



Powder River Division

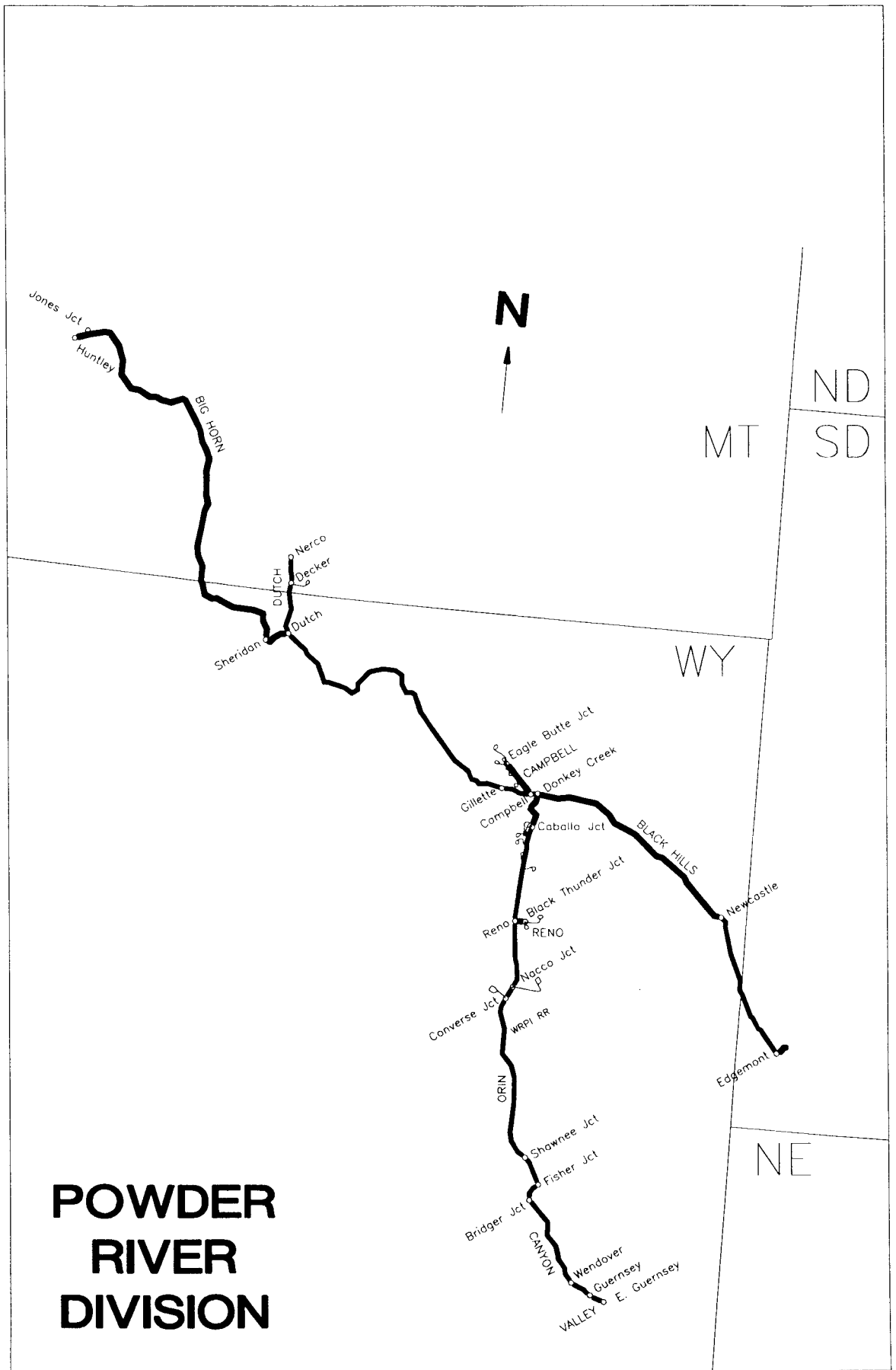
Timetable No. 3

**IN EFFECT AT 0001
Mountain Continental Time**

Sunday April 2, 1995

**Division Superintendent
M.W. WEISSMANN
Gillette, WY
687-2620**

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



WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Big Horn Subdiv MAIN LINE STATIONS		Distance from Gillette	↑ EAST WARD
					Trk	Rule 4.3 Oper		
	7,852	30596	4	597.2		GILLETTE BKTY	0.0	
	8,965	30605		606.4		9.2 ORIVA	9.2	
	12,854	30620		621.4		15.0 ECHETA	24.2	
	12,587	30630		631.4		9.8 LARIAT	34.0	
	12,759	30647		648.0		16.9 KENDRICK	50.9	
	11,787	30659		660.5		12.5 CLEARMONT	63.4	
	12,744	30670		671.8		11.1 ULM	74.5	
	12,883	30689		686.5		14.7 EAST DUTCH	89.2	
		30689		689.1		2.8 DUTCH CENTER X(2)T	91.8	
		30689		690.4		1.3 WEST DUTCH JT	93.1	
	7,179	30697		698.6		8.2 SHERIDAN BKT	101.3	CTC
		30705		706.3		8.1 KIEWIT	109.4	
	14,333	30713		714.9		8.2 RANCHESTER	117.6	
	6,850	30723		724.1		9.2 PARKMAN	126.8	
	7,065	30730		731.0		6.8 ABERDEEN	133.6	
	7,681	30749		750.2		19.4 LODGE GRASS	153.0	
	7,200	30759		760.1		9.9 BENTEN	162.9	
	7,004	30775		775.0		15.0 DUNMORE	177.9	
	7,327	30791		792.7		17.6 ROWLEY	195.5	
	8,100	30812		813.9		21.3 ANITA	216.8	
		30825		825.1		11.9 MORAN JCT J	228.7	
						To Jones Jct 1.4		
		30828		829.3		3.4 HUNTLEY J	232.1	

AAR Radio Channel 54 in service on this Subdivision.

AAR Radio Channel 70 in service at Gillette and Sheridan Yards.

MRL Channel 1 (AAR 56) when operating on MRL

Train Dispatcher calls—Huntley—60, Anita—61, Hardin—62, Lodge Grass—63, Parkman—64, Decker—70, Dutch—71, Ulm—72, Clearmont—73, Kendrick—74, Echeta—75, Oriva—76.

Dispatcher Phone Number (308) 763-2319

MRL Dispatcher calls—Huntley and Laurel—31 or 32.

1. Maximum Speed Permitted—

Freight

Gillette to Huntley	60 MPH.
Empty coal trains	60 MPH.
MP 599.8 to MP 615.1	45 MPH.
MP 615.1 to MP 615.4	35 MPH.
MP 615.4 to MP 620.0	45 MPH.
MP 638.2 to MP 646.0	45 MPH.
MP 650.0 to MP 651.3	45 MPH.
MP 667.0 to MP 676.2	40 MPH.
MP 676.2 to MP 696.6	50 MPH.
MP 696.6 to MP 701.1	25 MPH.
MP 701.1 to MP 709.0	45 MPH.

MP 730.1 to MP 730.7	45 MPH.
MP 783.7 to MP 783.8—Over Center Street west of depot with locomotive	40 MPH.
Freight Trains 100 Tons/OB and over without dynamic availability between:	
Parkman to Aberdeen	35 MPH.
Curve between MP 707.9 to MP 708.1	35 MPH.
Ulm to Clearmont	25 MPH.
Clearmont to MP 641.0	30 MPH.
MP 603.0 to Gillette	30 MPH.
Through all turnouts equipped with dual control switches and on sidings	
unless otherwise specified	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.
Through turnouts and sidings at Kiewit and Sheridan Yard	10 MPH.
All elevator and industry tracks	5 MPH.
Moran Jct and Jones Jct on loop track	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	143 tons
Hardin North Spur beyond MP1.6	110 tons
Fort McKenzie Spur	110 tons
24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.	

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

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

3. Type of Operations—

CTC— CTC in effect: Gillette to Huntley.

Yard Limits —in effect:

MP 600.0 to MP 595.4

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—

Reno

Back Track at Arno

Fort McKenzie Line Switch

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

Oriva	MP 602.4
Lariat	MP 627.3
Kendrick	MP 654.0
Verona	MP 681.9
Kleenburn	MP 710.5
Wyola	MP 736.3
Benteen	MP 757.9
Hardin	MP 785.9
Anita	MP 807.5

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

Clearmont, Lodge Grass–Helpers with less than 24 powered axles may shove coal trains behind caboose provided that caboose is equipped with roller bearings. Crew members must not be allowed to ride in the caboose while it is being shoved.

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

Consistent with good train handling procedures, engineers will monitor amperages and speed so that in-train forces will be reduced to a minimum. The controlling engineer will advise the helper engineer of condition affecting the movement of the train.

In addition, when shoving on cabooses, helper will reduce amperage to or below 700 amps before occupying turnouts and west leg of Dutch Wye, and remain at that amperage until clear of turnouts or wye.

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.

Restricted Clearance–

Dutch– Car being set out on elevator 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 BN 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.

Roll-by Inspections on Cabooseless Trains–Unless hours of service have expired, after changing crews, the inbound crew will be required to give outbound train a roll-by inspection. If any defects are noted, contact the outbound crew by portable radio, van radio, or yard office radio.

Switches Out of Adjustment–to report switches that need adjustment on the Powder River Division dial 8–687–2697. Leave a message indicating the name of the switch, subdivision, and a description of the problem.

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

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

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

Temperature Speed Restrictions—

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

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

Cold Weather—When temperature is -10 degrees fahrenheit or colder do not exceed the following speeds:

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

8. Other Line Segments—

Yard Line Segments—

Line Segment	Yard
952	Gillette
739	Sheridan

Other Road Line Segments—

Line Segment	Limits	Mileposts
308	Moran Jct to Jones Jct	0.0 to 1.5

Ballast Pit—

Line Segment	Yard
750	Sheridan

9. Locations not Shown as Stations--

Name		Miles-Location	Capacity Cars	Switch Opens
30605	Oriva-Gas Track	Oriva	3	East
30628	Echeta-Back Track	Echeta	8	Both
30630	Lariat-Back Track	Lariat	8	Both
30640	Arvada	7.1 east of Kendrick	22	East
30647	Kendrick-Back Track	Kendrick	8	Both
30659	Clearmont-Stock Track	Clearmont	26	Both
30659	Clearmont-Storage Track	Clearmont	40	Both
30670	Ulm-Back Track	Ulm	5	Both
30678	Verona	8.0 west of Ulm	81	Both
30686	Arno	0.6 east of Dutch	11	Both
30692	Wakeley	5.6 west of Dutch	60	East
30705	Kiewit	Kiewit	210	Both
30707	Kleenburn	1.6 west of Kiewit	50	Both
30723	Parkman-Back Track	Parkman	12	East
30730	Aberdeen-Back Track	Aberdeen	12	East
30736	Wyola	6.2 west of Aberdeen	7	West
30759	Benteen-Back Track	Benteen	7	West
30779	Reno	5.1 west of Dunmore	10	West
30782	Hardin	8.7 west of Dunmore	90	Both
30791	Rowley-Back Track	Rowley	11	East
30812	Anita-Back Track	Anita	16	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Black Hills Subdiv MAIN LINE STATIONS		Distance from Edge- mont	↑ EAST WARD
					Trk	Rule 4.3 Oper		
		30475		475.2	2MT	EDGEMONT BK 0.6	0.0	
						DEADWOOD JCT		
		30476		476.7	2MT	To MP 3.0 T 0.3	0.6	
				477.2		CROSSOVER 477.2 X	0.9	
				478.8		CROSSOVER 478.8 X(2) 1.8	2.7	
		30483		484.3		MARIETTA 5.5	8.2	
	8,143	30494		495.8		DEWEY 11.5	19.7	
		30507		507.1		OWENS 11.3	31.0	
				510.0	2MT	CROSSOVER 510.0 X(2) 2.9	33.9	
		30514		513.9		SPENCER 3.9	37.8	
		30518		519.3		EAST NEWCASTLE 5.4	43.2	CTC
		30519		520.7		NEWCASTLE 1.4	44.6	
		30522		521.5		WEST NEWCASTLE 0.8	45.4	
	8,146	30527		528.0		PEDRO 6.5	51.9	
	8,296	30534		535.4		OSAGE 7.4	59.3	
		30546	4	547.2		EAST UPTON 11.8	71.1	
				551.6	2MT	CROSSOVER 551.6 X 4.5	75.6	
				552.1		CROSSOVER 552.1 X 0.3	76.1	
		30555		556.3		THORNTON 4.1	80.2	
		30562		562.0		KARA 5.7	85.9	
				567.0	2MT	CROSSOVER 567.0 X(2) 5.0	90.9	
		30568		569.0		MOORCROFT 2.0	92.9	
		30581		576.5		EAST ROZET 7.5	100.4	
				581.4		ROZET X(2) 4.9	105.3	
				584.4	2MT	CROSSOVER 584.4 X(2) 3.0	108.3	
		30587		586.8		EAST DONKEY CREEK JTX(2) 2.4	110.7	
		30587		587.1		WEST DONKEY CREEK JT 0.3	111.0	
		30588		587.6		EAST CAMPBELL JTX 0.4	111.5	
		30588		588.2		WEST CAMPBELL JT 0.6	112.1	
		30589		591.3		WYODAK 3.0	115.2	
		30595		595.3		EAST GILLETTE 4.0	119.2	
	7,852	30596		597.2		GILLETTE BKTY 1.9	121.1	

AAR Radio Channel 85 In service on this Subdivision.

Train Dispatcher Calls—Edgemont—24, Newcastle—31, Upton—32, Donkey Creek—33.

Train Dispatchers Phone Number (308) 763-2316

Emergency Train Dispatcher Call —911

1. Maximum Speeds Permitted –**Freight**

Edgemont to Gillette	50 MPH.
Edgemont between east and west highway crossings, head end of train	25 MPH.
MP 519.6 to MP 521.0	30 MPH.
MP 550.5 to MP 550.7 on Main 2	35 MPH.
Rozet to West Campbell all trains	30 MPH.
Through turnouts	
Marietta MP 484.3	
Owens MP 507.1	
Spencer MP 513.9	
East Upton MP 547.2	
Thornton MP 556.3	
Kara MP 562.0	
Moorcroft MP 568.9	
East Rozet MP 576.5	35 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

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

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

Edgemont to Gillette 143 tons
 24 ft ore cars (BN95500–95891, 96044–96085) and 35 ft ore cars (BN 99000–99949) not permitted.

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

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

3. Type of Operations–

CTC– in effect: Edgemont to Gillette.

Yard Limits –in effect:

MP 595.4 to MP 600.0

Two Main Tracks:

MP 475.2–MP 484.3	MP 562.0–MP 568.9
MP 507.0–MP 513.9	MP 576.5–MP 587.9
MP 547.2–MP 556.3	

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

Marietta	MP 484.3
Owens	MP 507.1
Spencer	MP 513.9
East Upton	MP 547.2
Thornton	MP 556.3
Kara	MP 562.0
Moorcroft	MP 568.9
East Rozet	MP 576.5

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

4. General Code of Operating Rules Items–

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

Rule 10.2

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

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

Dewey MP 492.0
 Newcastle MP 516.5
 Upton MP 539.5
 Moorcroft MP 573.8

6. FRA Excepted Track– NONE**7. Special Conditions–****Test Mile–**

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

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

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

Roll-by Inspections on Cabooseless Trains–Unless hours of service have expired, after changing crews, the inbound crew will be required to give outbound train a roll-by inspection. If any defects are noted, contact the outbound crew by portable radio, van radio, or yard office radio.

Switches Out of Adjustment–to report switches that need adjustment on the Powder River Division dial 8–687–2697. Leave a message indicating the name of the switch, subdivision, and a description of the problem.

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

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

Temperature Speed Restrictions–

Hot Weather–When temperature exceeds 90 degrees fahrenheit do not exceed the following speeds:

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

Cold Weather–When temperature is –10 degrees fahrenheit or colder do not exceed the following speeds:

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

8. Other Line Segments–**Yard Line Segments–**

Line Segment	Yard
892	Edgemont
897	Newcastle
952	Gillette

Other Road Line Segments–

Line Segment	Limits	Mileposts
181	Deadwood to MP 3.0	0.6 to 3.0

9. Locations not Shown as Stations--

Name		Miles--Location	Capacity Cars	Switch Opens
30483	Marietta Back Track	0.2 East of Marietta Switch	3	East
30494	Dewey Back Track	0.5 East of West Dewey	15	Both
30518	Newcastle Pass Track	0.5 West of East Newcastle	45	Both
30534	Osage Chip Track	0.3 East of West Osage Switch	20	Both
30541	Jerome	4.2 East of Upton	43	West
30548	Upton Back Track	0.6 West of East Upton Switch	15	East
30549	Colloid	2.1 West of Upton	48	Both
30548	Upton Storage Track	.9 West of east Upton	199	Both
30555	Thornton Back Track	At Thornton Switch	45	Both
30555	Thornton Service Track	At West Back Track Switch	4	Both
30568	Moorcroft Chip Track (Back Track)	0.1 East of Moorcroft Switch	20	East
30568	Moorcroft Cement Plant Track (Stock Track)	0.8 West of Moorcroft Switch	29	Both
30581	Rozet Fertilizer Track	0.2 West of Rozet #3 Switch	15	East
30581	Rozet No. 3 Track	At Crossover Switch 581.4	158	Both
30581	Rozet No. 4 Track	0.4 West of Rozet #3 Switch	158	Both
30581	Rozet Pocket Track	Between Rozet #3 & Donkey Creek #3	30	Both
30587	Donkey Creek No. 3 Track	At Crossover Switch 584.4	164	Both
30587	Donkey Creek No. 4 Track	At Both Ends of Donkey #3	164	Both
	Minturn	1.9 West of West Campbell Switch	55	Both
30589	Wyodak	2.2 West of West Campbell Switch	15	West

WESTWARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Orin Subdiv MAIN LINE STATIONS		Distance from Bridger Jct.	EASTWARD ↑
					Trk	Rule 4.3 Oper		
			186	127.3	2MT	BRIDGER JCT J	0.0	
				126.2		ORIN JCT J	1.1	
				123.6	FISHER JCT J	3.7		
				123.1	EAST FISHER	4.1		
				120.3	WEST FISHER	7.0		
				117.7	SHAWNEE JCT JX(2)	8.6		
				110.6	CROSSOVER 110.6 X(2)	16.7		
				102.3	CROSSOVER 102.3 X(2)	25.0		
	33182			95.7	CROSSOVER 95.7 X(2)	31.6		
				90.5	CROSSOVER 90.5 X(2)	36.8		
				85.5	EAST CNW JCT JX	41.8		
				80.8	WEST CNW JCT JX(2)	46.5		
				72.5	CROSSOVER 72.5 X(2)			
	33160			65.4	CONVERSE JCT XJ	61.9		
	33158			62.5	EAST NACCO X(2)T	64.8		
					NACCO WYE JCT			
	33158			62.2	To North Antelope 4.7 TJ	65.1		
	33158			62.0	WEST NACCO T	65.3		
	33158			58.1	CROSSOVER 58.1 X(2)	69.2		
	33142			52.5	CROSSOVER 52.5 X(2)	74.8		
	33142			47.3	CROSSOVER 47.3 X(2)	80.0		
	33142			43.0	CROSSOVER 43.0 XT	84.3		
	33142			42.1	CROSSOVER 42.1 XT	85.4		
	33142			40.6	WEST RENO	86.7		
13,395	33131			31.4	ANTELOPE	95.9	CTC	
	33125			26.5	EAST COAL CREEK	100.8		
					COAL CREEK JCT			
	33125			26.2	To Coal Creek 2.1 TJ	101.1		
	33125			25.9	WEST COAL CREEK	101.4		
				24.5	SUNEDCO JCT J	102.8		
				23.8	EAST CORDERO JCT	103.5		
				21.1	WEST CORDERO JCT J	106.2		
14,200				19.2	HAIRE	108.1		
					ROJO JCT			
	33117		17.4	To Caballo Rojo 0.7 JT	109.9			
	33117		17.3	WEST ROJO J	110.0			

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Trk	Orin Subdiv (Cont.) MAIN LINE STATIONS	Distance from Bridger Jct.	EAST WARD ↑
						Rule 4.3 Oper		
		33115	186	16.4		East BELLE AYR JCT To Belle Ayr 1.8 J	110.9	
				15.4		East CABALLO JCT J	111.9	
						West CABALLO JCT		
		33114		14.9	2MT	To Caballo 0.4 J	112.4	
				14.7		CROSSOVER 14.7 XJ	112.6	
				8.2		CROSSOVER 8.2 X	119.1	
		30587		0.0		DONKEY CREEK J	127.3	

AAR Radio Channel 66 in service on this Subdivision.

Train Dispatcher Calls—Walker—62, Bill—63, Logan—67, Reno—65, Coal Creek—66.

Train Dispatcher Phone Number (308) 763-2322 or (308) 763-2320

Emergency Train Dispatcher Call — 911

- Maximum Speeds Permitted Freight
 - Bridger Jct to MP 15.5 45 MPH.
 - MP 15.5 to Donkey Creek 25 MPH.
 - Through turnout Donkey Creek and both legs of Wye 25 MPH.
 - North American Car Corporation at Bill all tracks 10 MPH.
 - Through all turnouts equipped with dual control switches and on sidings unless otherwise specified 25 MPH.
 - Beginning and end Two MT East Nacco 45 MPH.
 - 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.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Bridger Jct to Donkey Creek 143 tons.

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

3. Type of Operations—

CTC— in effect: Bridger Jct to Donkey Creek.

Two Main Tracks:

MP 0.0 – MP 15.7

MP 40.6 – MP 117.7

MP 120.3 – MP 123.1

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

Shawnee Jct MP 117.7

Crossover 110.6 MP 110.6

Crossover 95.7 MP 95.7

Crossover 90.5 MP 90.5

West CNW Jct MP 80.8

Crossover 72.5 MP 72.5

Converse Jct MP 65.4

East Nacco MP 62.5

Crossover 58.1 MP 58.1

Crossover 52.5 MP 52.5

Crossover 47.3 MP 47.3

4. General Code of Operating Rules Items—

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

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

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

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

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

Rule 10.2—

Antelope Back Track
Reno Pocket Track

Stub Track MP 8.2
Back Track—Bill MP 85.0
Stub Track—Bill MP 82.7

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations:

Reno	MP 45.2 Both Tracks
Nacco Jct	MP 59.4 Both Tracks
Logan	MP 75.3 Both Tracks
Walker	MP 98.0 Both Tracks
Shawnee Jct	MP 113.5 Both Tracks

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

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

All Coal Mines—Trains will notify Gillette Operator or 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 (example—coal spills, overloaded cars, etc.).

South Antelope Mine (Converse Jct)—Trains will load clockwise and stop short of scales until advised by mine personnel.

Rochelle—Trains will load clockwise and will stop short of light weight scales until advised by mine personnel to proceed. DO NOT EXCEED 10 MPH. on Loop Track.

North Antelope Mine (NACCO Jct)—Trains Will load counterclockwise and stop short of light—weight scale until advised of loading instructions. DO NOT EXCEED 10 MPH on Loop Track.

Coal Creek—Trains will load counterclockwise and stop short of light— weigh scale until advised of loading instructions. All trains will weigh empties inbound and loads outbound at not to exceed 2 MPH.

Cordero—Empty hopper trains approaching Cordero Mine will stop short of scale until advised by mine personnel the track scale is ready for operation, and loop assignment.

All trains approaching Cordero Loop tracks will weigh empties inbound and loads outbound on the weigh in motion scale at a speed not exceeding 3 MPH, loading counter clockwise.

Trains will be directed by mine personnel as to which loop track train will load and as to loading speed. Trains will load counter—clockwise.

Caballo Rojo Mine (Rojo Jct)—Trains will load clockwise and stop short of loop track switch until advised of loop assignment. Trains are to stop short of light—weigh scale before entering silos in order to obtain Pacesetter and loading instructions.

Belle Ayre— Hopper trains approaching Belle Ayre Mine will stop short of scale, and request permission to proceed over scales. Mine personnel will advise speed of operation.

All trains approaching Belle Ayre loop tracks will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 1 MPH, or as directed by Mine personnel during loadout operation. Trains will load clockwise.

Empty hopper train personnel approaching Belle Ayre will be governed by instructions from mine. Trains must receive permission from coal plant control room before entering silo structure.

Caballo— At the end of CTC, trains must notify the mine of their arrival. If the radio is not answered, or in the absence of other instructions, pull down to the crossing just short of the inside/outside loop track switch. This will allow the security guard to see your train and notify appropriate personnel should they have missed your radio call.

Trains do not need to stop at the sprayer as the only sets that are sprayed are the 057's and then only when the temperature is 0 degrees fahrenheit or below.

A sign located 400 feet east of silos reads "Start of Scale—2 MPH."

A sign located 400 feet west of silos reads "End of Scale—Resume Loop Speed."

Trains will be directed by mine personnel as to loading speed. Trains will load clockwise.

Between Shawnee Jct and West Caballo Jct—

CNW Trains and Engines will be governed by BN timetable and General Code of Operating Rules.

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

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

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

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

Roll-by Inspections on Cabooseless Trains—Unless hours of service have expired, after changing crews, the inbound crew will be required to give outbound train a roll-by inspection. If any defects are noted, contact the outbound crew by portable radio, van radio, or yard office radio.

Switches Out of Adjustment—to report switches that need adjustment on the Powder River Division dial 8-687-2697. Leave a message indicating the name of the switch, subdivision, and a description of the problem.

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

Donkey Creek, Walker—451

Coal Creek, Bill—452

Reno—453

Temperature Speed Restrictions—

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

Trains 100 tons O/B and over 30 MPH.

Trains up to 100 tons O/B 45 MPH.

Cold Weather—When temperature is -10 degrees fahrenheit or colder do not exceed the following speeds:

Trains 100 tons O/B and over 30 MPH.

Trains up to 100 tons O/B 45 MPH.

8. Other Line Segments—

Yard Line Segments—NONE

Other 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	14.6 to 20.8
974	South Antelope Spur	65.3 to 67.4

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
Back Track MP 109.6	1.0 West of Crossover 110.6—MT1	11	Both
Back Track MP 109.6	1.0 West of Crossover 110.6—MT2	21	Both
Back Track MP 103.3	1.0 East of Crossover 102.3 — MT2	10	East
Back Track MP 103	0.7 East of Crossover 102.3 — MT1	36	Both
Back Track MP 96.7	1.0 East of Crossover 95.7 — MT2	6	East
PLM Rail Serv. Co.	1.0 East of East CNW Jct	124	Both
33182 Back Track MP 90.7	0.2 West of crossover 90.5 — MT1	3	Both
33182 West Bill Set-out Track	0.5 West of East CNW	3	Both
Bill Stub Track	1.9 East of West CNW Jct—MT2	20	West
Back Track MP 77.0	3.2 West of West CNW Jct — MT2	50	Both
33162 Back Track MP 70.1	2.4 West of Crossover 72.5 — MT1	15	Both
33162 East Logan Spur Track	3.0 West of crossover 72.5	4	East
33162 Back Track MP 69.4	3.1 West of Crossover 72.5 — MT2	10	East
33162 Back Track MP 63.2	0.7 East of East Nacco	20	Both
33162 Back Track MP 62.9	0.4 East of East Nacco — MT1	20	Both
Rochelle	4.7 from Nacco Jct		Loop
North Antelope	4.7 from Nacco Jct		Loop
33158 Back Track MP 58.4	0.3 East of Crossover 58.1 — MT1	10	East
33142 Reno Back Trk.	0.2 East of Crossover 42.1 — MT1	36	Both
33142 Back Track MP 51.6	0.8 West of Crossover 52.5 — MT2	20	Both
Western Gas Processors (Ind. Trk.)	2.0 East of East Antelope	30	Both
33131 Antelope Back Trk.	1.2 East of West Antelope	3	Both
33029 Coal Creek	2.1 East of Coal Creek Jct		Loop
33024 Cordero	2.7 West of W. Cordero Jct		Loop
Caballo—Rojo	0.7 from Rojo Jct.		Loop
33018 Belle Ayr	1.8 West of E. Belle Ayr Jct		Loop
33114 Caballo	0.4 West of West Caballo Jct.		Loop
33108 Stub track MP 8.2	At Crossover 8.2	2	West

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Canyon Subdiv MAIN LINE STATIONS			Distance from North- port	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		32129	5	95.0	2MT	GUERNSEY	BKTY		95.0
		32129		96.0		1.0 WEST GUERNSEY			96.0
7,166	32133	100.0				4.0 STOKES			100.0
4,667	32137	103.3				3.3 WENDOVER		JT	103.3
				107.8		4.5 EAST CASSA			107.8
	32145	111.0		2MT		3.2 CASSA			111.0
		111.7				.7 WEST CASSA		CTC	111.7
6,770	32153	119.6				7.9 GLENDO			119.6
7,329		122.0				2.4 ELKHORN			122.0
7,083	32162	129.2				7.2 BONA			129.2
		133.2				4.0 BRIDGER JCT		J	133.2

AAR Radio Channel 66 in service on this Subdivision.

AAR Radio Channel 85 in service at Guernsey.

**Train Dispatchers Calls—Torrington—82, Wendover—19, Bona—68.
Train Dispatcher Phone Numbers (308) 763-2322 or (308) 763-2310
Emergency Train Dispatcher Call – 911**

- | | |
|---|----------------|
| 1. Maximum Speeds Permitted— | Freight |
| Guernsey to Bridger Jct | 50 MPH. |
| MP 91.2 to MP 95.0 | 20 MPH. |
| Guernsey – MT1 and MT2 through fuel pit area until entire movement
clears the area | 10 MPH. |
| Guernsey to MP 101.7 | 25 MPH. |
| MP 101.7 to MP 115.0 | 35 MPH. |
| MP 107.8 to MP 111.7 MT-2 | 25 MPH. |
| MP 125.2 to MP 127.5 | 35 MPH. |
| Wendover—East Leg of Wye | 10 MPH. |
| Glendo Siding | 10 MPH. |
| Through all turnouts equipped with dual control switches and on sidings
unless otherwise specified | 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:

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

3. Type of Operations—

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

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

CTC—in effect: West Guernsey to Bridger Jct

Yard Limits—in effect:

MP 91.2 to MP 96.0

Two Main Tracks:

MP 107.8 – MP 111.7

MP 93.9 – MP 95.4

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

East Elkhorn MP 121.2

West Elkhorn MP 122.7

4. General Code of Operating Rules Items–**Rule 6.19–** When flagging is required, distance will be 2 miles.**Rule 8.3–At Guernsey–**Normal position of Main Track switches DOES NOT APPLY at Main Track switches located at MP 91.7, MP 93.9 and MP 95.4.These switches may be left lined as last used; however, they must be locked. Trains must approach these switches expecting to find them lined against movement.**5. Trackside Failed Equipment Detector(FED)–****A.** Protecting Bridges, Tunnels or Other Structures: NONE**B.** Other FED locations:

Bridger Jct MP 131.0

6. FRA Excepted Track– NONE**7. Special Conditions–****Glendo–**The siding at Glendo will be used for setting out bad orders, Maintenance of Way equipment and work trains only.

Trains handling double stack cars and Boeing cars will not exceed 10 MPH. at the following locations:

Between MP 96.5 and MP 97 .5

Between MP 97.8 and MP 98.3

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

MOBA and Dave Johnson Sets–All MOBA (071/070) and Dave Johnson Sets (81/80) will go to the house at Guernsey on the empty side of their cycle; after two round trips for tenderless sets and after four round trips for tendered sets unless additional trips are authorized by Guernsey trainmaster.

Communication is imperative to make this work. The dispatching offices, Guernsey Diesel shop, and the Guernsey Yardmasters will need to work together and leave written messages as necessary to insure timely service trips to the house are made with this power.

Roll–by Inspections on Cabooselless Trains–Unless hours of service have expired, after changing crews, the inbound crew will be required to give outbound train a roll–by inspection. If any defects are noted, contact the outbound crew by portable radio, van radio, or yard office radio.**Switches Out of Adjustment–**to report switches that need adjustment on the Powder River Division dial 8–687–2697. Leave a message indicating the name of the switch, subdivision, and a description of the problem.**Reporting Locomotive Problems–**When a locomotive in consist encounters a problem, no matter how minor, it will be necessary to report the malfunction directly to the Alliance Diesel Tower foreman. The reporting method will be the PENTA radio system. Listed below are the dispatcher call button codes for locations on the the Canyon subdivision.

Wendover–452

Bona–453

Temperature Speed Restrictions–**Hot Weather–**When temperature exceeds 90 degrees fahrenheit do not exceed the following speeds:

Trains 100 tons O/B and over 30 MPH.

Trains up to 100 tons O/B 45 MPH.

Cold Weather–When temperature is –10 degrees fahrenheit or colder do not exceed the following speeds:

Trains 100 tons O/B and over 30 MPH.

Trains up to 100 tons O/B 45 MPH.

8. Other Line Segments—

Yard Line Segments—

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

Ballast Pit—

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

9. Locations not Shown as Stations—NONE

WEST WARD ↓	Length of Siding In Feet	Station Nos.	Line Segment	Mile Post Location	Campbell Subdiv MAIN LINE STATIONS			Distance from Camp- bell	↑ EAST WARD
					Trk	Rule 4.3 Oper			
		30588	188	0.0	CAMPBELL	JT	CTC	0.0	
				0.5	EAST FORTIN	X		0.5	
7,650				2.1	WEST FORTIN			2.1	
		33003		0.9	CLOVIS POINT JCT				
				3.0	To Clovis Point 1.6	J		3.0	
		33306		6.0	FT. UNION JCT				
					To Ft. Union 1.0	J		6.0	
				7.9	Dry Fork				
				To Dry Fork 0.7	J	7.9			
		33309		9.5	EAGLE BUTTE JCT	J		9.5	
					To Rawhide 1.7				
					To Eagle Butte 4.5				
					To Buckskin 6.6				

AAR Radio Channel 85 in service on this Subdivision.

Train Dispatcher Call— Donkey Creek—33.
Train Dispatcher Phone Number (308) 763-2316
Emergency Train Dispatcher Call — 911

1. Maximum Speeds Permitted—

Freight

Campbell to Eagle Butte Jct	35 MPH.
West leg Campbell wye	10 MPH.
East leg Campbell wye	25 MPH.
Through turnout at Campbell Subdivision switch	25 MPH.
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.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

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

3. Type of Operations—

CTC— in effect: Campbell to Eagle Butte Jct

4. General Code of Operating Rules Items–

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

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

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

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

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

5. Trackside Failed Equipment Detector(FED)–

A. Protecting Bridges, Tunnels or Other Structures:

Eagle Butte (EWD) MP 9.5 (DED Only)

B. Other FED locations:

Eagle Butte (WWD) MP 9.5 (DED Only)

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

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

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

Clovis Point– Hopper trains approaching Clovis Point will stop at loop track switch and receive permission to proceed by radio from Mine personnel and will load clockwise.

Weigh-in and weigh-out speed 1 MPH. Scales located 300 feet either side of load out hopper. Loading speed directed by load-out operator.

Derail located at MP 3.19 on stub track must not be operated without permission from train dispatcher.

Ft. Union– Hopper trains approaching loadout area will stop and be directed by mine personnel when to proceed. The loading direction will be clockwise.

Dry Fork–Receive instructions from mine personnel before proceeding over scale. Loading speed directed by loadout operator. Trains will load counterclockwise.

Rawhide– Hopper trains approaching Rawhide mine will stop short of inbound scale until permission and green signal received to proceed. All trains approaching Rawhide Loop track will weigh empties in-bound and loads outbound on the weigh-in-motion scale at a speed not exceeding 2 MPH. Trains will load counterclockwise.

Loading speeds will be 0.8 MPH to start and then as directed by mine personnel.

Eagle Butte–Trains will advise mine personnel their manifest number and if their train has a caboose. Trains will not proceed over scales until permission has been obtained from mine personnel and loading speed designated. Trains will load counterclockwise.

Buckskin– Hopper trains approaching Buckskin will stop short of scale and receive permission to proceed from mine personnel over scale not to exceed 1 MPH. Loading will be counter-clockwise with the loadout operator directing loadout speed.

Roll-by Inspections on Cabooseless Trains–Unless hours of service have expired, after changing crews, the inbound crew will be required to give outbound train a roll-by inspection. If any defects are noted, contact the outbound crew by portable radio or van radio.

Switches Out of Adjustment–to report switches that need adjustment on the Powder River Division dial 8-687-2697. Leave a message indicating the name of the switch, subdivision, and a description of the problem.

8. Other Line Segments—

Yard Line Segments—NONE

Other 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

9. Locations not Shown as Stations—

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

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Dutch Subdiv MAIN LINE STATIONS				Distance from Dutch	↑ EAST WARD
					Trk	Rule 4.3 Oper				
		30689	314	0.0		DUTCH	JT	CTC	0.0	
				14.7						
	6,660	33218	320	14.7		DECKER		6.28	14.7	
		33228		22.6			7.9 NERCO		TWC	22.6

AAR Radio Channel 54 in service on this Subdivision.

Train Dispatcher Calls— Dutch—71, Decker—70.

Train Dispatcher Phone Number (308) 763-2319

1. Maximum Speeds Permitted—

Dutch to Nerco	Freight 30 MPH.
Dutch—On West leg of Wye	25 MPH.
On east leg of wye to west crossover at Dutch Center	25 MPH.
MP 14.5 to MP 16.6	10 MPH.
Loop Track West Decker	10 MPH.
Loop Track East Decker	5 MPH.
Loop Track — Nerco	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 Nerco 143 tons
24 ft ore cars (BN95500-95891, 96044-96085) and 35 ft ore cars (BN 99000-99949) not permitted.

3. Type of Operations—

TWC— 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 Nerco 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 1.48—Getting On and Off Moving Equipment is modified as follows:

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

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

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

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

Rule 10.2— Countant Creek.

5. Trackside Failed Equipment Detector(FED)–**A. Protecting Bridges, Tunnels or Other Structures: NONE****B. Other FED locations: NONE****6. FRA Excepted Track– NONE****7. Special Conditions–****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.**Nerco–**All unit coal trains departing Nerco destined Moran Jct/Jones Jct East.**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 counter-clockwise at West Decker and clockwise at East Decker.

Nerco– 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 Nerco radio for the conductor's use while loading. Trains will load counterclockwise.**Helpers–**Helpers with less than 24 powered axles may shove coal trains behind caboose provided that caboose is equipped with roller bearings. Crew members will not be allowed to ride in the caboose while it is being shoved.

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

Consistent with good train handling procedures, engineers will monitor amperages and speed so that in-train forces will be reduced to a minimum. The controlling engineer will advise the helper engineer of conditions affecting the train.

In addition, when shoving on cabooses, helper will reduce amperage to or below 700 amps before occupying turnouts and West leg of Dutch Wye, and remain at that amperage until clear of turnouts or wye.

Roll-by Inspections on Cabooseless Trains–Unless hours of service have expired, after changing crews, the inbound crew will be required to give outbound train a roll-by inspection. If any defects are noted, contact the outbound crew by portable radio or van radio.**Switches Out of Adjustment–**to report switches that need adjustment on the Powder River Division dial 8–687–2697. Leave a message indicating the name of the switch, subdivision, and a description of the problem.**8. Other Line Segments–**

Yard Line Segments–NONE

Other Road Line Segments–

<u>Line Segment</u>	<u>Limits</u>	<u>Mileposts</u>
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
320	Nerco	22.6 to 28.7

9. Locations not Shown as Stations–

Name	Miles–Location	Capacity Cars	Switch Opens
33207 Countant Creek	6.8 west of Dutch	7	East
33228 Nerco Loop Track	Nerco	250	Loop

WEST WARD ↓	Length of Siding in Feet	Station Nos.	Line Segment	Mile Post Location	Reno Subdiv MAIN LINE STATIONS		Distance from Thunder Jct.	↑ EAST WARD
					Trk	Rule 4.3 Oper		
			191	3.0		BLACK THUNDER JCT To Black Thunder 0.1 To Jacobs Ranch 2.8		0.0
		33142		0.7		2.3 RENO JCT 0.7	CTC	2.3
				0.0		ORIN SUB JCT SWITCH		3.0

AAR Radio Channel 66 in service on this Subdivision.

Train Dispatcher Call— Reno—65.

Train Dispatcher Phone Numbers (308) 763-2322 or (308) 763-2310

Emergency Train Dispatcher Call — 911

1. Maximum Speeds Permitted

Freight

Black Thunder Jct to Reno	35 MPH.
Through turnout at Reno Subdivision switch	25 MPH.
Black Thunder Jct to Black Thunder Loop Track Switch	20 MPH.
Black Thunder Jct to Jacobs Ranch Loop Track Switch	20 MPH.

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car:

Reno to Black Thunder Jct 143 tons

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

3. Type of Operations—

CTC— Black Thunder Jct to Reno.

4. General Code of Operating Rules Items—

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

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

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

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

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

5. Trackside Failed Equipment Detector(FED)—

A. Protecting Bridges, Tunnels or Other Structures: NONE

B. Other FED locations: NONE

6. FRA Excepted Track— NONE

7. Special Conditions—

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

Black Thunder and Jacobs Ranch—Hopper trains approaching Black Thunder and Jacobs Ranch will weigh empties inbound and loads outbound on the weigh-in-motion scale at a speed not exceeding 3 MPH. Trains will load counterclockwise. Loading speed will be directed by mine personnel. Unless notified prior to arrival at mine, trains will stop short of loop track switch until notified of loop assignment.

Roll-by Inspections on Cabooseless Trains—Unless hours of service have expired, after changing crews, the inbound crew will be required to give outbound train a roll-by inspection. If any defects are noted, contact the outbound crew by portable radio or van radio.

Switches Out of Adjustment—to report switches that need adjustment on the Powder River Division dial 8-687-2697. Leave a message indicating the name of the switch, subdivision, and a description of the problem.

8. Other Line Segments—

Yard Line Segments—NONE

Other 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

9. Locations not Shown as Stations—

Name	Miles—Location	Capacity Cars	Switch Opens
33403 Black Thunder	0.1 west of Black Thunder Jct		Loop
33408 Jacobs Ranch	2.8 west of Black Thunder Jct		Loop

Powder River Division Operations Department

J. E. Lutzenberger	Terminal Mgr	Gillette	687-2648
C.E. Fowler	Mgr Operating Practices	Gillette	687-2652
W.C. Peters	Mgr Operating Practices	Gillette	687-2617
R.L. Harrison	Trainmaster	Gillette	687-2621
K.R. Chambliss	Trainmaster	Gillette	687-2613
M.J. Scharte	Trainmaster	Gillette	687-2622
D.R. Schnell	Trainmaster	Gillette	687-2614
M.S. Anthony	Trainmaster	Gillette	687-2630
A.W. Mydland	Trainmaster	Sheridan	545-2255
M.A. Voelker	Trainmaster	Sheridan	545-2258
T. B. Grimes	Trainmaster	Edgemont	283-2246
D.S. Ness	Trainmaster	Edgemont	283-2220
L.W. Taylor	Trainmaster	Guernsey	274-2255
D.E. Trainer	Trainmaster	Guernsey	274-2221
T.L. Davis	Trainmaster	Guernsey	274-2223

Maintenance of Way Department

R.C. Harman	General Roadmaster	Gillette	687-2671
S.T. Heidzig	Roadmaster	Gillette	687-2646
T.D. Knapp	Roadmaster	Guernsey	274-2246
R.E. Adler	Roadmaster	Sheridan	545-2235
C. Sloggett	Roadmaster	Newcastle	763-2581
R.J. Hughes	Roadmaster	Douglas	260-2225