
			567.0	CROSSOVER 567.0	X(2)		2MT		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	
		30587	587.1	WEST DONKEY CREEK	JT		CTC		0.4	
		30588	587.6	EAST CAMPBELL	JTX				0.6	
		30588	588.2	WEST CAMPBELL	JT				1.7	
			589.9	MP 589.9					4.6	
		30595	594.5	EAST GILLETTE			CTC		2.7	
		30596	597.2	GILLETTE	BT				0.7	
			597.9	CROSSOVER 597.9	X(2)		2MT		2.0	
			599.9	WEST GILLETTE			CTC		123.8	

Radio Channel 85 in service on this Subdivision.

Radio Call-In		
Edgemont - 24(X)	Newcastle - 31(X)	Upton - 32(X)
Donkey Creek - 33(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Number—(817) 234-6185

Dispatcher Phone Number—E. Gillette to Edgemont (817) 234 6186, FAX (817) 234-6174

1. Speed Regulations

1(A). Speed—Maximum

Edgemont to Gillette—under 100 tons O/B	60 MPH.
Edgemont to Gillette—100 tons O/B & over	50 MPH.

Freight

1(B). Speed—Permanent Restrictions

Edgemont between east and west highway crossings, (HE only)	25 MPH.
MP 476.1 to MP 477.2	50 MPH.
MP 516.3 to MP 519.6	50 MPH.
MP 519.6 to MP 521.0	30 MPH.
MP 521.0 to MP 526.5	50 MPH.
MP 527 to West Pedro on Main 2	25 MPH.
MP 550.5 to MP 550.7 on Main 2	35 MPH.
MP 562.0 to MP 571.4	50 MPH.
Rozet to MP 588.0	35 MPH.
MP 595.4 to MP 597.9 on Main 1 (He Only)	20 MPH.
MP 596.8 to MP 597.9 on Main 2 (He Only)	30 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.
MP 589.9	50 MPH.
E. Gillette	50 MPH.
W. Gillette	50 MPH.
Through all turnouts and crossovers 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	144 tons
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. Type of Operation

CTC —in effect:	
Edgemont to W. Gillette.	
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 589.9
MP 534.1—MP 556.3	MP 594.5—MP 599.9
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—MT 2	Gillette City Track—MT 2
Edgemont House Track—MT 2	Gillette Lard Track—MT 2
Marietta Back Track—MT 1	Gillette W. Yard Lead—MT 1
Moorcroft BTI Back Track—MT 1	Gillette E. Yard Lead—MT 1
Moorcroft Cement Track—MT	Gillette Energy Spur—MT 1
	Gillette Black Hills Trucking Spur—MT 1

Rule 15.1—Trains operating between Edgemont and Sheridan must receive track warrant from Sheridan Dispatcher listing track bulletins in effect on Big Horn Subdivision and track warrant from Alliance North Dispatcher listing track bulletins in effect on Black Hill Subdivision prior to departure from initial station.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
 B. Other FED locations
 MP 492.0—Recall Code 248
 MP 514.8—Recall Code 318
 MP 532.7—Recall Code 327
 MP 564.5—Recall Code 328
 MP 573.8—Recall Code 338
 MP 587.6 (DED only) Exception Reporting Only
 MP 591.9 (DED only) Exception Reporting Only
 MP 597.9 (DED only) Exception Reporting Only

6. FRA Exempted Track—None

7. Special Conditions

Test Mile

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

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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

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 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 TOB 45 MPH.
 Trains 100 TOB 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 TOB and over 30 MPH.
 Trains up to 100 TOB 45 MPH.

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

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

- 181 Deadwood to MP 3.0—MP 0.6 to MP 3.0
 4 Edgemont to Gillette

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30483 Marietta Back Track-701	0.2 east of Marietta Switch MT1	8	East
30494 Dewey Back Track-801	0.5 east of Crossovers 496.1 MT1	15	Both
30494 Dewey Back Track- 802	0.5 east of Crossovers 496.1 MT2	15	Both
508.0 Back Tracks-9801	2.0 east of Crossover 510.0 MT1	15	Both
508.0 Back Tracks- 9802	2.0 east of Crossover 510.0 MT2	15	Both
30518 Newcastle Pass Track-1010	3.0 west of Crossover at MP 516.3 MT2	45	Both
30527 Pedro Back Track-9601	0.3 east of West Pedro MT1	25	Both
30527 Pedro Back Track-9602	0.3 east of West Pedro MT2	25	Both
Energy Spur-9501	1.0 east of East Osage	15	East
30534 Osage Chip Track-9401	1.2 west of East Osage Switch MT1	15	Both
539.8 Back Tracks-9411 & 9412	0.1 west of Crossover 539.7 MT1 and MT2	15	Both
30541 Jerome-9311	4.2 east of East Upton MT2	43	West
547.5 Back Track-9201	0.3 west of Crossover MP 547.2 MT1	15	Both
30548 Upton Stub Track-9205	0.6 west of East Upton Switch	15	East
30549 Colloid Industry Track-9101	2.1 west of East Upton MT2	48	Both
30548 Upton Storage Track-9204	0.9 west of Crossovers 547.2 MT2	199	Both
30555 BTI Conveyor Track-9001	At Thornton Power Switch MT2	45	Both
30555 BTI Loadout Track	At Thornton Power Switch MT 2	15	Both
30568 Moorcroft BTI (Back Track)-8802	0.1 east of Moorcroft Switch MT1	20	East
30568 Moorcroft Cement Plant Track (Stock Track)-8801	0.8 west of Moorcroft Switch	29	Both
30581 Rozet Fertilizer Track-8709	0.2 west of Rozet #3 Switch	15	East
30581 Rozet No 3 Track-8703	At Crossover Switch 581.4 MT2	158	Both
30581 Rozet No 4 Track-8704	0.4 west of Rozet #3 Switch MT2	158	Both
30581 Pocket Track MP 584.4-8702	Between Rozet #3 & Donkey Creek #3	30	Both
30587 Donkey Creek No 3 Track-1503	At Crossover Switch 584.4	164	Both
30587 Donkey Creek No 4 Track-1504	At Both Ends of Donkey Creek #3	164	Both
Minturn-8505	0.1 west of MP 589.8	5	Both
30589 E. Wyodak-8501 & 8502	1.4 west of MP 589.9	15	East
30589 W. Wyodak	1.8 west of MP 589.9	5	West
30596 Gillette Cab Track	0.8 east of Crossover 597.9	5	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Butte Subdivision MAIN LINE STATIONS		Rule of Oper.	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				Station Nos.	Mile Post					
			364.0	EAST ALLIANCE	X(2)				1.6	
	30364		365.6	ALLIANCE	BT		Rule 6.28		0.3	
			365.9	EMERSON (To South Wye 0.3)			CTC		0.3	
			366.2	THIRD STREET	J				2.9	
			369.2	WEST ALLIANCE			2MT CTC		7.0	
	30374		376.2	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 CTC		10.1	
			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		437.5	CROSSOVER 437.5	X(2)				7.6	
			445.1	CROSSOVER 445.1	X(2)				6.1	
	30449		451.2	ARDMORE					7.6	
14,167	30457		458.8	RUMFORD			CTC		6.4	
	30466		465.2	PROVO					1.7	
			466.9	CROSSOVER 466.9	X(2)				6.7	
			473.6	CROSSOVER 473.6	X(2)				1.6	
	30474		475.2	EAST EDMONT			2MT CTC		0.9	
	30475		476.1	EDGMONT	BT				112.4	

Channel 78 in service on this Subdivision.

Channel 70 in service at Alliance Yard.

Radio Call-In		
Alliance - 20(X)	Belmont - 21(X)	Crawford - 22(X)
Ardmore - 23(X)	Edgemont - 24(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Phone Number—(817) 234-6184

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Alliance to Edgemont—Under 100 ton O/B	60 MPH.
Alliance to Edgemont—100 ton O/B and over	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 408.4 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 423.6	40 MPH.
MP 438.6 to MP 443.4	40 MPH.
MP 466.7 to MP 469.4 (Both main tracks)	40 MPH.
MP 469.4 to MP 475.2	45 MPH.

Edgemont between east and west Highway crossings,
 (HE only) 25 MPH.
 MP 475.2 to MP 476.1 50 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 144 tons

3. Type of Operation

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)

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—MT 1	Marsland Back Track—MT 1
Buchfinck Bean Spur—MT 1	Ardmore Back Track—MT 1
Berea Elevator Track—MT 1	Rumford Back Track—Siding
Berea Spud Track—MT 1	Provo Back Track—MT 1
Nida Back Track—MT	Edgemont City Track—MT 2
	Edgemont House Track—MT 2

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None
 B. Other FED locations
 MP 390.4—Recall Code 208
 MP 406.2—Recall Code 218
 MP 412.7 (DED Only)
 MP 414.2 (DED Only)
 MP 428.2—Recall Code 228
 MP 454.4—Recall Code 238
 MP 470.6—Recall Code 308

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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.

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—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 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

8. 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 and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30369 Ginn-1101	1.2 west of Alliance MT1	12	West
Berea Elevator Track-1201	6.3 west of West Alliance MT1	8	Both
30380 Nida-1301	5.7 west of Berea	35	West
30383 Hemingford Mill Trk 1-1401	Hemingford	85	Both
30383 Hemingford Mill Trk 2-1402	Hemingford	80	Both
30383 Hemingford Mill Trk 3-1403	Hemingford	16	East
30383 Hemingford Stock Trk-1404	Hemingford	25	Both
30383 Hemingford Old Ewd Siding-1407	Hemingford	23	East
30383 Hemingford Spud Trk-1406	Hemingford	13	East
30383 Hemingford Certified Spur-1405	Hemingford	7	East
30390 Nonpareil Old Pass-1501	6.7 west of Hemingford MT2	75	Both
30390 Nonpareil Back Track-1502	6.7 west of Hemingford MT2	10	Both
30399 Marsland Back Track-1601	15.9 west of Hemingford MT1	17	West
30409 Belmont Back Track-1701	Belmont - Off Siding	27	Both
Crawford Pocket Track-1807	Crawford	19	Both
30422 Crawford #1-1801	Crawford	5	East
30422 Crawford #2-1802	Crawford	30	Both
30422 Crawford #3-1803	Crawford	28	East
30422 Crawford #4-1804	Crawford	30	East
30422 Crawford #5-1805	Crawford	10	East
Crawford Team Track-1810	Crawford Off of House Track	4	East
Crawford House Track-1808	Crawford Off of MT2	21	East
Crawford P&G Track-1806	Crawford Off Crawford #5 Track	8	West
Horn Stub Track-1811	2.6 west of Crawford MT2	15	East
30436 Joder Back Track-1902	0.5 east of Crossovers MP 437.5 MT2	12	Both
30436 Joder Back Track-1901	1.4 east of Crossovers MP 437.5 MT1	12	West
30449 Ardmore Back Track-2001	Ardmore MT1	17	East
30457 Rumford-1201	Rumford - Off Siding	8	Both
30466 Provo Back Track-2201	Provo MT1	15	East
30467 Area Wye 1-2301	1.2 west of Provo MT2	30	Both
30467 Area Wye 2-2302	1.2 west of Provo MT2	30	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Campbell Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		30588	0.0	CAMPBELL	J		CTC		0.5	
			0.5	EAST FORTIN	X				1.6	
	7,650		2.1	WEST FORTIN					0.9	
		33003	3.0	CLOVIS POINT JCT (To Clovis Point 1.6)					3.0	
		33306	6.0	FT UNION JCT (To Ft Union 1.0)					1.9	
		33307	7.9	DRY FORK (To Dry Fork 0.7)					1.6	
		33309	9.5	EAGLE BUTTE JCT (To Rawhide 1.7) (To Eagle Butte 4.5) (To Buckskin 6.6)			9.5			

Radio Channel 85 in service on this Subdivision.

Radio Call-In
Donkey Creek - 33(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatchers' Phone Number—(817) 234-6185

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.	144 tons

3. Type of Operation

CTC—in effect:
Campbell to Eagle Butte Jct.

4. General Code of Operating Rule Items

Rule 1.10—On the Campbell Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

Rule 1.11—On the Campbell Subdivision, Crews on trains being delayed on mine property may take a nap under the following conditions:

- An employee must not take a nap unless the train is stopped.

- One crew member at a time can take a nap.
- The person who will take the nap must be negotiated between the employees in the cab of the locomotive.
- Each crew member has the right and responsibility to refuse to allow another-crew member to take a nap if the personal safety of the employee, other employees or the train could be jeopardized.
- The nap period should not exceed 45 minutes. The period is not limited to the time sleeping but includes the advance time needed to fall asleep.
- If during the time the crew member is napping, another employee feels their personal safety, the safety of other employees, or the safety of the train is jeopardized, they must wake the napping employee.
- When conditions allow the train to be moved, the non-napping crew member(s) must wake the napping crew member.
- During the time the crew member is taking their nap, the requirements of the GCOR, Timetable and Special Instructions, Safety Rules and General Responsibilities for all Employees, Air Brake and Train Handling Rules, and other operating instructions are suspended for the employee taking the nap.

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.

SRGR Rule 13.5—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.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations
MP 2.1—MT only (DED only)—Exception Reporting Only
MP 9.5 (DED Only)

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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 and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
33303 Clovis Point-3002	1.6 west of Clovis Point Jct	140	Loop
Clovis Point Stub Track-3003	At Clovis Point Jct Switch	2	East
33306 Ft Union-2502	1.4 west of Ft Union Jct	140	Loop
33307 Dry Fork-2002	0.7 west of Dry Fork Switch	140	Loop
33309 Eagle Butte-501	4.5 west of Eagle Butte Jct	140	Loop
Helper Spur-504	1.3 west of Eagle Butte Jct	5	Both
33308 Buckskin-1502	6.6 west of Eagle Butte Jct	140	Loop
Buckskin Siding-1503	3.3 west of Eagle Butte Jct	120	Both
33312 Rawhide-1101	1.7 west of Eagle Butte Jct	140	Loop

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Canyon Subdivision		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE	STATIONS				
			91.7	EAST GUERNSEY		6.28		3.3	
		32129	95.0	GUERNSEY	BT			4.0	
		32129	95.6	WEST GUERNSEY				0.4	
			96.0	MP 96.0		CTC		4.0	
7,166	32133	100.0	STOKES		3.3				
4,667	32137	103.3	WENDOVER	JT	CTC		4.5		
		107.8	EAST CASSA				3.2		
	32145	111.0	CASSA				2MT CTC	0.7	
		111.7	WEST CASSA		CTC	6.8			
	32153	118.5	EAST ELKHORN		2MT CTC		4.3		
		122.8	WEST ELKHORN				6.5		
7,083	32162	129.2	BONA		CTC		4.0		
		133.2	BRIDGER JCT	J			45.0		

Radio Channel 66 in service on this Subdivision.

Radio Channel 85 in service at Guernsey.

Radio Call-In		
Torrington - 82(X)	Wendover - 19(X)	Bona - 68(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Phone Numbers

(817) 234-6181 or (817) 234-6180

1. Speed Regulations

1(A). Speed—Maximum

	Freight
E. Guernsey to W. Guernsey	20 MPH.
W. Guernsey to Bridger Jct.	50 MPH

1(B). Speed—Permanent Restrictions

MP 95.5 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 platform area until entire movement clears the area	10 MPH.
Wendover—East Leg of Wye	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.	144 tons
35-ft. ore cars (BN 99000-99949, BN 98000-98189, and BNSF 601090-601179) not permitted over Bridge MP 95.65.	

3. Type of Operation

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:

E. Guernsey to W. Guernsey

Two Main Tracks

MP 93.9—MP 95.4
MP 107.8—MP 111.7
MP 118.5—122.8

4. General Code of Operating Rule Items

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

Rule 6.28—Applies between E. Guernsey and W. Guernsey

Rule 8.3—At Guernsey—Normal position of Main Track switches DOES NOT APPLY at Main Track switch located at:

MP 95.45—Track 201
MP 95.4—MT 1 and MT 2 West End
MP 94.1—East Crossover
MP 93.7—West Crossover
MP 93.6—MT 1 and MT 2 East End

These switches may be left lined as last used; however, must be locked. Trains must approach these switches expecting to find it lined against movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations
 - MP 110.7—Recall Code 198
 - MP 116.6 (DED only)—Exception Reporting Only
 - MP 120.6 (DED only)—Exception Reporting Only
 - MP 124.7 (DED only)—Exception Reporting Only
 - MP 131.0—Recall Code 687
 - MP 133.2 (DED only)—Exception Reporting Only

6. FRA Exempted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate roadmaster for remedial action.

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.

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

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 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 TOB 45 MPH.
- Trains 100 TOB and over 30 MPH.

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

- Trains up to 100 TOB 45 MPH.
- Trains 100 TOB 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

Name and TSS Track Numbers	Miles - Location	Cars	Switch Opens
Elkhorn Setout Track-697	1.3 miles west of East Elkhorn on MT2	18	West
Cassa Setout Track-597	0.1 miles east of W Cassa on MT2	10	East

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dutch Subdivision MAIN LINE STATIONS			Miles to Next Str.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Track Diagram		
		30689	0.0	DUTCH	JT	CTC	14.7	
	6660	33218	14.7	DECKER		Rule 6.28	7.9	
		33228	22.8	SPRING CREEK		TWC	22.6	

Radio Channel 54 in service on this Subdivision.
Radio Channel 70 in service for Decker Mine loading.
Radio Channel 87 in service for Spring Creek Mine loading.

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

Train Dispatchers' Phone Number
 Phone (817) 234-6186, FAX (817) 234-6174.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Dutch to Spring Creek	30 MPH

1(B). Speed—Permanent Restrictions

MP 14.5 to MP 16.6	10 MPH
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1(C). Speed—Switches and Turnouts

Decker, Nerco, Countant Creek	10 MPH
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1(D). Speed—Other

Dutch—On West leg of Wye	25 MPH.
On east leg of wye to west crossover at Dutch Center	25 MPH.
Loop Track West Decker	10 MPH.
Loop Track East Decker	5 MPH.
Loop Track—Spring Creek	10 MPH.
Loading speed will be 0.5 MPH.	

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

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

Dutch to Spring Creek	144 tons
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3. Type of Operation

TWC—in effect:
 MP 16.6 to MP 22.6.

CTC—in effect:
 Dutch to MP 14.5

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

TWC Instructions

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

4. General Code of Operating Rules Items

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

Rule 10.2—Main Track Switches not equipped with electric locks:
 Countant Creek—MT

Rule 6.28—in effect:
 MP 14.4 to MP 16.6

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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

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

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

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

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

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

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

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

Break-in-Two Reports

- When a train has stopped for an emergency application for any reason the crew must notify the dispatcher immediately.
- As soon as the reason for the emergency has been determined the dispatcher must be informed of the milepost location, location of train, car number(s), type of coupler (if applicable), speed and amount of air/dynamic braking or throttle position at the time of the emergency and if the train is on an ascending or descending grade.
- Upon arrival at the terminal, the engineer must complete a break-in-two report for any train separation regardless of cause. In addition, call the appropriate Road Foreman:
 Big Horn/Dutch subs 673-2255
 to discuss the break-in-two or leave a voice mail message explaining the break-in-two.

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

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.

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

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

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

8. Line Segments

Road Line Segments

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

9. Locations Not Shown as Stations

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

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision		Type of Oper.	Track Diagram	Miles to Next Str.	EASTWARD ↑
				MAIN LINE STATIONS					
			127.3	BRIDGER JCT	J	CTC		1.1	
			126.2	ORIN JCT	J				
			123.6	FISHER JCT	J				
			123.1	EAST FISHER					
			117.1	SHAWNEE JCT	JX(2)	2MT CTC		7.1	
			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)	3MT CTC		2.9	
	33158		62.5	EAST NACCO	X(2)T				
	33158		62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)					
	33158		61.9	WEST NACCO					
	3158		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)	2MT CTC		7.6	
	33125		26.5	EAST COAL CREEK	X				
	33125		26.2	COAL CREEK JCT (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				
	33117		17.4	ROJO JCT (To Caballo Rojo 0.7)					
	33117		17.3	WEST ROJO JCT	X				
	33115		16.4	EAST BELLE AYR JCT (To Belle Ayr 1.8)					
	33114		15.0	CABALLO JCT (To Caballo 0.4)	X				
			14.7	CROSSOVER 14.7	X				
			8.2	CROSSOVER 8.2	X				
	30587		0.4	DONKEY CREEK JCT	JX			126.9	

Radio Channel 66 in service MP 127.3 to MP 21.1.

Radio Channel 85 in service MP 21.1 to MP 0.4.

Radio Call-In		
Walker - 62(X)	Bill - 63(X)	Logan - 67(X)
Reno - 65(X)	Coal Creek - 66(X)	
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3		

Train Dispatchers' Telephone Numbers
(817) 234-6181 or (817) 234-6180

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Bridger Jct. to MP 15.4 (including trains over 100 tons O/B)	50 MPH.
MP 15.4 to Donkey Creek Jct.	35 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.
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See Item 1 of the System Special Instructions for additional speed restrictions.

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

Bridger Jct. to Donkey Creek	144 tons
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3. Type of Operation

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 1.10—On the Orin Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

Rule 1.11—On the Orin Subdivision, Crews on trains being delayed on mine property may take a nap under the following conditions:

- An employee must not take a nap unless the train is stopped.
- One crew member at a time can take a nap.
- The person who will take the nap must be negotiated between the employees in the cab of the locomotive.
- Each crew member has the right and responsibility to refuse to allow another crew member to take a nap if the personal safety of the employee, other employees or the train could be jeopardized.
- The nap period should not exceed 45 minutes. The period is not limited to the time sleeping but includes the advance time needed to fall asleep.

- If during the time the crew member is napping, another employee feels their personal safety, the safety of other employees, or the safety of the train is jeopardized, they must wake the napping employee.
- When conditions allow the train to be moved, the non-napping crew member(s) must wake the napping crew member.
- During the time the crew member is taking their nap, the requirements of the GCOR, Timetable and Special Instructions, Safety Rules and General Responsibilities for all Employees, Air Brake and Train Handling Rules, and other operating instructions are suspended for the employee taking the nap.

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

Rule 10.2—MT switches not equipped with electric unlock:

- Back Track—Bill MP 85.0—MT 1
- Stub Track—Nelson Brothers—East leg of Rojo Jct.
- Stub Track MP 8.2—MT 2
- Stub Track—Bill MP 82.7—MT 2

SRGR Rule 13.5—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.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations
 - MP 0.1 (DED Only) (on Rochelle and North Antelope lead)
 - MP 5.6 (DED only)—(Exception reporting only)
 - MP 10.3 (DED only)—(Exception reporting only)
 - MP 14.7 (DED only)—(Exception reporting only)
 - MP 21.9—Recall Code 668
 - MP 25.9 (DED only)—(Exception reporting only)
 - MP 30.1 (DED only)—(Exception reporting only)
 - MP 40.0 (DED only)—(Exception reporting only)
 - MP 45.2—Recall Code 658
 - MP 52.5 (DED only)—(Exception reporting only)
 - MP 59.4—Recall Code 677
 - MP 67.7 (DED only)—(Exception reporting only)
 - MP 75.3—Recall Code 678
 - MP 80.7 (DED only)—(Exception reporting only)
 - MP 85.6 (DED only)—(Exception reporting only)
 - MP 90.5 (DED only)—(Exception reporting only)
 - MP 95.7 (DED only)—(Exception reporting only)
 - MP 98.0—Recall Code 628
 - MP 113.5—Recall Code 688
 - MP 103.5 (DED only)—(Exception reporting only)
 - MP 106.7 (DED only)—(Exception reporting only)
 - MP 117.4 (DED only)—(Exception reporting only)
 - MP 123.1 (DED only)—(Exception reporting only)

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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 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.

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 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 TOB 45 MPH.
- Trains 100 TOB 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 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

8. Line Segments

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 and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Back Track MP 120.4-1001	2.1 west of East Fisher - MT1	20	Both
Back Track MP 120.4-1002	2.1 west of East Fisher - MT2	20	Both
Back Track MP 109.6-8310	1.0 west of Crossover 110.6 - MT1	11	Both
Back Track MP 109.6-8309	1.0 west of Crossover 110.6 - MT 2	21	Both
Back Track MP 103.3-8304	1.0 east of Crossover 102.3 - MT 2	5	East
Back Track MP 103-8303	0.7 east of Crossover 102.3 - MT1	30	Both
Back Track MP 96.7-8291	1.0 east of Crossover 95.7 - MT2	6	East
Back Track MP 90.7-8290	0.2 west of Crossover 90.5 - MT1	3	Both
Trinity Rail Serv.-8288/8287	1.0 east of East Bill - MT2	124	Both
Bill Setout Track-8285	0.5 west of East Bill - MT1	3	Both
West Bill Stub Track-8282	1.9 east of West Bill - MT2	20	West
Back Track MP 77.0-8277	3.2 west of West Bill - MT2	50	Both
Back Track MP 70.1-8070	2.4 west of Crossover 72.5 - MT1	15	Both
Back Track MP 69.4--8069	3.1 west of Crossover 72.5 - MT3	8	East
Antelope Mine-8002	Converse Jct MT3	Loop	East
Back Track MP 62.9-MT 1-7563 - MT 3-7564	0.4 east of East Nacco - MT1 and MT3	20	Both
33158 Helper Track-7562	East and East Nacco MP 62.5 to West and West Nacco MP 62.0	14	Both
Rochelle-7502	4.7 from Nacco Jct		Loop
North Antelope-7504	4.7 from Nacco Jct		Loop
Back Track MP 58.4-7558	0.3 east of Crossover 58.1 - MT1	15	East
Back Track MP 51.6--6551	0.8 west of Crossover 52.5 - MT2	20	Both
Reno Back Track-6542	0.2 east of Crossover 42.1 - MT1	36	Both
Western Gas Processors (Ind Park)-6001/6002	0.4 east of MP 34.0 - MT 1	30	Both
Back Track MP 31.8-6032	2.3 west of crossover 34.1 - MT 1	20	Both
Back Track MP 31.8-6031	2.3 west of crossover 34.1 - MT 2	20	Both
33029 Coal Creek-5501	2.1 east of Coal Creek Jct		Loop
West Coal Creek-5526	0.1 west of Crossover West Coal Creek - MT1	20	West
33024 Cordero-5001	2.7 west of West Cordero Jct		Loop
Caballo Rojo-4501/4502	0.7 from Rojo Jct		Loop
Nelson Bros.Stub Trk.-4701	O.S. at Rojo Jct - east leg of Wye	15	East
33018 Belle Ayr-4006	1.8 west of East Belle Ayr Jct		Loop
Back Track MP 16-4016	1.0 west of Crossover West Rojo - MT1	25	Both
Back Track MP 16-4015	0.2 west of East Belle Ayr Jct - MT2	16	Both
33114 Caballo-3501	0.5 west of Caballo Jct		Loop
Stub Track MP 8.2-3508	At Crossover 8.2-MT 2	2	West

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Reno Subdivision MAIN LINE STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule	Type of Oper.	Track Diagram		
			2.5	BLACK THUNDER JCT (To Black Thunder 0.6) (To Jacobs Ranch 3.3)	X(2)	2MT CTC	1.8	
		33142	0.7	RENO JCT			0.7	
			0.0	ORIN SUB SWITCHES		CTC	2.5	

Radio Channel 66 in service on this Subdivision.

Radio Call-In
Reno - 65(X)
Emergency - Call 911
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3

Train Dispatchers' Phone Numbers

(817) 234-6181 or (817) 234-6180

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. 144 tons

35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

3. Type of Operation

CTC—in effect:

Black Thunder Jct. to Orin Sub Switches.

4. General Code of Operating Rules Items

Rule 1.10—On the Reno Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.

Rule 1.11—On the Reno Subdivision, Crews on trains being delayed on mine property may take a nap under the following conditions:

- An employee must not take a nap unless the train is stopped.
- One crew member at a time can take a nap.
- The person who will take the nap must be negotiated between the employees in the cab of the locomotive.
- Each crew member has the right and responsibility to refuse to allow another crew member to take a nap if the personal safety of the employee, other employees or the train could be jeopardized.

- The nap period should not exceed 45 minutes. The period is not limited to the time sleeping but includes the advance time needed to fall asleep.

- If during the time the crew member is napping, another employee feels their personal safety, the safety of other employees, or the safety of the train is jeopardized, they must wake the napping employee.

- When conditions allow the train to be moved, the non-napping crew member(s) must wake the napping crew member.

- During the time the crew member is taking their nap, the requirements of the GCOR, Timetable and Special Instructions, Safety Rules and General Responsibilities for all Employees, Air Brake and Train Handling Rules, and other operating instructions are suspended for the employee taking the nap.

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

SRGR Rule 13.5—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.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

All Coal Mines—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 and TSS Track Numbers	Miles - Location	Capacity Feet	Switch Opens
33402 Black Thunder-6510	0.6 west of Black Thunder Jct.		Loop
33408 Jacobs Ranch-6501	3.3 west of Black Thunder Jct.		Loop

WESTWARD	Length of Siding (Feet)	Station Nos.	Mile Post	Sand Hills Subdivision MAIN LINE STATIONS		Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD
				Rule 4.3					
		30126	127.7	RAVENNA	BTX			0.5	
		30128	128.3	WEST RAVENNA				9.5	
		30137	137.8	HAZARD				0.5	
			138.3	CROSSOVER 138.3	X(2)			6.0	
		30143	144.3	LITCHFIELD				0.3	
			144.6	CROSSOVER 144.6	X	2MT CTC		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)			7.3	
			237.3	CROSSOVER 237.3	X(2)			9.8	
			247.0	CROSSOVER 247.0	X(2)	2MT CTC		7.2	
			254.2	CROSSOVER 254.2	X(2)			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	
		30341	344.0	LAKESIDE		CTC		5.2	
		30349	349.2	ANTIOCH				5.6	
			354.8	CROSSOVER 354.8	X			4.1	
		30358	358.9	BIRDELL	X	2MT CTC		2.7	
			361.8	CROSSOVER 361.8	X(2)			2.8	
			364.0	EAST ALLIANCE	X(2)			235.8	

Train Dispatchers' Telephone Number

(817) 234-6182

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	60 MPH.
Trains 100 tons/OB and over	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	144 tons
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3. Type of Operation

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 259.3	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—MT
- Dunning—Back Track—MT
- Hecla—Back Track—Off MT 2
- Bingham—Back Track—Off MT 2
- Lakeside—Back Track—Off MT 2
- Antioch—Back Track—Off MT 2

Radio Channel 66 in service on this Subdivision.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Ravenna - 04(X)	Mason - 13(X)	Broken Bow - 12(X)
Dunning - 12(X)	Seneca - 15(X)	Whitman - 16(X)
Bingham - 17(X)	Lakeside - 18(X)	Alliance - 10(X)
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations
 - MP 141.4—Recall Code 048
 - MP 156.5—Recall Code 138
 - MP 180.9—Recall Code 128
 - MP 200.5—Recall Code 147
 - MP 221.1—Recall Code 148
 - MP 225.9 (DED Only) Exception Reporting Only
 - MP 229.9 (DED Only) Exception Reporting Only
 - MP 235.3 (DED Only) Exception Reporting Only
 - MP 241.1 (DED Only) Exception Reporting Only
 - MP 248.9—Recall Code 157
 - MP 252.4 (DED Only) Exception Reporting Only
 - MP 256.5 (DED Only) Exception Reporting Only
 - MP 261.2 (DED Only) Exception Reporting Only
 - MP 264.9—Recall Code 158
 - MP 269.5 (DED Only) Exception Reporting Only
 - MP 275.8 (DED Only) Exception Reporting Only
 - MP 281.2 (DED Only) Exception Reporting Only
 - MP 286.6—Recall Code 167
 - MP 290.9 (DED Only) Exception Reporting Only
 - MP 295.1 (DED Only) Exception Reporting Only
 - MP 300.1 (DED Only) Exception Reporting Only
 - MP 304.5 (DED Only) Exception Reporting Only
 - MP 309.0—Recall Code 168
 - MP 314.5 (DED Only) Exception Reporting Only
 - MP 320.1 (DED Only) Exception Reporting Only
 - MP 324.8 (DED Only) Exception Reporting Only
 - MP 330.4 (DED Only) Exception Reporting Only
 - MP 333.9 (DED Only) Exception Reporting Only
 - MP 338.1—Recall Code 188
 - MP 344.0 (DED Only) Exception Reporting Only
 - MP 349.2 (DED Only) Exception Reporting Only
 - MP 354.7 (DED Only) Exception Reporting Only
 - MP 358.9 (DED Only) Exception Reporting Only
 - MP 362.8 (DED Only) Exception Reporting Only

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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.

- When dual control switches equipped with three machines are operated by hand, all three machines must be placed in the hand position.
- Instructions for lining switch point (two machines): Operate one switch to mid position and then go to the second switch and operate to mid position. Return to first machine and complete throw and then to the second machine and complete throw.
- Moveable Point Frog must also be lined for desired route. Rule 9.13.1 applies at all locations where turnouts are equipped with three switch machines.

Test Miles

- MP 129—MP 130
- MP 139—MP 140
- MP 356—MP 357
- MP 363—MP 364

Temperature Speed Restrictions

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

8. Line Segments

Road Line Segment

Line Segment Limits

- 4 Ravenna to East Alliance

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30132 Sweetwater-3901	5.5 west of Ravenna MT1	11	West
30137 Hazard Back Track-4001	Hazard MT1	30	West
30143 Litchfield Elevator Track 4101	Litchfield MT1	30	Both
30152 Mason Back Track-4201	Mason MT2	8	East
30159 Ansley-4301	4.9 east of Berwyn	40	East
30166 Old Berwyn-4420	2.5 west of Berwyn MT1	28	Both
30175 Broken Bow-Old Pass-4501	Broken Bow	120	Both
30175 Broken Bow-Elevator-4502	Broken Bow Siding	40	Both
30175 Broken Bow-Mill Track-4503	Broken Bow Siding	40	Both
30175 Broken Bow-City Track-4504	Broken Bow	24	Both
30175 Broken Bow-House Track-4505	Broken Bow	8	West
30175 Broken Bow-Sargent Pipe-4506	Broken Bow Siding	5	East
30183 Elevator Track-Merna-4602	Merna	54	Both
30194 Anselmo Back Track-4701	Anselmo MT2	40	Both
30206 Linscott Back Track-4801	Linscott MT2	5	Both
30214 Old Dunning-4901	1.1 west of Dunning	15	West
30224 Halsey Back Track-5001	Halsey MT2	25	Both
30234 Natick Back Track	2.1 east of Crossover 237.3 - MT2	20	Both
30234 Natick Back Track	2.1 east of Crossover 237.3 - MT1	50	Both
30241 Thedford Back Track	4.6 east of Crossover 247.0 - MT1	28	Both
30241 Thedford Back Track	4.4 east of Crossover 247.0 - MT2	66	Both

30256 Seneca - East Old Pass-5401	Seneca MT1	30	East
30256 Seneca - West Old Pass-5402	Seneca MT1	30	West
30256 Seneca - East #1 Track-5403	Seneca MT1	15	East
30256 Seneca - West #1 Track-5404	Seneca MT1	15	West
30267 Mullen Back Track-5501	Mullen MT1	30	Both
30277 Hecla Back Track-5601	Hecla MT2	10	Both
30292 Whitman Back Track-5701	Whitman MT2	20	Both
30305 Hyannis Back Track-5801	Hyannis MT2	35	Both
30314 Ashby Back Track-5901	Ashby MT2	15	Both
30323 Bingham Back Track-6001	Bingham MT2	12	Both
30333 Ellsworth Back Track-6101	Ellsworth MT1	12	East
30341 Lakeside Back Track-6201	Lakeside MT2	12	Both
30349 Antioch Back Track-6301	Antioch MT2	6	Both
Trinity-831,832,833	5.6 east of Alliance MT1	189	Both
Swepeco-821,822,823	4.1 east of Alliance MT2		Loop
Koester's-137	0.8 east of East Alliance MT1	42	Both

WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Valley Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Track Diagram	Miles to Next Stn.	EASTWARD ↑
		32034	0.0	NORTHPORT	JT		CTC		0.4	
			0.4	WEST NORTHPORT (To UP Crossing 0.7)	JT				3.0	
		32036	3.4	DEGRAW			2MT CTC		8.4	
		32046	11.8	BAYARD					4.1	
	7,182		15.9	BRADLEY					5.9	
		32056	21.8	MINATARE					2.9	
	7,148		24.7	WINTERS					6.1	
		32065	30.8	SCOTTSBLUFF	BT				6.0	
	7,167	32072	36.8	JANE					3.4	
		32074	40.2	MITCHELL	T		CTC		4.4	
	7,284		44.6	ENTERPRISE					1.9	
		32080	46.5	MORRILL					7.2	
		32088	53.7	HENRY					3.6	
	7,554		57.3	STUART					4.9	
		32096	62.2	TORRINGTON					7.4	
	7,115		69.6	TEXAS					2.1	
		32106	71.7	LINGLE					8.3	
	7,238		80.0	GRATTAN					2.0	
		32116	82.0	FORT LARAMIE					9.2	
			91.7	EAST GUERNSEY					91.2	

Radio Channel 54 in service on this Subdivision.

Radio Channel 85 in service at Guernsey Yard.

Radio Call-In		
Bridgeport - 71(X)	Scottsbluff - 81(X)	Torrington - 82(X)
Guernsey - 83(X)		
Emergency - Call 911		
For Dispatcher X=0, For Mechanical X =2, For Field Support X=3		

Train Dispatchers' Phone Number

(817) 234-6183

1. Speed Regulations

1(A). Speed—Maximum

	Freight
Northport to E. Guernsey	50 MPH.
Trains over 100 TOB	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

1(D). Speed—Other

Northport Wye 25 MPH.
 Guernsey—MT 1 and MT 2 through fuel platform 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 E. Guernsey 144 tons
 35-ft. ore cars (BN 99000-99949, BN 98000-98189, & BNSF 601090-601179) not permitted.

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

Not more than one locomotive permitted on the following tracks:
Bayard—All Sugar Factory trackage except Storage 1 & 2

3. Type of Operation

CTC—in effect:
 Northport to E. Guernsey

Two Main Tracks
 MP 0.4—MP 3.4

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—MT
- Minatare House Track—MT
- Kelly Bean Spur—MT
- Dakota Portland Cement—MT
- Mitchell House Track—MT
- Morrill Bean Track—MT
- Henry Passing Track—MT

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other FED locations
 - MP 20.5—Recall Code 818
 - MP 42.3—Recall Code 817
 - MP 65.9—Recall Code 828
 - MP 82.9—Recall Code 838

6. FRA Excepted Track—None

7. Special Conditions

Reporting Defective Switches—Powder River Division employees must leave a report of the condition of any switch found to be hard to throw or inoperable on the following voice mail company telephone number: 763-2710. Employees should leave their name, occupation, switch location and station name, subdivision, switch name or number, and date/time found to be defective. This message will be forwarded to the appropriate Roadmaster for remedial action.

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 91.7 (East Guernsey).

Temperature Speed Restrictions

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 45 MPH.

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

- Trains 100 TOB and over 30 MPH.
- Trains up to 100 TOB 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—Loaded Boeing Aircraft parts cars must be blocked on the head end of train within five (5) cars of the locomotive consist at all times to prevent damage to car or lading.

8. Line Segments

Yard Line Segments

Line Segment Limits

896 Scottsbluff

Road Line Segments

Line Segments Limits

5 Northport to Guernsey

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
32034 South Storage-101	Northport MT2	57	Both
32036 Progress Rail-102 & 103	1.1 east of DeGraw on MT2	120	West
32046 Bayard Track Siding-1298	Bayard	103	Both
32046 Bayard Bean Track-1202	Bayard	26	West
32046 Bayard Sugar Factor West Wye Track-1204	Bayard	139	West
32046 Simplot Spur-1207	0.1 east of Bayard	3	East
32056 Minatare Siding-1498	Minatare	113	Both
32056 Kelly Bean Spur-1403	1.0 west of Minatare	5	West
32056 Minatare North House Track-1402	Minatare	39	Both
32074 Mitchell North Siding-1801	Mitchell	122	Both
32074 Mitchell Track to serve Sugar Factory-1808	Mitchell	157	Both
32080 Morrill Bean Track-2006	Morrill	34	East
32080 Morrill House Track-2004	Morrill	74	West
32080 Morrill Old Pass-2001	Morrill	52	West
32088 Henry-2101	Henry	61	West
32096 R&M Lumber-2304	Torrington	13	East
32096 Torrington No Siding-2301	Torrington	52	Both
32106 Lingle Pass-2501	Lingle	78	Both
32116 Ft Laramie Back Track-2798	Ft Laramie	35	East

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GCOR and MWOR Rule 15.2A—Verbal Permission:

When granting verbal permission, use the following words:

“Foreman (name) (of Gang No.) using track bulletin no. ____ line no. ____ between MP ____ and MP ____ on ____ Subdivision.”

1. To permit a train to pass a red flag (or light) without stopping, add the following:
 “Unless otherwise restricted, (train) may pass red flag or light located at MP ____ without stopping.” (Specify track if necessary.) Unless otherwise restricted, the train may pass the red flag or light at restricted speed without stopping.
2. To permit a train to proceed at other than restricted speed, add the following:
 “Unless otherwise restricted, (train) may proceed through the limits at ____ MPH (or at maximum authorized speed).” (Specify track if necessary.) The train may move through the limits at the speed specified, unless otherwise restricted.
3. To require a train to move at restricted speed, but less than 20 MPH, add the following:
 “Unless otherwise restricted, (train) must proceed at restricted speed but not exceeding ____ MPH.” (Specify distance and track if necessary.) Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.
4. To permit a train to move at a higher speed after receiving permission to pass a red flag or light at specific speed for a specific distance, add the following:
 “Unless otherwise restricted, (train) may pass red flag (or light) located at MP ____ (without stopping) at ____ MPH until the entire train has passed MP ____ . You may then proceed at (higher speed) MPH (or at maximum authorized speed).” (Specify track if necessary.) Only one additional speed can be given. It must be higher than the speed permitted by the red flag or light, and the speed will extend to the end of the Form B limits, unless otherwise restricted.

Speed Tables

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

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