



BNSF Railway Safety Vision

We believe every accident or injury is preventable. Our vision is that BNSF Railway will operate free of accidents and injuries. BNSF Railway will achieve this vision through:

A culture that makes safety our highest priority and provides continuous self-examination as to the effectiveness of our safety process and performance ...

A work environment, including the resources and tools, that is safe and accident-free where all known hazards will be eliminated or safeguarded ...

Work practices and training for all employees that make safety essential to the tasks we perform ...

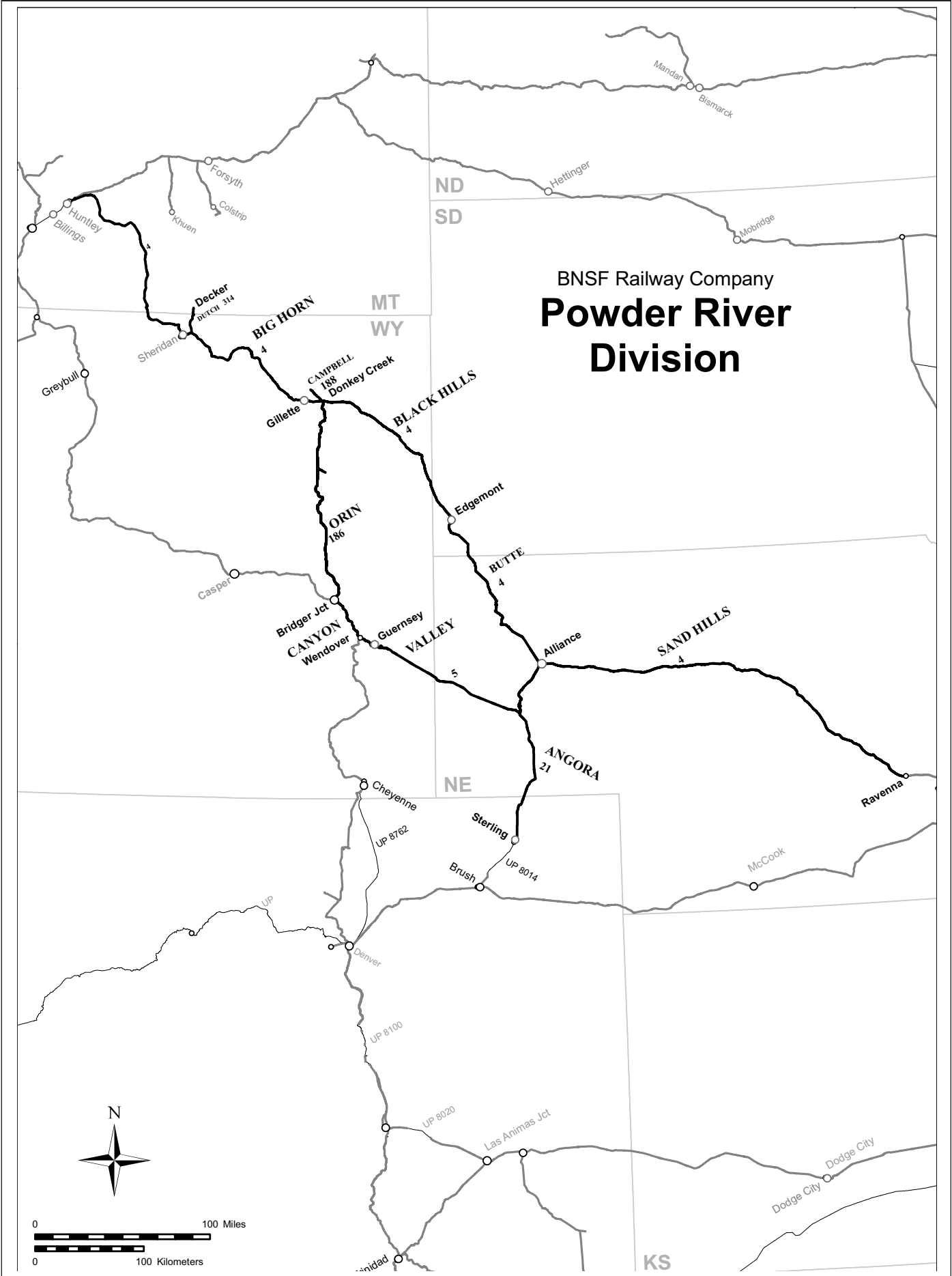
An empowered work force, including all employees, that takes responsibility for personal safety, the safety of fellow employees, and the communities in which we serve.

Powder River Division

Timetable No. 10

IN EFFECT AT 0800
Mountain Continental Time
Wednesday, May 18, 2011

Division General Manager
Steven S. Nettleton
Gillette, WY
(307) 685-7456



Division Managers

Alliance

| | | |
|----------------|----------------------------|----------------|
| W.C. Badenhoop | Trainmaster | (308) 630-6921 |
| F.J. Bennett | Supt. Operations | (308) 763-2848 |
| B.P. Chatten | Division Engineer | (308) 763-2386 |
| S.C. Cleveland | Sr. Trainmaster | (308) 763-2995 |
| M.D. Crofut | Trainmaster | (308) 763-2371 |
| T.J. Grothe | Manager Signal | (308) 763-2509 |
| S.J. Hall | Trainmaster | (308) 763-2371 |
| J.P. Henton | Trainmaster | (308) 763-2258 |
| J.L. Hoban | Trainmaster | (308) 763-2371 |
| L.J. Horton | Road Foreman | (308) 763-2255 |
| D.A. Hunter | Trainmaster | (308) 763-2371 |
| B.E. Jenniges | Trainmaster | (308) 763-2371 |
| M.N. Lott | ADMP | (308)-763-2299 |
| L.L. Lower | Terminal Manager | (308) 763-2989 |
| S.M. Lyne | Roadmaster | (308) 763-2235 |
| J.S. Mikel | Asst. Term. Superintendent | (308) 763-2200 |
| J.L. Parker | Trainmaster | (308) 763-2371 |
| S.M. Peter | Trainmaster | (308) 763-2371 |
| D.S. Powers | Roadmaster | (308) 763-2528 |
| T.L. Robinson | Signal Supervisor | (308) 763-2676 |
| W.H. Scott | Road Foreman | (308) 763-2289 |
| R.A. Shoener | Terminal Superintendent | (308) 763-2224 |
| L.J. Snyder | Terminal Manager | (308) 763-2989 |
| S.L. Taylor | Roadmaster | (308) 763-2362 |
| K.L. Willey | Trainmaster | (308) 763-2658 |

Billings

| | | |
|--------------|-------------------|----------------|
| J.N. Hubbard | Signal Supervisor | (406) 256-4238 |
| S.J. Walden | Manager Signals | (406) 256-4044 |

Broken Bow

| | | |
|--------------|-------------------|----------------|
| W.D. Kreuzer | Signal Supervisor | (308) 872-3504 |
| T.J. Pate | Roadmaster | (308) 872-3501 |

Douglas

| | | |
|--------------|-------------------|----------------|
| C.E. McCoy | Roadmaster | (307) 358-7225 |
| M. Velasquez | Signal Supervisor | (307) 358-1960 |

Edgemont

| | | |
|-------------|--------------|----------------|
| E.J. Linser | Trainmaster | (605) 662-2320 |
| S.A. Sowers | Road Foreman | (605) 662-2346 |

Gillette

| | | |
|--------------|-----------------------|----------------|
| W.C. Arionus | Trainmaster | (307) 685-7720 |
| J.B. Bates | Supt. Operations | (307) 685-7717 |
| D.S. Boltin | Mgr. Term. Operations | (307) 685-7606 |
| H.E. Brown | Asst. Roadmaster | (307) 685-7476 |

Gillette (continued)

| | | |
|-----------------|---------------------------|----------------|
| S.L. Bullard | Trainmaster | (307) 685-7720 |
| P.J. Carlson | Trainmaster | (307) 685-7720 |
| D.A. Carr | Trainmaster | (307) 685-7720 |
| T.A. Erickson | Supt. Operating Practices | (307) 685-7617 |
| S.A. Forsyth | Road Foreman | (307) 685-7467 |
| C.J. Hansen | Sr. Trainmaster | (307) 685-7689 |
| P.J. Hartman | Trainmaster | (307) 685-7720 |
| N. Hutchins | Signal Supervisor | (307) 685-7521 |
| P.D. Maller | Trainmaster | (307) 685-7720 |
| S.R. Mobley | Terminal Manager | (307) 685-7498 |
| J.D. Montgomery | MOW-SES | (307) 685-7486 |
| J.M. Moore | Gen. Signal Supervisor | (307) 685-7655 |
| J.L. Plett | Trainmaster | (307) 685-7689 |
| L.E. Rasnic | Signal Supervisor | (307) 685-7463 |
| J.C. Sas | Trainmaster | (307) 685-7720 |
| C.L. Sloggett | Gen. Dir. Maintenance | (307) 685-7607 |
| K.D. Steinke | Roadmaster | (307) 685-7478 |
| K.G. Straight | Dir. of Admin | (307) 685-7460 |
| B.P. Thomas | Road Foreman | (307) 685-7654 |
| S.C. Turnbull | Division Engineer | (307) 685-7508 |
| J.S. Williams | Asst. Roadmaster | (307) 685-7645 |
| R.D. Woodside | Roadmaster | (307) 685-7482 |

Guernsey

| | | |
|-----------------|------------------|----------------|
| G.E. Cochran | Trainmaster | (307) 836-5305 |
| D. Chavez | Trainmaster | (307) 836-5305 |
| H.P. Cullison | Road Foreman | (307) 836-5255 |
| J.P. Fletcher | Trainmaster | (307) 836-5305 |
| D.E. Grove | Asst. Roadmaster | (307) 836-5246 |
| P.W. Littleton | Trainmaster | (307) 836-5305 |
| C.S. Lucero | Terminal Manager | (307) 836-5200 |
| M.E. Shropshire | Roadmaster | (307) 836-5299 |

Newcastle

| | | |
|-----------|------------|----------------|
| J.G. Long | Roadmaster | (817) 867-1852 |
|-----------|------------|----------------|

Ravenna

| | | |
|-------------|-------------|----------------|
| M.J. Craney | Trainmaster | (308) 452-2750 |
|-------------|-------------|----------------|

Sheridan

| | | |
|--------------|--------------|----------------|
| S.J. Alles | Roadmaster | (307) 673-2235 |
| B.K. Fischer | Trainmaster | (307) 673-2258 |
| B.J. Stewart | Road Foreman | (307) 673-2255 |

Sterling

| | | |
|-----------|--------------|----------------|
| K.J. Lynn | Road Foreman | (970) 526-2251 |
|-----------|--------------|----------------|

4 POWDER RIVER DIVISION—No. 10—May 18, 2011—Angora Subdivision

| S O U T H W A R D ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Angora Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | ↑ N O R T H W A R D |
|--|----------------------------------|-----------------|--------------|---|------|-------------|---------------------|-----------------|-----------------------------|--|
| | Adj. Sub: Sand Hills | | | | | | | | | |
| | | | 0.3 | THIRD STREET | | | | | 0.4 | |
| | | | 0.7 | SOUTH WYE Adj. Sub: Butte, MP 0.9 | J | | CTC | | 3.9 | |
| | | | 4.6 | SOUTH ALLIANCE | X(2) | | | | 2.3 | |
| | 32007 | | 6.9 | LETAN | X | | 2MT | | 5.1 | |
| | | | 12.0 | CP 120 | X | | CTC | | 1.8 | |
| | 32014 | | 13.8 | BONNER | | | | | 3.5 | |
| | | | 17.3 | NORTH ANGORA | | | CTC | | 3.8 | |
| | | | 21.1 | MP 21.1 | X(2) | | | | 6.4 | |
| | | | 27.5 | MP 27.5 | X(2) | | 2MT | | 6.3 | |
| | 32034 | | 33.8 | NORTHPORT Adj. Sub: Valley, MP 33.8 | JT | | | | 0.6 | |
| | | | 34.4 | UP CROSSING Adj. RR: UP, MP 34.4 | MJT | | | | 2.1 | |
| | 7,117 | 84003 | 36.5 | BRIDGEPORT | | | | 21 | 2.0 | |
| | | | 38.5 | MP 38.5 | | | | | 5.7 | |
| | 7,119 | 84011 | 44.2 | MUDD SPRINGS | | | | | 12.2 | |
| | 7,118 | 84023 | 56.4 | DALTON | | | | | 5.9 | |
| | | 84028 | 62.3 | GURLEY | | | CTC | | 6.9 | |
| | 8,314 | 84035 | 69.2 | HUNTSMAN | TX | | | | 6.2 | |
| | | 84042 | 75.4 | SIDNEY | | | | | 7.6 | |
| | 7,116 | 84050 | 83.0 | LORENZO | | | | | 7.0 | |
| | 8,855 | 84056 | 90.0 | PEETZ | | | | | 8.3 | |
| | 7,105 | 84067 | 98.3 | BUCHANAN | | | | | 13.8 | |
| | | | 112.1 | NORTH STERLING | | | | | 3.0 | |
| | | 84081 | 115.1 | STERLING | JTR | | | | 112.6 | |
| Adj. Sub: Brush, Colorado Division | | | | | | | | | | |

MP 112.1 to MP 115.1 is part of, and under the jurisdiction of the Colorado Division.

All Alliance Terminal instructions will be found on the Butte Subdivision.

| Radio Call-In | | |
|--|--------------------|------------------|
| Radio Channel 70 in service at Alliance Yard | | |
| Radio Channel 54 in service: Southward: S. Alliance to Sterling Northward Sterling to CP 120 | | |
| Alliance S - 70(X) | Bridgeport - 71(X) | Huntsman - 72(X) |
| Peetz - 73(X) | | |
| UP DS Northport Channel 20 - Call-in *51 | | |
| Radio Channel 40 in service Bridgeport to Sterling for Switching | | |
| Radio Channel 39 in service at Sterling Yard for Switching - 63(X) | | |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

Dispatcher Information

Third Street to S. Wye—(817) 867-7078, Fax (817) 234-6172
S. Wye to Sterling—(817) 867-7146, Fax (817) 234-6318

1. Speed Regulations

1(A). Speed—Maximum

| | |
|------------------------|----------------|
| | Freight |
| MP 0.3 to MP 1.0 | 10 MPH. |
| MP 3.2 to MP 112.1 | |
| Up to 100 TOB | 50 MPH. |
| 100 TOB and over | 45 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| Sterling Lead between South Wye and Emerson | 10 MPH. |
| MP 24.4 to MP 30.2 | 45 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 | 45 MPH. |
| MP 74.0 to MP 75.0 | 40 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Through all turnouts equipped with dual control switches and on sidings unless otherwise specified | 25 MPH. |
| MP 21.1, turnouts | |
| Trains 100 TOB and over | 40 MPH. |
| Trains up to 100 TOB | 50 MPH. |
| MP 27.5, turnouts | |
| Trains 100 TOB and over | 40 MPH. |
| Trains up to 100 TOB | 50 MPH. |

1(D). Speed—Other

| | |
|---|---------|
| Track 200 (Old Sterling MT) MP 1.0 to MP 3.2 | 20 MPH. |
| MP 3.2 to MP 4.6, SWD (HER) | 20 MPH. |
| UP Transfer Track at Northport | 10 MPH. |
| On SLGG Track | 10 MPH. |
| Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal | 20 MPH. |
| Sterling, Coal 1 and Coal 2 | 20 MPH. |

Temperature Speed Restrictions

| | |
|--|---------|
| Cold Weather —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. |

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car

Third Street Alliance to Sterling..... 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

MP 0.3 to 0.7
Sterling Lead—South Wye to Emerson
MP 4.6 to MP 112.1

Multiple Main Tracks—in effect:

2 MT:
MP 4.6 to MP 13.8
MP 17.3 to MP 33.9

Restricted Limits—in effect:

MP 112.1 to MP 115.1

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—MP 0.7 to MP 4.6

Rule 8.3—The normal position of main track switches does not apply at Sterling. Main track switches may be left lined as last used; however, they must be locked at the main track switch located at MP 113.67, main track to Coal 2 and at MP 113.75, main track to Coal 1. This switch may be left lined and locked as last used; however, it must be locked. Trains must approach these switches expecting to find these switches lined against their movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
 - MP 4.6—DED—Exception Reporting
 - MP 8.7—DED—Exception Reporting
 - MP 12.0—DED—Exception Reporting
 - MP 16.0—Recall Code 708—Exception Reporting
 - MP 21.0—DED—Exception Reporting
 - MP 25.2—DED—Exception Reporting
 - MP 29.4—DED—Exception Reporting
 - MP 39.4—Recall Code 718—Exception Reporting
 - MP 46.8—DED—Exception Reporting
 - MP 52.5—DED—Exception Reporting
 - MP 57.8—DED—Exception Reporting
 - MP 61.5—Recall Code 717—Exception Reporting
 - MP 66.7—DED—Exception Reporting
 - MP 72.6—DED—Exception Reporting
 - MP 77.5—DED—Exception Reporting
 - MP 82.1—DED—Exception Reporting
 - MP 85.9—Recall Code 728—Exception Reporting
 - MP 104.5—Recall Code 727—Exception Reporting

6. FRA Exempted Track—None

7. Special Conditions

Northport—Foreign line movements into UPRR Northport must contact the UPRR Dispatcher via Channel 2020 (dial-up *51) to receive instructions affecting movement before occupying UPRR trackage in accordance with GCOR 1.14. If unable to contact the UPRR Dispatcher be governed by BNSF Dispatcher instructions. BNSF crews operating on UPRR trackage at Northport are not required to have a UPRR Timetable or SSI in their possession. All movements over UPRR trackage at Northport by BNSF crews must be made at restricted speed regardless of signal indication unless otherwise restricted.

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

When trains are delivered to the UPRR at Northport and are left unattended, hand brakes are to be applied on the 5 head cars and comply with ABTH 102.1.1 and ABTH 106.3. Close all cab doors and windows.

Interchange Trains From UPRR at Northport—Prior to accepting and departing Northport with UPRR trains, the outbound crew must make a safety appliance inspection of all locomotives including remote engines. Any issues qualifying as Federal defects must be reported to the UPRR and the BNSF Fort Worth Mechanical Desk and the crew is to be governed by their instructions.

Buchanan—Crews must contact the Angora Dispatcher before departing Buchanan for yarding instructions.

Remote Control Area—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

**SSI - Switch Control/Monitoring Systems—
Turnouts Equipped with Two Switch Machines—**

- MP 21.1 Crossover
- MP 27.5 Crossover
- Northport

ICS—in effect:

- MP 21.1 Crossover*
- MP 27.5 Crossover*
- Northport*

(*) Denotes ALL switches within the Control Point are ICS.

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

| | | |
|------------|------|--------------------------------|
| Angora | 2201 | elevator/buildings |
| Bridgeport | 2405 | elevator/buildings |
| | 2411 | buildings |
| Dalton | 2424 | buildings/loading area |
| | 2601 | elevator/buildings |
| Gurley | 2602 | elevator/buildings |
| | 2704 | elevator/fall protection poles |
| Huntsman | 2801 | elevator/fall protection poles |
| Sidney | 2901 | buildings |
| Lorenzo | 3003 | elevator |
| Peetz | 3101 | elevator/buildings |

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:
Dalton 2601 (House Track)

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

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Angora Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

Road Line Segments

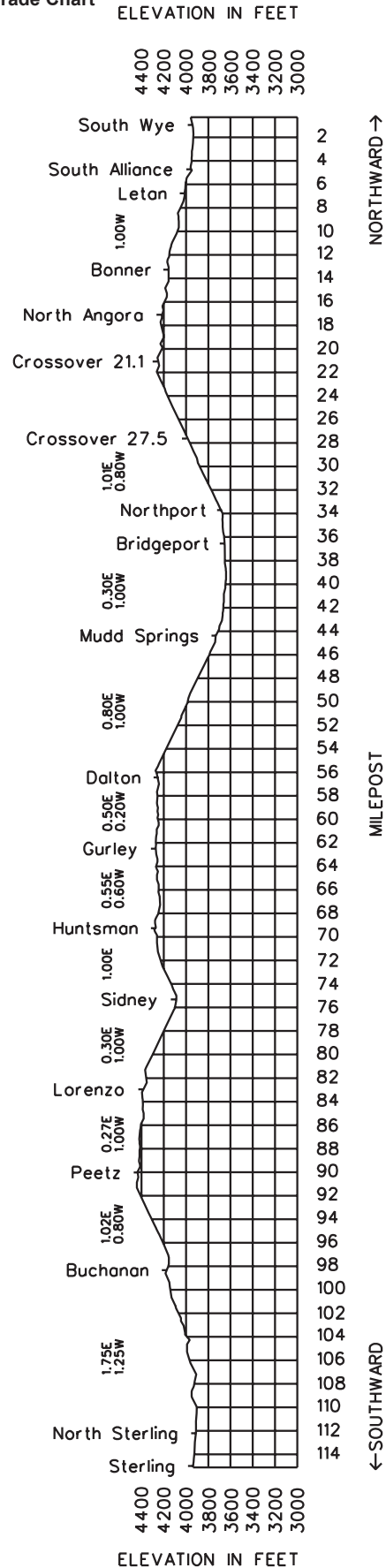
| Line Segment | Limits | Mileposts |
|--------------|--------------------------------|--------------|
| 21 | Third Street to Sterling | 0.3 to 115.1 |

6 POWDER RIVER DIVISION—No. 10—May 18, 2011—Angora Subdivision

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|--|------------|------------------|--------------|
| 32007 Letan Trk 2001 | 6.7 - MT2 | 300 | North |
| 32014 Bonner Trk 2197 | 13.5 - MT2 | 1,250 | Both |
| 32022 Angora Trk 2202 | 21.0 - MT1 | 2,600 | North |
| 32027 Vance Back Trk - 2301 | 27.6 - MT2 | 2,500 | Both |
| 32034 UP Conn Trks 104 & 105 | 34.3 | | Both |
| 84003 Bridgeport Trk 2401 | 36.3 | 2,350 | Both |
| 84003 Bridgeport Trk 2402 | 36.3 | 2,200 | Both |
| 84003 Bridgeport Trk 2403 | 36.3 | 2,150 | Both |
| 84003 Bridgeport Trk 2404 | 36.3 | 2,800 | Both |
| 84003 Bridgeport Trk 2408 | 36.6 | 250 | South |
| 84003 Bridgeport Trk 2409 | 36.8 | 750 | South |
| 84003 Bridgeport Trk 2411 | 36.9 | 5,700 | North |
| 84023 Dalton Trk 2601 | 56.5 | 1,000 | Both |
| 84023 Dalton Trk 2602 | 56.7 | 1,100 | South |
| 84026 Gurley Trk 2701 | 62.8 | 2,900 | Both |
| 84026 Gurley Trk 2702 | 62.8 | 2,400 | Both |
| 84026 Gurley Trk 2703 | 62.8 | 2,400 | Both |
| 84026 Gurley Trk 2704 | 62.8 | 650 | Both |
| 84035 Huntsman Wye Trk to Sidney and Lowe RR - Trk 2802 & 2803 | 69.1 | | North |
| 84042 Sidney Trk 2902 | 75.7 | 1,950 | Both |
| 84042 Sidney UP Conn Trk - 2905 | 75.1 | | South |
| 84042 Sidney Trk 2901 | 75.7 | 2,850 | Both |
| 84050 Lorenzo Trk 3001 | 83.4 | 1,800 | Both |
| 84071 Padroni Trk 3301 | 103.8 | 1,750 | North |
| 84073 Ginther Trk 3401 | 106.2 | 600 | South |
| 84078 Ackerman Trk 3501 | 111.6 | 1,250 | South |

10. Grade Chart



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Big Horn Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|------------|-------------------------|--------------|-----------|---|--------|----------|---------------|--------------|--------------------|------------|
| | Adj. Sub: Black Hills | | | | | | | | | |
| | | 30596 | 599.9 | W GILLETTE | BT | | | | 6.5 | |
| | 8,976 | 30605 | 606.4 | ORIVA | | | | | 15.0 | |
| | 12,690 | 30620 | 621.4 | ECHETA | | | | | 9.8 | |
| | 13,217 | 30630 | 631.2 | LARIAT | | | | | 16.8 | |
| | 12,672 | 30647 | 648.0 | KENDRICK | | | | | 12.5 | |
| | 11,168 | 30659 | 660.5 | CLEARMONT | B | | | | 11.3 | |
| | 12,734 | 30670 | 671.8 | ULM | | | | | 14.7 | |
| | 12,556 | 30689 | 686.5 | EAST DUTCH | | | | | 2.6 | |
| | | 30689 | 689.1 | DUTCH CENTER <small>Adj. Sub: Dutch, MP 689.1</small> | JTX(2) | | | | 1.3 | |
| | | 30689 | 690.4 | WEST DUTCH <small>Adj. Sub: Dutch, MP 690.8</small> | JT | | | | 8.2 | |
| | 6,343 | 30697 | 698.6 | SHERIDAN | BT | | CTC | 4 | 6.2 | |
| | | 30705 | 704.8 | KIEWIT | | | | | 10.1 | |
| | 14,176 | 30713 | 714.9 | RANCHESTER | | | | | 9.2 | |
| | 6,834 | 30723 | 724.1 | PARKMAN | B | | | | 6.9 | |
| | 7,109 | 30730 | 731.0 | ABERDEEN | | | | | 19.2 | |
| | 7,425 | 30749 | 750.2 | LODGE GRASS | | | | | 9.9 | |
| | 7,343 | 30759 | 760.1 | BENTEEN | | | | | 14.9 | |
| | 7,031 | 30775 | 775.0 | DUNMORE | | | | | 17.7 | |
| | 7,250 | 30791 | 792.7 | ROWLEY | | | | | 21.2 | |
| | 8,115 | 30812 | 813.9 | ANITA | | | | | 11.2 | |
| | | 30825 | 825.1 | MORAN JCT <small>Adj. Sub: Forsyth, Montana Div.</small> | J | | | | 4.2 | |
| | | 30829 | 829.3 | HUNTLEY <small>Adj. RR: MRL</small> | J | | | | 229.6 | |

| Radio Call-In | | |
|---|------------------------------|------------------|
| Radio Channel 70 in service at Gillette Yard - 45(X) | | |
| Radio Channel 54 in service W. Gillette to W. Sheridan | | |
| Oriva - 76(X) | Echeta - 75(X) | Kendrick - 74(X) |
| Clearmont - 73(X) | Ulm - 72(X) | Dutch - 71(X) |
| Sheridan - Controlling DS - 68(X) Adjacent DS - 69(X) | | |
| Radio Channel 70 in service at Sheridan Yard | | |
| Radio Channel 66 in service W. Sheridan to Huntley | | |
| Parkman - Cotrolling DS - 64(X) Adjacent DS - 65(X) | Lodge Grass - 63(X) | Benteen - 62(X) |
| Anita - 61(X) | BNSF DS Jones Jct.- 59(X) | |
| MRL Channel 1 (AAR 15) when operating on the MRL | | |
| Jones Jct. 15 - 59(X) BNSF DS | | |
| Radio Channel 19 in service on MRL at Laurel Yard/Mechanical | | |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

Dispatcher Information

W. Gillette to W. Sheridan—(817) 867-7066, FAX (817) 234-6174
W. Sheridan to Huntley—(817) 867-7064, FAX (817) 234-6462

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

1. Speed Regulations

Freight

1(A). Speed—Maximum

MP 599.9 to MP 829.3
Up to 100 TOB 60 MPH.
100 TOB and over 50 MPH.

1(B). Speed—Permanent Restrictions

MP 599.9 to MP 615.1 45 MPH.
MP 615.1 to MP 615.4 40 MPH.
MP 615.4 to MP 620.0 45 MPH.
MP 622.5 to MP 623.0 50 MPH.
MP 638.2 to MP 642.7 45 MPH.
MP 642.7 to MP 651.3 40 MPH.
MP 662.3 to MP 663.0 50 MPH.
MP 667.0 to MP 676.2 40 MPH.
MP 676.2 to MP 696.6 50 MPH.
MP 696.6 to MP 698.6 25 MPH.
MP 698.6 to MP 709.0 45 MPH.
MP 730.1 to MP 730.7 45 MPH.
MP 829.0 to MP 829.3 35 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches
and on sidings unless otherwise specified 25 MPH.
Through turnouts at Kiewit 10 MPH.

1(D). Speed—Other

All elevator and industry tracks 5 MPH.
Sheridan yard tracks 10 MPH.
Moran Jct. and Jones Jct. on loop track 25 MPH.
Hardin North Line 10 MPH.

Temperature Speed Restrictions

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:
MP 599.9 to MP 813.7
Trains 100 TOB and over 30 MPH.
Trains up to 100 TOB 45 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, Restriction A
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, Fort McKenzie Spur, Kiewit Retail Yard.

3. Type of Operation

CTC—in effect:
MP 599.9 to MP 829.3

4. General Code Of Operating Rules Items

Rule 5.8.2—Within the State of Montana, locomotive whistles should be sounded at only those private crossings marked with whistle posts and in other circumstances described in GCOR 5.8.2.

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

| | | |
|----------|----------|---------------|
| Location | Milepost | Crossing Name |
| Sheridan | 698.64 | E. 5th Street |

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

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
 - MP 602.4—Recall Code 768
 - MP 607.6—DED—Exception Reporting
 - MP 611.8—DED—Exception Reporting
 - MP 616.4—DED—Exception Reporting
 - MP 620.6—DED—Exception Reporting
 - MP 627.3—Recall Code 758
 - MP 632.0—DED—Exception Reporting
 - MP 638.6—DED—Exception Reporting
 - MP 642.7—DED, Exception Reporting
 - MP 648.1—DED—Exception Reporting—Main and Siding
 - MP 654.0—Recall Code 748
 - MP 657.7—DED—Exception Reporting
 - MP 666.2—DED—Exception Reporting
 - MP 671.8—DED—Exception Reporting—Main and Siding
 - MP 677.3—DED—Exception Reporting
 - MP 681.9—Recall Code 738
 - MP 686.5—DED—Exception Reporting
 - MP 693.2—DED—Exception Reporting
 - MP 698.5—DED—Exception Reporting—Main and Siding
 - MP 704.8—DED—Exception Reporting
 - 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
 - MP 822.9—Recall Code 608

6. FRA Excepted Track—None

7. Special Conditions

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.

Kiewit Siding—Private track - Trains must have permission from Big Horn Coal Co. before entering (via dispatcher).

Hardin North Line Spur—The end of track is at MP 2.1. A car stop is in place.

Restricted Clearance—

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

Sheridan Yard—Trains containing extreme dimensions (HI-WIDES) must not meet or pass another train containing extreme dimension shipments on No. 1 and No. 2 tracks. Meets and passes between trains containing extreme dimension shipments are permitted on the main track and Track No. 1.

Aberdeen—Dimensional shipments must not meet between MP 730.8 and MP 732.8. Trains handling dimensional shipments will contact the dispatcher when approaching this area.

Parkman—When cars or machinery are parked on the back track, due to close clearance do not use the siding for trains that have extreme dimension cars (HI-WIDES) in the consist.

MRL Operations—The process to obtain or release Track Warrant authority on the Forsyth subdivision at Jones Jct. will be as follows:

Westward trains arriving MRL Jones Jct. change radio from channel AAR 66 to AAR 15(MRL) and use the radio call in code 59X (Jones Jct Radio) to contact the Laurel East Dispatcher.

Eastward trains on the MRL can request Track Warrant authority to enter the Forsyth Subdivision while monitoring AAR 15 by using the radio call-in code 59X (Jones Jct. Radio).

The MRL yard channel on BNSF portable radios so equipped is Channel 19. Westward trains departing Billings will switch their radio(s) to the MRL Yard channel. Eastward trains departing Laurel must notify the Billings Yard on their departure.

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

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

| | | |
|--------|----------------|------|
| Dutch | Back Track | 2606 |
| Hardin | Stock/Fertz | 1672 |
| | Cenex Asphalt | 1673 |
| | Sugar Factory | 1674 |
| | Big Horn AG | 1676 |
| | Shake Spur | 1677 |
| | Hardin N. Line | 1679 |

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

| | |
|----------|--------------|
| Lariat | 2646 |
| Sheridan | 103 thru 110 |
| Parkman | 1641 |
| Hardin | 1675 |

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Big Horn Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

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 | W Gillette to Huntley | 599.9 to 829.3 |
| 40 | Huntley | 209.8 to 209.9 |

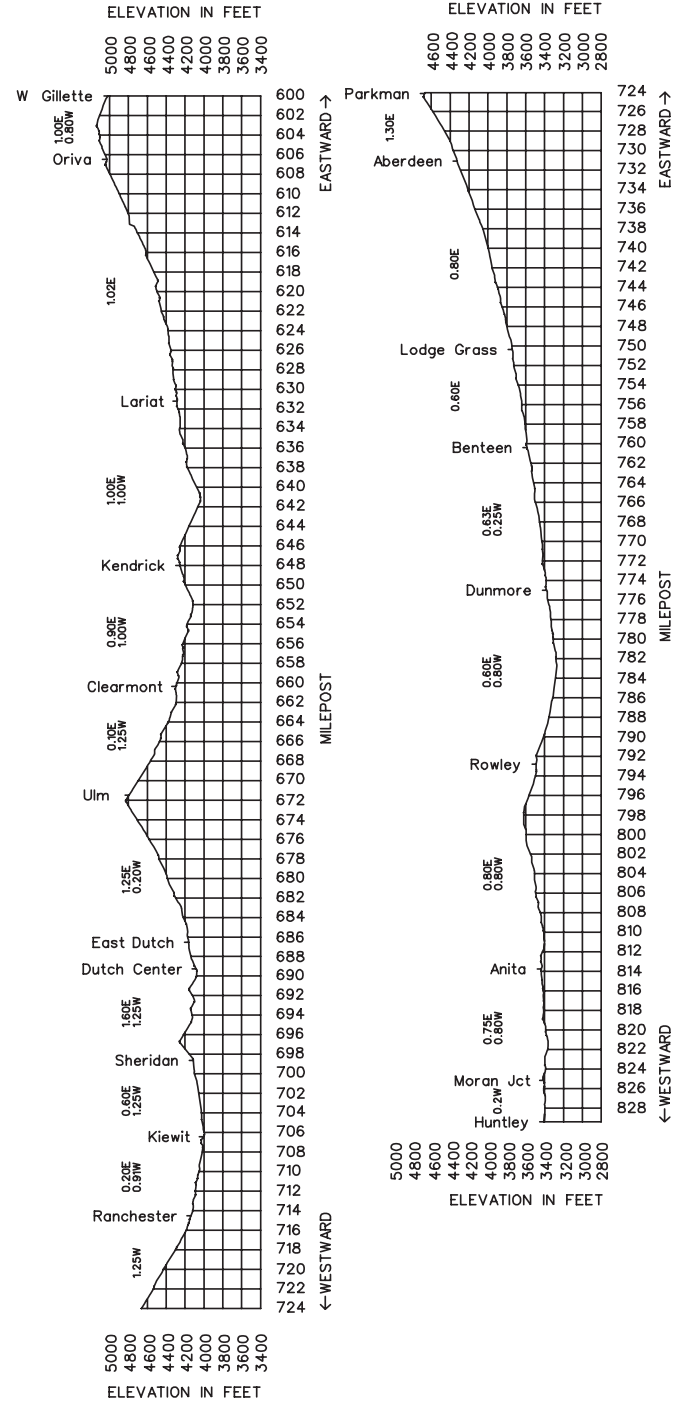
Ballast Pit

| | |
|---------------------|---------------|
| Line Segment | Limits |
| 750 | Sheridan |

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|----------------------------------|----------------|------------------|--------------|
| 30605 Oriva-Gas Trk 2660 | 606.4 - Siding | 1,500 | East |
| 30628 Echeta-Back Trk 2651 | 621.2 | 750 | Both |
| 30630 Lariat-Back Trk 2646 | 630.1 | 750 | West |
| 30640 Arvada 2640 | 640.8 - MT | 1,100 | East |
| 30647 Kendrick-Back Trk 2636 | 648.1 | 400 | Both |
| 30659 Clearmont-Stock Trk 2631 | 660.8 | 1,300 | Both |
| 30659 Clearmont-Storage Trk 2632 | 660.2 | 2,000 | Both |
| 30670 Ulm-Back Trk 2626 | 671.8 | 150 | Both |
| 30678 Verona 2620 | 679.5 | 4,050 | Both |
| 30666 Arno 2606 | 687.4 - Siding | 550 | Both |
| 30692 Wakeley 2600 | 693.2 - Siding | 3,000 | East |
| 30705 Kiewit 1610 | 704.7 | 10,500 | Both |
| 30707 Kleenburn 1630 | 708.4 - MT | 2,500 | Both |
| 30713 Ranchester Back Trk 1636 | 715.1 | 500 | West |
| 30723 Parkman-Back Trk 1641 | 724.2 | 1,000 | Both |
| 30730 Aberdeen-Back Trk 1646 | 730.8 | 600 | East |
| 30736 Wyola 1650 | 737.7 - MT | 350 | West |
| 30759 Benteen-Back Trk 1661 | 760.3 | 350 | West |
| 30779 Reno 1620 | 780.4 - MT | 500 | West |
| 30782 Hardin Pass 1675 | 784.3 | 3,000 | Both |
| 30782 Hardin Pass 1676 | 784.3 | 2,600 | Both |
| 30791 Rowley-Back Trk 1681 | 792.6 | 550 | East |
| 30812 Anita-Back Trk 1686 | 815.4 | 800 | West |

10. Grade Charts



10 POWDER RIVER DIVISION—No. 10—May 18, 2011—Black Hills Subdivision

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Black Hills Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|--------------------|-------------------------|--------------|-----------|---|------|----------|---------------|--------------|--------------------|------------|
| | | | | Adj. Sub: Butte | | | | | | |
| | | 30475 | 476.1 | EDGEMONT | B | | | | 0.6 | |
| | | 30476 | 476.7 | DEADWOOD JCT (To MP 3.0) | | | 2MT CTC | | 2.1 | |
| | | | 478.8 | MP 478.8 | X(2) | | | | 5.5 | |
| | | 30483 | 484.3 | MARIETTA | | | CTC | | 10.3 | |
| | | 30494 | 494.6 | DEWEY | | | | | 10.2 | |
| | | | 504.8 | CROSSOVER 504.8 | X(2) | | | | 5.2 | |
| | | | 510.0 | CROSSOVER 510.0 | X(2) | | | | 6.3 | |
| | | | 516.3 | CROSSOVER 516.3 | X(2) | | 2MT CTC | | 4.4 | |
| | | 30519 | 520.7 | NEWCASTLE | B | | | | 2.6 | |
| | | | 523.3 | CROSSOVER 523.3 | X(2) | | | | 5.5 | |
| | | 30527 | 528.8 | PEDRO | | | CTC | | 5.3 | |
| | | 30534 | 534.1 | OSAGE | | | | | 5.6 | |
| | | | 539.7 | CROSSOVER 539.7 | X(2) | | | | 7.5 | |
| | | | 547.2 | CROSSOVER 547.2 | X(2) | | | 4 | 13.1 | |
| | | | 560.3 | CROSSOVER 560.3 | X(2) | | | | 6.7 | |
| | | | 567.0 | CROSSOVER 567.0 | X(2) | | | | 7.6 | |
| | | | 574.6 | MP 574.6 | X(2) | | 2MT CTC | | 6.8 | |
| | | | 581.4 | CROSSOVER 581.4 | X(2) | | | | 3.0 | |
| | | | 584.4 | CROSSOVER 584.4 | X(2) | | | | 2.0 | |
| | | 30587 | 586.4 | EAST DONKEY CREEK Adj. Sub: Orin, MP 586.5 | JTX | | | | 1.2 | |
| | | 30588 | 587.6 | EAST CAMPBELL Adj. Sub: Campbell, MP 587.6 | JTX | | | | 0.6 | |
| | | 30588 | 588.2 | WEST CAMPBELL Adj. Sub: Campbell, MP 588.3 | JT | | | | 1.7 | |
| | | | 589.9 | MP 589.9 | | | | | 4.6 | |
| | | | 594.5 | EAST GILLETTE | | | CTC | | 2.7 | |
| | | 30596 | 597.2 | GILLETTE | BCPT | | | | 0.7 | |
| | | | 597.9 | CROSSOVER 597.9 | X(2) | | 2MT CTC | | 2.0 | |
| | | | 599.9 | WEST GILLETTE | | | | | 123.8 | |
| Adj. Sub: Big Horn | | | | | | | | | | |

| Radio Call-In | | |
|---|-------------------|----------------------|
| Radio Channel 39 in service at Edgemont Yard and as Switching Channel for Bullet and Road Crews | | |
| Radio Channel 70 in service at Edgemont Yard for Yard Van | | |
| Radio Channel 85 in service Edgemont to E. Gillette | | |
| Edgemont - 24(X) | Newcastle - 31(X) | Upton - 32(X) |
| Moorcroft - 34(X) | Rozet - 35(X) | Donkey Creek - 33(X) |
| Radio Channel 41 in service at Donkey Creek Yard | | |
| Radio Channel 70 in service Gillette Yard - 45(X) | | |
| Radio Channel 54 in service E. Gillette to W. Gillette | | |
| All train movements are under the authority of the Sheridan Line DS on Channel 54 | | |
| Oriva - 76(X) | | |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

Dispatcher Information
 Edgemont to E. Gillette—(817) 867-8080 or (817) 234-6466,
 Fax (817) 234-6173
 E. Gillette to W. Gillette— (817) 867-7066, Fax (817) 234-6174

1. Speed Regulations

1(A). Speed—Maximum

| | |
|------------------------|----------------|
| | Freight |
| MP 476.1 to MP 599.9 | |
| Up to 100 TOB | 60 MPH. |
| 100 TOB and over | 45 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--|---------|
| MP 476.1 to MP 477.0 | 35 MPH. |
| MP 516.3 to MP 519.6 | 50 MPH. |
| MP 519.6 to MP 521.0 | 35 MPH. |
| MP 521.0 to MP 525.6 | 50 MPH. |
| MP 562.0 to MP 571.4 | 50 MPH. |
| MP 582.2 to MP 586.7 MT 2 | 40 MPH. |
| MP 584.3 to MP 586.7 MT 1 | 40 MPH. |
| MP 595.7 to MP 597.9 on Main 1 (HER) | 20 MPH. |
| MP 596.8 to MP 597.9 on Main 2 (HER) | 30 MPH. |
| MP 599.8 to MP 599.9 | 45 MPH. |

1(C). Speed—Switches and Turnouts

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

| | |
|-----------------------------|---------|
| MP 478.8, Crossovers | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 484.3, Marietta | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| Dewey | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 528.8, Pedro | 40 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 560.3, Crossovers | 50 MPH. |
| 100 TOB and Over | 40 MPH. |
| MP 567.0, Crossovers | 40 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 574.6, Crossover | 50 MPH. |
| 100 TOB and Over | 40 MPH. |
| MP 589.9 | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 594.5, E. Gillette | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 599.6, W. Gillette | 35 MPH. |
| 100 TOB and Over | 25 MPH. |

1(D). Speed—Other

Donkey Creek Yard
 Except through switches and turnouts, lite engines and trains 20 MPH.
 Trains and lite engines through turnouts..... 10 MPH.
 East Lead—MP 581.4 to MP 583.8 (Svalina Crossing)..... 20 MPH.
 Fuel Track

Temperature Speed Restrictions
Cold Weather—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.

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, Restriction A

3. Type of Operation

CTC—in effect:
 MP 476.1 to MP 599.9

Multiple Main Tracks—in effect:

2 MT:
 MP 476.1 to MP 484.3
 MP 494.6 to MP 528.8
 MP 534.1 to MP 589.9
 MP 594.5 to MP 599.9

4. General Code of Operating Rules Items

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

Rule 6.28—Rule 6.28 is in effect from Deadwood Jct. to MP 3.0.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 480.7—DED—Exception Reporting
 MP 486.1—DED—Exception Reporting
 MP 492.0—Recall Code 248—Exception Reporting
 MP 498.0—DED—Exception Reporting
 MP 503.0—DED—Exception Reporting
 MP 508.0—DED—Exception Reporting
 MP 514.8—Recall Code 318—Exception Reporting
 MP 519.6—DED—Exception Reporting
 MP 527.0—DED—Exception Reporting
 MP 532.7—Recall Code 327—Exception Reporting
 MP 537.7—DED—Exception Reporting
 MP 541.7—DED—Exception Reporting
 MP 545.3—DED—Exception Reporting
 MP 548.9—Recall Code 328—Exception Reporting
 MP 554.2—DED—Exception Reporting
 MP 558.3—DED—Exception Reporting
 MP 563.8—DED—Exception Reporting
 MP 568.9—DED—Exception Reporting
 MP 573.8—Recall Code 338—Exception Reporting
 MP 578.8—DED—Exception Reporting
 MP 582.8—DED—Exception Reporting
 MP 587.6—DED—Exception Reporting
 MP 591.9—DED—Exception Reporting
 MP 597.9—DED—Exception Reporting—Channel 54

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

Edgemont—Trains entering the yard or setting out cars should contact either Field Support or the Edgemont Yard Switch Engine (0700 to 1500) for yarding instructions. Crews are responsible for reporting work done at Edgemont. Current instructions for reporting work completed should be utilized. All crews must tie-up at the depot.

Crew Changes at Edgemont—Eastward trains should not block the west crossing without a signal at MP 477.2 of at least approach medium. Westward trains will crew change at the east highway crossing unless the train is short enough to clear the east crossing while stopped at the depot.

Donkey Creek Yard—Donkey Creek Yard is on the north side of Main Track 1 between Crossover 581.4 and East Donkey Creek. Switches to Tracks 101 through 109 in Donkey Creek Yard are push-button operated solar switches. Trains parking in Donkey Creek Yard must stop 2 car lengths (100 feet) short of the crossing at the end of each track.

Donkey Creek—A split point derail with a dispatcher controlled power machine has been installed on the East Yard Lead. It has a sixty (60) second delayed auto restore feature if no movement is lined over the derail.

Gillette—Contact the crew van using Channel 70. Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will operate on accessible roads on the north and south sides of the main 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.

**SSI - Switch Control/Monitoring Systems—
Turnouts Equipped with Two Switch Machines—**

Marietta
 MP 547.2—Crossover
 MP 560.3—Crossover
 MP 567.0—Crossover
 MP 574.6—Crossover
 MP 581.4—Crossover
 East Campbell

ICS—in effect:

MP 478.8*
 Control Point 567.0*
 MP 560.3—Crossover*
 Control Point 574.6*
 Control Point 581.4*
 Control Point 584.4*
 East Donkey Creek*
 East Campbell*

(*) Denotes ALL switches within Control Point are ICS.

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

All Coal Mines—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Instructions on Mine Properties located in General Notice. Employees must have this notice in their possession while operating on the Campbell, Dutch and Orin Subdivisions.

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Track Side Monitor (TSM) - Coal Dust—Effective 0001 hours, February 27, 2009, trains handling cars loaded with coal moving from individual mine origins on the BNSF shall be profiled in accordance with published template drawing number 565000 on BNSF website (www.bnsf.com). The template can be found by accessing the following tabs: Customer Tools, Equipment Information, Loading Diagrams, Coal tabs.

As soon as practicable, trains handling cars loaded with coal moving from individual mine origins on BNSF shall not emit more than an Integrated Dust Value (IDV.2) of 245 units in order to enhance retention of coal in rail cars. An IDV.2 unit is a measure of the volume of coal dust coming off of the coal train over its entire length. Profiling and any products or appurtenances shall be applied or installed in accord with manufacturer's recommendations, where appropriate.

Any product, device or appurtenance utilized to control the release of coal dust shall not adversely impact employees, property, locomotives or BNSF/UP owned rail cars.

Track Side Monitor (TSM) instrumentation designed to actively monitor Coal Dust have been installed at MP 558.2, Black Hills subdivision. On the Black Hills subdivision the north tower is located 35 feet north of main track 1 and the south tower is located 65 feet south of main track 2. There is no designed communication between the monitoring station and train crews. All employees of BNSF Railway, or other train engine employees governed by this general order, operating on the Black Hills subdivision will immediately advise the dispatcher if they observe that the coal dust monitor tower (TSM) MP 558.2, Black Hills subdivision appears to have been damaged or otherwise impacted.

12 POWDER RIVER DIVISION—No. 10—May 18, 2011—Black Hills Subdivision

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

Gillette Yard 1004
1006

Test Mile

MP 486 to MP 487
MP 578 to MP 579

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Black Hills Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Yard Line Segments

Line Segment Limits

892 Edgemont
897 Newcastle
911 Donkey Creek
952 Gillette

Road Line Segments

Line Segment Limits

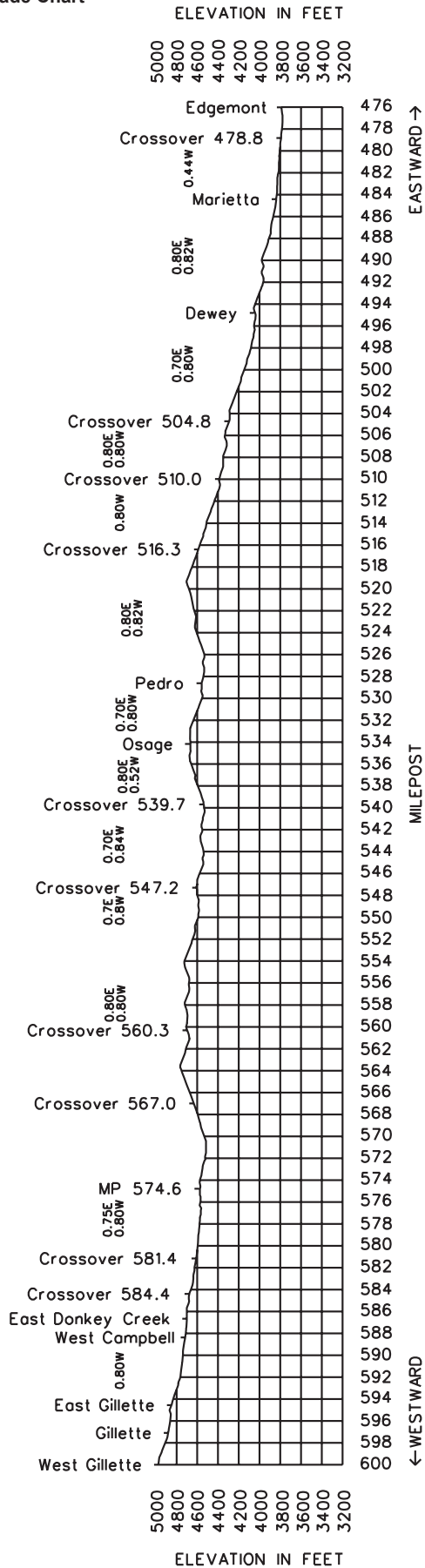
Mileposts

181 Deadwood Jct. to MP 3.0..0.6 to 3.0
4 Edgemont to W Gillette476.1 to 599.9

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|---|-------------|------------------|--------------|
| 30483 Marietta Back Trk 701 | 484.2 - MT1 | 450 | East |
| 30494 Dewey Back Trk 801 | 495.6 - MT1 | 750 | Both |
| 30494 Dewey Back Trk 802 | 495.6 - MT2 | 750 | Both |
| 508.0 Back Trk 9801 | 508.1 - MT1 | 1,000 | Both |
| 508.0 Back Trk 9802 | 508.1 - MT2 | 1,000 | Both |
| 30527 Pedro Back Trk 9601 | 527.6 - MT1 | 1,000 | Both |
| 30527 Pedro Back Trk 9602 | 527.6 - MT2 | 1,000 | Both |
| 30534 Osage Chip Trk 9401 | 535.4 - MT1 | 1,000 | Both |
| 539.8 Back Trk 9411 | 539.8 - MT1 | 1,050 | Both |
| 539.8 Back Trk 9412 | 539.8 - MT2 | 1,050 | Both |
| 30541 Jerome 9311 | 543.3 - MT2 | 2,250 | West |
| 547.5 Back Trk 9201 | 547.5 - MT1 | 500 | Both |
| 30548 Upton Industrial Park Trk 9205 | 548.7 - MT2 | 2,400 | Both |
| 30548 Upton Storage Trk 9204 | 549.0 - MT2 | 7,800 | Both |
| 30555 Black Hills Bentonite Trk 9001 | 556.1 - MT2 | 1,900 | Both |
| 30555 Black Hills Bentonite Trk 9002 | 555.9 - MT2 | 450 | Both |
| 30555 557.0 Back Trk 9011 | 557.0 - MT1 | 1,500 | Both |
| 30555 557.0 Back Trk 9012 | 557.0 - MT2 | 1,500 | Both |
| 30568 Moorcroft Cement Plant Trk (Stock Trk) 8801 | 568.6 | 5,500 | Both |
| 30568 Moorcroft BTI (Back Trk) 8802 | 568.6 | 1,000 | East |
| 30568 Moorcroft Back Trk 8811 | 568.6 - MT1 | 1,250 | Both |
| 30568 Moorcroft Back Trk 8812 | 568.6 - MT2 | 1,250 | Both |
| 30581 Rozet Fertilizer Trk 8709 | 581.8 - MT2 | 750 | East |
| 30581 Rozet No 3 Trk 8703 | 583.0 - MT2 | 7,900 | Both |
| 30581 Rozet No 4 Trk 8704 | 583.0 - MT2 | 7,900 | Both |
| 30581 Rozet Pocket Trk 8702 | 584.4 | 1,500 | Both |
| 30587 Donkey Creek No 3 Trk 1503 | 585.0 - MT2 | 8,200 | Both |
| 30587 Donkey Creek No 4 Trk 1504 | 585.0 - MT2 | 8,200 | Both |
| 30587 Donkey Creek 236 Stub | 586.2 - MT2 | 2,000 | West |
| 30587 Donkey Creek 237 Stub | 586.2 - MT2 | 2,000 | West |
| Minturn 8505 | 590.4 | 2,500 | Both |
| 30589 W. Wyodak 8502 | 591.7 | 200 | West |
| 30596 Gillette Cab Trk 1019 | 597.2 - MT2 | 250 | Both |

10. Grade Chart



14 POWDER RIVER DIVISION—No. 10—May 18, 2011—Butte Subdivision

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Butte Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|-----------------------|-------------------------|--------------|-----------|--|----------|---------------|--------------|--------------------|------------|
| | Adj. Sub: Sand Hills | | | | | | | | |
| | | | 364.0 | EAST ALLIANCE | X(2) | | | 1.6 | |
| | 30364 | | 365.6 | ALLIANCE | BT | Rule 6.28 | | 0.3 | |
| | | | 365.9 | EMERSON Adj. Sub: Angora, MP 365.8 | J | | | 0.3 | |
| | | | 366.2 | THIRD STREET Adj. Sub: Angora, MP 366.2 | J | | CTC | 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 | | | 10.1 | |
| | | | 419.8 | CROSSOVER 419.8 | X(2) | | 2MT CTC | 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 | |
| | | | 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 | | | | 7.0 | |
| | | | 472.2 | MP 472.2 | X(2) | | 2MT CTC | 3.0 | |
| | | | 475.2 | EAST EDMONT | | | | 0.9 | |
| | 30475 | | 476.1 | EDGMONT | BT | | | 112.4 | |
| Adj. Sub: Black Hills | | | | | | | | | |

| | | |
|---|-----------------|------------------|
| Radio Call-In | | |
| Radio Channel 70 in service at Alliance Yard | | |
| Radio Channel 87 in service: | | |
| Westward: W. Alliance to Edgemont | | |
| Eastward: Edgemont to Berea | | |
| Alliance West - 20(X) | Belmont - 21(X) | Crawford - 25(X) |
| Edgemont - 24(X) | | |
| Radio Channel 63 in service Hemingford to Crawford for Switching | | |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

| |
|--|
| Alliance Terminal Radio Channels |
| Channel 49 in service for switching operations in South Yard. The repeater switching channel for programmable radios is 15-49. |
| Channel 59 in service inside designated Mechanical Limits. |
| Channel 70 all radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower, except in an emergency situation or as directed by the Yardmaster. |
| Channel 78 in service for switching operations in North Yard. The repeater switching channel for programmable radios is 75-09. |
| Channel 96 in service for taxi and crew vans. |

Dispatcher Information
(817) 867-7078, Fax (817) 234-6172

1. Speed Regulations

1(A). Speed—Maximum

| | |
|------------------------|----------------|
| | Freight |
| MP 365.6 to MP 476.1 | |
| Up to 100 TOB | 60 MPH. |
| 100 TOB and over | 45 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| MP 365.9 to MP 366.2 | 10 MPH. |
| Sterling Lead between Emerson and South Wye | 10 MPH. |
| MP 393.6 to MP 400.4 | 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 446.0 | 50 MPH. |
| MP 466.7 to MP 474.8 | 45 MPH. |
| MP 474.8 to MP 476.1 | 35 MPH. |

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Through all turnouts equipped with dual control switches unless specified otherwise | 25 MPH. |
| MP 376.2, Berea | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 384.6, Hemingford | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 437.5, crossover | 40 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 445.1, crossover | 40 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 451.2, Ardmore | 40 MPH. |
| 100 TOB and Over | 25 MPH. |
| East Rumford | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| West Rumford | 35 MPH. |
| 100 TOB and Over | 25 MPH. |
| MP 465.2, Provo | 50 MPH. |
| 100 TOB and Over | 40 MPH. |
| MP 472.2 | 35 MPH. |
| MP 475.2 | 10 MPH. |

1(D). Speed—Other

| | |
|--|---------|
| On sidings unless otherwise specified | 25 MPH. |
| Through siding Rumford | 35 MPH. |
| Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal | 20 MPH. |
| Tracks 100, 101 and 102 to E. Alliance (MP 364.0) except through switches and turnouts | 20 MPH. |
| Engine Servicing Tracks | |
| Old Trinidad Bean Spur (Track 310) | 5 MPH. |
| Bean Spur Tracks 1 through 4 (Tracks 131-134) | 5 MPH. |
| Casey 1 and Casey 2 (Tracks 286 and 287) | 5 MPH. |
| Switch Engine Spur at 30 Shanty (Track 285) | 5 MPH. |
| South Engine Tie-Up Track at 59 Shanty (Track 227) | 5 MPH. |
| South Storage Track at 59 Shanty (Track 235) | 5 MPH. |
| Track 114 and 116 | 5 MPH. |
| Crawford Track 2 | 5 MPH. |

Temperature Speed Restrictions

Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds:
Trains 100 TOB and over

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

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

2. Bridge and Equipment Weight Restrictions—

Maximum Gross Weight of Car

East Alliance to Edgemont 143 tons, Restriction C

Six axle locomotives exceeding 186 tons are prohibited west of west derail on Old Trinidad Bean Track, Track 310. Locomotives prohibited west of CMR boxcar on Middle City Track, Track 312.

3. Type of Operation**CTC**—in effect:

MP 365.9 to MP 476.1

Sterling Lead - Emerson to South Wye

Multiple Main Tracks—in effect:**2 MT:**

MP 366.2 to MP 376.2

MP 384.6 to MP 451.2

MP 465.2 to MP 476.1

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 2.0 miles.**Rule 6.28**—Rule 6.28 is in effect at Alliance Terminal from MP 364.0 to MP 365.9.**5. Trackside Warning Detectors (TWD)**

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 367.9—DED—Exception Reporting

MP 374.4—DED—Exception Reporting

MP 379.6—DED—Exception Reporting

MP 386.8—DED—Exception Reporting

MP 390.4—Recall Code 208—Exception Reporting

MP 394.0—DED—Exception Reporting

MP 401.0—DED—Exception Reporting—Main 2

MP 406.2—Recall Code 218—Exception Reporting

MP 412.7—DED—Exception Reporting

MP 414.2—DED—Exception Reporting

MP 417.6—DED—Exception Reporting

MP 422.4—DED—Exception Reporting

MP 428.2—Recall Code 258—Exception Reporting

MP 434.3—DED—Exception Reporting

MP 439.5—DED—Exception Reporting

MP 443.0—DED—Exception Reporting

MP 449.1—DED—Exception Reporting

MP 454.4—Recall Code 238—Exception Reporting

MP 459.5—DED—Exception Reporting

MP 463.8—DED—Exception Reporting

MP 468.6—Recall Code 308—Exception Reporting

6. FRA Exempted Track—None**7. Special Conditions****Alliance Terminal Instructions**

Prior to occupying switching leads, or fouling adjacent tracks, permission must be obtained from the yardmaster.

Trains Departing Alliance on Butte Subdivision—The following stretch brake method will be used for all trains departing Alliance Yard onto the Butte Subdivision from either leg of the wye.**DP Trains:**

While operating in independent control (screen split), ensure power and proper direction of travel of remote unit as prescribed by 2nd paragraph of ABTH Rule 105.9. Once both are verified, return remote unit to idle and depart using head end power only until entire train is clear of Third Street.

All Trains:

Except when an emergency exists, if required to stop before the entire train is clear of the wye, use the following procedure to control slack action:

1. If in a throttle position higher than 3, reduce throttle to 3 or below.
2. Make a minimum brake pipe reduction and ACTUATE.
3. After the initial brake pipe reduction and the train slack has adjusted, throttle must be gradually reduced to IDLE position.

4. The independent brake must not be allowed to apply while still in power.

5. As the train comes to a stop, make a final brake pipe reduction and allow the locomotive brakes to apply.

All trains setting out bad order cars using the Wye, whether North Yard or South Yard, must not kick cars. All cars must be shoved to the set out track and the above instructions for stopping their train apply.

Diesel Pit Instructions—Contact the Diesel Pit Foreman on radio channel 59 (or 70 if 59 not available) before arrival at the Pit (including 400's, 600's, Departure Track, and 160 track) and ascertain if power is ready to move and be governed by Foreman's instructions before boarding and moving equipment. When operating locomotives within these areas use radio channel 59 if available.**Designated Mechanical Limits**—The following designated limits are under the exclusive control of the Mechanical Department:**Diesel Pit and Diesel Shop:**

Trackage East of North switch derail and blue light

Trackage West of Steel Track derail and blue light

Trackage West of East switch derail and blue light

Trackage East of Departure Track derail and blue light

Trackage East of West Diesel Shop Derail and blue light

Trackage East of Diesel Lead/160 Track Sw. and blue light

Car Shop:

Trackage West of East Car Shop, 500 Lead Switch and blue light

Trackage East of West Car Shop 503, 504, 505, 506, and 507 Switch and blue light

Blue Light:

The Blue Light located on the West End between tracks 506 and 507 will govern movements on track 506.

The Blue Light located on the West End between tracks 507 and 500 lead will govern movement on track 507.

The Blue Light located approximately 120 feet west of the 500 Lead Track Switch between the South Runaround and the 500 Lead Track governs movement into the 500 tracks.

Heating Plant:

Trackage East of West Heating Plant Switch and blue light

South Yard:

Trackage between the derails on track 761

South Pump 513

North Pump 514

South Engine Tie Up 227

South Engine Storage 235

Radio Communication at Diesel Pit and Shop Areas—All inbound engines coming into the Mechanical Facility using East Gate, West Gate, or Steel Track must use the telephones located at the Blue Light when communicating with the Diesel Tower Foreman for an inbound track. When entering the Mechanical Facility via the departure track, crew must contact the Diesel Tower by radio on channel 59 (160.975).

Inbound coal trains, upon leaving Berea, will contact North Yardmaster to allow timely communication to the Mechanical Dept. for positioning of required train inspections.

Jelinek Spur—Cars must not occupy east 300 feet of Jelinek Spur without track bulletin protecting close clearance on Main 1 Track. To spot Co-op industry, the Jelinek electric lock must be used. When spotting cars on the Jelinek Spur, all cars must be walked in or out. Riding cars is not permitted account no clearance. Train line air must be cut into cars handled on this track.

Watch out for close clearance between Main 1 and Jelinek Spur at Third Street, MP 366.2. There is no room for employees to ride equipment account track centers at this location are 13 feet.

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

Belmont—Cars left on the storage track must be left east of the back track so track machines can be moved.

Between Belmont and Crossover 419.8—Milepost sign 416.0 is actually located at MP 415.3.

Crossover MP 425.5—GCOR 8.20 Exception—Derails on MT 1 and MT 2 Crawford Helper Pocket—tracks will be left locked in “non-derailing” position except when engines or cars are left unattended on those tracks.

Remote Control Area—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

**SSI - Switch Control/Monitoring Systems—
Turnouts Equipped with Two Switch Machines—**
Belmont, MP 408.4

Crawford between No. 2 track switch and MT 1, MP 423.1.

Target will display red only when lined for MT 1.

MP 472.2

ICS—in effect:
MP 472.2*

(*) Denotes ALL switches within the Control Point are ICS.

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

| | | | |
|---------------|-------------------|------|------------------|
| Alliance Yard | Wrecker Track | 510 | building |
| | Jelinek Spur | 315 | quonset building |
| | Kelly Bean | 316 | shed/poles |
| | New Alliance Bean | 317 | building |
| | Conoco Bldg | | |
| | MP 366.3 | 100 | building |
| | East Dock | 508 | dock |
| | T310 | 512 | dock |
| | South Pump | 513 | rig platform |
| | North Pump | 514 | rig platform |
| | South Oil Dock | 516 | dock |
| Crawford | MP 422.2 | MT 1 | bridge pillar |
| Berea | Elevator Track | 1201 | elevator |

Close Track Centers—Do not ride the side of equipment on the following tracks unless the adjacent track is known to be clear:

| | |
|-----------------|-------------------------------------|
| Alliance Yard | 126-127 |
| Alliance Diesel | 606-607, 9948-9949, 9952-9953, 9968 |
| Crawford | 1802-1803 |

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

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Butte Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Yard Line Segments

Line Segment Limits

- 890 Alliance
- 891 Alliance Shop

Road Line Segments

Line Segment Limits

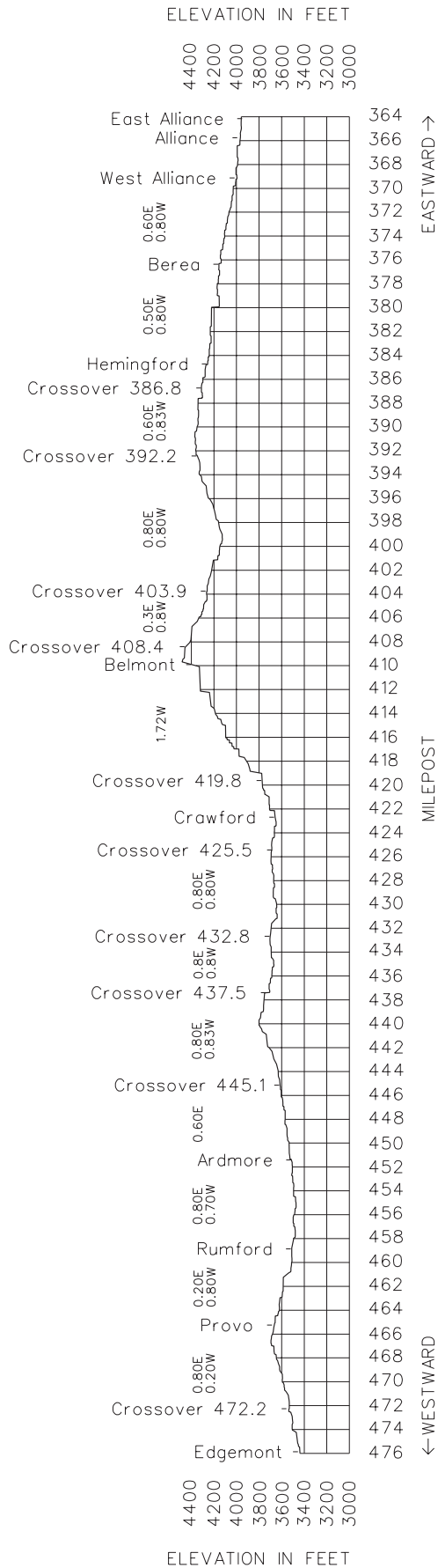
Mileposts

- 4 East Alliance to Edgemont 364.0 to 476.1

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|--------------------------------------|------------------|------------------|--------------|
| 30374 Berea Elevator Trk 1201 | 375.5 - MT1 | 400 | East |
| 30374 Berea Spud Trk 1202 | 376.1 - MT1 | 600 | West |
| 30380 Nida 1301 | 381.5 | 1,750 | West |
| 30383 Hemingford Mill Trk 1 1401 | 384.4 | 4,250 | Both |
| 30383 Hemingford Mill Trk 2 1402 | 385.0 | 4,000 | Both |
| 30383 Hemingford Mill Trk 3 1403 | 385.0 | 750 | East |
| 30383 Hemingford Stock Trk 1404 | 385.0 | 1,250 | Both |
| 30383 Hemingford Old EWD Siding 1407 | 385.0 | 1,150 | East |
| 30383 Hemingford Certified Spur 1405 | 384.4 | 350 | East |
| 30390 Nonpareil Old Pass 1501 | 391.2 - MT2 | 3,750 | Both |
| 30390 Nonpareil Back Trk 1502 | 391.2 - MT2 | 500 | Both |
| 30399 Marsland Back Trk 1601 | 400.8 - MT1 | 850 | West |
| 30409 Belmont Storage Trk 1797 | 409.0 - MT2 | 7,500 | Both |
| 30409 Belmont Back Trk 1701 | 409.6 - MT2 | 1,350 | Both |
| 30422 Crawford Pocket Trk 1807 | 422.5 | 950 | Both |
| 30422 Crawford #1 1801 | 422.8 | 250 | East |
| 30422 Crawford #2 1802 | 422.8 | 1,500 | Both |
| 30422 Crawford #3 1803 | 422.8 | 1,400 | East |
| 30422 Crawford #4 1804 | 422.8 | 1,500 | East |
| 30422 Crawford #5 1805 | 422.8 | 500 | East |
| 30422 Crawford House Trk 1808 | 422.7 - MT2 | 1,050 | East |
| 30422 Crawford Team Trk 1810 | 422.7 - MT2 | 200 | East |
| Horn Stub Trk 1811 | 425.5 - MT 1 | 750 | East |
| Horn Stub Trk 1812 | 425.5 - MT2 | 750 | East |
| 30436 Joder Back Trk 1902 | 437.1 - MT2 | 600 | Both |
| 30436 Joder Back Trk 1901 | 436.1 - MT1 | 600 | West |
| 30449 Ardmore Back Trk 2001 | 450.1 - MT1 | 850 | East |
| 30457 Rumford 2101 | 458.7 off Siding | 400 | Both |
| 30466 Provo Back Trk 2201 | 466.7 - MT1 | 750 | East |

10. Grade Chart



18 POWDER RIVER DIVISION—No. 10—May 18, 2011—Campbell Subdivision

| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Campbell Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|--------------------|-------------------------|--------------|-----------|---|----------|---------------|--------------|--------------------|------------|
| | Adj Sub: Black Hills | | | | | | | | |
| | | 30588 | 0.0 | CAMPBELL | J | | | 0.5 | |
| | | | 0.5 | EAST FORTIN | X | | | 1.6 | |
| | 7,650 | 33302 | 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) | | CTC | 188 | 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 | |
| End of Subdivision | | | | | | | | | |

| Radio Call-In | |
|---|--|
| Radio Channel 85 in service Campbell to Eagle Butte Jct. | |
| Donkey Creek - 33(X) | |
| Emergency - Call 911 | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | |

Dispatcher Information

(817) 867-8080, or (817) 234-6466, Fax (817) 234-6173

1. Speed Regulations

1(A). Speed—Maximum

| | Freight |
|------------------------|---------|
| MP 0.5 to MP 9.5 | 35 MPH. |

1(B). Speed—Permanent Restrictions—None

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. |
| West Donkey Creek Lead | 25 MPH. |
| Cold Weather—When the temperature is minus 10 degrees Fahrenheit or colder, do not exceed the following speeds: | |
| Trains 100 TOB and over | 30 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, Restriction A

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 9.5

West Donkey Creek Lead between East Fortin and East Donkey Creek.

4. General Code of Operating Rules and Safety Rules Items

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

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
 - MP 4.7—DED—Exception Reporting
 - MP 9.4—DED—Exception Reporting

6. FRA Exempted Track—None

7. Special Conditions

SSI - Switch Control/Monitoring Systems—Turnouts Equipped with Two Switch Machines—East Fortin

ICS—in effect:

East Fortin*

(* Denotes ALL switches within Control Point are ICS.

All Coal Mines—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Instructions on Mine Properties located in General Notice. Employees must have this notice in their possession while operating on the Campbell, Dutch and Orin Subdivisions.

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Campbell Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

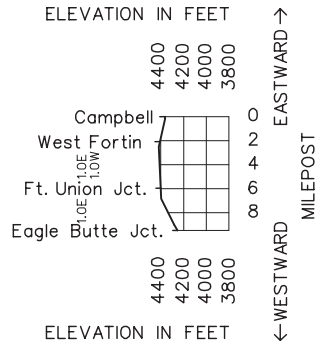
Road Line Segments

| 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. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|---------------------------|---------------------|------------------|--------------|
| 33303 Clovis Point 3002 | 3.0 - Mine Property | 7,000 | Loop |
| Clovis Point StubTrk 3003 | 3.2 | 500 | East |
| 33306 Ft Union 2502 | 5.9 Mine Property | 7,000 | Loop |
| 33307 Dry Fork 2002 | 7.9 Mine Property | 7,000 | Loop |
| 33309 Eagle Butte 501 | 9.4 | 7,000 | Loop |
| Helper Spur 504 | 9.4 Mine Property | 100 | West |
| 33308 Buckskin 1502 | 9.4 | 7,000 | Loop |
| Buckskin Siding 1503 | 9.4 | 6,000 | Both |
| 33310 Rawhide 1101 | 9.4 | 7,000 | Loop |

10. Grade Chart



| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Canyon Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EAST WARD ↑ |
|---|----------------------------------|-----------------|--------------|--|------|-------------|---------------------|-----------------|-----------------------------|-------------------|
| | | | | Adj. Sub: Valley | | | | | | |
| | | | 90.4 | EAST GUERNSEY | R | | | | 4.6 | |
| | | 32129 | 95.0 | GUERNSEY | BRT | | 2MT | | 0.6 | |
| | | | 95.6 | WEST GUERNSEY | R | | | | 0.4 | |
| | | | 96.0 | MP 96.0 | | | CTC | | 1.7 | |
| | | | 97.7 | EAST STOKES | | | | | 3.1 | |
| | | | 100.8 | WEST STOKES | | | 2MT CTC | | 2.5 | |
| | 4,667 | 32137 | 103.3 | WENDOVER <small>Adj. Sub: Front Range, CO Div, MP 103.4</small> | JT | | CTC | | 4.5 | |
| | | | 107.8 | EAST CASSA | | | | 5 | 3.2 | |
| | | 32145 | 111.0 | CASSA | | | 2MT CTC | | 0.7 | |
| | | | 111.7 | WEST CASSA | | | | | 6.8 | |
| | | 32152 | 118.5 | EAST ELKHORN | | | CTC | | 4.3 | |
| | | | 122.8 | WEST ELKHORN | | | 2MT CTC | | 5.6 | |
| | | | 128.4 | MP 128.4 | | | CTC | | 2.9 | |
| | | | 131.3 | CROSSOVER 131.3 | X(2) | | 2MT CTC | | 1.9 | |
| | | | 133.2 | BRIDGER JCT | J | | | | 42.8 | |
| Adj. Sub: Orin Adj. Sub: Casper, Colorado Division | | | | | | | | | | |

| Radio Call-In | | |
|---|------------------|--------------|
| Radio Channel 45 in service at Guernsey Yard | | |
| Radio Channel 77 in service E. Guernsey to Bridger Jct. | | |
| Guernsey - 83(X) | Wendover - 84(X) | Bona - 85(X) |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

Dispatcher Information
(817) 867-8079, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

| | |
|------------------------|----------------|
| | Freight |
| MP 95.6 to MP 133.2 | |
| Up to 100 TOB | 50 MPH. |
| 100 TOB and over | 45 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---------------------------------|---------|
| MP 95.6 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. |

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Through all turnouts equipped with dual control switches and on sidings unless otherwise specified | 25 MPH. |
| MP 128.4 | 35 MPH. |
| MP 131.3, all turnouts | 40 MPH. |

1(D). Speed—Other

| | |
|---|---------|
| Guernsey—MT 1 and MT 2 through fuel platform area until entire movement clears the area | 10 MPH. |
| Wendover—East Leg of Wye | 10 MPH. |
| On other than Main Track, outside Mechanical Limits, except over switches and turnouts, lite engines between MP 90.4 and MP 94.0, excluding South Lead, in Guernsey.... | 20 MPH. |
| Empty WWD unit trains between MP 90.4 and MP 91.2, on East Yard Lead, Guernsey Yard | 20 MPH. |

Temperature Speed Restrictions

Cold Weather—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.

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 Wendover 143 tons, Restriction B
Wendover to Bridger Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
MP 95.6 to MP 133.2

Multiple Main Tracks—in effect:

2 MT:
MP 93.9 to MP 95.4
MP 97.7 to MP 100.8
MP 107.8 to MP 111.7
MP 118.5 to MP 122.8
MP 128.4 to MP 133.2

Restricted Limits—in effect:

MP 90.4 to MP 95.6

4. General Code of Operating Rule Items

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

Rule 6.21.3, Track Obstruction/Unusual Condition—When a train is advised in the words, “Between (location) and (location) be governed by Rule 6.21.3”, within the specified limits, the train must not exceed 20 MPH, watching out for slide, rock, washout or debris on the track. Train crews are reminded to regulate the speed where visibility is limited (e.g.. curvature of track, weather, etc.)

Rule 8.3—At Guernsey the normal position of Main Track switches DOES NOT APPLY at the main track switches at:

- MP 95.45—Track 201
- MP 95.4—MT 1 and MT 2 West End
- MP 94.1—West Crossover MT 1 to track 201
- MP 93.7—East Crossover MT 1 to the Lead
- MP 93.6—MT 1 and MT 2 East End
- MP 91.8—Crossover from the MT to 281 track
- MP 91.2—Crossover from the MT to the east yard Lead

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 their movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures:
 - MP 112.1—Recall Code 198
- B. Other TWD locations
 - MP 112.1—Recall Code 198
 - MP 116.6—DED—Exception Reporting
 - MP 120.6—DED—Exception Reporting
 - MP 126.3—Recall Code 687—Exception Reporting
 - MP 129.8—DED—Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

Guernsey—Road crews are required to communicate with the Guernsey Yardmaster on channel 45 for instructions when entering, departing, or moving within Guernsey Yard. Yard switch crews will operate on channels 49 and 59 as designated by the Guernsey Yardmaster. Channel 16 is in effect at the Guernsey Diesel Facility. All movements entering, departing, or within the Diesel Facility must communicate with the Diesel Shop Foreman on Channel 16. Yard Carmen will communicate on Channel 74.

Wendover—The Main Track, Siding, East and West Legs of Wye, Tracks 405, 406, 497, 498 and 499 within restricted limits at Wendover are under the jurisdiction of the Front Range Dispatcher. All other tracks, excluding the CTC Main Track within the confines of Wendover are under the jurisdiction of the Guernsey Yardmaster.

Crews must report all set out and pickups at Wendover utilizing VTR.

SSI - Switch Control/Monitoring Systems—
Turnouts Equipped with Two Switch Machines—
 MP 128.4
 MP 131.3 (Crossover)

ICS—in effect:
 MP 131.3 (Crossover)*

(*) Denotes ALL switches within Control Point are ICS.

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 and No. 3.

- Between MP 96.5 and MP 97.5
- Between MP 101.1 and MP 101.6

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Test Mile
 MP 120.0 to MP 121.0

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Canyon Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 None

8. **Line Segments**
Yard Line Segments
Line Segment Limits
 893 Guernsey

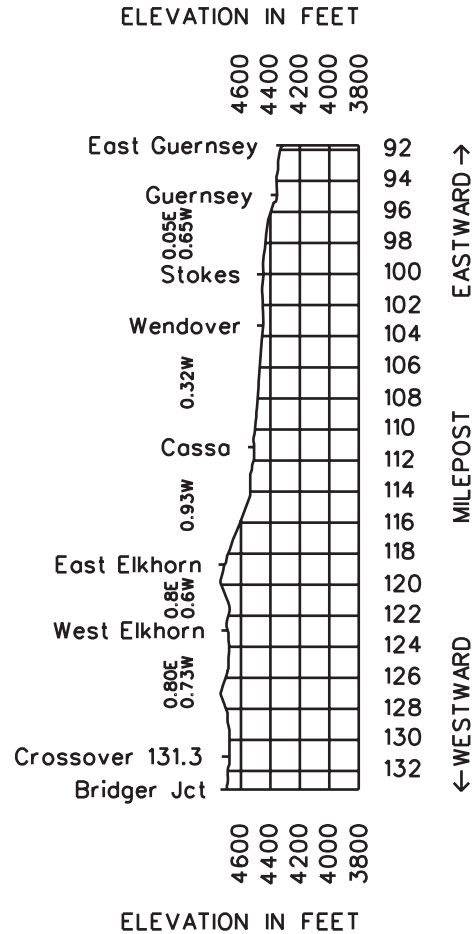
- Ballast Pit**
Line Segment Limits
 899 Guernsey

- Road Line Segments**
Line Segment Limits **Mileposts**
 5 E Guernsey to Bridger Jct. 90.4 to 133.2

9. **Other Location Information**

| Name | Mile Post | Capacity in Feet | Switch Opens |
|------------------------------|-----------|------------------|--------------|
| 32145 Cassa Setout Trk 597 | 111.6 | 500 | East |
| 32153 Glendo Setout Trk 690 | 119.6 | 800 | West |
| 32152 Elkhorn Setout Trk 697 | 119.9 | 900 | West |

10. **Grade Chart**



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Dutch Subdivision MAIN LINE STATIONS | | | Miles to Next Stn. | EASTWARD ↑ |
|----------------------------|-------------------------|--------------|-----------|--------------------------------------|---------------|--------------|--------------------|------------|
| | | | | Rule 4.3 | Type of Oper. | Line Segment | | |
| Adj. Sub: Big Horn, MP 0.0 | | | | | | | | |
| | | 30689 | 0.0 | DUTCH | JT | CTC | 314 | 14.7 |
| | | 33218 | 14.7 | DECKER | | | | Rule 6.28 |
| | | 33228 | 22.8 | SPRING CREEK | | | | 22.8 |
| End of Subdivision | | | | | | | | |

| Radio Call-In | |
|---|--|
| Radio Channel 54 in service Dutch to Spring Creek | |
| Dutch - 71(X) | Sheridan - Controlling DS - 68(X) Adjacent DS - 69(X) |
| Radio Channel 70 in service for Decker Mine loading | |
| Decker - 70(X) | |
| Radio Channel 88 in service for Spring Creek Mine loading | |
| Emergency - Call 911 | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | |

Dispatcher Information

Phone (817) 867-7066, Fax (817) 234-6174

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-------------------------|----------------|
| | Freight |
| MP 0.0 to MP 22.8 | 30 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|--------------------------|---------|
| MP 14.5 to MP 16.6 | 10 MPH. |
|--------------------------|---------|

1(C). Speed—Switches and Turnouts

| | |
|-------------------------------------|---------|
| Decker, Nerco, Countant Creek | 10 MPH. |
|-------------------------------------|---------|

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. |

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..... 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
MP 0.0 to MP 14.5

4. General Code of Operating Rules and Safety Rules Items

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

Rule 6.28—in effect:
MP 14.5 to MP 22.6

Safety 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.

- Employees are allowed to get on and off moving equipment only from the lead locomotive.
- Employees are allowed to get on and off moving equipment only during the coal loading process.

- 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 S-13.5 remains in effect.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

All Coal Mines—All employees of BNSF Railway and UPRR will be governed by Powder River Division instructions on mine properties located in General Notice. Employees must have this notice in their possession while operating on the Campbell, Dutch and Orin Subdivisions.

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Dutch Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
None

8. Line Segments

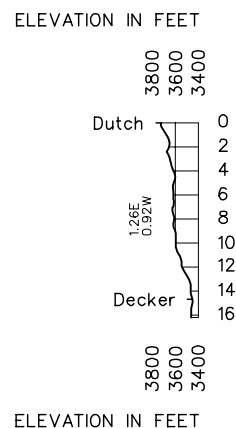
Road Line Segments

| 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 | 0.0 to 16.2 |
| 320 | Decker Nerco | 16.2 to 22.8 |

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|----------------------------------|-----------|------------------|--------------|
| Countant Creek Trk 2612 | 690.5 | 350 | East |
| 33228 Spring Creek Loop Trk 1350 | 690.5 | 12,500 | Loop |

10. Grade Charts



NOTE: The following excerpts from the Front Range Subdivision are being provided for information purposes only. See the General Orders for the Front Range Subdivision, Colorado Division for all amendments to this information.

| S O U T H W A R D ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Front Range Subdivision MAIN LINE STATIONS | | Type of Oper. | Line Segment | Miles to Next Stn. | ↑ N O R T H W A R D | |
|--|-------------------------|--------------|-----------|--|-----|---------------|--------------|--------------------|--|--|
| | | | | Rule 4.3 | | | | | | |
| | 8,235 | 32137 | 240.8 | WENDOVER | JTR | TWC | 476 | 10.2 | | |
| | 4,660 | 41367 | 230.6 | DWYER | | | | | 10.1 | |
| | | 41357 | 220.5 | MOBA JCT. | J | | | | 20.3 | |

Radio Channel 70 in service Wendover to Moba Jct.

Channel 85 at Wendover in service to contact Guernsey yardmaster.

| |
|---|
| Radio Call-In |
| Wendover-38(X) |
| Emergency - Call 911 |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 |

Train Dispatcher Telephone Number

0530—2130: (817) 234-6054, Fax (817) 234-6075
 2130—0530: (817) 234-6055, Fax (817) 234-6076

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-------------------------------|----------------|
| | Freight |
| MP 240.8 to MP 220.5 | 49 MPH. |
| Trains 100 TOB and over | 49 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|----------------------------|---------|
| MP 238.0 to MP 227.0 | 30 MPH. |
|----------------------------|---------|

1(C). Speed—Switches and Turnouts—None

1(D). Speed—Other

| | |
|---------------------------------|---------|
| All sidings | 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

Wendover to Moba Jct. 143 tons, Restriction A

3. Type of Operation

TWC—in effect:
 MP 240.8 to MP 220.5

Restricted Limits—in effect:
 MP 240.7 to MP 238.0

4. General Code of Operating Rules Items

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

Rule 8.3—At Wendover Rule 8.3 does not apply. Main track switches may be left lined as last used. Trains must approach these switches expecting to find them lined against their movement.

Rule 8.12—The crossovers at Wendover may be left lined as last used; however, both switches of a crossover must be left lined for normal movement or for movement through the crossover. Trains must approach these crossovers expecting to find them lined against their movement.

5. Trackside Warning Detectors (TWD)

- A. Protecting bridges, tunnels or other structures: None
- B. Other TWD locations
 - MP 238.8—DED—Exception Reporting
 - MP 233.4—DED—Exception Reporting
 - MP 230.0—DED—Exception Reporting
 - MP 225.8—Recall Code 388

6. FRA Excerpted Track—None

7. Special Conditions

Wendover—The Main Track, Siding, East and West Legs of Wye, Tracks 405, 406, 497, 498 and 499 within restricted limits at Wendover are under the jurisdiction of the Front Range Dispatcher.

All other tracks, excluding the CTC Main Track within the confines of Wendover are under the jurisdiction of the Guernsey yardmaster.

MOL Laramie River Power Plant—Report arrival at the utility using voice train reporting (VTR). The arrival time is when the wheels of the lead locomotive leave the main track at MP 220.

Inbound crews will report spot using VTR. Train is spotted at the sign outside the dump shed. Spot time is the time the train is made available to QRS, regardless of whether a QRS crews is onsite to take over the train.

Quality Rail Service (QRS) employees unload the unit coal trains at Laramie River Power Station. Train crew is to notify QRS or the dumper operator when they arrive the Moba main line switch on Channel 70 for instructions. It is the responsibility of the BNSF crew to spot the train at the stop sign outside the rotary dumper. When QRS employees assume control of the train at the dumper immediately upon arrival, BNSF crews are not required to secure the train. In the event QRS is not available to assume control of the train, BNSF crews must secure the train. QRS is responsible for train movements inside the Laramie River Power Station and BNSF crew members are governed by their instructions. Train crew is to de-board train at the crossing or the stop sign at the dumper depending on whether there is another train in the plant. The crew van will shadow the crew to the Moba switch and then take the conductor inside the plant after he lines the derail to derailing position and restores the main line switch to normal position.

BNSF crews must contact the Front Range dispatcher and provide the location of the train(s) inside the Laramie River Power Plant.

When the outbound crew arrives the plant, they must check with plant office to determine if the train is released prior to departing the plant. Plant personnel will check with QRS personnel to determine if all work is completed and blue flags are removed. If so, the plant will release the train to the BNSF crew to depart. The BNSF crew must not move the train or depart until the plant personnel releases the train to them.

Report train departure time using VTR when the wheels of the lead locomotive enter the main track.

In addition, QRS will provide a form to outbound empty trains providing the following information:

- 1000 mile air brake inspection ___ Yes (Performed) ___ Not Needed
- Locomotives Fueled ___ Yes ___ No
- Bad Order Cars set out (Listed)
- Fill cars added

After fill cars are added or bad order cars are set out, conductors on empty Moba trains must call VTR and report all work performed in order to maintain an accurate train list. Bad Orders should be reported using the VTR and by notifying the

Mechanical Desk. The Mechanical Desk can be contacted using the VTR by staying online after reporting the bad order and responding "no" when asked "have you notified the Mechanical Desk?".

When on plant property and outside the cab of the locomotive where hard hat protection is required, hard hats must be worn. If you are in an area where hard hat protection is required, the plant will furnish hard hats.

If the utility cannot be reached then the conductor should request help from Field Support.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
MP 229.0 to MP 221.0

8. Line Segments

Road Line Segments

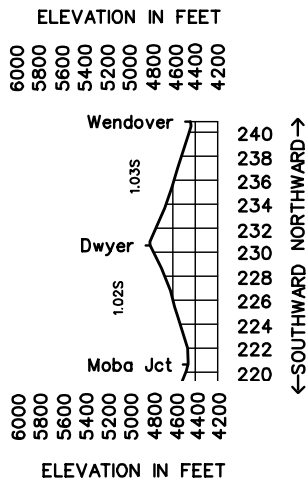
Line Segment Limits

476 Wendover to Denver UD

9. Locations Not Shown as Stations

| Name | Milepost Location | Capacity in Feet | Switch Opens |
|-----------------|-------------------|------------------|--------------|
| 41357 Moba Jct. | | | North |
| | Track No. 1 | 104 | Both |
| | Track No. 2 | 15 | North |
| | Track No. 3 | 17 | North |
| | Track No. 4 | 34 | South |
| | Track No. 5 | 24 | South |
| | Track No. 6 | 18 | Both |
| | Track No. 7 | 20 | Both |
| | Track No. 8 | 8 | North |
| | Track No. 9 | 120 | South |

10. Grade Chart



| WEST WARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Orin Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EAST WARD ↑ |
|-------------------|----------------------------------|-----------------|--------------|---|-------|-------------|---------------------|-----------------|-----------------------------|-------------------|
| | | | | Adj. Sub: Canyon | | | | | | |
| | | | 127.3 | BRIDGER JCT | J | | | | 1.1 | |
| | | | 126.2 | ORIN JCT <small>Adj. RR: UP, MP 126.2</small> | J | | 2MT CTC | | 3.1 | |
| | | | 119.4 | CROSSOVER 119.4 | X(2) | | | | 2.3 | |
| | | 33193 | 117.1 | SHAWNEE JCT <small>Adj. RR: UP, MP 117.6</small> | JX(2) | | | | 6.5 | |
| | | | 110.6 | CROSSOVER 110.6 | X(2) | | | | 7.0 | |
| | | | 103.6 | CROSSOVER 103.6 | X(2) | | | | 8.1 | |
| | | | 95.5 | CROSSOVER 95.5 | X(2) | | 3MT CTC | | 4.5 | |
| | | | 91.0 | CROSSOVER 91.0 | X(3) | | | | 2.4 | |
| | | | 88.6 | MP 88.6 | | | | | 3.1 | |
| | | | 85.5 | EAST BILL | X(2) | | | | 4.7 | |
| | | | 80.8 | WEST BILL | X(2) | | | | 6.8 | |
| | | | 74.0 | CROSSOVER 74.0 | X(2) | | | | 8.6 | |
| | | 33160 | 65.4 | CONVERSE JCT <small>(To Antelope 2.2)</small> | X(2) | | 4MT CTC | | 2.9 | |
| | | | 62.5 | EAST NACCO | X(2)T | | | | 0.3 | |
| | | 33158 | 62.2 | NACCO WYE JCT <small>(To Rochelle 4.7) (To North Antelope 4.7)</small> | | | | | 0.3 | |
| | | | 61.9 | WEST NACCO | | | | | 2.2 | |
| | | | 59.7 | MP 59.7 | | | | | 3.9 | |
| | | | 55.8 | CROSSOVER 55.8 | X(2) | | | | 6.6 | |
| | | | 49.2 | CROSSOVER 49.2 | X(2) | | | | 3.5 | |
| | | | 45.7 | CROSSOVER 45.7 | X | | | | 2.2 | |
| | | | 43.5 | CROSSOVER 43.5 | X | | 186 | | 0.5 | |
| | | | 43.0 | MP 43.0 | | | | | 0.4 | |
| | | 33142 | 42.6 | RENO JCT <small>(To Black Thunder 0.7) (To Black Thunder East 5.7)</small> | | | | | 0.5 | |
| | | | 42.1 | CROSSOVER 42.1 | X | | | | 2.2 | |
| | | | 39.9 | MP 39.9 | | | | | 0.3 | |
| | | | 39.6 | THUNDER JCT WEST | | | | | 0.1 | |
| | | | 39.5 | MP 39.5 | | | | | 6.5 | |
| | | | 33.0 | CROSSOVER 33.0 | X(2) | | | | 6.5 | |
| | | | 26.5 | EAST COAL CREEK | X | | 3MT CTC | | 0.3 | |
| | | 33125 | 26.2 | COAL CREEK JCT <small>(To Coal Creek 2.1)</small> | | | | | 0.3 | |
| | | | 25.9 | WEST COAL CREEK | X | | | | 2.1 | |
| | | | 23.8 | EAST CORDERO JCT <small>(To Cordero 2.2)</small> | X | | | | 2.7 | |
| | | | 21.1 | WEST CORDERO JCT | X | | | | 3.3 | |
| | | | 17.8 | EAST ROJO JCT | X | | | | 0.4 | |
| | | 33117 | 17.4 | ROJO JCT <small>(To Caballo Rojo 0.7)</small> | | | | | 0.1 | |
| | | | 17.3 | WEST ROJO JCT | X | | | | 0.9 | |
| | | | 16.4 | EAST BELLE AYR JCT <small>(To Belle Ayr 1.8)</small> | | | | | 1.4 | |
| | | 33114 | 15.0 | CABALLO JCT <small>(To Caballo 0.4)</small> | X | | | | 0.3 | |
| | | | 14.7 | CROSSOVER 14.7 | X | | | | 6.5 | |
| | | | 8.2 | CROSSOVER 8.2 | X | | | | 7.8 | |
| | | 30587 | 0.4 | DONKEY CREEK JCT | JX | | | | 126.9 | |
| | | | | Adj. Sub: Black Hills | | | | | | |

| Radio Call-In | | |
|---|----------------|--------------------|
| Radio Channel 77 in service MP 127.3 to MP123.6 | | |
| Bona - 85(X) Adjacent DS | | |
| Radio Channel 66 in service MP 123.6 to MP 20.6 | | |
| Fisher - 61(X) | Walker - 62(X) | Bill - 63(X) |
| Logan - 67(X) | Reno - 65(X) | Coal Creek - 66(X) |
| Radio Channel 85 in service MP 20.6 to MP 0.4 | | |
| Donkey Creek - 33(X) | | |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

Dispatcher Information
 Bridger Jct. to W. Cordero Jct.—(817) 867-8076, or (817) 234-6180, Fax (817) 234-6169
 W. Cordero Jct. to Donkey Creek Jct.—(817) 867-8080, or (817) 234-6466, Fax (817) 234-6173

1. Speed Regulations

1(A). Speed—Maximum

| | |
|------------------------------------|----------------|
| | Freight |
| MP 127.3 to MP 15.4 | |
| Up to 100 TOB | 50 MPH. |
| 100 TOB and over | 45 MPH. |
| MP 43.5 to MP 45.7, Reno Lead | |
| Trains up to 100 TOB | 50 MPH. |
| Trains 100 TOB and over..... | 40 MPH. |
| MP 42.6 to MP 43.5, Reno Lead..... | 25 MPH. |
| MP 15.4 to MP 0.4 | 35 MPH. |

1(B). Speed—Permanent Restrictions

| | |
|---|---------|
| North Antelope, New Outbound | 25 MPH. |
| On east and west legs of wye at Rojo Jct., Coal Creek Jct., to Reno Jct., Nacco Wye Jct., Caballo Jct., Belle Ayr Jct., and Cordero Jct. | 25 MPH. |
| MP 49.5 to South Black Thunder | 20 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. |
| MP 119.5, all turnouts | 40 MPH. |
| MP 117.1, all turnouts | 40 MPH. |
| MP 110.6, all turnouts | 35 MPH. |
| MP 103.6, all turnouts | 35 MPH. |
| MP 95.5, all turnouts | 50 MPH. |
| MP 91.0, all turnouts | 50 MPH. |
| MP 80.8, all turnouts | 40 MPH. |
| MP 74.0, all turnouts | 40 MPH. |
| MP 55.8, all turnouts | 40 MPH. |
| MP 49.2, all turnouts | 40 MPH. |
| MP 45.7, all turnouts | 50 MPH. |
| MP 43.5, all turnouts | 40 MPH. |
| Between MP 43.5 and MP 42.1, thru all switches Reno Jct | 25 MPH. |
| MP 42.1, all turnouts | 40 MPH. |
| MP 33.0, all turnouts | 40 MPH. |
| East and West Coal Creek, all turnouts | 40 MPH. |
| MP 8.2, all turnouts | 35 MPH. |

1(D). Speed—Other

Progress Rail Services at Bill all tracks..... 10 MPH.

Temperature Speed Restrictions

Cold Weather—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.

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, Restriction A
 Reno Jct. 143 tons, Restriction A

3. **Type of Operation**
CTC—in effect:
 MP 127.3 to MP 0.0

Multiple Main Tracks—in effect:

- 2 MT:**
 MP 127.3 to MP 117.1
3 MT:
 MP 117.1 to MP 80.8
 MP 59.7 to MP 0.0
4 MT:
 MP 80.8 to MP 59.7

4. **General Code of Operating Rules Items**
GCOR and MWOR 5.4.2 (A), Display of Yellow Flag, Less than Two Miles Ahead of Restricted Area—is changed to read:
 Less than Two Miles Ahead of Restricted Area. Employees will display an additional yellow flag less than 2 miles before the restricted area on junction tracks, mine lead tracks, Progress Rail tracks and UP Bill yard tracks leading to the track affected. If the restriction is on a siding employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.

GCOR and MWOR 5.4.8, Flag Location—The first paragraph is changed to read:
 Yellow flags will be placed on the track affected and on junction tracks, mine lead tracks, Progress Rail tracks and UP Bill yard tracks leading to the track affected.
 Yellow-Red flags will be placed on all main tracks and sidings leading to the track affected.

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

Safety Rule S-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 TY&E Safety Rule S-13.5 will remain in effect.

5. **Trackside Warning Detectors (TWD)**
 A. Protecting Bridges, Tunnels or Other Structures: None
 B. Other TWD locations
 MP 126.2—DED—Exception Reporting
 MP 120.6—DED—Exception Reporting
 MP 116.8—DED—Exception Reporting
 MP 113.5—Recall Code 688—Exception Reporting
 MP 108.6—DED—Exception Reporting
 MP 102.9—DED—Exception Reporting
 MP 98.0—Recall Code 628—Exception Reporting
 MP 93.0—DED—Exception Reporting

- MP 88.0—DED—Exception Reporting
 MP 83.3—DED—Exception Reporting
 MP 78.4—DED—Exception Reporting
 MP 75.3—Recall Code 678—Exception Reporting
 MP 71.9—DED—Exception Reporting
 MP 67.8—DED—Exception Reporting
 MP 63.5—DED—Exception Reporting
 Nacco Wye Jct.—MP 0.5—DED—Exception Reporting—North Antelope Rochelle Mine Track New Lead at Nacco Wye Jct. “South Track”
 Nacco Wye Jct.—MP 0.5—DED—Exception Reporting—North Antelope Rochelle Mine Track in OS at Nacco Wye Jct. “North Track”
 MP 59.4—Recall Code 677—Exception Reporting
 MP 56.2—DED—Exception Reporting
 MP 53.1—DED—Exception Reporting
 MP 49.2—DED—Exception Reporting
 MP 45.9—Recall Code 658—Exception Reporting
 MP 40.1—DED—Exception Reporting
 Thunder Jct West Mine Lead, MP 0.3—DED—Exception Reporting
 MP 35.4—DED—Exception Reporting
 MP 30.1—HBD—Recall Code 667—Exception Reporting
 MP 25.5—DED—Exception Reporting
 MP 21.9—Recall Code 668—Exception Reporting
 MP 16.9—DED—Exception Reporting
 MP 14.2—DED—Exception Reporting
 MP 10.6—DED—Exception Reporting
 MP 5.6—HBD—Recall Code 337—Exception Reporting

6. **FRA Excepted Track**—None

7. **Special Conditions**
Reno Area Operations—Dispatchers will final Black Thunder East trains and Black Thunder trains to Raillink. Black Thunder will control train movements on Reno 1 to Reno 5 tracks through their agent Raillink. Empty trains entering any of the five tracks will be lined into the track by the Dispatcher. All empty trains arriving Reno Jct. will contact the Raillink Operations Manager on AAR Channel 80 for route instructions:
- Black Thunder trains will get instructions for the route to the final landing spot.
 - Black Thunder East trains will get instructions for a through route to the East Thunder Lead.

Black Thunder East trains arriving the East Thunder Lead will contact the Raillink Operations Manager on AAR Channel 83 for instructions on Black Thunder East property. Trains departing Black Thunder East will get permission from Raillink and the Dispatcher prior to fouling the East Thunder Inbound Loop Track. Departing trains will then contact Raillink for route instructions to “Begin CTC”.

Track from and including Reno Jct. to the switch at MP 43.0 on MT 1, Orin Subdivision, is designated as the East Leg of Wye, Reno Jct.

Track from and including Reno Jct. to the switch at MP 45.7 on MT 1, Orin Subdivision, is designated as the Reno Lead.

Track from Reno Jct. to the switch at MP 42.1 on MT 1, Orin Subdivision, is designated as the West Leg of Wye, Reno Jct.

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

North Antelope Rochelle Tracks—At Nacco, the mile posts for North Antelope Rochelle Tracks begin at the Main 1 Clearance Point at East Nacco. Example, MP 0.0 is at the eastbound signal on the east leg of the wye at East Nacco.

**SSI - Switch Control/Monitoring Systems—
Turnouts Equipped with Two Switch Machines—**

| | |
|---------------------|--------------------|
| Bridger Jct. | MP 126.2 |
| MP 119.4—Crossover | Shawnee Jct. |
| MP 110.6—Crossover | MP 103.6—Crossover |
| MP 95.5—Crossover | MP 88.6 |
| MP 91.0—Crossover | East Bill |
| West Bill | MP 74.0—Crossover |
| Converse Jct. (All) | East Nacco |
| West Nacco | MP 59.7 |
| MP 55.8—Crossover | MP 49.2—Crossover |
| MP 45.7—Crossover | MP 43.5—Crossover |
| Reno Jct. | MP 42.1—Crossover |
| MP 39.5 | Reno Siding |
| Thunder Jct West | MP 33.0—Crossover |
| East Coal Creek | West Coal Creek |
| East Cordero Jct. | West Cordero Jct. |
| East Rojo Jct. | West Rojo Jct. |
| East Belle Ayr Jct. | Caballo Jct. |
| MP 14.7—Crossover | MP 8.2—Crossover |

ICS—in effect:

| | |
|---------------------|---------------------|
| MP 119.4—Crossover* | Shawnee Jct.* |
| MP 110.6—Crossover* | MP 103.6—Crossover* |
| MP 95.5—Crossover* | MP 91.0* |
| MP 88.6* | West Bill* |
| MP 74.0* | Converse Jct.* |
| East Nacco* | MP 59.7* |
| MP 55.8—Crossover* | MP 49.2—Crossover* |
| MP 45.7—Crossover* | MP 43.5—Crossover* |
| Reno Jct. | MP 42.1—Crossover* |
| Reno* | MP 33.0* |
| East Coal Creek* | West Coal Creek* |
| East Cordero* | West Cordero* |
| East Rojo* | West Rojo* |
| Caballo Jct.* | MP 14.7—Crossover* |
| MP 8.2—Crossover* | |

(*) Denotes ALL switches within Control Point are ICS.

All Coal Mines—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Instructions on Mine Properties located in General Notice. Employees must have this notice in their possession while operating on the Campbell, Dutch and Orin Subdivisions.

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

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds unless otherwise directed by the Chief Dispatcher.

Track Side Monitor (TSM) – Coal Dust—Effective 0001 hours, November 14, 2008, trains handling cars loaded with coal moving from individual mine origins on the Joint Line shall be profiled in accordance with published template drawing number 565000 on BNSF website (www.bnsf.com). The template can be found by accessing the following tabs: Customer Tools, Equipment Information, Loading Diagrams, Coal tabs.

As soon as practicable, trains handling cars loaded with coal moving from individual mine origins on the Joint Line shall not emit more than an Integrated Dust Value (IDV.2) of 300 units in order to enhance retention of coal in rail cars. An IDV.2 unit is a measure of the volume of coal dust coming off of the coal train over its entire length. Profiling and any products or appurtenances shall be applied or installed in accord with manufacturer’s recommendations, where appropriate.

Any product, device or appurtenance utilized to control the release of coal dust shall not adversely impact employees, property, locomotives or BNSF/UP owned rail cars.

Track Side Monitor (TSM) instrumentation designed to actively monitor Coal Dust have been installed at MP 90.5. One TSM tower is located 55-feet South of Main 3 and the other tower is located 82-feet North of Main 1. There is no designed communication between the monitoring station and train crews. All employees of BNSF Railway and UP Railroad operating on the Joint Line will immediately advise the dispatcher if they observe that the coal dust monitor tower (TSM) at milepost 90.5 appears to have been damaged or otherwise impacted.

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Orin Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Road Line Segments

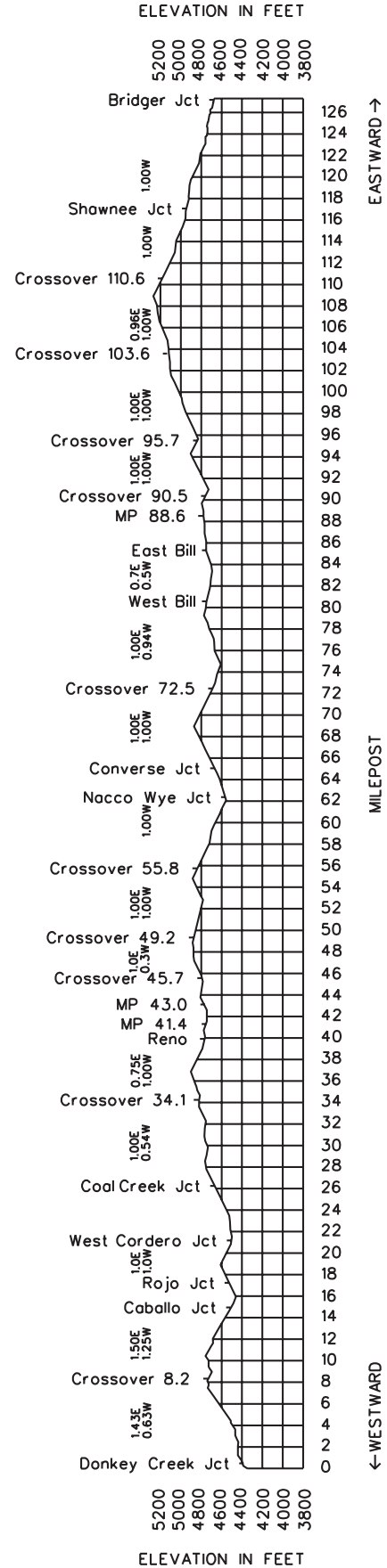
| Line Segment | Limits | Mileposts |
|--------------|---|-----------------|
| 172 | Caballo Rojo Spur | 17.5 to 23.0 |
| 173 | Coal Creek Spur | 0.0 to 5.8 |
| 175 | North Antelope Spur | 62.1 to 69.8 |
| 186 | Bridger Jct. to Donkey Creek | 127.3 to 0.4 |
| 189 | Belle Ayr Spur | 14.8 to 20.0 |
| 190 | Cordero Spur | 21.1 to 24.7 |
| 191 | Black Thunder Jct. to Jacobs Ranch | 2.9 to 9.2 |
| 191 | Black Thunder Jct. to Orin Sub Switches | 2.9 to 0.0/45.7 |
| 193 | Black Thunder Spur | 2.9 to 7.3 |
| 194 | Caballo Spur | 14.6 to 20.8 |
| 195 | Black Thunder East | |
| 195 | Black Thunder West Spur | |
| 197 | Antelope Spur | 65.3 to 67.4 |

28 POWDER RIVER DIVISION—No. 10—May 18, 2011—Orin Subdivision

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|---|----------------------|------------------|--------------|
| Back Track MP 120.7 - 1001 | 120.7 - MT1 | 2,000 | Both |
| Back Track MP 120.7 - 1002 | 120.7 - MT2 | 1,00 | Both |
| Back Track MP 116.5 - 8311 | 116.5 - MT3 | 750 | Both |
| Back Track MP 109.5 - 8309 | 109.5 - MT3 | 850 | Both |
| Back Track MP 109.5 - 8310 | 109.5 - MT 1 | 550 | Both |
| Back Track MP 102.7 - 8304 | 102.7 - MT3 | 750 | Both |
| Back Track MP 102.7 - 8303 | 102.7 - MT1 | 1,500 | Both |
| Back Track MP 97.7 - 9942 | 97.7 - MT3 | 750 | Both |
| Back Track MP 97.7 - 9941 | 97.7 - MT1 | 750 | Both |
| Back Track MP 90.7 - 8290 | 90.7 - MT1 | 1,500 | Both |
| Progress Rail (PLM) | 85.6 - 88.6 | 33,750 | Both |
| Back Track MP 83.6 - 8284 | 83.6 - MT3 | 1,000 | Both |
| Back Track MP 82.7 - 8283 | 82.7 - MT3 | 1,000 | West |
| Back Track MP 76.7 - 8287 | 76.7 - MT1 | 2,500 | Both |
| Back Track MP 76.7 - 8277 | 76.7 - MT4 | 2,500 | Both |
| Back Track MP 70.3 - 8070 | 70.3 - MT1 | 700 | Both |
| Back Track MP 69.7 - 8069 | 69.7 - MT4 | 400 | East |
| Antelope Mine - 8002 | 65.3 | Loop | East |
| Back Track MP 63.4 - 7563 | 63.4 - MT1 | 1,400 | Both |
| Back Track MP 63.4 - 7564 | 63.4 - MT4 | 1,000 | Both |
| 33158 Helper Track - 7562 | 61.86 to 62.07 - MT1 | 700 | Both |
| Rochelle - 7502 | 62.0 | | Loop |
| North Antelope - 7504 | 62.0 | | Loop |
| Back Track MP 58.4 - 7559 | 58.4 - MT3 | 1,450 | Both |
| Back Track MP 58.4 - 7558 | 58.4 - MT1 | 1,450 | Both |
| Back Track MP 52.7 - 6552 | 52.7 - MT1 | 1,650 | Both |
| Back Track MP 52.7 - 6553 | 52.7 - MT3 | 1,650 | Both |
| School Creek | 49.2 | | Loop |
| Reno Back Track - 6542 | 42.6 - MT1 | 1,800 | Both |
| Western Gas Processors (Ind Park) - 6001 / 6002 | 34.7 | 1,500 | Both |
| Back Track MP 31.8 - 6032 | 31.8 - MT1 | 1,000 | Both |
| Back Track MP 31.8 - 6031 | 31.8 - MT3 | 1,000 | Both |
| 33029 Coal Creek - 5501 | 26.2 | | Loop |
| West Coal Creek - 5526 | 25.4 | 1,000 | West |
| 33024 Cordero - 5001 | 22.5 | | Loop |
| Caballo Rojo - 4501 / 4502 | 17.5 | | Loop |
| Nelson Bros.Stub Trk. - 4701 | 16.7 | 750 | East |
| 33018 Belle Ayr - 4006 | 16.4 | | Loop |
| Back Track MP 16.0 - 4016 | 16.0 - MT1 | 1,250 | Both |
| Back Track MP 16.0 - 4015 | 16.0 - MT3 | 800 | Both |
| 33114 Caballo - 3501 | 15.5 | | Loop |
| Back Track MP 9.0 - 3507 | 9.5 - MT1 | 3,350 | Both |

10. Grade Chart



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Sand Hills Subdivision MAIN LINE STATIONS | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | ↑ EASTWARD |
|------------|--------------------------------------|--------------|-----------|---|----------|---------------|--------------|--------------------|------------|
| | Adj. Sub: Ravenna, Nebraska Division | | | | | | | | |
| | | | 128.2 | WEST RAVENNA | | | | 9.6 | |
| | | 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 | | | 6.0 | |
| | | | 150.6 | CROSSOVER 150.6 | X(2) | 2MT | | 4.4 | |
| | | 30152 | 155.0 | MASON | | CTC | | 7.1 | |
| | | | 162.1 | CROSSOVER 162.1 | X(2) | | | 7.7 | |
| | | | 169.8 | CROSSOVER 169.8 | X(2) | | | 6.5 | |
| | | 30175 | 176.3 | BROKEN BOW | B | | | 10.2 | |
| | | | 186.5 | CROSSOVER 186.5 | X(2) | | | 9.2 | |
| | | 30194 | 195.7 | ANSELMO | | | CTC | 9.8 | |
| | | 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) | | | 7.4 | |
| | | | 237.3 | CROSSOVER 237.3 | X(2) | | | 9.7 | |
| | | | 247.0 | CROSSOVER 247.0 | X(2) | | | 7.2 | |
| | | | 254.2 | CROSSOVER 254.2 | X(2) | | | 9.4 | |
| | | | 263.6 | CROSSOVER 263.6 | X(2) | 2MT | CTC | 10.3 | |
| | | | 273.9 | CROSSOVER 273.9 | X(2) | | | 9.9 | |
| | | | 283.8 | CROSSOVER 283.8 | X(2) | | | 7.3 | |
| | | | 291.1 | CROSSOVER 291.1 | X(2) | | | 9.0 | |
| | | | 300.1 | CROSSOVER 300.1 | X(2) | | | 6.8 | |
| | | 30305 | 306.9 | HYANNIS | | | CTC | 7.6 | |
| | | 30314 | 314.5 | ASHBY | | | | 5.7 | |
| | | | 320.2 | CROSSOVER 320.2 | X(2) | | | 10.0 | |
| | | | 330.2 | MP 330.2 | X(2) | 2MT | | 3.7 | |
| 8,737 | 30333 | 333.9 | ELLSWORTH | | | CTC | | 5.5 | |
| | | | 339.4 | CROSSOVER 339.4 | X(2) | | | 4.6 | |
| | | 30341 | 344.0 | LAKESIDE | | | | 5.2 | |
| | | 30349 | 349.2 | ANTIOCH | | | CTC | 8.1 | |
| | | | 357.3 | MP 357.3 | X(2) | | | 4.5 | |
| | | | 361.8 | CROSSOVER 361.8 | X(2) | 2MT | CTC | 2.2 | |
| | | | 364.0 | EAST ALLIANCE | X(2) | | | 236.3 | |
| | Adj. Sub: Butte Adj. Sub: Angora | | | | | | | | |

All Alliance Terminal instructions will be found on the Butte Subdivision.

| Radio Call-In | | |
|---|------------------|--------------------|
| Radio Channel 66 in service West Ravenna to MP 356.65 | | |
| Ravenna - 04(X) | Mason - 13(X) | Broken Bow - 12(X) |
| Dunning - 14(X) | Seneca - 15(X) | Whitman - 16(X) |
| Bingham - 17(X) | Lakeside - 18(X) | Alliance - 10(X) |
| Radio Channel 70 in service at Alliance Yard - MP 356.65 | | |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

Dispatcher Information

(817) 867-8077, or (817) 234-1336, Fax (817) 234-6170

1. Speed Regulations

1(A). Speed—Maximum

| | |
|-------------------------------|----------------|
| | Freight |
| MP 128.2 to MP 364.0 | 60 MPH. |
| Trains 100 TOB and over | 45 MPH. |

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

| | |
|---|---------|
| Through crossovers equipped with dual control switches..... | 25 MPH. |
| Through turnouts of begin and end 2 Main Tracks | |
| Trains over 100 TOB | 25 MPH. |
| Trains under 100 TOB | 40 MPH. |
| MP 162.1, MP 263.6, MP 330.2, Lakeside, MP 357.3 | |
| Trains over 100 TOB | 40 MPH. |
| Trains under 100 TOB | 50 MPH. |
| Crossovers MP 138.3, MP 186.5, MP 237.3, MP 247.0, MP 283.8, MP 291.1 | |
| Trains over 100 TOB..... | 25 MPH. |
| Trains under 100 TOB | 40 MPH. |
| Through turnouts of controlled sidings..... | 20 MPH. |

1(D). Speed—Other

Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal 20 MPH.

Temperature Speed Restrictions

Cold Weather—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.

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

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

West Ravenna to East Alliance 143 tons, Restriction A

3. Type of Operation

CTC—In effect:
MP 128.2 to MP 364.0

Multiple Main Tracks—in effect:

2 MT:
 MP 128.2 to MP 195.7
 MP 205.5 to MP 214.4
 MP 223.9 to MP 306.9
 MP 314.5 to MP 344.0
 MP 349.2 to MP 364.0

4. General Code of Operating Rules Items

Rule 5.8.4, Whistle Quiet Zone—Whistle signal 5.8.2 (7) is not required at the following crossing locations. All other whistle requirements remain in effect.

| | | |
|------------|----------|---------------|
| Location | Milepost | Crossing Name |
| Broken Bow | 175.59 | 1st Avenue |
| | 175.84 | 5th Avenue |

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

5. Trackside Warning Detectors (TWD)

- A. Protecting Bridges, Tunnels or Other Structures: None
- B. Other TWD locations
 - MP 133.2—DED—Exception Reporting
 - MP 138.3—DED—Exception Reporting
 - MP 141.4—Recall Code 048—Exception Reporting
 - MP 146.7—DED—Exception Reporting
 - MP 150.6—DED—Exception Reporting

- MP 158.1—Recall Code 138—Exception Reporting
- MP 164.5—DED—Exception Reporting
- MP 168.1—DED—Exception Reporting
- MP 173.3—DED—Exception Reporting
- MP 178.4—DED—Exception Reporting
- MP 180.9—Recall Code 128—Exception Reporting
- MP 184.9—DED—Exception Reporting
- MP 190.1—DED—Exception Reporting
- MP 195.7—DED—Exception Reporting
- MP 200.5—Recall Code 147—Exception Reporting
- MP 205.5—DED—Exception Reporting
- MP 210.0—DED—Exception Reporting
- MP 216.3—DED—Exception Reporting
- MP 221.1—Recall Code 148—Exception Reporting
- MP 225.9—DED—Exception Reporting
- MP 229.9—DED—Exception Reporting
- MP 235.3—DED—Exception Reporting
- MP 241.1—DED—Exception Reporting
- MP 248.9—Recall Code 157—Exception Reporting
- MP 252.4—DED—Exception Reporting
- MP 256.5—DED—Exception Reporting
- MP 261.3—Recall Code 158—Exception Reporting
- MP 265.6—DED—Exception Reporting
- MP 269.5—DED—Exception Reporting
- MP 275.5—DED—Exception Reporting
- MP 280.5—DED—Exception Reporting
- MP 286.3—Recall Code 167—Exception Reporting
- MP 292.8—DED—Exception Reporting
- MP 295.1—DED—Exception Reporting
- MP 300.1—DED—Exception Reporting
- MP 304.5—DED—Exception Reporting
- MP 309.0—Recall Code 168—Exception Reporting
- MP 314.5—DED—Exception Reporting
- MP 320.1—DED—Exception Reporting
- MP 324.2—DED—Exception Reporting
- MP 328.3—Recall Code 177—Exception Reporting
- MP 333.1—DED—Exception Reporting
- MP 338.1—Recall Code 188—Exception Reporting
- MP 344.0—DED—Exception Reporting
- MP 349.2—DED—Exception Reporting
- MP 354.7—DED—Exception Reporting
- MP 362.8—DED—Exception Reporting—Channel 70

6. FRA Excepted Track—None

7. Special Conditions

Ravenna—After changing crews, the relieved crew will be required to give roll by inspection if the train will depart within 15 minutes.

Cooks Crossing, MP 166.1—The 250 foot markings for cutting this crossing have been moved to 400 feet due to poor visibility. Do not foul these marks when cutting or standing at this crossing.

Hyannis—All trains stopping for meets at Hyannis or parking with the power on at Hyannis must stop back of the back track switch at MP 306.35.

Ellsworth—Eastward trains stopping at Ellsworth, between the hours of 2200 and 0600, must stop back of the eastward whistle marker at MP 334.52.

Remote Control Area—Signs located at MP 4.6 (Angora Subdivision), MP 367.9 (Butte Subdivision) and MP 360.9 (Sand Hills Subdivision), designate the Remote Control Area at Alliance Yard.

**SSI - Switch Control/Monitoring Systems—
Turnouts Equipped with Two Switch Machines—**

- MP 162.1—Crossover
- MP 263.6
- Antioch
- MP 330.2
- MP 357.3

ICS—in effect:

- MP 162.1*
- MP 263.6*
- MP 330.2*
- MP 357.3*

(*) Denotes ALL switches within Control Point are ICS.

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

| | | |
|------------|------|--------------------|
| Hyannis | 5801 | building WE |
| Halsey | 5001 | building WE |
| Dunning | 4901 | fence WE |
| Anselmo | 4701 | building S side |
| Merna | 4602 | building S side |
| Broken Bow | 4505 | building S side EE |
| | 4504 | building S side WE |
| Berwyn | 4420 | building N side WE |

Test Miles

- MP 129 to MP 130
- MP 139 to MP 140
- MP 199 to MP 200
- MP 247 to MP 248
- MP 272 to MP 273
- MP 356 to MP 357
- MP 363 to MP 364

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Sand Hills Subdivision.

Flash Flood Warnings—The following locations have been identified as “critical areas” subject to flash floods and washouts as outlined in System Special Instructions, Item 33:

None

8. Line Segments

Road Line Segment

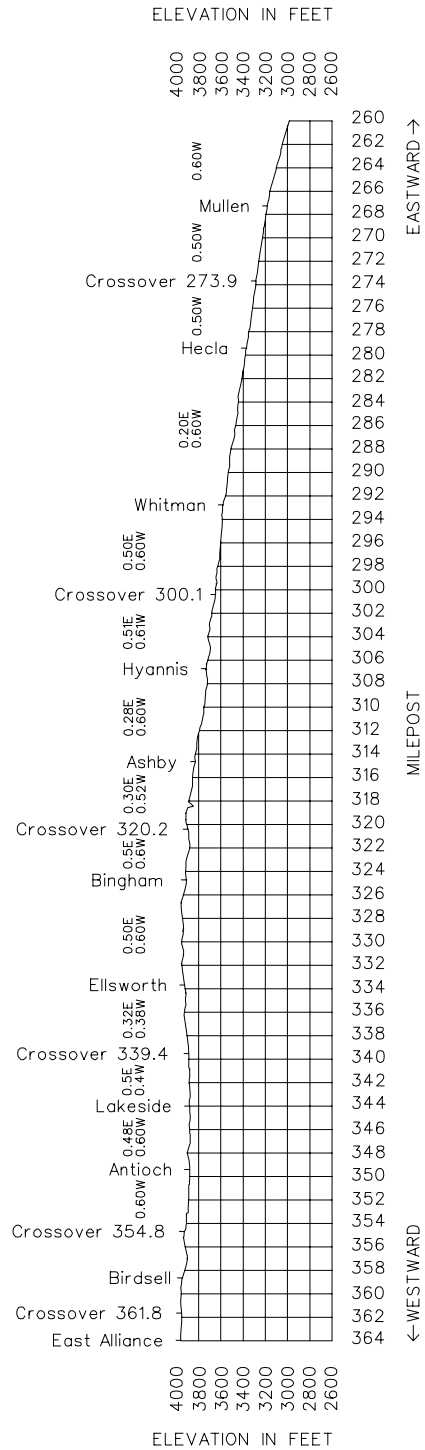
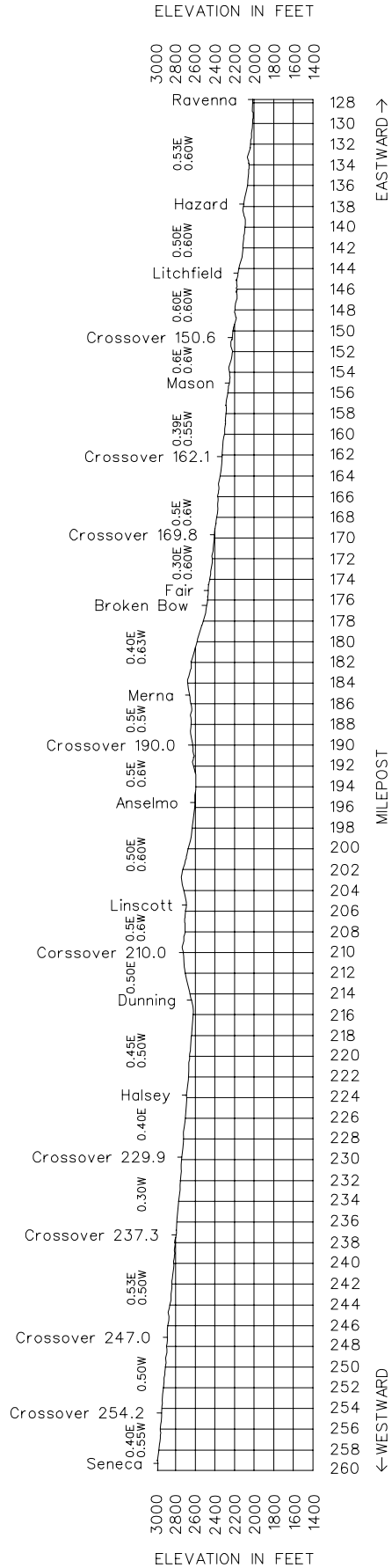
| Line Segment | Limits | Mileposts |
|--------------|----------------------------|----------------|
| 4 | W. Ravenna to E. Alliance. | 128.2 to 364.0 |

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|--------------------------------------|--------------------|------------------|--------------|
| 30132 Sweetwater - 3901 | 133.2 - MT1 | 550 | West |
| 30137 Hazard Back Trk - 4001 | 137.9 - MT1 | 1,500 | West |
| 30143 Litchfield Elevator Trk - 4101 | 144.2 - MT1 | 1,500 | Both |
| 30143 LitchfieldStub Trk #1 - 4102 | 144.2 - MT1 | 700 | West |
| 30143 Litchfield Stub Trk #2 - 4103 | 144.2 - MT1 | 700 | West |
| 30143 Litchfield Stub Trk #3 - 4104 | 144.2 - MT1 | 750 | West |
| 30143 Litchfield Stub Trk #4 - 4105 | 144.2 - MT1 | 750 | West |
| 30152 Mason Back Trk - 4202 | 155.2 - MT1 | 1,670 | Both |
| 30152 Mason Back Trk - 4201 | 153.5 - MT2 | 400 | East |
| 30166 Berwyn Back Trk - 4501 | 159.4 - MT2 | 1,480 | Both |
| 30166 Old Berwyn - 4420 | 167.4 - MT1 | 1,400 | Both |
| 30175 Broken Bow Elevator - 4502 | 176.3 - MT 1 | 500 | Both |
| 30175 Broken Bow Mill Trk - 4503 | 176.3 - MT 1 | 350 | West |
| 30175 Broken Bow City Trk - 4504 | 176.0 - MT 2 | 750 | Both |
| 30175 Broken Bow House Trk - 4505 | 176.5 - MT 2 | 400 | West |
| 30175 Broken Bow Sargent Pipe - 4506 | 175.3 - MT 1 | 250 | East |
| 30183 Merna Elevator Trk - 4602 | 184.3 - MT 2 | 1,000 | Both |
| 30183 Merna Old Pass - 4601 | 184.3 - MT 2 | 4,500 | Both |
| 30183 Back Trk - 4697 | 184.1 - MT 1 | 1,050 | Both |
| 30194 Anselmo Back Trk - 4701 | 195.5 - MT2 | 2,000 | Both |
| 30206 Linscott Back Trk - 4801 | 207.5 - MT2 | 250 | Both |
| 30214 Old Dunning - 4901 | 215.7 | 750 | West |
| 30224 Halsey Back Trk - 5001 | 225.1 - MT2 | 1,250 | Both |
| 30234 Natick Back Trk - 5101 | 234.9 - MT 2 | 1,000 | Both |
| 30234 Natick Back Trk - 5102 | 234.9 - MT 1 | 1,000 | Both |
| 30241 Thedford Back Trk - 5202 | 242.2 - MT 1 | 1,400 | Both |
| 30241 Thedford Back Trk - 5201 | 242.2 - MT 2 | 3,300 | Both |
| 30256 Seneca East Old Pass - 5401 | 257.5 - MT1 | 6,800 | East |
| 30256 Seneca East #1 Trk - 5403 | 257.1 - MT1 | 750 | East |
| 30256 Seneca West #1 Trk - 5404 | 258.1 - MT1 | 750 | West |
| 30258 Seneca Back Track - 5405 | 257.7 - MT2 | 1,500 | Both |
| 30267 Mullen East Stub Trk - 5501 | 268.1 - MT1 | 2,000 | East |
| 30267 Mullen West Stub Trk - 5502 | 268.8 - MT1 | 400 | West |
| 30266 Mullen Back Track - 5503 | 266.4 - MT2 | 3,000 | Both |
| 30277 Hecla Back Trk - 5601 | 278.7 - MT2 | 500 | Both |
| 30283 Hooker Back Trk - 5650 | 284.1 - MT 2 | 1,050 | Both |
| 30283 Hooker Back Trk - 5651 | 284.1 - MT 1 | 1,050 | Both |
| 30291 Coyote Back Trk - 5750 | 290.2 - MT 2 | 1,050 | Both |
| 30291 Coyote Back Trk - 5751 | 290.2 - MT 1 | 1,050 | Both |
| 30292 Whitman Back Trk - 5701 | 293.7 - MT2 | 1,000 | Both |
| 30305 Hyannis Back Trk - 5801 | 306.5 - MT2 | 1,750 | Both |
| 30314 Ashby Back Trk - 5901 | 315.6 - MT2 | 750 | Both |
| 30323 Bingham Back Trk - 6001 | 323.8 - MT2 | 600 | Both |
| 30323 Bingham Back Trk - 6096 | 324.2 - MT1 | 1,250 | Both |
| 30333 Ellsworth Back Trk - 6101 | 334.2 - Off Siding | 600 | East |
| 30333 Ellsworth Siding - 6197 | 334.5 | 8,737 | Both |

| | | | |
|--|-------------|-------|------|
| 30341 Lakeside Back Trk - 6201 | 341.8 - MT2 | 600 | Both |
| 30349 Antioch Back Trk - 6301 | 350.4 - MT2 | 300 | Both |
| 30360 Progress Rail Trks - 831, 832, 833 | 361.8 - MT1 | 9,450 | Both |
| 30361 AEP Trks - 821, 822, 823 | 361.8 - MT2 | Loop | West |
| Koester's Trk - 137 | 363.4 - MT1 | 2,100 | Both |

10. Grade Charts



| WESTWARD ↓ | Length of Siding (Feet) | Station Nos. | Mile Post | Valley Subdivision MAIN LINE STATIONS | | Rule 4.3 | Type of Oper. | Line Segment | Miles to Next Stn. | EASTWARD ↑ |
|------------------|-------------------------|--------------|-----------|---------------------------------------|--------|----------|---------------|--------------|--------------------|------------|
| | | | | Adj. Sub: Angora | | | | | | |
| | | 32034 | 0.0 | NORTHPORT | JT | | | | 0.4 | |
| | | | 0.4 | WEST NORTHPORT Adj. RR: UP, MP 2.3 | JTX(2) | | 2MT | 5 | 2.0 | |
| | | | 2.4 | MP 2.4 | X | | CTC | | 4.3 | |
| | | | 6.7 | MP 6.7 | X(2) | | | | 3.2 | |
| | | | 9.9 | ATKINS | | | | | 1.9 | |
| | | 32046 | 11.8 | BAYARD | | | | | 4.1 | |
| 10,146 | | 32050 | 15.9 | BRADLEY | | | | | 5.9 | |
| | | 32056 | 21.8 | MINATARE | | | | | 2.9 | |
| 9,781 | | 32059 | 24.7 | WINTERS | | | CTC | | 6.1 | |
| | | 32065 | 30.8 | SCOTTSBLUFF | T | | | | 6.0 | |
| 9,149 | | 32072 | 36.8 | JANE | | | | | 3.4 | |
| | | 32074 | 40.2 | MITCHELL | T | | | | 3.6 | |
| | | 32078 | 43.8 | ENTERPRISE | | | | | 2.7 | |
| | | 32080 | 46.5 | MORRILL | | | 2MT | | 7.2 | |
| | | 32088 | 53.7 | HENRY | | | CTC | | 5.4 | |
| | | 32092 | 59.1 | STUART | | | | | 3.1 | |
| | | 32096 | 62.2 | TORRINGTON | | | | | 7.4 | |
| 9,260 | | 32103 | 69.6 | TEXAS | | | | | 2.1 | |
| | | 32106 | 71.7 | LINGLE | | | CTC | | 8.3 | |
| 10,595 | | 32114 | 80.0 | GRATTAN | | | | | 2.0 | |
| | | 32116 | 82.0 | FORT LARAMIE | | | | | 3.5 | |
| | | | 85.5 | MP 85.5 | | | | 2.8 | | |
| | | | 88.3 | CROSSOVER 88.3 | X(2) | | 2MT | 2.1 | | |
| | | | 90.4 | EAST GUERNSEY | R | | CTC | 91.2 | | |
| Adj. Sub: Canyon | | | | | | | | | | |

Additional Guernsey instructions will be found on the Canyon Subdivision.

| Radio Call-In | | |
|---|---------------------|--------------------|
| UP DS - Northport - Channel 20 - Call-in *51 | | |
| Radio Channel 40 in service at Northport for Switching | | |
| Radio Channel 54 in service Northport to WSS Bradley | | |
| Bridgeport - 71(X) | | |
| Radio Channel 51 in service Minatare to Torrington for Switching | | |
| Radio Channel 77 in service WSS Bradley to E. Guernsey | | |
| Bridgeport - 80(X) | Scottsbluff - 81(X) | Torrington - 82(X) |
| Guernsey - 83(X) | | |
| Radio Channel 45 in service at Guernsey Yard | | |
| Emergency - Call 911 | | |
| DS X=0, Mechanical X=2, Cust. Support X=3, RR Police X=4, Detector Desk X=5 | | |

Dispatcher Information

Northport to WSS Bradley—(817) 867-7146, Fax (817) 234-6318
 WSS Bradley to E. Guernsey—(817) 867-8079, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 0.0 to MP 90.4
 Trains up to 100 TOB 50 MPH.
 Trains 100 TOB and over 45 MPH.

1(B). Speed—Permanent Restrictions—None

1(C). Speed—Switches and Turnouts

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

Trains up to 100 TOB 35 MPH.
 Trains over 100 TOB 25 MPH.

MP 2.4 and MP 6.7

Trains up to 100 TOB 50 MPH.
 Trains over 100 TOB 40 MPH.

MP 9.9

Trains up to 100 TOB 50 MPH.
 Trains over 100 TOB 40 MPH.

MP 43.8 Enterprise

Trains up to 100 TOB 50 MPH.
 Trains over 100 TOB 40 MPH.

MP 59.1 Stuart

Trains up to 100 TOB 50 MPH.
 Trains over 100 TOB 40 MPH.

MP 85.5 and MP 88.3, turnouts

Trains up to 100 TOB 40 MPH.
 Trains over 100 TOB 25 MPH.

1(D). Speed—Other

Northport Wye 25 MPH.

Temperature Speed Restrictions

Cold Weather—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.

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 143 tons, Restriction A

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.

Mitchell—All Sugar Factory trackage

Morrill—Stock, House, Spud, and Bean trackage

Lingle—Elevator Track

Torrington—Stock and House Tracks

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 90.4

Multiple Main Tracks—in effect:

2 MT:

MP 0.0 to MP 9.9

MP 43.3 to MP 59.1

MP 85.5 to MP 90.4

4. General Code of Operating Rules Items

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

5. **Trackside Warning Detectors (TWD)**
 A. Protecting Bridges, Tunnels or Other Structures: None
 B. Other TWD locations
 MP 2.4—DED—Exception Reporting
 MP 9.9—DED—Exception Reporting
 MP 20.5—Recall Code 818—Exception Reporting
 MP 42.3—Recall Code 817—Exception Reporting
 MP 46.7—DED—Exception Reporting
 MP 50.9—DED—Exception Reporting
 MP 55.0—DED—Exception Reporting
 MP 59.9—DED—Exception Reporting
 MP 65.9—Recall Code 828—Exception Reporting
 MP 72.6—DED—Exception Reporting
 MP 76.8—DED—Exception Reporting
 MP 82.9—Recall Code 838—Exception Reporting

6. **FRA Exempted Track—None**

7. **Special Conditions**

Scottsbluff Yard—The inside crossover switch located at the east end of Scottsbluff Yard at MP 29.4 must be left lined and locked for movement to the Factory Lead except for immediate movement to or from the Main Track per GCOR Rule 8.12.

The high stand switch will display a red target when lined for movement to or from the Main Track. Authority to occupy the Main Track must be secured before lining this switch for Main Track movement.

Local Crossing Ordinance—Scottsbluff—A standing train must not block a crossing for more than five minutes. A moving train must not block a crossing for more than ten minutes.

Eastward Freight Trains at Scottsbluff—When picking up cars at Scottsbluff, Nebraska, fill train to 1.0 HPT. Trains consisting of only four axle locomotives will require 1.3 HPT. Do not depart Scottsbluff, Nebraska with less than required HPT without prior approval of Train Dispatcher.

SSI - Switch Control/Monitoring Systems—Turnouts Equipped with Two Switch Machines—

| | |
|------------------|------------------|
| Northport | MP 2.4—Crossover |
| MP 6.7—Crossover | Atkins |
| Enterprise | Stuart |

ICS—in effect:

- Northport*
- Crossover MP 2.4*
- Crossover MP 6.7*

(*) Denotes ALL switches within Control Point are ICS.

Bad Order Setout Tracks—Tracks at the following locations are designated as bad order setout tracks. Signs indicate where car(s) should be spotted:

| | |
|------------|--------------------------------|
| Henry | Track 2197 - Bennet Back Track |
| Torrington | Track 2304 - R&M Lumber |
| Lingle | Track 2502 - Elevator Track |

Empty Cars in Loaded Grain Trains—Empty cars will not be handled in loaded grain trains on the Valley Subdivision. If empty cars are located in the train, notify the Train Dispatcher before switching them out.

HazMat Cars—Conductors of trains relieved or tied down on line must leave a copy of the wheel report and a list of any cars that were picked up on line in the lead locomotive. This will ensure that the relieving crew will have the proper shipping paper for any Hazmat cars in the train for movement into the terminal. It will be the relieving conductor's responsibility to turn in the required paperwork for reporting at the final terminal.

In the event Hazmat car(s) are in-trained without the proper shipping papers, a hazardous material radio waybill will be filled out for movement. This information can be obtained from the Train Dispatcher or Field Support using option #3 on the radio call in.

Excessive Wind Warnings—The first sentence of System Special Instructions, Item 33 is amended to read: When wind warnings in excess of 60 MPH are received, the train dispatcher will notify all trains and employees with movement authority in the area, providing the time and limits of the expected high winds.

Close Clearances—Do not ride the side of equipment at the following locations due to close clearance:

| | | | |
|-------------|-----------------------|-----------|--|
| Bayard | Bean Track | 1201 | buildings |
| | Simplot | 1202 | buildings, tanks |
| Minatare | Stock Trk | 1401 | buildings, piping, tripping hazard |
| | House Trk | 1402 | buildings |
| Scottsbluff | Western Sugar | 3,5,6 | buildings, piping, tripping hazard, molasses tanks |
| | Otoe Lumber | 1608 | building |
| | Slafter Oil | 1607 | loading dock, overhead cables |
| | Scottsbluff Recycling | 1615-1616 | fencing, buildings, tripping hazard |
| | Kelley Bean | 1617-1618 | elevator, poles |
| | Hebert Milling | 1619-1620 | elevator, buildings |
| Mitchell | Kelley Bean | 1804 | buildings |
| Morril | | 2001-2006 | elevator, buildings |
| Torrington | | 2302-2304 | loading dock, elevator, buildings |
| Lingle | Kelley | 2502 | buildings |

Test Miles

- MP 1.0 to MP 2.0
- 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

Hy-Rail Limits Compliance System (HLCS)—HLCS is in effect on the Valley Subdivision.

Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33:
 MP 2.0 to MP 67.0

8. **Line Segments**

Yard Line Segments

| | |
|---------------------|---------------|
| Line Segment | Limits |
| 896 | Scottsbluff |

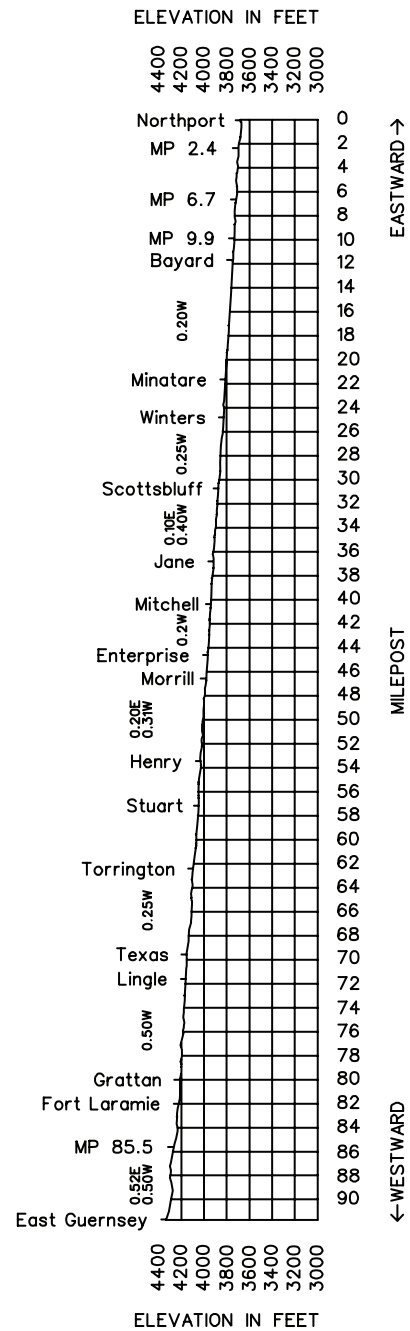
Road Line Segments

| | | |
|----------------------|-------------------------|------------------|
| Line Segments | Limits | Mileposts |
| 5 | Northport to E Guernsey | 0.0 to 90.4 |

9. Other Location Information

| Name | Mile Post | Capacity in Feet | Switch Opens |
|--|-------------|------------------|--------------|
| 32034 South Storage 101 | 1.0 - MT 2 | 6,500 | Both |
| 32037 Progress Rail Trks 102, 103, 104, 105 | 2.4 - MT 2 | 6,000 | West |
| 32046 Bayard Track Siding 1298 | 12.0 | 5,150 | Both |
| 32046 Bayard Bean Trk 1202 | 12.0 | 1,300 | West |
| 32046 Bayard Sugar Factory West Wye Trk 1204 | 12.0 | 6,950 | West |
| 32056 Minatare Siding 1498 | 21.7 | 5,650 | Both |
| 32056 Kelly Bean Spur 1403 | 22.7 | 250 | West |
| 32056 Minatare North House Trk 1402 | 21.7 | 1,950 | Both |
| 32065 Scottsbluff 1601 | 30.0 | 2,200 | Both |
| 32065 Scottsbluff 1602 | 30.0 | 2,150 | Both |
| 32065 Scottsbluff 1603 | 30.0 | 2,000 | Both |
| 32065 Scottsbluff 1604 | 30.0 | 2,000 | Both |
| 32074 Mitchell Old Pass 1801 | 41.0 | 6,100 | Both |
| 32074 Mitchell 1802 | 41.0 | 1,450 | Both |
| 32074 Mitchell 1803 | 41.0 | 1,400 | Both |
| 32074 Sugar Factory 1808 | 41.0 | 7,850 | East |
| 32080 Morrill Bean Trk 2006 | 46.4 - MT 2 | 1,700 | East |
| 32080 Morrill House Trk 2004 | 46.8 - MT 1 | 3,700 | Both |
| 32080 Morrill Old Pass 2001 | 47.2 - MT 1 | 2,600 | West |
| 32088 Henry 2101 | 53.7 | 3,050 | West |
| Bennett Back Trk | 50.6 - MT 2 | 1,500 | Both |
| 32096 R&M Lumber 2304 | 61.7 | 650 | East |
| 32096 Torrington No Siding 2301 | 62.5 | 2,600 | Both |
| 32106 Lingle Pass 2501 | 72.6 | 3,900 | Both |
| 32116 Ft Laramie Back Trk 2798 | 81.5 | 1,750 | East |

10. Grade Chart



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 |

TERMSDXO

- T - Trains
- E - Engines
- R - Railroad cars
- M - Men & equipment fouling track
- S - Stop signal
- D - Derail or switch lined improperly
- X - Crossings at grade
- O - Other crew movements

Remember "TERMSDXO" when shoving cars

To assist in determining where to start sounding the whistle as described in Whistle Signal 7, use the following:
At the speed indicated in the left column, wait the time indicated in the right column before sounding the whistle.

| Train Speed | Delay to Sound Whistle |
|-------------|------------------------|
| 40 MPH | 3 seconds |
| 35 MPH | 6 seconds |
| 30 MPH | 10 seconds |
| 25 MPH | 16 seconds |
| 20 MPH | 25 seconds |
| 15 MPH | 40 seconds |
| 10 MPH | 1 minute 10 seconds |