

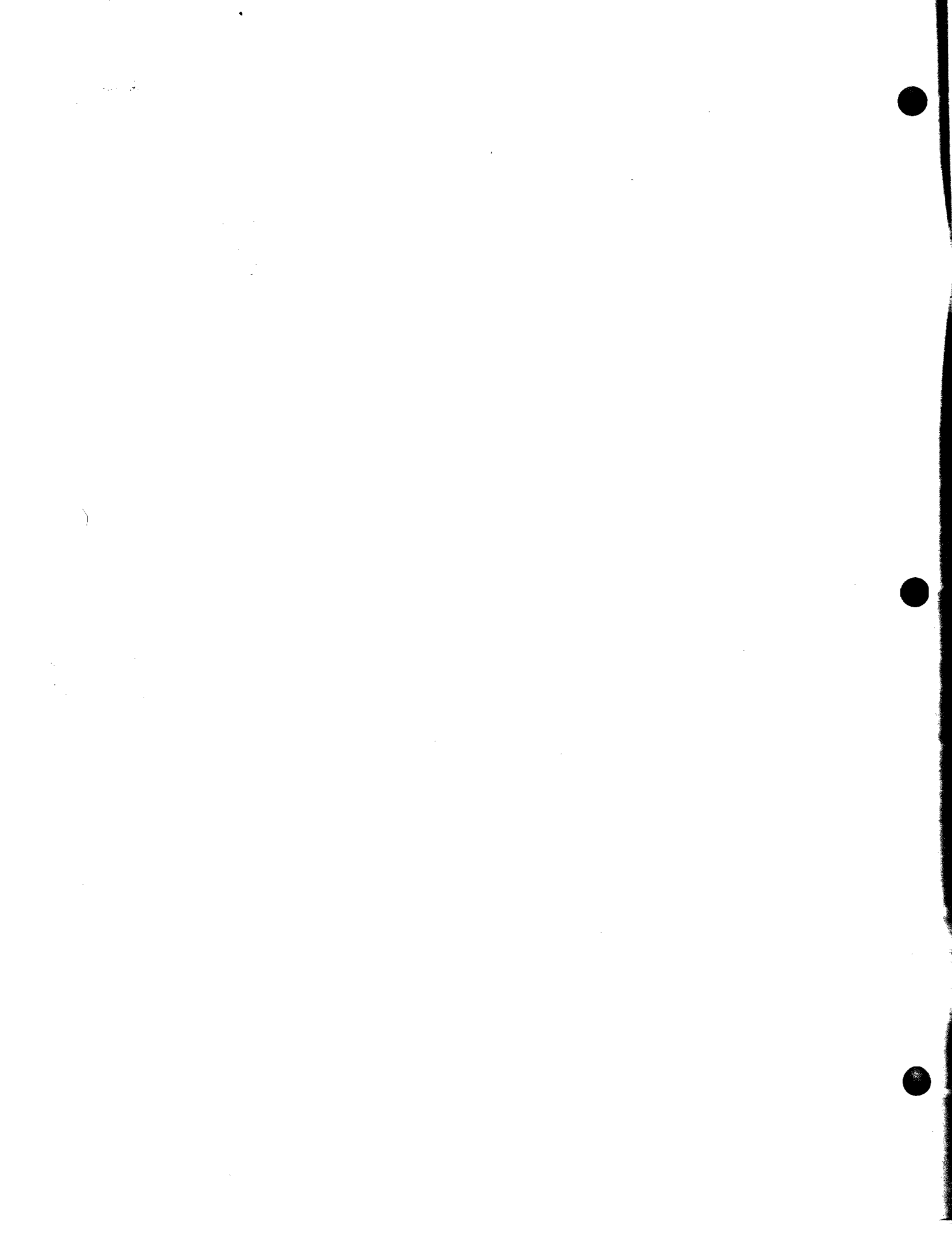
BNSF



**Powder River
Division**

Special Instructions on Mine Properties

April 1, 1998



General Instructions for train crews at Coal Mines on the Powder River Division (Orin Sub, Reno Sub, Campbell Sub, Dutch Sub)

Safety: The Mines are very concerned about the safety of any people on their mine-site. Railroad crew members are not allowed to leave the track area, without permission from Mine personnel, and then only according to that mine's safety rules. If a hard hat is required, the mine will issue one to be worn on mine property.

Prior to entering Mine loop tracks, contact Mine personnel on radio for loop track assignment. See individual Mine instructions for designated AAR radio channel in use.

Prior to and during the loading process, the engine radio must be on the designated AAR radio channel in use on that Mine property, and the engineer must be alert for stop signals from the Mine Loadout Operator. All movements during the loading process are under control of the Mine Loadout Operator with radio instructions to the engineer. When stop signals are received over the radio, stops should be made with a minimum of slack action, but in the shortest distance possible, consistent with good train handling.

GCOR 6.28 is in effect on all Mine property. See individual Mine instructions for maximum authorized speeds.

When train crews notice any track abnormalities, i.e., broken rail, open joints, or any other unsafe conditions, Mine personnel must be notified immediately. In addition, proper railroad authorities must be notified.

When handling empty coal cars in loaded coal trains, including while loading on Mine property, consult dispatcher prior to switching cars out and be governed by their instructions.

Conductors of empty coal trains must leave a copy of wheel report on train and provide one copy to Mine personnel when requested. The inbound wheel report will serve as the outbound wheel report. The conductor in charge when loading has been completed will note tonnage and any other applicable information on this wheel report, such as bad orders set out, cars not loaded, etc.

Note: Some Mines may load trains themselves, or they may employ 3rd party contractors to load trains. Mines presently doing this are indicated in the instructions in this Mine Guide. Any additional Mines doing this in the future will be listed on an appropriate Superintendent Notice, along with new instructions for train crews.

BNSF crews:

Reporting Times on Mine-Site - Orin, Reno, and Campbell Subdivisions (Call into Gillette, and note on Conductor's delay report):

Arrival: When lead locomotive passes "end CTC" sign

Spot: When lead locomotive arrives at designated location where mine controls further movement of train

First Car: When coal is loaded into first car of train

Last Car: When last car of train completes loading

Release: When Mine completes processing of train and releases control of further movement of train to Railroad

1) If train is loaded with batch load or top-off, Release is same as Last Car

2) If train is weighed on track scales after loading, release is when last car is weighed

Note: It is the Conductor's responsibility to know how train is being loaded and whether it is being weighed after loading.

Depart: When lead locomotive passes "begin CTC" sign

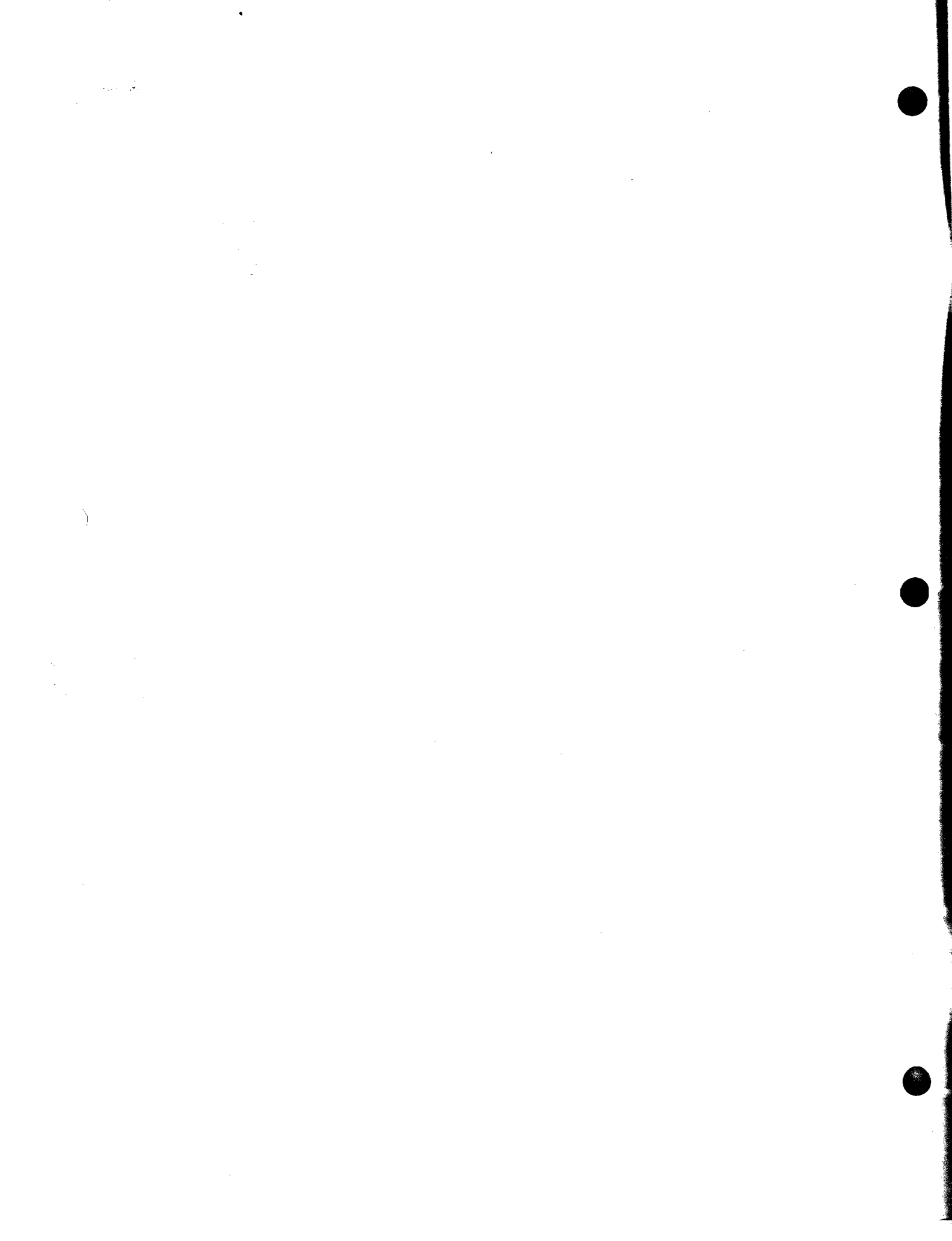
Reporting Times on Mine-Site - Dutch Subdivision

See individual mine instruction (Call into Gillette, and note on Conductor's delay report).

At all Mines on all Subdivisions:

Crew will call Gillette giving the time of Arrival, Spot, and First Car. After the train is loaded, crew will call Gillette and give the time of Last Car and Release, the Gross tons, the Net tons, and the time of Departure. (Exceptions: North Antelope/Rochelle Complex and Antelope Mine.)

After loading the first car, crew will contact Gillette and report any Mine delays (anything other than normal loading delays) in excess of fifteen (15) minutes.



Caballo Mine

Orin Subdivision

(Map not to scale)

AAR Radio Channel 50 is used on this Mine-site.

Inbound trains from the West must use Track 3 to get to inbound loops.

Enter assigned loop track to load clockwise, stopping short of road crossing 500 feet east of silos. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops short of road crossing (or at scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale and entering silo.

Normal speed to proceed over scale and enter silo is 1.0 MPH.

Normal loading speed is 0.8 to 1.2 MPH.

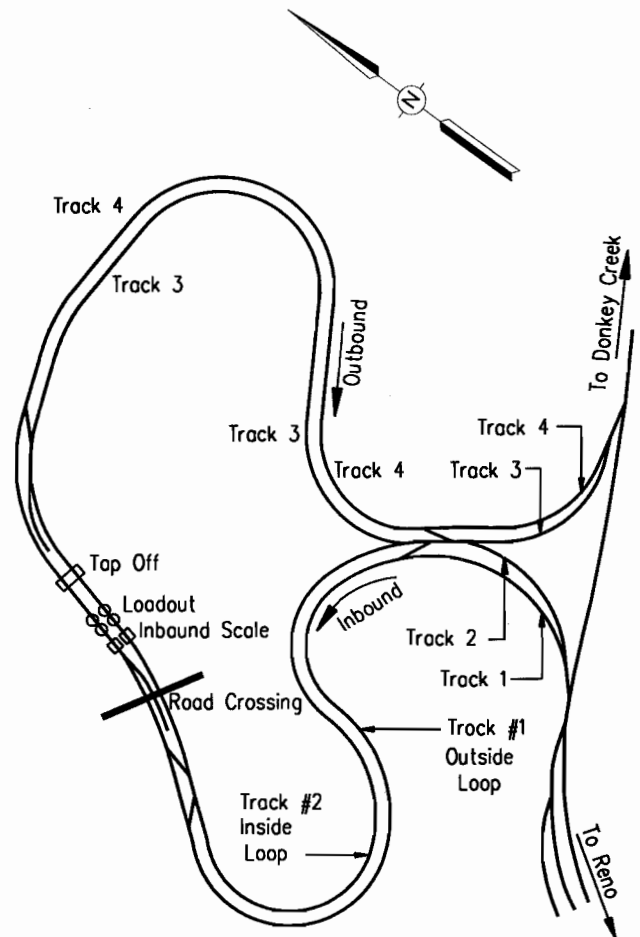
Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed loading speed until train is past top-off system, unless otherwise directed by Mine Loadout Operator.

Departing trains must obtain permission from Dispatcher prior to fouling inbound loop tracks. Permission may be relayed through Gillette Operator or Bill Operator.

Outbound trains to the East must use Track 2 to depart.

Do not exceed 10 MPH on wye tracks or on any track in Mine.



Belle Ayr Mine

Orin Subdivision

(Map not to scale)

AAR Radio Channel 50 is used on this Mine-site.

Enter loop track to load clockwise, stopping short of scale.

Mine personnel will check train and car doors, if necessary.

Inbound trains from the West will normally use Track 4.

Inbound trains from the East will normally use Track 5.

Mine SPOT time is when train stops short of scale (or at scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale.

Normal speed to proceed over scale is 2.0 MPH.

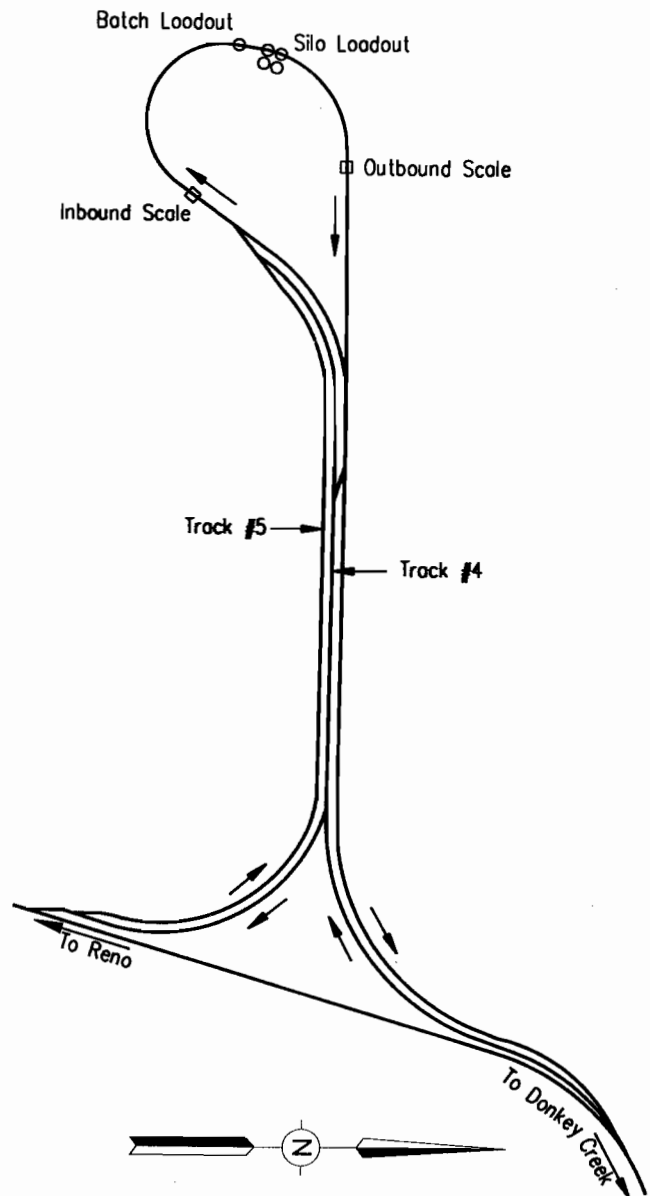
Permission must be received from Mine Loadout Operator before entering loadout area.

Normal loading speed is 0.6 to 1.0 MPH.

Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed 3.0 MPH until train is past outbound scale, unless otherwise directed by Mine Loadout Operator.

Do not exceed 10 MPH on wye tracks or on any track in Mine.



Caballo Rojo Mine

Orin Subdivision

(Map not to scale)

AAR Radio Channel 50 is used on this Mine-site.

Enter assigned loop track to load clockwise not exceeding 5 MPH from loop track switch to scale (unless otherwise directed by Mine personnel), stopping short of scale. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops short of scale (or at scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale and entering silo.

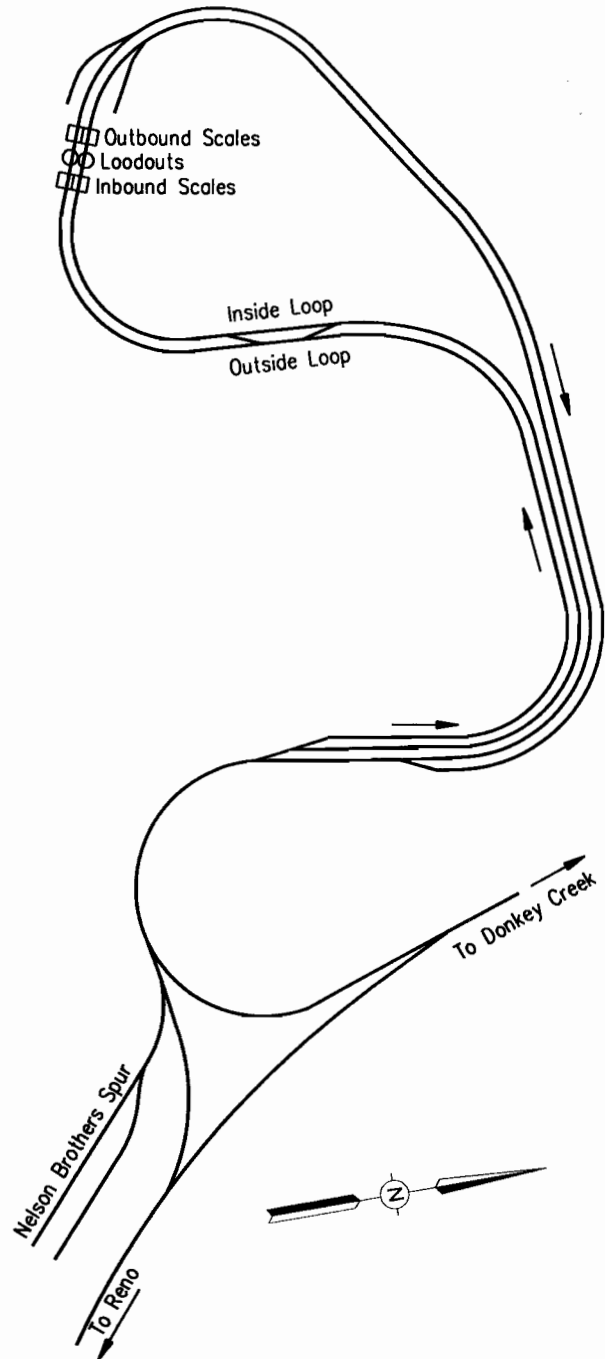
Normal loading speed is 0.7 to 1.0 MPH.

Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed 1.0 MPH until train is past outbound scale, unless otherwise directed by Mine Loadout Operator.

Departing trains must obtain permission from Dispatcher prior to fouling inbound loop tracks. Permission may be relayed through Gillette Operator or Bill Operator.

Do not exceed 10 MPH on wye tracks or on any track in Mine.



Cordero Mine

Orin Subdivision

(Map not to scale)

AAR Radio Channel 50 is used on this Mine-site.

Trains arriving from West Cordero Jct. must not foul lead to East Cordero Jct. until obtaining permission from Mine to proceed to scale.

Trains arriving from East Cordero Jct. must not foul lead to West Cordero Jct. until obtaining permission from Mine to proceed to scale.

Trains entering from Sunedco Jct. must not foul lead to East Cordero Jct. until obtaining permission from Mine to proceed, and must not foul lead to West Cordero Jct. until obtaining permission from Mine to proceed to scale.

Enter assigned loop track to load counter-clockwise, stopping short of scale. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops just short of scale (or at scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale.
Normal speed to proceed over scale is 3.0 to 3.5 MPH.

Permission must be received from Mine Loadout Operator before entering silo.
Normal loading speed is 0.8 to 1.0 MPH.
Speed will be assigned by Mine Loadout Operator.

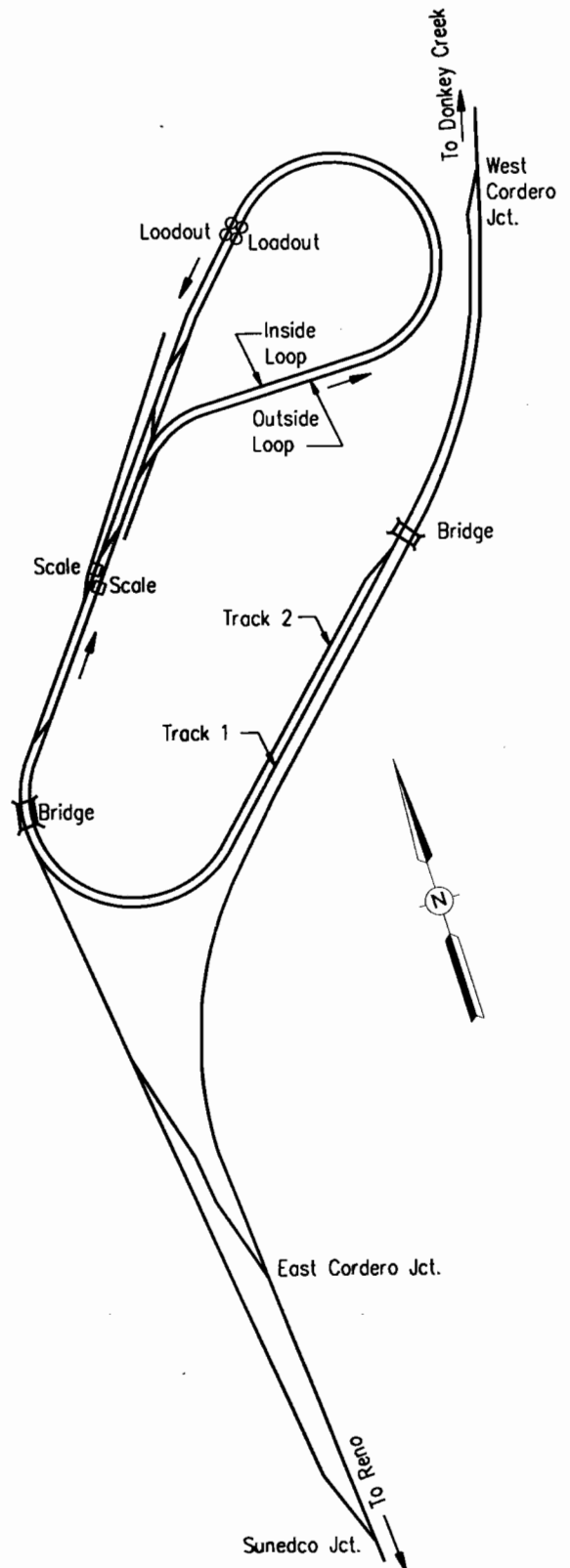
When circumstances require train crew presence in the silo area, Mine will issue hard hats, which must be worn while on Mine property.

Loaded trains must not exceed 3.5 MPH until train is past scale, unless otherwise directed by Mine Loadout Operator.

Trains departing to the East must contact Dispatcher for route to be used. Route may be relayed through Gillette Operator or Bill Operator.

Between the north line bridge and the north/south bridge, do not change crews or walk on the embankment.

Do not exceed 10 MPH on any track in Mine.
Exception: Do not exceed 20 MPH on Sunedco Lead between Sunedco Jct. and switch to East Cordero Jct.



Coal Creek Mine

Orin Subdivision

(Map not to scale)

AAR Radio Channel 50 is used on this Mine-site.

Enter loop track to load counter-clockwise, stopping short of scale.

Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops just short of scale (or at scale if told to proceed over scale without stopping).

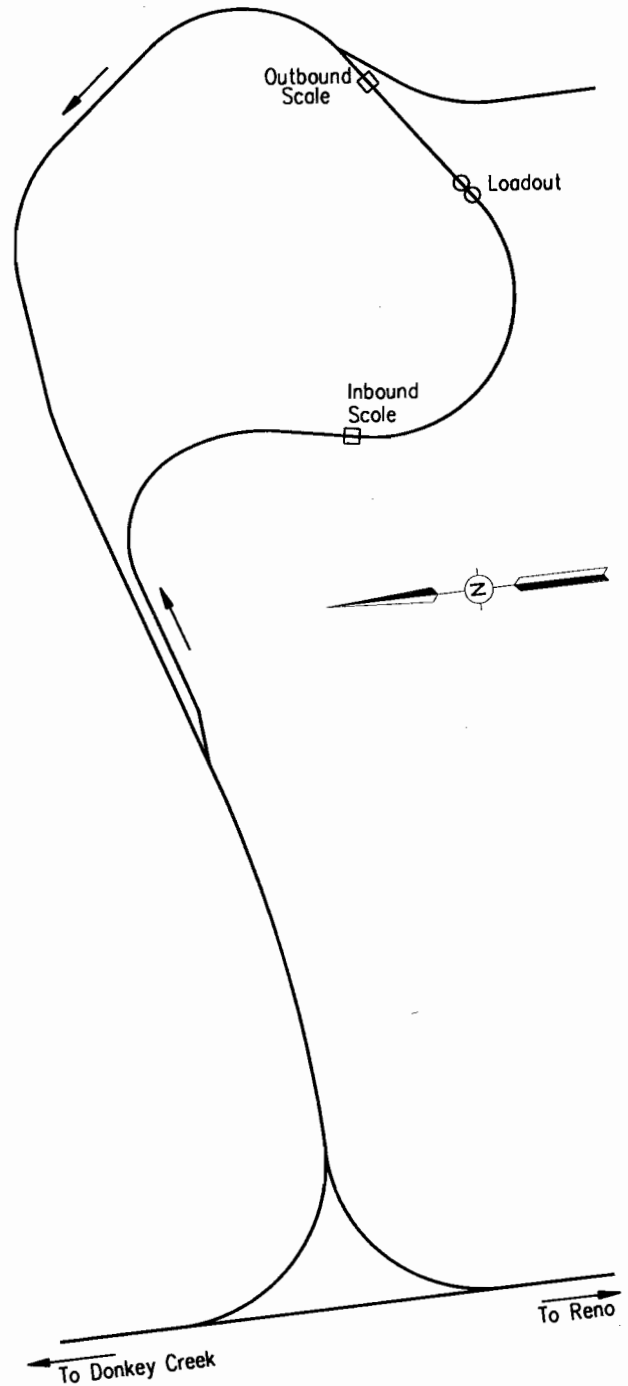
Permission must be received from Mine Loadout Operator before proceeding over inbound scale. Normal speed to proceed over scale is 2.0 MPH.

Permission must be received from Mine Loadout Operator before entering silo. Normal loading speed is 0.9 to 1.0 MPH. Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed loading speed until train is past outbound scale, unless otherwise directed by Mine Loadout Operator.

Departing trains must obtain permission from Dispatcher prior to fouling inbound loop track. Permission may be relayed through Gillette Operator or Bill Operator.

Do not exceed 10 MPH on any track in Mine. Exception: Do not exceed 20 MPH on Mine Lead between Coal Creek Jct. and loop track switch.



North Antelope / Rochelle Complex

Orin Subdivision

(Map not to scale)

AAR Radio Channel 80 is used on this Mine-site.

North Antelope/Rochelle Complex employs Rail Link to load trains.

All inbound trains will contact Rail Link Operations Manager for instructions prior to passing first turnout past "End CTC" sign. If unable to contact Rail Link Operations Manager, trains will continue on inbound route (first switch to left entering mine) and stop when clear of Orin Subdivision. If still unable to contact Rail Link Operations Manager, notify Orin Line Dispatcher, Gillette Operator or Bill Operator.

Rail Link Operations Manager instructions will specify a designated point where stop is to be made for crew change out and, if necessary, how to secure the train. Under routine operations, designated stopping points for crew change out will be the Middle Crossovers or Mile Post 2.

Conductor will leave a hard copy of the train wheel report on the control stand of the lead locomotive.

At all times, leave engines in power consist running. If instructed to tie train down, isolate lead engine only.

Rail Link will maintain a pool of pacesetters. It will not be necessary to pick up a pacesetter at the pacesetter box.

Train Arrival will be reported by Conductor to Rail Link Operations Manager on Mine Channel (Rail Link will notify Gillette Operator or Bill Operator).

Transportation to or from the designated crew change out point will be provided by Pixley Van Service for BNSF crews and by Worthen Van Service for UP crews. When necessary, Rail Link will provide crew transportation between the crew change out point and the Rail Link office located at the mine entrance.

When approaching North Antelope/Rochelle Complex via van service, contact Rail Link Operations Manager on Mine Channel for train location and departure instructions.

Outbound crew will notify Gillette Operator or Bill Operator of train boarding time and train location. Crew will be governed by Orin Line Dispatcher instructions for departure.

Departing trains must not foul inbound loop tracks until given a green aspect at Distant Signal.

Rail Link Operations Manager will display on the control stand of the lead locomotive:

- (a) Certificate of notification of initial terminal air brake test, if one is necessary.
- (b) Number and location of any hand brakes applied, if train secured.
- (c) Any exceptions (Example: Cars set out of train, empty cars in train, using other than lead locomotive during loading operations, etc.)

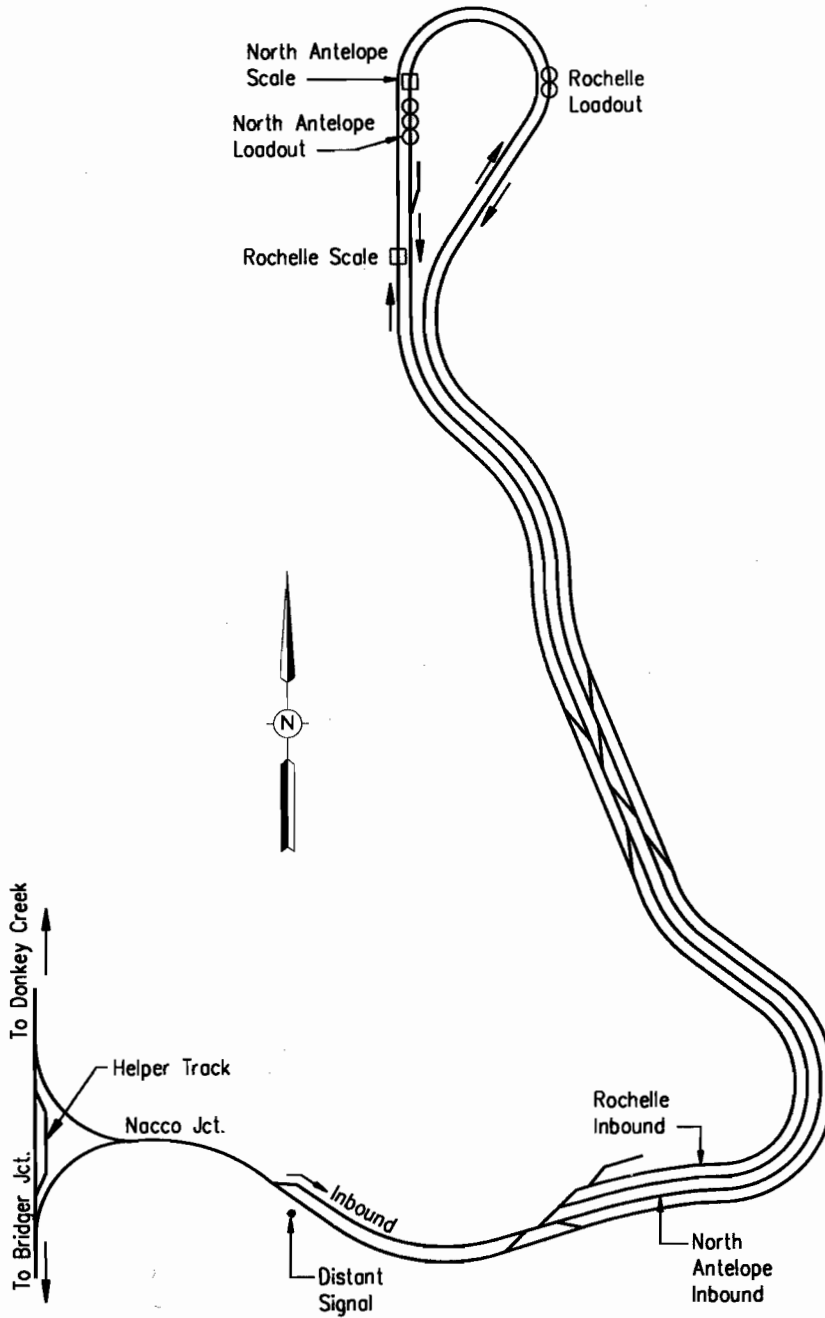
A crew arriving at North Antelope/Rochelle Complex receiving a train that has been tied down is required to make an application and release air brake test as prescribed in Rule 101.9 of the Air Brake and Train Handling Rules.

Crew will report train Departure time to Rail Link Operations Manager on Mine channel (Rail Link will notify Gillette Operator or Bill Operator).

Do not exceed 20 MPH on Mine property.
Do not exceed 10 MPH through turnouts in Mine.

North Antelope / Rochelle Complex

Orin Subdivision
(Map not to scale)



Antelope Mine

Orin Subdivision

(Map not to scale)

AAR Radio Channel 80 is used on this Mine-site.

Antelope Mine Employs Rail Link to load trains.

Inbound trains will contact Rail Link Operations Manager on Mine Channel for instructions prior to passing entering switch to mine. If unable to contact Rail Link Operations Manager, trains are to continue on inbound route and stop when clear of Orin Subdivision track. If still unable to contact Rail Link Operations Manager, notify Orin Line Dispatcher, Gillette Operator or Bill Operator.

Rail Link Operations Manager instructions will specify a designated point where stop is to be made for crew change out and if necessary, how to secure the train. Under routine operations, designated points for crew change out will be the Scale House or the Middle Crossovers.

Conductor will leave a hard copy of the train wheel on the control stand of the lead locomotive.

At all times, leave all locomotives running. If instructed to tie train down, isolate lead locomotive only.

Rail Link will maintain a pool of pacesetters. It will not be necessary to pick up a pacesetter at the pacesetter box.

Train Arrival will be reported by Conductor to Rail Link Operations Manager on Mine Channel (Rail Link will notify Gillette Operator or Bill Operator).

Transportation to or from the designated crew change out point will be provided by Pixley Van Service for BNSF crews and by Worthen Van Service for UP crews. When necessary, Rail Link will provide crew transportation between the crew change out point and the Rail Link office located at the mine entrance.

When approaching Antelope Mine via van service, contact Rail Link Operations Manager on Mine Channel for train location and departure instructions.

Outbound crew will notify Gillette Operator or Bill Operator of train boarding time and train location. Crew will be governed by Orin Line Dispatcher instructions for departure.

Rail Link Operations Manager will display on the control stand of the lead locomotive:

- (a) Certificate of notification of initial terminal air brake test, if one is necessary.
- (b) Number and location of any hand brakes applied, if train secured.
- (c) Any exceptions (Example: Cars set out of train, empty cars in train, using other than lead locomotive during loading operations, etc.)

A crew arriving at Antelope Mine receiving a train that has been tied down is required to make an application and release air brake test as prescribed in Rule 101.9 of the Air Brake and Train Handling Rules.

Crew will report train Departure time to Rail Link Operations Manager on Mine channel (Rail Link will notify Gillette Operator or Bill Operator).

Do not exceed 10 MPH on any track in Mine.

Note: If conditions exist such that train crew is required to load train at Antelope Mine, the following instructions will also apply.

Enter loop track to load clockwise, stopping short of scale. Mine personnel will check train and car doors, if necessary.

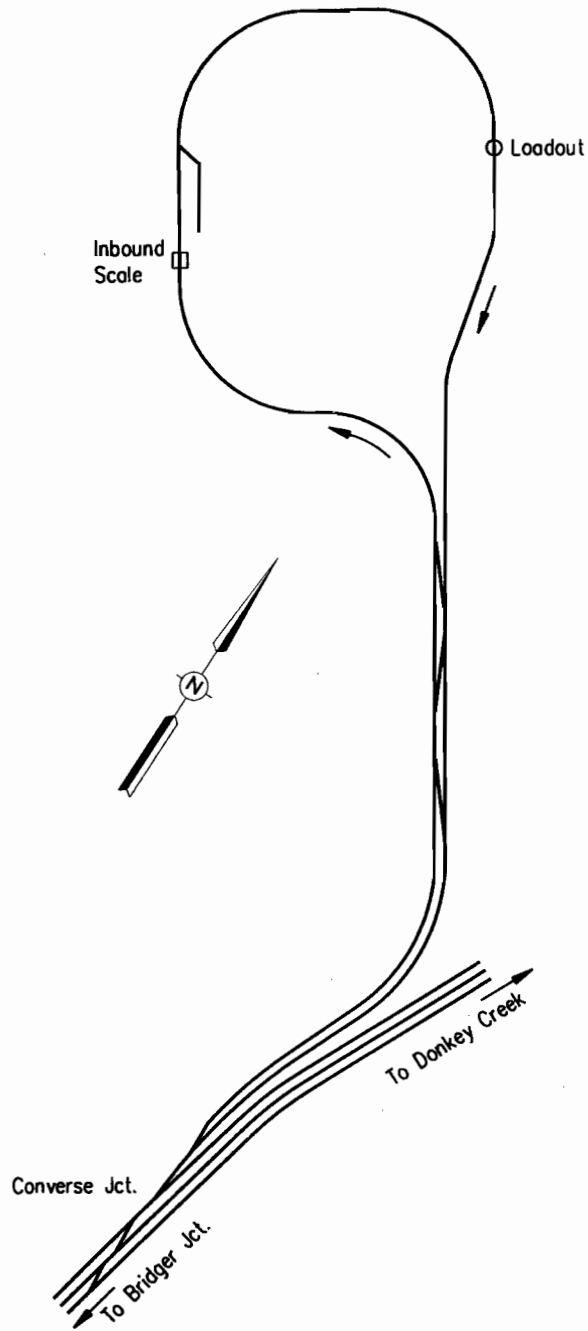
Mine SPOT time is when train stops just short of scale (or at scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale. Normal speed to proceed over scale is 2.0 to 2.5 MPH.

Permission must be received from Mine Loadout Operator before entering silo. Normal loading speed is 0.6 to 0.8 MPH. Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed loading speed until train is past silo.

Antelope Mine
Orin Subdivision
(Map not to scale)



Black Thunder Mine

Reno Subdivision

(Map not to scale)

AAR Radio Channel 80 is used on this Mine-site.

Enter assigned loop track to load counter-clockwise, stopping short of overhead walkway bridge ("golden arches").

Mine SPOT time is when train stops just short of "golden arches" (or at "golden arches" if told to proceed without stopping).

Inside loop:

Permission must be received from Mine Loadout Operator before proceeding past "golden arches" and over scale.

Normal speed to proceed over scale is 3.5 MPH.

Mine personnel will check train and car doors, if necessary.

Permission must be received from Mine Loadout Operator before entering silo.

Normal loading speed is 1.0 to 1.1 MPH.

Speed will be assigned by Mine Loadout Operator.

Outside loop:

Permission must be received from Mine Loadout Operator before proceeding past "golden arches."

Mine personnel will check train and car doors, if necessary.

Permission must be received from Mine Loadout Operator before proceeding past scale and entering silo.

Normal loading speed is 0.4 MPH.

Speed will be assigned by Mine Loadout Operator.

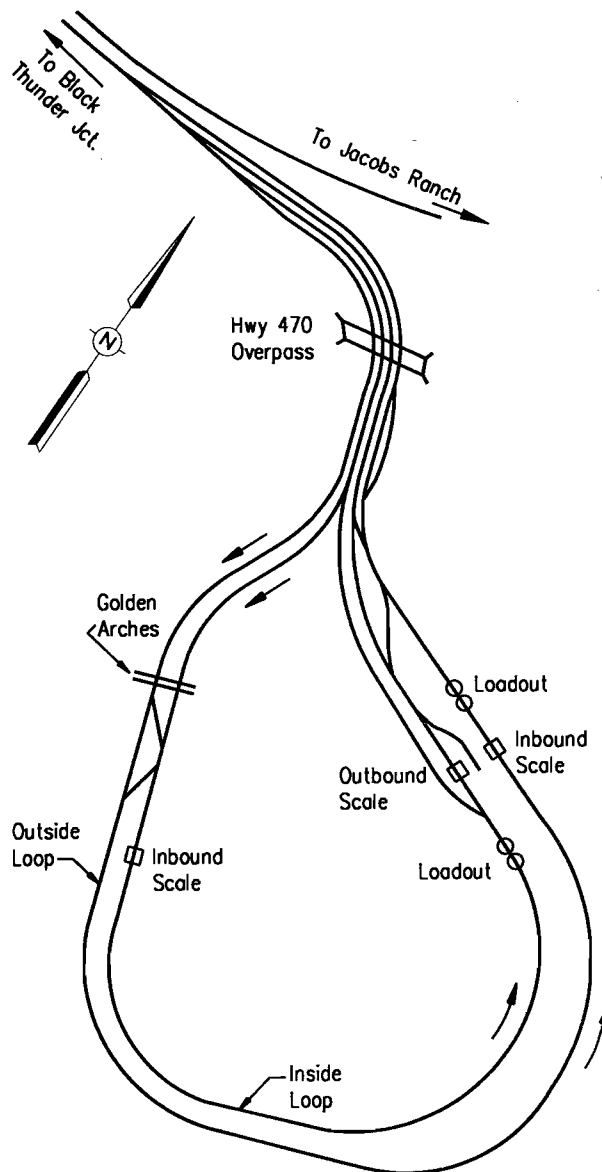
Both Loops:

Loaded trains must not exceed loading speed until train is past outbound scale, unless otherwise directed by Mine Loadout Operator.

Departing trains must obtain permission from Dispatcher prior to fouling inbound loop tracks.

Permission may be relayed through Gillette Operator or Bill Operator.

Do not exceed 10 MPH on any track in Mine.



Jacobs Ranch Mine

Reno Subdivision

(Map not to scale)

AAR Radio Channel 80 is used on this Mine-site.

Enter assigned loop track to load counter-clockwise, stopping short of scale. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops just short of scale (or at scale if told to proceed over scale without stopping).

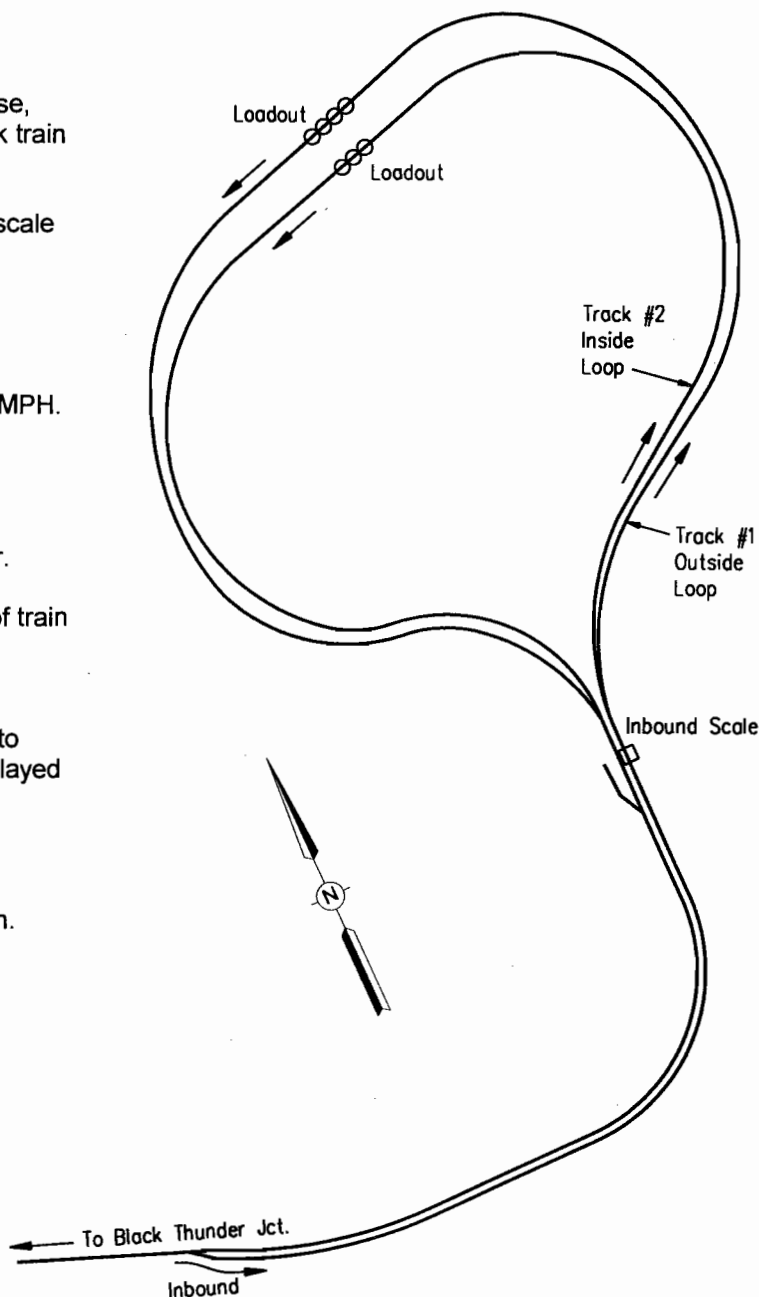
Permission must be received from Mine Loadout Operator before proceeding over scale. Normal speed to proceed over scale is 2.0 to 3.0 MPH.

Permission must be received from Mine Loadout Operator before entering silo. Normal loading speed is 0.7 to 2.0 MPH. Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed 5 MPH until rear of train is past last curve on loop.

Departing trains must obtain permission from Dispatcher to operate to Black Thunder Jct. prior to fouling inbound loop track. Permission may be relayed through Gillette Operator or Bill Operator

Do not exceed 10 MPH on any track in Mine. Exception: Do not exceed 20 MPH on Mine Lead between Black Thunder Jct. and loop track switch.



Buckskin Mine

Campbell Subdivision

(Map not to scale)

AAR Radio Channel 26 is used on this Mine-site.

Inbound trains must obtain permission from Dispatcher prior to passing East switch of Buckskin Siding. Permission may be relayed from Gillette Operator. Stop short of inbound scale. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops just short of scale (or at scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale. Normal speed to proceed over scale is 2.0 MPH.

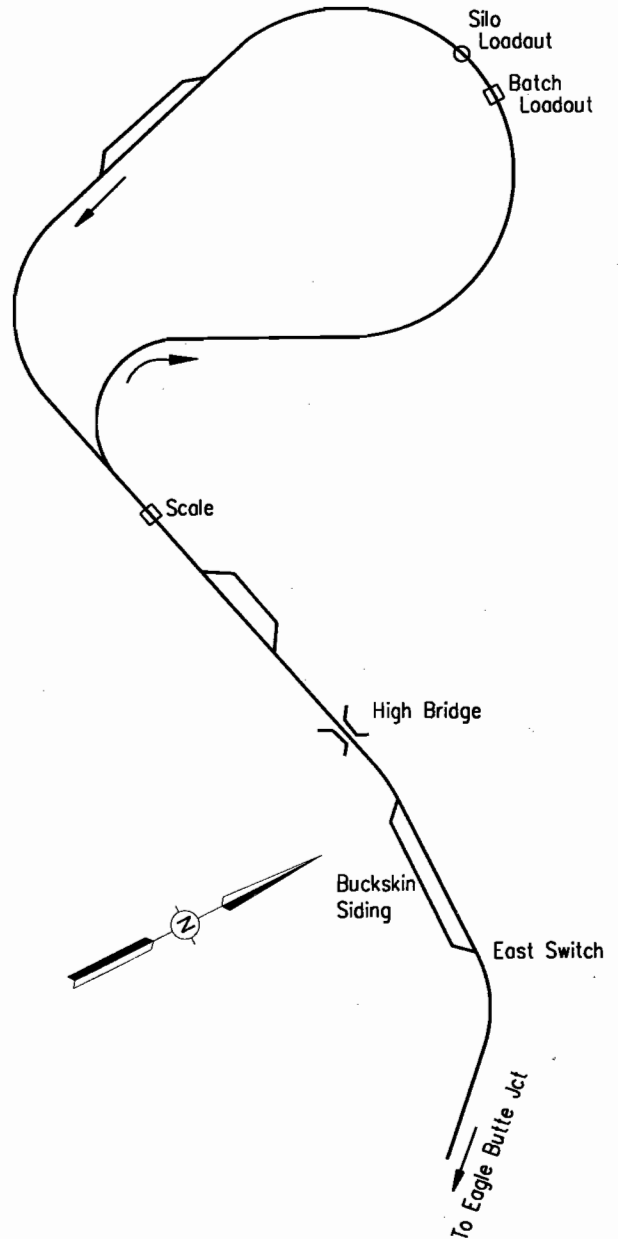
Enter loop track to load counter-clockwise.

Permission must be received from Mine Loadout Operator before entering loadout area. Normal loading speed is 0.5 to 0.7 MPH. Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed 2.5 MPH until train is past outbound scale, unless otherwise directed by Mine Loadout Operator.

Departing trains must obtain permission from Dispatcher to operate to Eagle Butte Jct. prior to fouling East end of Buckskin Siding. Permission may be relayed through Gillette Operator.

Do not exceed 10 MPH on any track in Mine. Exception: Do not exceed 20 MPH on Mine Lead between Eagle Butte Jct. and inbound/outbound scale.



Eagle Butte Mine

Campbell Subdivision

(Map not to scale)

AAR Radio Channel 26 is used on this Mine-site.

Enter assigned loop track to load counter-clockwise, stopping short of scale. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops just short of scale (or at scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale and entering silo.

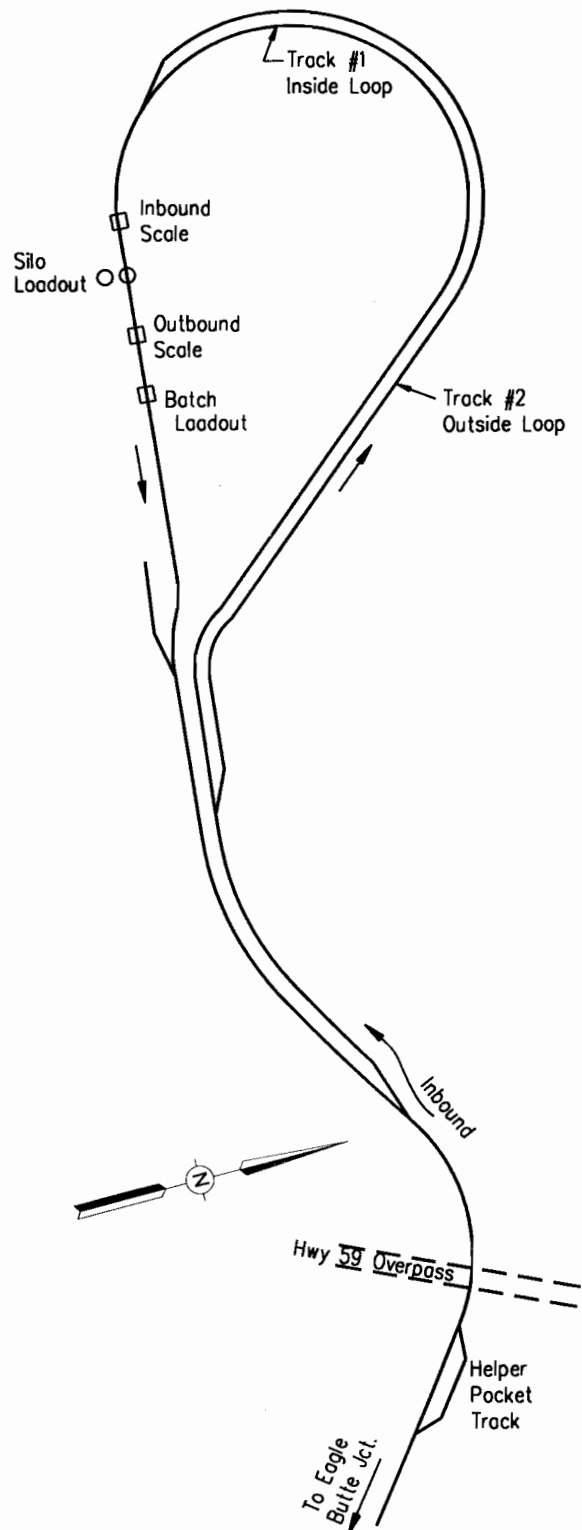
Normal speed to proceed over scale and enter silo is 1.0 MPH.

Permission must be received from Mine Loadout Operator before entering batch loadout.
Normal loading speed is 0.5 to 0.7 MPH.
Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed loading speed until train is past outbound scale, unless otherwise directed by Mine Loadout Operator.

Departing trains must obtain permission from Dispatcher to operate to Eagle Butte Jct. prior to fouling inbound loop track. Permission may be relayed through Gillette Operator.

Do not exceed 10 MPH on any track in Mine.
Exception: Do not exceed 20 MPH on Mine Lead between Eagle Butte Jct. and loop track switch.



Rawhide Mine Campbell Subdivision (Map not to scale)

AAR Radio Channel 26 is used on this Mine-site.

Enter assigned loop track to load counter-clockwise, stopping short of scale. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops just short of scale (or at scale if told to proceed over scale without stopping).

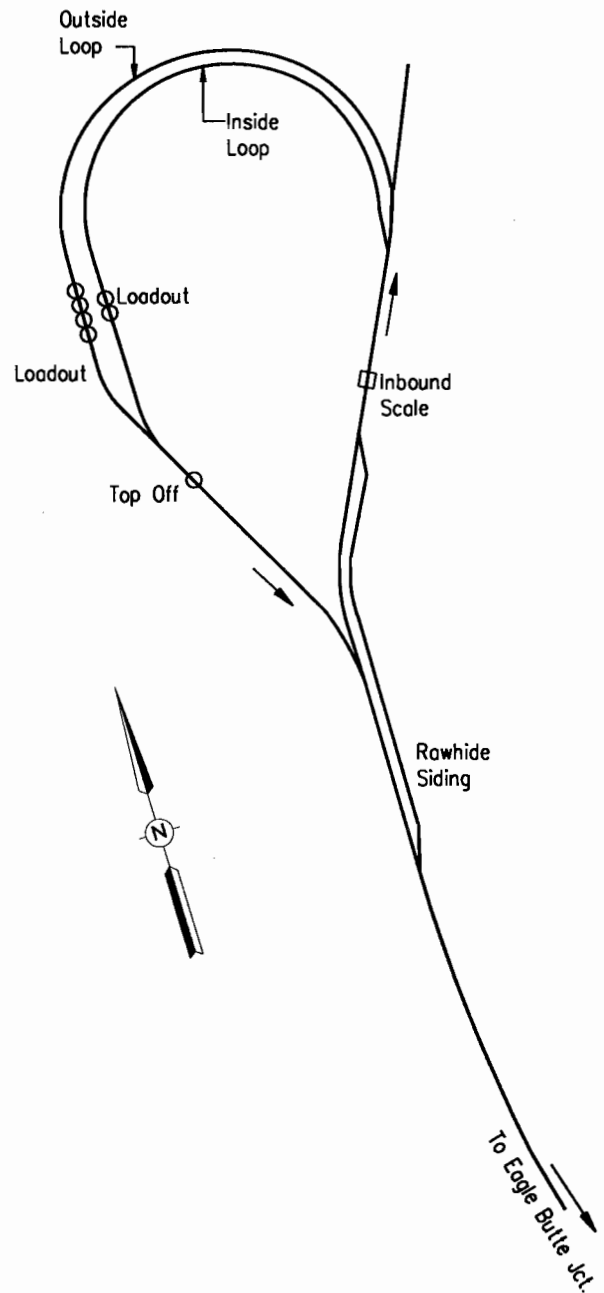
Permission must be received from Mine Loadout Operator before proceeding over scale.
Normal speed to proceed over scale is 2.1 MPH.

Permission must be received from Mine Loadout Operator before entering silo.
Normal loading speed is 0.8 to 1.0 MPH.
Speed will be assigned by Mine Loadout Operator.

Loaded trains must not exceed loading speed until train is past top off system, unless otherwise directed by Mine Loadout Operator.

Departing trains must obtain permission from Dispatcher to operate to Eagle Butte Jct. prior to fouling inbound switch to Rawhide Siding. Permission may be relayed through Gillette Operator.

Do not exceed 10 MPH on any track in Mine.
Exception: Do not exceed 20 MPH on Mine Lead between Eagle Butte Jct. and loop track switch.



Dry Fork Mine Campbell Subdivision (Map not to scale)

AAR Radio Channel 26 is used on this Mine-site.

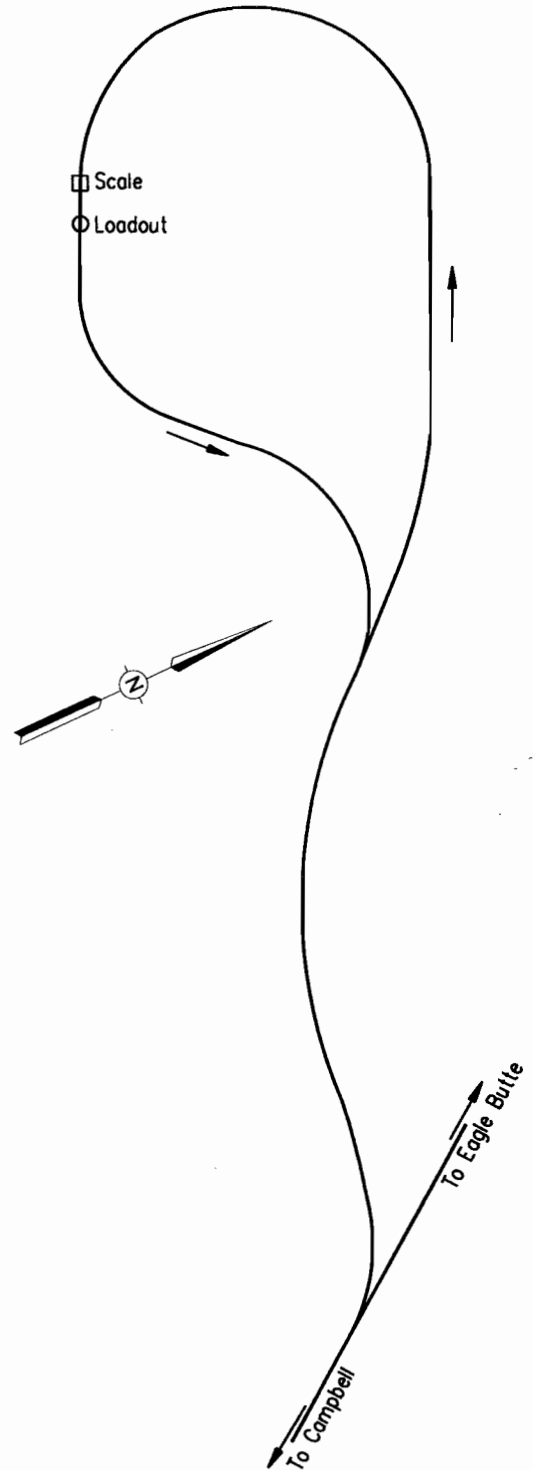
Enter assigned loop track to load counter-clockwise, stopping short of scale. Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops short of **scale** (or **at** scale if told to proceed over scale without stopping).

Permission must be received from Mine Loadout Operator before proceeding over scale and entering loadout area.

Normal loading speed is 0.4 to 0.6 MPH.
Speed will be assigned by Mine Loadout Operator.

Do not exceed 10 MPH on any track in Mine.
Exception: Do not exceed 20 MPH on Mine Lead between Dry Fork Jct. and loop track switch.



Fort Union Mine

Campbell Subdivision

(Map not to scale)

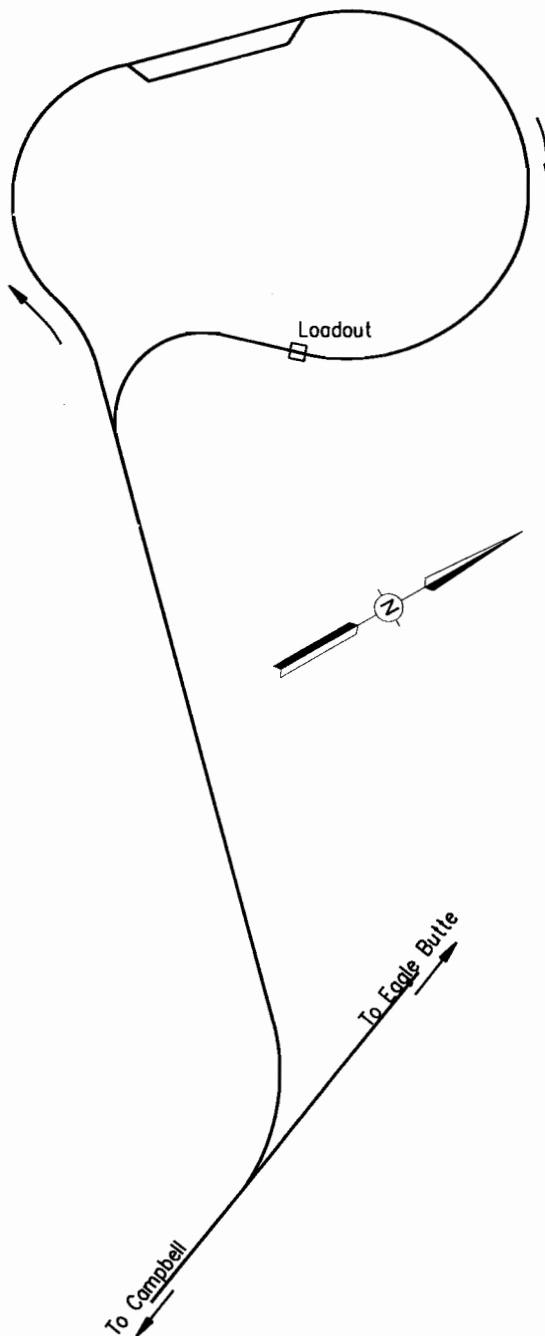
AAR Radio Channel 26 is used on this Mine-site.

Enter loop track to load clockwise, stopping short of loadout (or stop as directed by Mine). Mine personnel will check train and car doors, if necessary.

Mine SPOT time is when train stops short of loadout (or at loadout if told to proceed without stopping).

Permission must be received from Mine Loadout Operator before entering loadout area.
Normal loading speed is 0.3 MPH.
Speed will be assigned by Mine Loadout Operator.

Do not exceed 10 MPH on any track in Mine.



Spring Creek Mine

Dutch Subdivision

(Map not to scale)

AAR Radio Channel 87 is used on this Mine-site.

Enter loop track to load counter-clockwise.

Mine personnel will check train and car doors, if necessary.

Permission must be received from Mine Loadout Operator before entering loadout area.
Speed will be assigned by Mine Loadout Operator.

Departing trains must obtain Track Warrant prior to fouling inbound loop track (at Nerco station sign).

Do not exceed 10 MPH on Mine loop track.

Reporting Times (Call into Gillette, and note on Conductor's delay report):

Arrival: When lead locomotive passes MP 16.6 onto Spring Creek Mine property

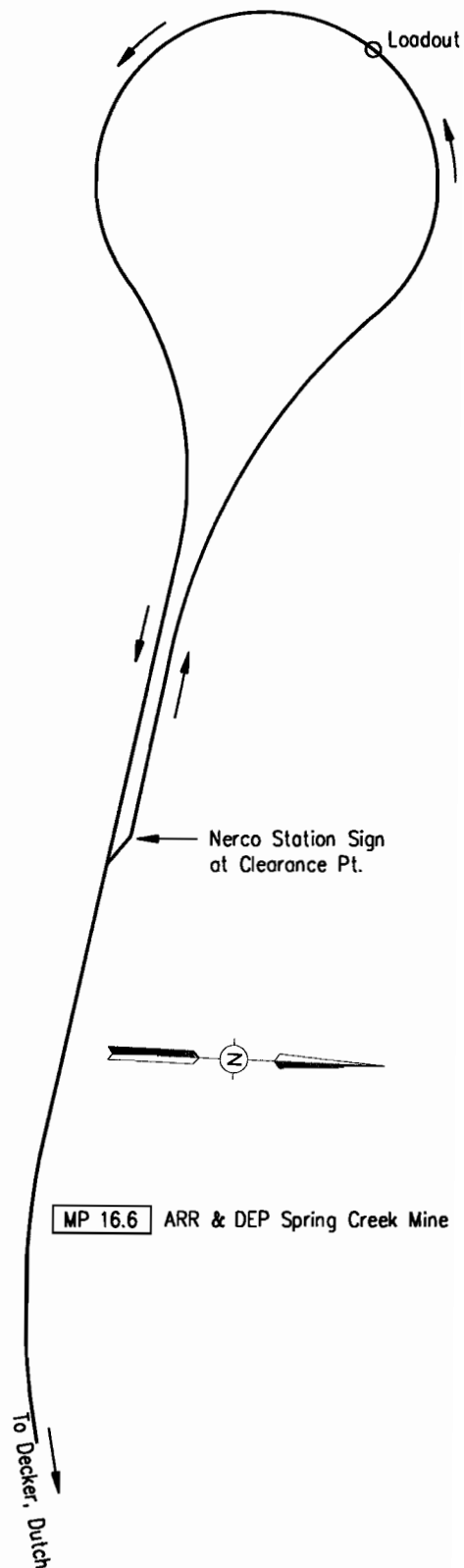
Spot: When lead locomotive first arrives at loadout area (and further movement is controlled by Mine)

First Car: When coal is loaded into first car of train

Last Car: When last car of train completes loading

Release: Same as Last Car

Depart: When lead locomotive passes MP 16.6 departing Spring Creek Mine property



Decker Mine (West)

Dutch Subdivision

(Map not to scale)

AAR Radio Channel 70 is used on this Mine-site.

Enter loop track to load counter-clockwise.

Mine personnel will check train and car doors, if necessary.

Permission must be received from Mine Loadout Operator before entering loadout area.
Speed will be assigned by Mine Loadout Operator.

Do not exceed 10 MPH on Mine loop track.
Do not exceed 4 MPH while any portion of train is in loadout area.

Reporting Times (Call into Gillette, and note on Conductor's delay report):

Arrival: When lead locomotive passes switch from Decker Siding onto Decker loop track

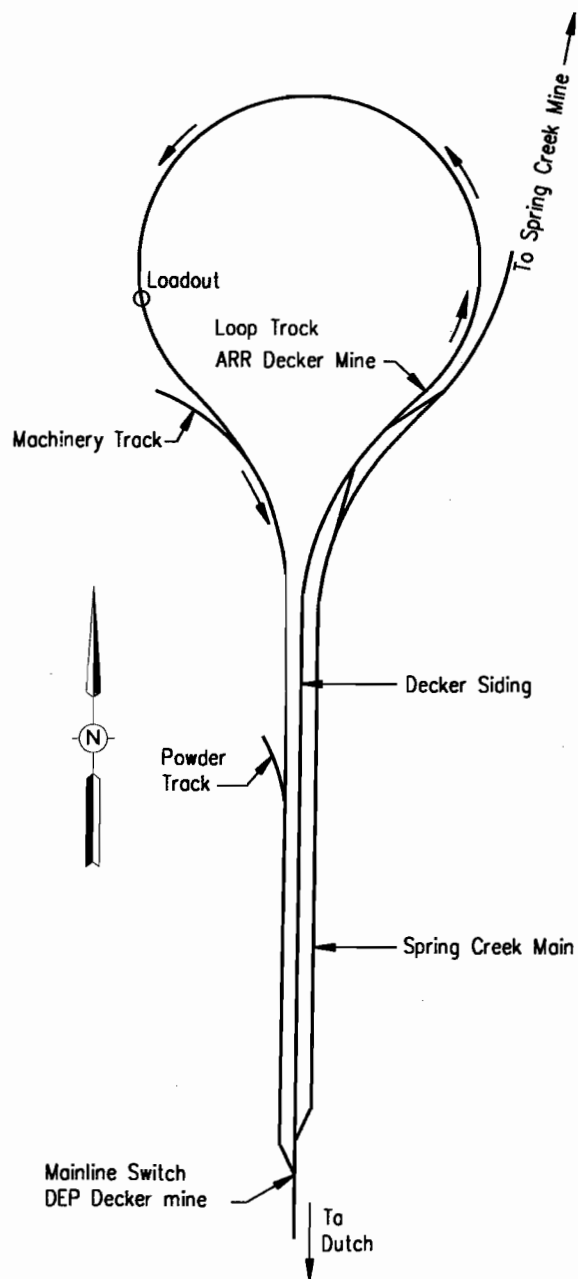
Spot: When lead locomotive first arrives at loadout area (and mine controls further movement of train)

First Car: When coal is loaded into first car of train

Last Car: When last car of train completes loading

Release: Same as Last Car

Depart: When lead locomotive passes Mainline switch departing Decker Mine



Decker Mine (East)

Dutch Subdivision

(Map not to scale)

AAR Radio Channel 70 is used on this Mine-site.

Enter loop track to load clockwise.

Mine personnel will check train and car doors, if necessary.

Permission must be received from Mine Loadout Operator before entering loadout area.
Speed will be assigned by Mine Loadout Operator.

Do not exceed 10 MPH on any track in Mine.
Do not exceed 5 MPH on loop track.

Reporting Times (Call into Gillette, and note on Conductor's delay report):

Arrival: When lead locomotive passes Mainline switch into East Decker

Spot: When lead locomotive first arrives at loadout area (and mine controls further movement of train)

First Car: When coal is loaded into first car of train

Last Car: When last car of train completes loading

Release: Same as Last Car

Depart: When lead locomotive passes Mainline switch departing East Decker Mine

