

BNSF 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 safe-guarded ...

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. 8

IN EFFECT AT 0800
Mountain Continental Time

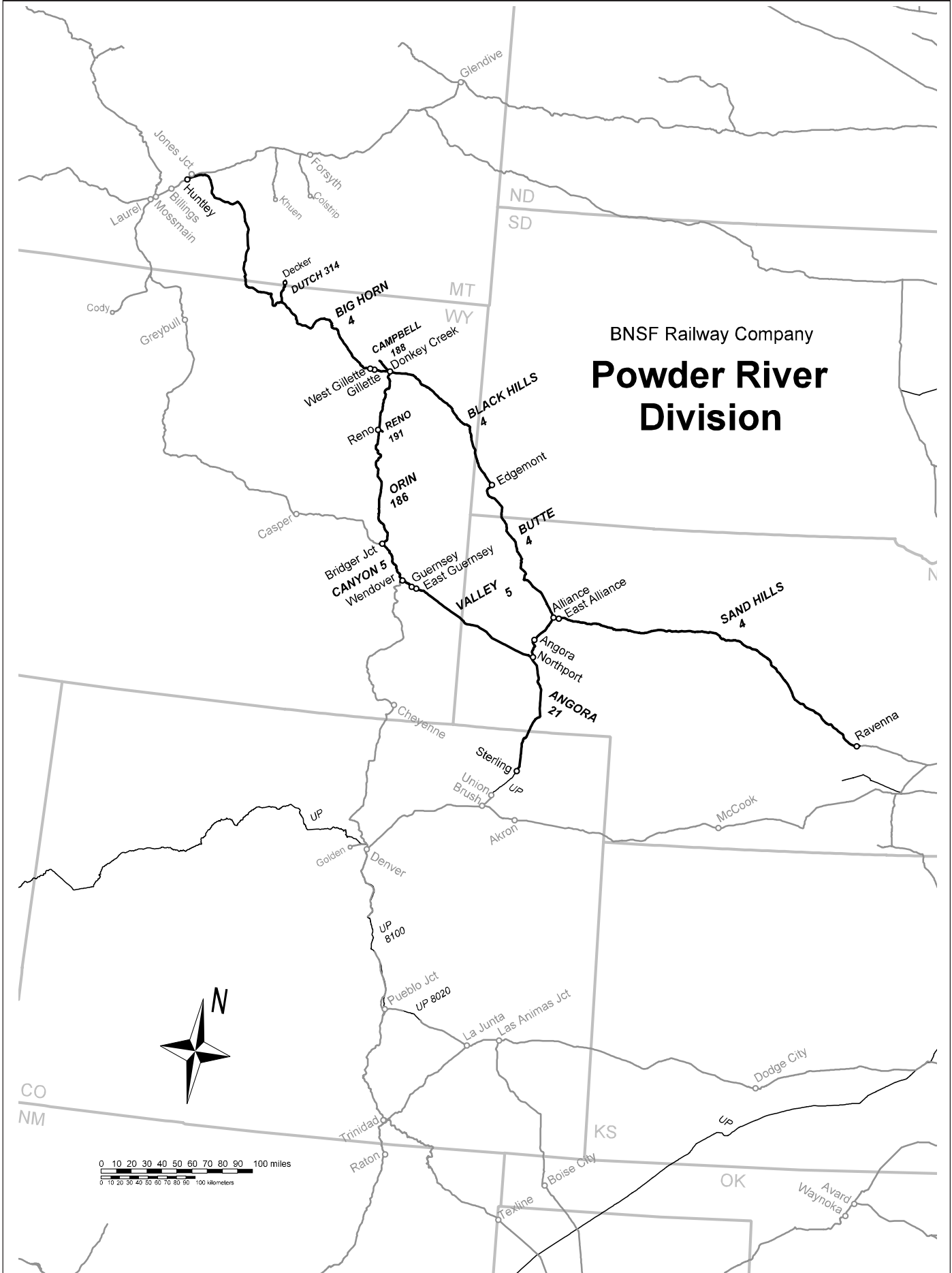
Wednesday, November 29, 2006

Division General Manager

Sanford (Sam) C. Sexhus
Gillette, WY
(307) 685-7456

General Director Transportation

T. J. Godsil
Denver, CO
(303) 480-6221



Division Managers

Alliance

F.J. Bennett	Sr. Road Foreman	(308) 763-2848
T.D. Bertrand	Trainmaster	(308) 763-2371
M.D. Frisinger	Trainmaster	(308) 763-2371
T.D. Grothe	Manager of Signals	(308) 763-2509
M.D. Harvey	Terminal Manager	(308) 763-2989
L. J. Horton	Road Foreman	(308) 763-2255
T. Huddle	Roadmaster	(308) 763-2235
D. Hunter	Trainmaster	(308) 763-2258
D.J. Jensen	Division Engineer	(308) 763-2386
J. Joss	Trainmaster	(308) 763-2371
M. Martucci	Trainmaster	(308) 763-2371
J.B. Mashek	Roadmaster	(308) 763-2297
V.J. McCabe	Trainmaster	(308) 763-2371
R.B. McCord	Asst. Terminal Superintendent	(308) 763-2200
A.L. Miller	Roadmaster	(308) 763-2528
W.C. O'Donnell	Supt. Operations	(308) 763-2720
E.G. Offutt	Trainmaster	(308) 763-2371
T.D. Ondriezek	Trainmaster	(308) 763-2371
L.J. Snyder	Trainmaster	(308) 763-2371
K.G. Straight	Butte Trainmaster	(308) 763-2658
K.L. Wiley	Trainmaster	(308) 763-2668
M.E. Wirtz	Terminal Superintendent	(308) 763-2224

Broken Bow

S.M. Cleveland	Road Foreman	(308) 872-3513
S.F. Hatton	Roadmaster	(308) 872-3501

Denver

A.E. Wolfe	Manager of Safety	(303) 480-6342
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Douglas

K.M. Samples	Roadmaster	(307) 358-7225
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Edgemont

D.L. Johnson	Road Foreman	(605) 662-2346
E.J. Linser	Trainmaster	(605) 662-2320

Gillette

J.B. Bates	Terminal Manager	(307) 685-7620
D.S. Boltin	Sr. Trainmaster	(307) 685-7606
T.A. Brewer	Trainmaster	(307) 685-7630
D.C. Christianson	Trainmaster	(307) 685-7614
W.L. Clark	Gen. Dir. Maintenance	(307) 685-7607
T. Fitterer	Trainmaster	(307) 685-7602
T.W. Hamilton	Trainmaster	(307) 685-7735
B.E. Lanich	Trainmaster	(307) 685-7604
J.E. Lopez	Roadmaster	(307) 685-7646
L.L. Lower	Supt. Operations	(307) 685-7717
S.R. Mobley	Trainmaster	(307) 685-7601
G.E. Okins	Road Foreman	(307) 685-7617
W.C. Peters	Road Foreman	(307) 685-7652
J.P. Reynolds	Trainmaster	(307) 685-7613
A.C. Richardson	Asst. Div. Engineer	(307) 685-7608
R.D. Rogen	Division Engineer	(307) 685-7508
J.J. Stevens	Mgr. Term. Operations	(307) 685-7689
J.D. Terry	Trainmaster	(307) 685-7622
.....	Director of Administration	(307) 685-7460

Guernsey

G.E. Cochran	Trainmaster	(307) 836-5284
H.P. Cullison	Trainmaster	(307) 836-5255
J.L. Garner	Roadmaster	(308) 630-6946
D.E. Grove	Asst. Roadmaster	(307) 836-5246
R.L. Kinzie	Trainmaster	(307) 836-5223
J.S. Mikel	Terminal Manager	(307) 836-5200
L.A. Robinson	Trainmaster	(307) 836-5220

Newcastle

J.G. Long	Roadmaster	(307) 685-7581
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Scottsbluff

W.C. Badenhop	Trainmaster	(308) 630-6922
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Sheridan

S.J. Alles	Roadmaster	(307) 673-2235
P.C. Hamilton	Trainmaster	(307) 673-2258
L.W. Reichardt	Road Foreman	(307) 673-2255

Sterling

T.A. Erickson	Road Foreman	(970) 526-2251
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SOUTHWARD ↓	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.	NORTHWARD ↑
			0.3	THIRD STREET	J	CTC		0.4	
			0.7	SOUTH WYE (To Emerson 0.3)		Rule 6.28		3.9	
			4.6	SOUTH ALLIANCE	X(2)			2.3	
			6.9	LETAN	X	2MT		5.1	
			12.0	CP 120	X	CTC		1.8	
		32014	13.8	BONNER				6.5	
18,840		32022	20.3	ANGORA				13.5	
		32034	33.8	NORTHPORT	JT			0.6	
			34.4	UP CROSSING	MJT			2.1	
7,117	84003		36.5	BRIDGEPORT			21	7.7	
7,119	84011		44.2	MUDD SPRINGS				12.2	
7,118	84023		56.4	DALTON		CTC		5.9	
	84028		62.3	GURLEY				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	

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

Radio Channel 39 in service for switching operations at Sterling Yard.

Radio Channel 54 in service on this Subdivision.

Radio Channel 66 in service at Sterling Yard.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Alliance - 70(X)	Bridgeport - 71(X)	Huntsman - 72(X)
Peetz - 73(X)	Brush Dispatcher -Channel 66-Call-in 200	
Emergency - Call 911		
Dispatcher X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers—

(817) 234-6183, Fax (817) 234-6171

Brush Dispatcher, (817) 234-6052, Fax (817) 234-6073

1. Speed Regulations

1(A). Speed—Maximum

MP 0.3 to MP 0.7	Freight 10 MPH.
MP 4.6 to MP 112.1, including trains 100 TOB and over	50 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

Over hand throw switches:

MP 1.0	10 MPH.
MP 3.2—Track 201	20 MPH.

	Freight
Over all UP dual control switches	15 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

Track 200 (Old Sterling Main) MP 1.0 to MP 4.6	20 MPH.
Track 201 MP 3.2 to MP 4.6	20 MPH.
MP 3.2 to MP 4.6, SWD Tracks 200 and 201 (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

Hot Weather—When temperature exceeds 95 degrees Fahrenheit do not exceed the following speeds:

MP 82.0 to MP 93.0

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

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

MP 21.0—DED—Exception Reporting

MP 25.2—DED—Exception Reporting

MP 29.4—DED—Exception Reporting

MP 33.9—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

6. FRA Excepted Track—None

7. Special Conditions

Remote Control Operations—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.

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

Before fouling UP main track at Northport, BNSF crew must contact UP South Morrill Subdivision Dispatcher at NOC Ft. Worth on Digital Radio channel 2020 (Dial-up *51). If contact cannot be established in this way, contact BNSF Dispatcher, Ft. Worth.

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 106.3. Close all cab doors and windows.

UP Crossing—Track Connecting Angora Subdivision to Union Pacific Main Line located at MP 34.3 is known as the "UP TRANSFER TRACK". When interchanging cars to the UP at Northport, cars must be set on the interchange track past the crossover switches to the UP main track.

Bridgeport Helper Operation—ABTH Rule 102.12.6 (Powered Axle Limitations) is modified on the Angora Subdivision. The rated powered axle limitations (RPA) on the rear of solid, loaded unit bulk commodity trains is restricted to 32 RPA. The helpers are limited to throttle position seven until the helper power is clear of the station sign at Northport. If the train is using between 24 RPA and the maximum 32 RPA on the rear of the train and the train is stopped for any reason, the helpers and the rear DP unit are limited to throttle position seven when restarting the train between Northport and the south switch at Angora until the train attains or exceeds 10 MPH.

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

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

All trains into Sterling will be under the direction of the Brush Dispatcher. All trains must receive verbal instructions from the Brush Dispatcher before entering restricted limits between MP 112.1 and MP 115.1.

When standing at the Ceres Crossing facing a northward timetable direction, the center track is the Main Track. The track to the left is Coal 1 and the track to the right is Coal 2.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the Locomotive Running Air Brake Test

to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine. If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be

required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

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

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

8. Line Segments

Road Line Segments

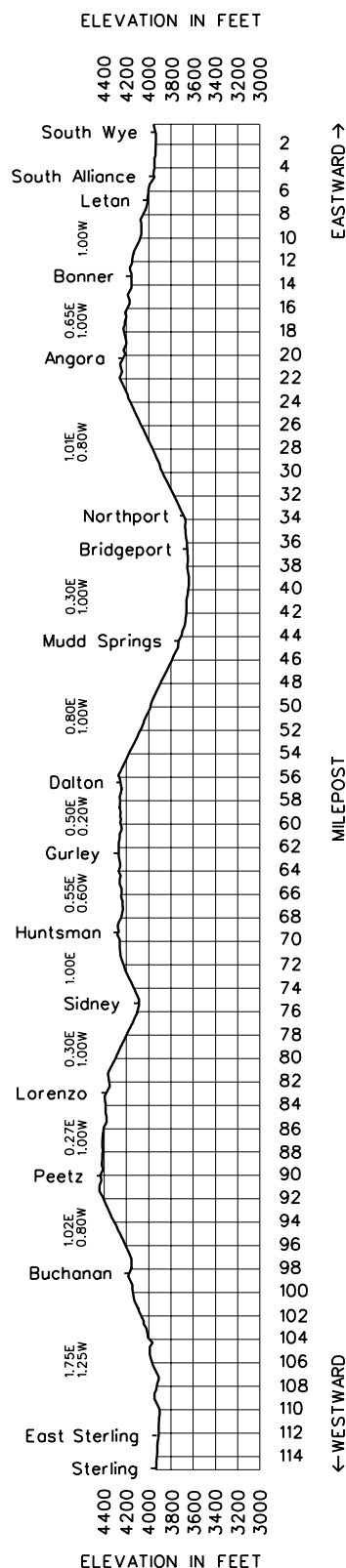
Line Segment Limits

21 Third Street to Sterling

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	Switch Opens
32007 Letan Trk 2001	0.1 north of Letan MT2	16	North
32014 Bonner Trk 2197	0.1 north of Bonner MT2	25	Both
32022 Angora Trk 2202	Angora	52	North
32034 UP Conn Trks 104 & 105	Northport		North
84003 Bridgeport Trk 2401	Bridgeport	47	Both
84003 Bridgeport Trk 2402	Bridgeport	44	Both
84003 Bridgeport Trk 2403	Bridgeport	43	Both
84003 Bridgeport Trk 2404	Bridgeport	56	Both
84003 Bridgeport Trk 2408	Bridgeport	5	South
84003 Bridgeport Trk 2409	Bridgeport	15	South
84003 Bridgeport Trk 2411	Bridgeport	114	North
84026 Gurley Trk 2701	Gurley	58	Both
84026 Gurley Trk 2702	Gurley	48	Both
84026 Gurley Trk 2703	Gurley	48	Both
84026 Gurley Trk 2704	Gurley	13	Both
84035 Huntsman Wye Trk to Sidney and Lowe RR - Trk 2802 & 2803	Huntsman		North
84042 Sidney Trk 2902	Sidney	39	Both
84042 Sidney UP Conn Trk - 2905	Sidney		South
84042 Sidney Trk 2901	Sidney	57	Both
84050 Lorenzo Trk 3001	Lorenzo	36	Both
84071 Padroni Trk 3301	6.0 south of Buchanan	35	North
84073 Ginther Trk 3401	7.8 south of Buchanan	12	South
84078 Ackerman Trk 3501	14.9 south of Buchanan	25	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. am ctc	Line Segment	Miles to Next Stn.	EASTWARD ↑
		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				16.9	
	12,672	30647	648.0	KENDRICK				12.5	
	11,168	30659	660.5	CLEARMONT	B			11.1	
	12,734	30670	671.8	ULM				14.7	
	12,556	30689	686.5	EAST DUTCH				2.6	
		30689	689.1	DUTCH CENTER	X(2)T			1.3	
		30689	690.4	WEST DUTCH	JT			8.2	
	6,343	30697	698.6	SHERIDAN	BT		4	6.2	
		30705	704.8	KIEWIT				10.1	
	14,176	30713	714.9	RANCHESTER				9.2	
	6,834	30723	724.1	PARKMAN	B			6.8	
	7,109	30730	731.0	ABERDEEN				19.4	
	7,425	30749	750.2	LODGE GRASS				9.9	
	7,343	30759	760.1	BENTEN				15.0	
	7,031	30775	775.0	DUNMORE				17.6	
	7,250	30791	792.7	ROWLEY				21.3	
	8,115	30812	813.9	ANITA				11.9	
		30825	825.1	MORAN JCT (To Jones Jct 1.4)	J			3.4	
		30828	829.3	HUNTLEY	J			229.4	

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

Radio Channel 54 in service W. Sheridan to Gillette.

Radio Channel 70 in service at Gillette and Sheridan Yards.

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

Radio Call-In		
Jones Junction - 59(X)	Hardin - 61(X)	Benteen - 62(X)
Lodge Grass - 63(X)	Parkman - 64(X)	Decker - 70(X)
Dutch - 71(X)	Ulm - 72(X)	Clearmont - 73(X)
Kendrick - 74(X)	Echeta - 75(X)	Oriva - 76(X)
Emergency - Call 911		
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

W. Gillette to W. Sheridan—(817) 234-6186, FAX (817) 234-6174
 W. Sheridan to Huntley—(817) 234-6465, FAX (817) 234-6462

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

1. Speed Regulations

Freight

1(A). Speed—Maximum

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

Freight

1(B). Speed—Permanent Restrictions

MP 599.8 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 siding at Kiewit, and Sheridan Yard 10 MPH.
 Eastward trains departing Track 1 (TSS 101) at Sheridan
 after head end occupies 1st Street Crossing 25 MPH.

1(D). Speed—Other

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

Temperature Speed Restrictions

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

MP 620.0 to MP 671.0

MP 757.0 to MP 782.0

MP 806.0 to MP 814.0

Trains 100 TOB and over 40 MPH.

Trains up to 100 TOB 50 MPH.

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 599.7 to MP 829.3

Multiple Main Tracks—in effect:

2 MT:

MP 599.7 to MP 599.9

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

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

4. General Code Of Operating Rules Items

GCOR Rule 5.8.2—Within the State of Montana, the locomotive whistle is to be sounded at all public crossings marked with whistle posts, and otherwise in compliance with GCOR rule 5.8.2.

Locomotive whistles should be sounded at only those private crossings marked with whistle posts and in the other circumstances described in GCOR Rule 5.8.2.

Rule 6.19—Flagging distance against Westward trains is:

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

Flagging distance against Eastward trains is 2.2 miles.

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**

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

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

Helper Operations—Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Job briefing should include where and how helpers will be taken off the train. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

Engineer Only Helper Operations—With few exceptions, the current operating practices and procedures for two-man helper service operations at Sheridan, Wyoming will remain unchanged by the implementation of one-man helper service. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist prior to departing Sheridan at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the following Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

- (1) Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge and determine that retarding effort is provided.
- (2) Release independent brakes and continue movement.
- (3) Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed by observation of the gauge and that retarding effort is provided.
- (4) Actuate independent brake. Determine brake cylinder pressure releases by observation of the gauge and the locomotive rolls freely.
- (5) Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link Equipment must be inspected prior to departure. Pin lifters, cable connections, angle cocks, and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the dispatcher and leave a voice mail message for the Road Foreman before departure. Helper Link Report Forms must be filled out and left in the Mechanical Foreman's mailbox detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended, if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Changing Operating Ends—When required to change controlling locomotive in Engineer Only Helper Operation, an air brake test as prescribed by ABTH Rule 101.6 (A) will not be required. Instead, after changing operating ends, conduct the Locomotive Running Air Brake Test to determine that locomotive brakes are properly working.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of the movement. When operating conditions require movement at restricted speed or while moving on other than main track, and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles be governed by GCOR Rules 6.4 and 6.5. If it is determined by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be

required. Engineers will be required to maintain a Train Activity Report / Safety Checklist, entering delay information, when it will not interfere with the movement. When notified of grade crossing signal failure / malfunction requiring flag protection at a crossing, occupying movement can not be made until other available BNSF employees provide protection. Contact the dispatcher in advance to arrange for assistance from available employees working in the area. Helper "Cut Off Zone" signs will be placed near the crest of Parkman Hill at MP 723.8. Helper Link equipped locomotives will be allowed to cut off on the fly only after passing those signs. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries.

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

Restricted Clearance

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

Hardin—Close clearances on all tracks.

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

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

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

Reporting Locomotive Problems—When a locomotive in consist encounters a problem, no matter how minor, it will be necessary to report the malfunction to the Mechanical Help Desk in Ft. Worth and to the train dispatcher.

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.

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.

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 Gillette to Huntley 597.2 to 829.3
40 Huntley 209.8 to 209.9

Ballast Pit

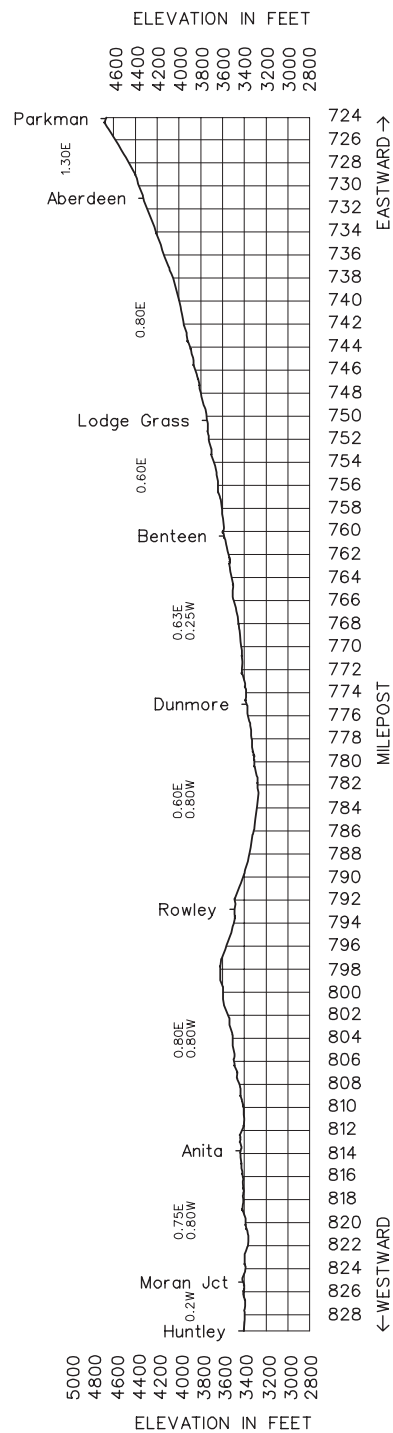
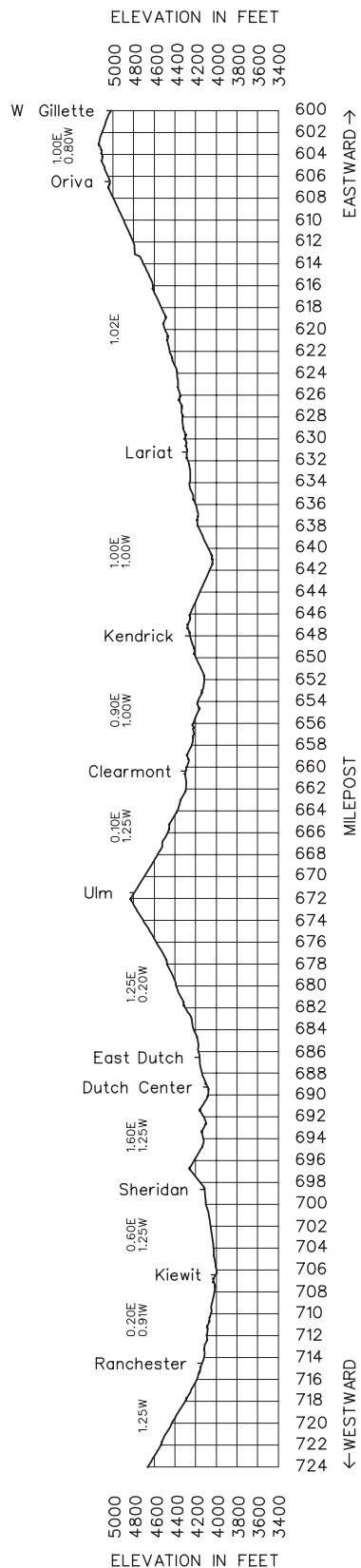
Line Segment Limits

750 Sheridan

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30605 Oriva-Gas Track-2660	Oriva - Siding	30	East
30628 Echeta-Back Track-2651	Echeta - Siding	15	Both
30630 Lariat-Back Track-2646	Lariat - Siding	15	West
30640 Arvada-2640	7.1 east of Kendrick-MT	22	East
30647 Kendrick-Back Trk-2636	Kendrick - Siding	8	Both
30659 Clearmont-Stock Track-2631	Clearmont - Siding	26	Both
30659 Clearmont-Storage Track-2632	Clearmont - Siding	40	Both
30670 Ulm-Back Track-2626	Ulm - Siding	3	Both
30678 Verona-2620	8.0 west of Ulm-MT	81	Both
30666 Arno-2606	0.6 east of Dutch-Siding	11	Both
30692 Wakeley-2600	5.6 west of Dutch-Siding	60	East
30705 Kiewit-1610	Kiewit-MT	210	Both
30707 Kleenburn-1630	1.6 west of Kiewit-MT	50	Both
30713 Ranchester Back Track-1636	Ranchester Siding	10	West
30723 Parkman-Back Trk-1641	Parkman - Siding	20	Both
30730 Aberdeen-Back Trk-1646	Aberdeen - Siding	12	East
30736 Wyola-1650	6.2 west of Aberdeen-MT	7	West
30759 Benteen-Back Trk-1661	Benteen - Siding	7	West
30779 Reno-1620	5.1 west of Dunmore-MT	10	West
30782 Hardin Pass-1675	8.7 west of Dunmore-MT	60	Both
30782 Hardin Pass-1676	8.7 west of Dunmore-MT	52	Both
90791 Rowley-Back Track-1681	Rowley - Siding	11	East
30812 Anita-Back Track-1686	Anita - Siding	16	West

10. Grade Charts



WEST WARD ↓	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.	EAST WARD ↑
		30475	476.1	EDGEMONT	B			0.6	
		30476	476.7	DEADWOOD JCT (To MP 3.0)	T	2MT		0.5	
			477.2	CROSSOVER 477.2	X	CTC		1.6	
			478.8	CROSSOVER 478.8	X(2)			5.5	
		30483	484.3	MARIETTA		CTC		10.3	
		30494	494.6	DEWEY				1.6	
			496.1	CROSSOVER 496.1	X(2)	2MT		8.7	
			504.8	CROSSOVER 504.8	X(2)	CTC		5.2	
			510.0	CROSSOVER 510.0	X(2)			6.3	
			516.3	CROSSOVER 516.3	X(2)			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)	2MT		7.5	
		30546	547.2	CROSSOVER 547.2	X(2)	CTC		4.4	
			551.6	CROSSOVER 551.6	X			0.5	
			552.1	CROSSOVER 552.1	X			4.2	
		30555	556.3	THORNTON		CTC		5.7	
		30562	562.0	KARA		2MT		5.0	
			567.0	CROSSOVER 567.0	X(2)	CTC		2.0	
		30568	569.0	MOORCROFT				7.5	
		30581	576.5	EAST ROZET		CTC		4.9	
			581.4	CROSSOVER 581.4	X(2)	2MT		3.0	
			584.4	CROSSOVER 584.4	X(2)	CTC		2.4	
		30587	586.4	EAST DONKEY CREEK	JTX			0.3	
		30587	587.1	WEST DONKEY CREEK	JT			0.4	
		30588	587.6	EAST CAMPBELL	JTX			0.6	
		30588	588.2	WEST CAMPBELL	JT			1.7	
			589.9	MP 589.9		CTC		4.6	
		30595	594.5	EAST GILLETTE				2.7	
		30596	597.2	GILLETTE	BCPT	2MT		0.7	
			597.9	CROSSOVER 597.9	X(2)	CTC		2.0	
			599.9	WEST GILLETTE				123.8	

Radio Channel No. 85 in service.

Radio Channel 39, Edgemont Yard and Switching Channel for Bullet and Road Crews

Radio Channel 70 in service at Gillette and for the yard van at Edgemont

Radio Channel 85 in service between Edgemont and East Gillette

Radio Channel 54 in service between East Gillette and West Gillette - All train movements under the authority of the Sheridan Line Dispatcher using Channel 54.

Radio Call-In		
Edgemont - 24(X)	Newcastle - 31(X)	Upton - 32(X)
Rozet - 35(X)	Donkey Creek - 33(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Number—(817) 234-6185

Assistant Dispatcher Telephone Number—(817) 234-6466

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 476.1 to MP 597.2	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 476.1 to MP 477.2, Main 1	40 MPH.
MP 476.1 to MP 477.2, Main 2	50 MPH.
MP 516.3 to MP 519.6	50 MPH.
MP 519.6 to MP 521.0	35 MPH.
MP 521.0 to MP 526.5	50 MPH.
MP 527.0 to MP 528.8, Main 2	25 MPH.
MP 562.0 to MP 571.4	50 MPH.
MP 581.4 to MP 588.0	35 MPH.
MP 595.4 to MP 597.9 on Main 1 (HER)	20 MPH.
MP 596.8 to MP 597.9 on Main 2 (HER)	30 MPH.

1(C). Speed—Switches and Turnouts

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

	100TOB and over	Up to 100TOB
Marietta, MP 484.3	25 MPH.	35 MPH.
Dewey	25 MPH.	40 MPH.
MP 504.8, crossover	25 MPH.	40 MPH.
MP 510.0, crossover	25 MPH.	40 MPH.
MP 516.3, crossover	25 MPH.	40 MPH.
MP 523.3, crossover	25 MPH.	40 MPH.
Pedro, MP 528.8	25 MPH.	35 MPH.
Osage, MP 534.1	25 MPH.	40 MPH.
Thornton, MP 556.3	25 MPH.	40 MPH.
Kara, MP 562.0	25 MPH.	35 MPH.
MP 567.0, crossover	25 MPH.	40 MPH.
Moorcroft, MP 568.9	25 MPH.	40 MPH.
East Rozet, MP 576.5	25 MPH.	35 MPH.
MP 589.9	25 MPH.	40 MPH.
E. Gillette, MP 594.5	25 MPH.	40 MPH.
W. Gillette, MP 599.6	25 MPH.	40 MPH.

1(D). Speed—Other

	Freight
Temperature Speed Restrictions	
Hot Weather —When temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:	
MP 484.3 to MP 494.5	
MP 494.5 to MP 504.8, MT1	
MP 556.3 to MP 562.0	
MP 562.0 to MP 569.0, MT2	
MP 569.0 to MP 576.5	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 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.
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

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

Gillette—Six-axle units not allowed on Energy Park Spur without the authority of the Gillette Roadmaster.

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

MP 476.1 to MP 599.7

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 556.3

MP 562.0 to MP 568.9

MP 576.5 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** in effect—Between Deadwood Jct. and 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 569.0—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.

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 should not block the east crossing without a signal at MP 475.2 of at least approach medium. If the Crew is on-duty, the crew change will take place at the respective crossing.

Moorcroft—At MP 571.4, bridge not equipped with walkways.

Donkey Creek Yard—Donkey Creek Yard is on the north side of Main Track 1 between Crossover 581.4 and East Donkey Creek.

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

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 only operate on the road on north side of the track. Employees being picked up or delivered in this area are prohibited from walking up or down the embankment on the south side of the main track.

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

All Coal Mines—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have in their possession this insert to the timetable while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

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

Marietta MP 484.3

West Crossovers 547.2 MP 547.2 MT 1 and MT 2

Kara MP 562.0

East Rozet MP 576.5

Crossover 581.4 MP 581.4

Independently Controlled Switches (ICS)

Crossover 581.4 MP 581.4

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

Test Mile

MP 480 to MP 481

MP 486 to MP 487

MP 578 to MP 579

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

892 Edgemont

897 Newcastle

952 Gillette

Road Line Segments**Line Segment Limits**

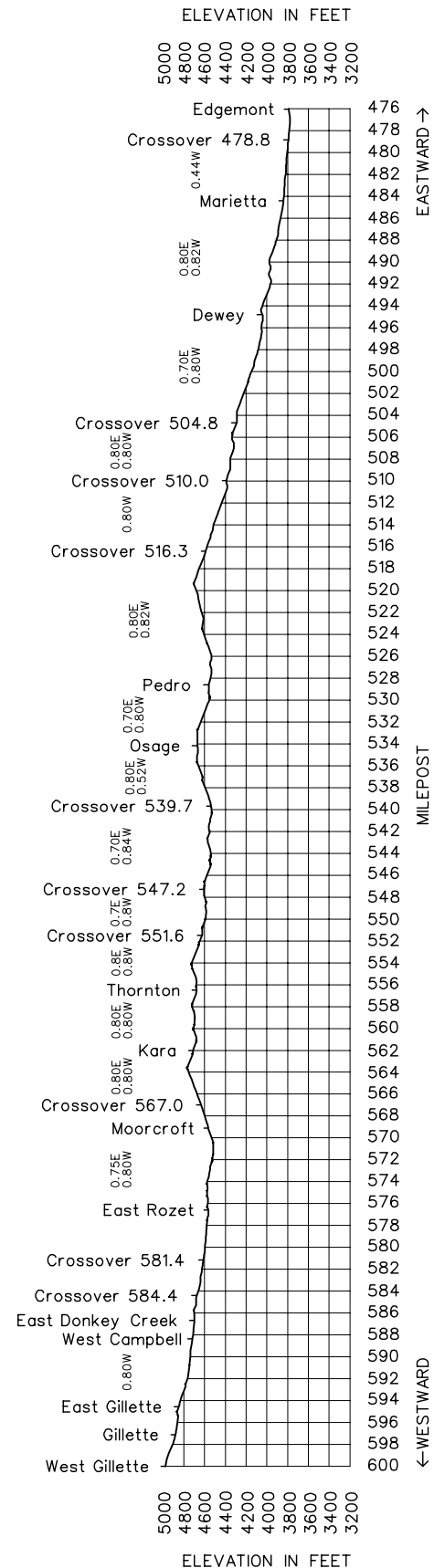
181 Deadwood Jct. to MP 3.0—MP 0.6 to MP 3.0

4 Edgemont to Gillette

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30483 Marietta Back Track-701	0.2 east of Marietta Switch MT1	9	East
30494 Dewey Back Track-801	0.5 east of Crossovers 496.1 MT1	15	Both
30494 Dewey Back Track- 802	0.5 east of Crossovers 496.1 MT2	15	Both
508.0 Back Tracks-9801	2.0 east of Crossover 510.0 MT1	20	Both
508.0 Back Tracks- 9802	2.0 east of Crossover 510.0 MT2	20	Both
30527 Pedro Back Track-9601	0.3 east of Pedro MT1	20	Both
30527 Pedro Back Track-9602	0.3 east of Pedro MT2	20	Both
30534 Osage Chip Track-9401	1.2 west of Osage Switch MT1	20	Both
539.8 Back Tracks-9411	0.1 west of Crossover 539.7 MT1	21	Both
539.8 Back Tracks-9412	0.1 west of Crossover 539.7 MT2	21	Both
30541 Jerome-9311	4.1 east of Crossover 547.2 MT2	45	West
547.5 Back Track-9201	0.3 west of Crossover MP 547.2 MT1	10	Both
30549 Colloid Industry Track-9101	2.1 west of East Switch Upton Storage Trk MT2	48	Both
30548 Upton Storage Track-9204	0.9 west of Crossovers 547.2 MT2	156	Both
30555 BTI Conveyor Track-9001	At Thornton Power Switch MT2	38	Both
30555 BTI Loadout Track-9002	At Thornton Power Switch MT 2	9	Both
30568 Moorcroft BTI (Back Track)-8802	0.1 east of Moorcroft Power Switch MT1	20	East
30568 Moorcroft Cement Plant Track (Stock Track)-8801	0.8 west of Moorcroft Power Switch	110	Both
30581 Rozet Fertilizer Track-8709	0.2 west of Rozet #3 Switch MT 2	15	East
30581 Rozet No 3 Track-8703	At Crossover Switch 581.4 MT2	158	Both
30581 Rozet No 4 Track-8704	0.4 west of Rozet #3 Switch MT2	158	Both
30581 Pocket Track MP 584.4-8702	Between Rozet #3 & Donkey Creek #3	30	Both
30587 Donkey Creek No 3 Track-1503	At Crossover Switch 584.4 MT 2	164	Both
30587 Donkey Creek No 4 Track-1504	At Both Ends of Donkey Creek #3 MT 2	164	Both
Minturn-8505	0.1 west of MP 589.8	50	Both
30589 E. Wyodak-8501	1.4 west of MP 589.9	4	East
30589 W. Wyodak-8502	1.8 west of MP 589.9	4	West
30596 Gillette Cab Track-1019	0.8 east of Crossover 597.9 MT 2	5	Both

10. Grade Chart



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.
		364.0	EAST ALLIANCE	X(2)			1.6
	30364	365.6	ALLIANCE	BT	Rule 6.28		0.3
		365.9	EMERSON (To South Wye 0.3)		CTC		0.3
		366.2	THIRD STREET	J			2.9
		369.2	WEST ALLIANCE		2MT CTC		7.0
	30374	376.2	BEREA		CTC		9.0
	30383	384.6	HEMINGFORD				2.2
		386.8	CROSSOVER 386.8	X			5.4
		392.2	CROSSOVER 392.2	X(2)			11.7
		403.9	CROSSOVER 403.9	X(2)			4.5
		408.4	CROSSOVER 408.4	X			1.3
10,227	30409	409.7	BELMONT	X	2MT CTC	4	10.1
		419.8	CROSSOVER 419.8	X(2)			3.1
	30422	422.9	CRAWFORD	BX			0.7
		423.6	CROSSOVER 423.6	X			1.9
		425.5	CROSSOVER 425.5	X			7.3
		432.8	CROSSOVER 432.8	X(2)			4.5
	30436	437.5	CROSSOVER 437.5	X(2)			7.6
		445.1	CROSSOVER 445.1	X(2)			6.1
	30449	451.2	ARDMORE				7.6
14,167	30457	458.8	RUMFORD		CTC		6.4
	30466	465.2	PROVO				1.7
		466.9	CROSSOVER 466.9	X(2)			6.7
		473.6	CROSSOVER 473.6	X(2)	2MT CTC		1.6
	30474	475.2	EAST EDMONT				0.9
	30475	476.1	EDGMONT	BT			112.4

Channel 87 in service on this Subdivision.

Channel 70 in service at Alliance Yard.

Radio Call-In		
Alliance - 20(X)	Belmont - 21(X)	Crawford - 25(X)
Edgemont - 24(X)		
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Number—(817) 234-6184

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 365.6 to MP 476.1	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 365.9 to MP 366.2	10 MPH.
Eastward Trains MP 367.1 to MP 366.2	25 MPH.
Westward Trains MP 366.2 to MP 366.8 (HER)	25 MPH.
Sterling Lead between Emerson and South Wye	10 MPH.
MP 393.6 to MP 399.8	40 MPH.
MP 408.4 to MP 412.8	30 MPH.
MP 412.8 to MP 414.1	20 MPH.
MP 414.1 to MP 418.8	25 MPH.
MP 418.8 to MP 423.6	40 MPH.
MP 438.6 to MP 446.0	50 MPH.
MP 466.7 to MP 475.2	45 MPH.
MP 475.2 to MP 476.1	50 MPH.

Freight

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches

unless specified otherwise	25 MPH.
	100TOB and over
Berea, MP 376.2	25 MPH.
Hemingford, MP 384.6	25 MPH.
MP 437.5, crossover	25 MPH.
MP 445.1, crossover	25 MPH.
Ardmore, MP 451.2	25 MPH.
East Rumford	25 MPH.
West Rumford	25 MPH.
Provo, MP 465.2	40 MPH.
MP 475.2	10 MPH.

Freight

1(D). Speed—Other

On sidings unless otherwise specified	25 MPH.
Through siding Belmont	25 MPH.
Through siding Rumford	35 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal	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 116	5 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

MP 376.0 to MP 378.0	
MP 437.5 to MP 445.1	
Trains 100 TOB and over	40 MPH.
Trains up to 100 TOB	50 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.
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

Trains over 100 TOB are prohibited on the Belmont siding.

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 in effect—Alliance Terminal MP 364.1 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 470.6—Recall Code 308—Exception Reporting

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

Remote Control Operations—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.

Alliance Terminal Instructions

Radio Channels—Channel 70 in service at Alliance Yard.

Channel 96 in service at Alliance Yard for taxi and crew vans.

Channel 59 in service inside designated Mechanical Limits.

Channel 49 in service for switching operations in South Yard. The repeater switching channel for programmable radios is 15-49.

Channel 78 in service for switching operations in North Yard. The repeater switching channel for programmable radios is 75-09.

All radio transmissions between inbound/outbound trains and the Yardmaster or Diesel Tower will be handled on Channel 70 except in an emergency situation or as directed by the Yardmaster.

Inbound trains will switch from the road channel to Channel 70 after passing these respective points:

From the East: Birdsell
 From the South: CP 120
 From the West: Berea

Outbound trains will switch from the Channel 70 to the appropriate road channel after passing these respective points:

To the East: Birdsell
 To the South: MP 4.6 (South Alliance)
 To the West: West Alliance

While operating on Channel 70, approach signals need not be called between inbound and outbound points, respectively.

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

When securing an unattended train and detaching the lead locomotives from the train:

On other than empty coal trains, apply two hand brakes to the head end of the train.

On empty coal trains, apply one hand brake to the head end of the train.

Yard crews, hostlers, and hostler pilots must have at their on/off duty point, a current copy of the General Code of Operating Rules, TY&E Safety Supplement, Air Brake and Train Handling Rules, System Special Instructions, and Hazardous Material Instructions, they can refer to while on duty. In the event a yard crew member, hostler, or hostler pilot needs to refer to one or more of the aforementioned publication(s) and that publication(s) is not readily available due to physical distance from their on/off duty point, they will contact the yardmaster who will arrange to have the publication(s) transported to their location for their referral. Yard crews making moves outside their usual working location (e.g. relieving crews under hours of service, AEP, Progressive Rail, etc.) must have their required publication(s) in their possession.

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

Diesel Pit Tracks—When spotting cars or fuel tenders on the diesel pit tracks, cars must be walked into a spot. The speed limit of locomotives within the mechanical limits shall not exceed 5 MPH.

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.

Engine Servicing Tracks—The following are Engine Servicing Tracks with a designated speed limit of five (5) MPH:

Old Trinidad Bean Spur	310
Bean Spur Tracks 1 through 4	131 – 134
Casey 1 and Casey 2	286 and 287
Switch Engine Spur (at 30 Shanty)	285
South Engine Tie-Up Track (at 59 Shanty)	227
South Storage Track (at 59 Shanty)	235
North Yard 14	116

Close Clearance—While spotting cars on Track 502 when Track 503 is occupied with cars, riding cars is not permitted account of no clearance. Also, due to close clearance while spotting cars on Track 503 when Track 502 is occupied with cars, employees are not allowed to ride equipment.

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—When cutting off helper engine at Belmont, do not stop engine consists on top of the switches at MP 408.4. If cars are left on the siding, keep them east of the back track so track machines can be moved. Vans are prohibited from using the southwest road off the Belmont overpass.

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

Crawford Helper Operations—Loaded coal trains with empty cars in the rear one-third of the train must cut in helpers ahead of the empty cars.

Powered axle limitations on rear of loaded unit coal trains are restricted as follows:

A. Loaded unit coal train not exceeding 18,100 trailing tons: 36 powered axle rating.

B. Loaded unit coal trains exceeding 18,100 trailing tons: 33 powered axle rating.

If stopped for any reason while using any combination of locomotives with or exceeding the 33 powered axle rating on rear of train, helpers and rear DP unit are limited to throttle 7 position when restarting train between MP 421.0 and MP 390.0 on either main track, until train attains or exceeds 10 MPH.

General merchandise trains and intermodal trains in excess of 8,000 tons using helper locomotive(s) must have helper locomotive(s) cut in train, ahead of the helper locomotive(s) full rated tonnage.

Full Rated Tonnage

1—SD70MAC	2,400 tons
2—SD70MAC	4,800 tons
1—SD60	2,200 tons
2—SD60	4,400 tons
1—SD40	2,000 tons
2—SD40	4,000 tons

Helper locomotive(s) placed in general merchandise or intermodal trains must not be placed directly behind empty car or 80 foot or longer car weighing less than 50 tons.

Observe "Helperlink Opts" requirement, ABTH Rule 102.12.5 Exception: The train may be cut off while moving if the helper locomotive and end-of-train device on the train being helped is the type that automatically makes the mechanical separation. (Helperlink 11 or similar equipment) and train speed is 20 MPH or less.

When coming on duty, helper crews arrange to notify train dispatcher of the engine numbers in the consist before departing. Prior to release from duty, notify the train dispatcher about any helper locomotives in the consist that have less than 1,000 gallons of fuel.

Dual Control Derail

Belmont Siding, 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.

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

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

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

890 Alliance

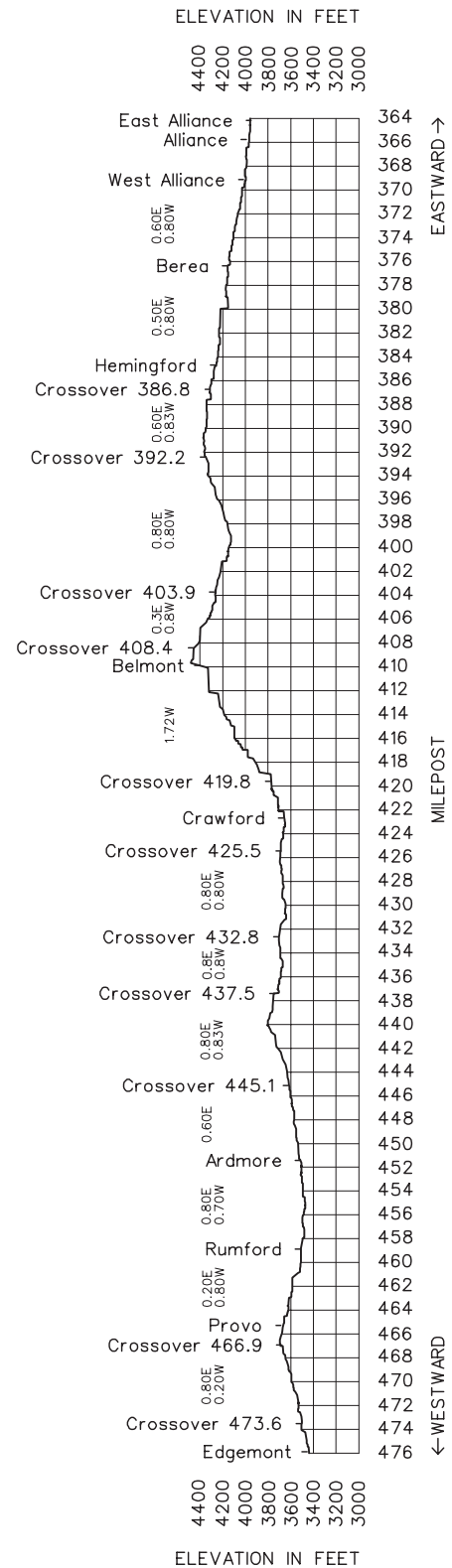
891 Alliance Shop

Road Line Segments**Line Segment Limits**

4 East Alliance to Edgemont

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Berea Elevator Track-1201	6.3 west of West Alliance MT1	8	East
Berea Spud Track - 1202	6.6 west of West Alliance (MT1)	12	West
30380 Nida-1301	5.7 west of Berea	35	West
30383 Hemingford Mill Trk 1-1401	Hemingford	85	Both
30383 Hemingford Mill Trk 2-1402	Hemingford	80	Both
30383 Hemingford Mill Trk 3-1403	Hemingford	15	East
30383 Hemingford Stock Trk-1404	Hemingford	25	Both
30383 Hemingford Old Ewd Siding-1407	Hemingford	23	East
30383 Hemingford Certified Spur-1405	Hemingford	7	East
30390 Nonpareil Old Pass-1501	6.7 west of Hemingford MT2	75	Both
30390 Nonpareil Back Track-1502	6.7 west of Hemingford MT2	10	Both
30399 Marsland Back Track-1601	15.9 west of Hemingford MT1	17	West
30409 Belmont Back Track-1701	Belmont - Off Siding	27	Both
Crawford Pocket Track-1807	Crawford	19	Both
30422 Crawford #1-1801	Crawford	5	East
30422 Crawford #2-1802	Crawford	30	Both
30422 Crawford #3-1803	Crawford	28	East
30422 Crawford #4-1804	Crawford	30	East
30422 Crawford #5-1805	Crawford	10	East
Crawford Team Track-1810	Crawford Off of House Track	4	East
Crawford House Track-1808	Crawford Off of MT2	21	East
Horn Stub Track-1811	2.6 west of Crawford MT 1	15	East
Horn Stub Track-1812	2.6 west of Crawford MT2	15	East
30436 Joder Back Track-1902	0.5 east of Crossovers MP 437.5 MT2	12	Both
30436 Joder Back Track-1901	1.4 east of Crossovers MP 437.5 MT1	12	West
30449 Ardmore Back Track-2001	Ardmore MT1	17	East
30457 Rumford-2101	Rumford - Off Siding	8	Both
30466 Provo Back Track-2201	Provo MT1	15	East

10. Grade Chart

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 ↑
		30588	0.0	CAMPBELL	J			0.5	
			0.5	EAST FORTIN	X			1.6	
	7,650		2.1	WEST FORTIN				0.9	
		33003	3.0	CLOVIS POINT JCT (To Clovis Point 1.6)		CTC	188	3.0	
		33306	6.0	FT UNION JCT (To Ft Union 1.0)				1.9	
		33307	7.9	DRY FORK (To Dry Fork 0.7)				1.6	
		33309	9.5	EAGLE BUTTE JCT (To Rawhide 1.7) (To Eagle Butte 4.5) (To Buckskin 6.6)				9.5	

Radio Channel 85 in service on this Subdivision.

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

Train Dispatcher Telephone Number—(817) 234-6185

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 0.0 to MP 9.5	35 MPH.

1(B). Speed—Permanent Restrictions

MP 3.0 to Clovis Point Loop Track Switch	20 MPH.
MP 6.0 to Ft. Union Loop Track Switch	20 MPH.
MP 7.9 to Dry Fork Loop Track Switch	20 MPH.
MP 9.5 to Rawhide Loop Track Switch	20 MPH.
MP 9.5 to Eagle Butte Loop Track Switch	20 MPH.
MP 9.5 to Buckskin	20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout at Campbell Subdivision switch	25 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.

1(D). Speed—Other

West leg Campbell wye	10 MPH.
East leg Campbell wye	25 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Campbell to Eagle Butte Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
MP 0.0 to MP 9.5

4. General Code of Operating Rules and Safety Rules Items

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

Rule 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 GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

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

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

All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

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

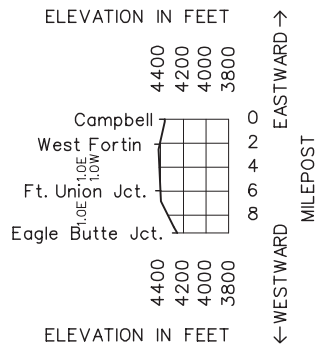
8. Line Segments

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. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
33303 Clovis Point-3002	1.6 west of Clovis Point Jct	140	Loop
Clovis Point Stub Track-3003	At Clovis Point Jct Switch	2	East
33306 Ft Union-2502	1.4 west of Ft Union Jct	140	Loop
33307 Dry Fork-2002	0.7 west of Dry Fork Switch	140	Loop
33309 Eagle Butte-501	4.5 west of Eagle Butte Jct	140	Loop
Helper Spur-504	0.8 west of Eagle Butte Jct	2	West
33308 Buckskin-1502	6.6 west of Eagle Butte Jct	140	Loop
Buckskin Siding-1503	3.3 west of Eagle Butte Jct	120	Both
33312 Rawhide-1101	1.7 west of Eagle Butte Jct	140	Loop

10. Grade Chart

WESTWARD ↓	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.	EASTWARD ↑
			90.4	EAST GUERNSEY	R			3.3	
		32129	95.0	GUERNSEY	BRT	2MT		4.0	
		32129	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	JT		CTC	5	4.5	
		107.8	EAST CASSA					3.2	
	32145	111.0	CASSA			2MT CTC		0.7	
		111.7	WEST CASSA					6.8	
	32153	118.5	EAST ELKHORN			CTC		4.3	
		122.8	WEST ELKHORN			2MT CTC		6.5	
7,083	32162	129.2	BONA			CTC		4.0	
		133.2	BRIDGER JCT	J				45.0	

Radio Channel 66 in service.

Radio Channel 45 in service at Guernsey.

Radio Call-In		
Torrington - 82(X)	Wendover - 19(X)	Bona - 68(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations

1(A). Speed—Maximum

MP 95.6 to MP 133.2, including trains 100 TOB and over 50 MPH.

1(B). Speed—Permanent Restrictions

MP 95.6 to MP 101.7 25 MPH.
 MP 96.0 to MP 95.6—EWD only (HER) 10 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.

1(D). Speed—Other

Bridge 95.65, cars heavier than 143 tons 10 MPH.
 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

Hot Weather—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

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

Restricted Limits—in effect:

MP 90.4 to MP 95.6

CTC—in effect:

MP 95.6 to MP 133.2

Multiple Main Tracks—in effect:

2 MT:

MP 93.9—MP 95.4
 MP 97.7—MP 100.8
 MP 107.8—MP 111.7
 MP 118.5—122.8

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

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

4. General Code of Operating Rule Items

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

Rule 8.3—At Guernsey—Normal position of Main Track switches DOES NOT APPLY at Main Track switch located at: MP 95.45—Track 201

MP 95.4—MT 1 and MT 2 West End

MP 94.1—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, must be locked. Trains must approach these switches expecting to find it lined against movement.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures:

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 124.7—DED—Exception Reporting

MP 131.0—Recall Code 687

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—All tracks, excluding the CTC main track within the confines of Wendover on the Front Range Subdivision and the Canyon Subdivision are under the jurisdiction of the Yardmaster at Guernsey, Wyoming. Trains enroute to Wendover need to communicate with the Guernsey Yardmaster and the Dispatching office if their train exceeds 100 TOB to ensure there is a track to accommodate them at Wendover.

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

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

Test Mile—MP 120.0—MP 121.0

8. Line Segments

Yard Line Segments

Line Segment Limits

893 Guernsey

Ballast Pit

Line Segment Limits

899 Guernsey

Road Line Segments

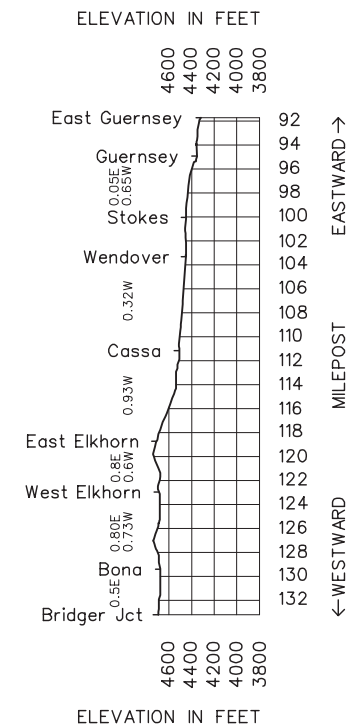
Line Segment Limits

5 Guernsey to Bridger Jct.

9. Locations Not Shown as Stations

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

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dutch Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EAST WARD ↑
		30689	0.0	DUTCH	JT	CTC	314	14.7	
		33218	14.7	DECKER		Rule 6.28		7.9	
		33228	22.8	SPRING CREEK			320	22.6	

Radio Channel 54 in service on this Subdivision.

Radio Channel 70 in service for Decker Mine loading.

Radio Channel 85 in service for Spring Creek Mine loading.

Radio Call-In	
Dutch - 71(X)	Decker - 70(X)
Sheridan-69(X)	
Emergency - Call 911	
Dispr X=0, Mechanical X =2, Field Support X=3, Warm Bearing X=5	

Train Dispatcher Telephone Numbers

Phone (817) 234-6186, Fax (817) 234-6174

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 22.8 **Freight**
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.
Loop Track West Decker 10 MPH.
Loop Track East Decker 5 MPH.
Loop Track—Spring Creek 10 MPH.
Spring Creek Tipple 5 MPH.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Dutch to Spring Creek 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.

5. Trackside Warning Detectors (TWD)—None

6. FRA Exempted Track—None

7. Special Conditions

Helper Operations—With few exceptions, the current operating practices and procedures for two-man helper service operations at Sheridan, Wyoming will remain unchanged by the implementation of one-man helper service. If there are questions or concerns regarding the application of the existing rules, in reference to one-man operation, that have not been addressed, contact your supervisor for interpretation.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist prior to departing Sheridan at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the following Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit:

Locomotive Running Air Brake Test:

- Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge and determine that retarding effort is provided.
- Release independent brakes and continue movement.
- Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed by observation of the gauge and that retarding effort is provided.
- Actuate independent brake. Determine brake cylinder pressure releases by observation of the gauge and the locomotive rolls freely.
- Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link Equipment must be inspected prior to departure. Pin lifters, cable connections, angle cocks, and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the dispatcher and leave a voice mail message for the Road Foreman before departure. Helper Link Report Forms must be filled out and left in the Mechanical Foreman's mailbox detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended, if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles, and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Changing Operating Ends—When required to change controlling locomotive in Engineer Only Helper Operation, an air brake test as prescribed by ABTH Rule 101.6 (A) will not be required. Instead, after changing operating ends, conduct the Locomotive Running Air Brake Test to determine that locomotive brakes are properly working.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of the movement. When operating conditions require movement at restricted speed or while moving on other than main track, and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles be governed by GCOR Rules 6.4 and 6.5. If it is determined by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required. Engineers will be required to maintain a Train Activity Report / Safety Checklist, entering delay information, when it will not interfere with the movement. When notified of grade crossing signal failure / malfunction requiring flag protection at a crossing, occupying movement can not be made until other available BNSF employees provide protection. Contact the dispatcher in advance to arrange for assistance from available employees working in the area. Helper “Cut Off Zone” signs will be placed near the crest of Parkman Hill at MP 723.8. Helper Link equipped locomotives will be allowed to cut off on the fly, only after passing those signs. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries.

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

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

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

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

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

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

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

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

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.

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

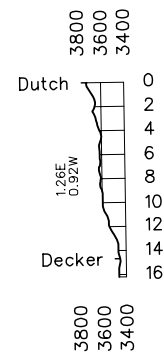
Line Segment	Limits	Mileposts
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
320	Spring Creek	22.6 to 28.7
314	Dutch to Decker	
320	Decker Nerco	

9. Locations Not Shown as Stations

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

10. Grade Charts

ELEVATION IN FEET



ELEVATION IN FEET

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.

SOUTH WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Front Range Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ NORTH WARD
	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
For Dispatcher X=0, For Mechanical X=2, For Field Support X=3	

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

1(D). Speed—Other

All sidings	10 MPH.
Wendover, East Leg of Wye	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	40 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 Excepted Track—None

7. Special Conditions

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

Moba—Crews handling coal trains into the Laramie Power Station must notify Field Support to report the arrival and departure times at the plant. Notification can be made by touch toning Field Support on the radio or calling (817) 593-6207.

Ensure that all arrival and departure times are reported to the Alliance Desk at 763-2343 on all Moba trains. Provide the following information:

- Time of arrival at Moba
- Time train spotted at Moba
- Time train was released as an empty at Moba
- Time train was pulled at Moba
- Time train departed Moba

Boeing Trains—Prior to departing on duty points, all Boeing trains must be inspected by the outbound conductor prior to departing the yard. The outbound conductor must walk both sides of the train, looking for any visible damage or signs of sideswiping. If any damage is noted, the yardmaster/trainmaster must be notified at the time of the inspection. The time and comments regarding the inspection must be noted on the delay report.

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

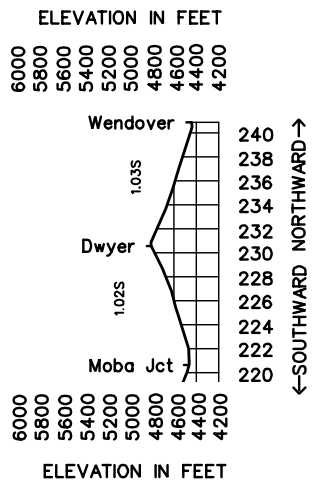
Line Segment Limits

476 Wendover to Denver UD

9. Locations Not Shown as Stations

Name	Miles - Location	Capacity Cars	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



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.
		127.3	BRIDGER JCT	J			1.1
		126.2	ORIN JCT	J	CTC		3.1
		123.1	EAST FISHER				3.7
		119.4	CROSSOVER 119.4	X(2)	2MT CTC		2.3
		117.1	SHAWNEE JCT	JX(2)			6.5
		110.6	CROSSOVER 110.6	X(2)			7.0
		103.6	CROSSOVER 103.6	X(2)			7.9
33182		95.7	CROSSOVER 95.7	X(2)			5.2
		90.5	CROSSOVER 90.5	X(2)			5.0
		85.5	EAST BILL	JX(2)			4.7
		80.8	WEST BILL	JX(2)			8.3
		72.5	CROSSOVER 72.5	X(2)			7.1
33160		65.4	CONVERSE JCT (To Antelope 2.2)	X(2)			2.9
33158		62.5	EAST NACCO	X(2)T	3MT CTC		0.3
33158		62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)				0.3
33158		61.9	WEST NACCO				6.1
		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	JX			0.5
33142		43.0	MP 43.0	J			0.9
33142		42.1	CROSSOVER 42.1	JX			2.2
10,000		39.9	CP 39.9				5.8
		34.1	CROSSOVER 34.1	X(2)			7.6
33125		26.5	EAST COAL CREEK	X			0.3
33125		26.2	COAL CREEK JCT (To Coal Creek 2.1)				0.3
33125		25.9	WEST COAL CREEK	X			1.4
		24.5	SUNEDCO JCT				0.7
		23.8	EAST CORDERO JCT (To Cordero 2.2)	X			2.7
		21.1	WEST CORDERO JCT	X			3.3
		17.8	EAST ROJO JCT	X	2MT CTC		0.4
33117		17.4	ROJO JCT (To Caballo Rojo 0.7)				0.1
33117		17.3	WEST ROJO JCT	X			0.9
33115		16.4	EAST BELLE AYR JCT (To Belle Ayr 1.8)				1.4
33114		15.0	CABALLO JCT (To Caballo 0.4)	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

Radio Channel 66 in service MP 127.3 to MP 21.1.

Radio Channel 85 in service MP 21.1 to MP 0.4.

Radio Call-In		
Walker - 62(X)	Bill - 63(X)	Logan - 67(X)
Reno - 65(X)	Coal Creek - 66(X)	
Emergency - Call 911		
Dispatcher X=0, Mechanical X=2, Field Support X=3, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

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

1. Speed Regulations**1(A). Speed—Maximum**

	Freight
MP 127.3 to MP 15.4, including trains 100 TOB and over	50 MPH.
MP 15.4 to MP 0.4	35 MPH.

1(B). Speed—Permanent Restrictions

Nacco Jct. to North Antelope and Rochelle Mines	20 MPH.
North Antelope, New Outbound	25 MPH.
On east and west legs of wye at Rojo Jct., Coal Creek Jct., to Reno Sub and Nacco Wye 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 103.6, all turnouts	40 MPH.
MP 90.5, all turnouts	35 MPH.
MP 85.5, all turnouts	40 MPH.
MP 80.8, all turnouts	40 MPH.
MP 72.5, all turnouts	35 MPH.
MP 45.7, all turnouts	40 MPH.
MP 39.9, turnout MT 2 to MT 3	50 MPH.
MP 39.9, Reno Siding	40 MPH.

1(D). Speed—Other

Trinity Rail Services at Bill all tracks	10 MPH.
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Temperature Speed Restrictions**Hot Weather**—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

MP 16.0 to MP 17.0

MP 42.0 to MP 43.6

MP 61.0 to MP 64.0

MP 74.0 to MP 76.0

MP 90.5 to MP 92.0

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

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

MP 127.3 to MP 0.0

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

MP 123.1 to MP 117.45

MP 39.9 to MP 0.0

3 MT:

MP 117.45 to MP 39.9

4. General Code of Operating Rules Items**Rule 1.10**—On the Orin Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.**Rule 5.4.2(A)**—The paragraph under: “Less than Two Miles Ahead of Restricted Area” is changed to read: When the restricted area is close to a terminal, junction, control point, crossover, or another area, employees will display the yellow flag less than 2 miles before the restricted area only on the

track affected. This information will also be included in the track bulletin, track warrant, or general order.

Rule 5.4.3(A)—The paragraph under “Less than Two Miles Ahead of Restricted Area” is changed to read: When the restricted area is close to a terminal, junction, control point, crossover, or another area, employees will display the yellow/red flag less than 2 miles before the restricted area only on the track affected. This information will also be included in the track bulletin, track warrant, or general order.

Rule 5.4.8—The first paragraph is changed to read: Flags will only be displayed on the track affected.

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

MWOR Rule 8.12—At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), Maintenance of Way and Signal employees may request authority from the control operator to operate one end of a crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits. The letters ICS are stenciled on the switch machine of each individually controlled crossover switch.

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 GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)

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

MP 0.5—DED—(North Antelope Rochelle Mine Track in OS at Nacco Wye Jct.)

MP 5.6—DED—Exception Reporting
 MP 10.3—DED—Exception Reporting
 MP 14.7—DED—Exception Reporting
 MP 21.9—Recall Code 668—Exception Reporting
 MP 25.9—DED—Exception Reporting
 MP 30.1—DED—Exception Reporting
 MP 35.9—DED—Exception Reporting
 MP 40.0—DED—Exception Reporting
 MP 45.9—Recall Code 658—Exception Reporting
 MP 52.5—DED—Exception Reporting
 MP 59.4—Recall Code 677—Exception Reporting
 MP 67.7—DED—Exception Reporting
 MP 75.3—Recall Code 678—Exception Reporting
 MP 83.3—DED—Exception Reporting
 MP 88.0—DED—Exception Reporting
 MP 93.0—DED—Exception Reporting
 MP 98.0—Recall Code 628—Exception Reporting
 MP 102.8—DED—Exception Reporting

MP 108.3—DED—Exception Reporting
 MP 113.5—Recall Code 688—Exception Reporting
 MP 117.4—DED—Exception Reporting
 MP 123.6—DED—Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

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

MP 123.11	Crossover MP 119.4
Shawnee Jct.—MP 117.1	Crossover MP 103.6
Crossover MP 110.6	West Bill—MP 80.8
Crossover MP 72.5	Converse Jct.—MP 65.4
East Nacco—MP 62.5	Crossover MP 58.1
MP 56.05	MP 55.99
MP 55.93	MP 55.86
MP 55.81	MP 55.74
MP 55.67	Crossover MP 52.5
MP 49.79	MP 49.73
MP 49.63	MP 49.57
MP 48.92	MP 48.86
MP 48.78	MP 48.72
Crossover MP 47.3	MP 45.75
MP 45.79	MP 45.9
MP 45.5	Crossover MP 43.6
MP 42.06	MP 42.0
MP 41.81	MP 41.74

Independently Controlled Switches (ICS)—

Crossover MP 119.4	Shawnee Jct.—MP 117.1
Crossover MP 110.6	Crossover MP 103.6
Crossover MP 58.1	MP 56.05
MP 55.99	MP 55.93
MP 55.86	MP 55.81
MP 55.74	MP 55.67
MP 55.62	MP 49.79
MP 49.73	MP 49.63
MP 49.57	MP 48.92
MP 48.86	MP 48.78
MP 48.72	MP 45.75
MP 45.79	MP 45.9
MP 45.5	MP 42.2
MP 42.18	MP 42.06
MP 42.0	MP 41.81
MP 41.74	

All Coal Mines—Trains will notify the Gillette operator and train dispatcher, as appropriate, before leaving loop tracks. The Gillette operator will relay instructions from train dispatcher.

While loading at coal mines, report any incident that delays loading to the trick dispatcher and the Gillette operator. (Example: coal spills, overloaded cars, etc.)

All employees of BNSF and UPRR will be governed by the Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Between Shawnee Jct. and Caballo Jct.

Union Pacific trains and engines will be governed by the BNSF timetable and General Code of Operating Rules.

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.

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

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.

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

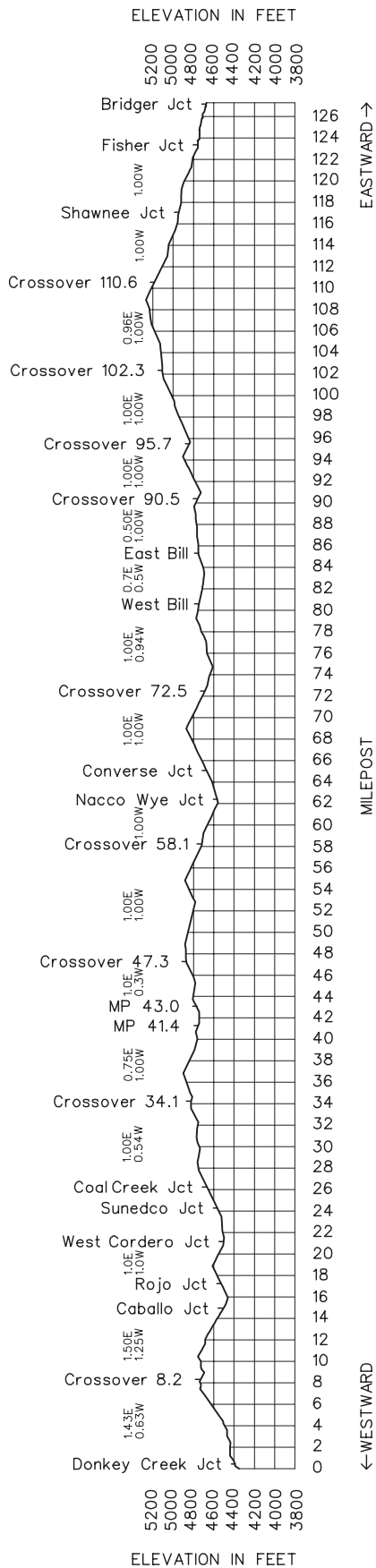
Line Segment	Limits	Mileposts
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.8
186	Bridger Jct. to Donkey Creek	
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
194	Caballo Spur	14.6 to 20.8
974	Antelope Spur	65.3 to 67.4

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Back Track MP 120.4-1001	2.1 west of East Fisher - MT1	20	Both
Back Track MP 120.4-1002	2.1 west of East Fisher - MT 2	20	Both
Back Track MP 116.5	0.6 west of Shawnee Jct.- MT3	15	Both
Back Track MP 109.5-8310	1.1 west of Crossover 110.6 - MT 1 & MT 3	11	Both
Back Track MP 102.4	MT 3	15	Both
Back Track MP 102.4	MT 1	30	Both
Back Track MP 96.6	MT 3	15	Both
Back Track MP 96.6	MT 1	15	Both
Back Track MP 90.7-8277	0.2 west of Crossover 90.5 - MT 1	30	Both
Trinity Rail Serv.-8288/8287	1.0 east of East Bill - MT 3	675	Both
Back Track MP 83.6	1.9 west of West East Bill - MT 3	20	Both
Back Track MP 82.7	1.9 east of West Bill - MT 3	20	West
Back Track MP 77.0	3.2 west of West Bill MT 1	50	Both
Back Track MP 77.0-8277	3.2 west of West Bill - MT 3	50	Both
Back Track MP 70.1-8070	2.4 west of Crossover 72.5 - MT 1	15	Both
Back Track MP 69.4--8069	3.1 west of Crossover 72.5 - MT 3	8	East
Antelope Mine-8002	Converse Jct MT3	Loop	East
Back Track MP 63.1- MT 1-7563 - MT 3-7564	0.6 east of East Nacco - MT1 and MT3	20	Both
33158 Helper Track-7562	MP 61.86 to MP 62.07 - MT 1	14	Both
Rochelle-7502	4.7 from Nacco Jct		Loop
North Antelope-7504	4.7 from Nacco Jct		Loop
Back Track MP 58.4-7558	0.3 east of Crossover 58.1 - MT1	15	East

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Back Track MP 52.7 - 6552	3.1 west of Crossover 55.8 - MT 1	33	Both
Back Track MP 52.7 - 6553	3.1 west of Crossover 55.8 - MT 3	33	Both
South Black Thunder	2.2 east of Crossover 49.2 - MT 1		Loop
Reno Back Track-6542	0.2 east of Crossover 42.1 - MT1	36	Both
Western Gas Processors (Ind Park)-6001/6002	0.4 east of MP 34.0 - MT 1	30	Both
Back Track MP 31.8-6032	2.3 west of crossover 34.1 - MT 1	20	Both
Back Track MP 31.8-6031	2.3 west of crossover 34.1 - MT 2	20	Both
33029 Coal Creek-5501	2.1 east of Coal Creek Jct		Loop
West Coal Creek-5526	0.1 west of Crossover West Coal Creek -MT1	20	West
33024 Cordero-5001	2.7 west of West Cordero Jct		Loop
Caballo Rojo-4501/4502	0.7 from Rojo Jct		Loop
Nelson Bros.Stub Trk.-4701	O.S. at Rojo Jct - east leg of Wye	15	East
33018 Belle Ayr-4006	1.8 west of East Belle Ayr Jct		Loop
Back Track MP 16-4016	1.0 west of Crossover West Rojo - MT1	25	Both
Back Track MP 16-4015	0.2 west of East Belle Ayr Jct - MT2	16	Both
33114 Caballo-3501	0.5 west of Caballo Jct		Loop
Stub Track MP 8.2-3508	At Crossover 8.2-MT 2	2	West

10. Grade Chart



WEST WARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Reno Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	↑ EAST WARD
			2.5	BLACK THUNDER JCT (To Black Thunder 0.6) (To Jacobs Ranch 3.3)	X(2)	2MT CTC	191	1.8	
		33142	0.7	RENO JCT				0.7	
			0.0	ORIN SUB SWITCHES		CTC		2.5	

Radio Channel 66 in service.

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

Train Dispatchers' Phone Numbers

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

1. Speed Regulations**1(A). Speed—Maximum**

MP 2.5 to MP 0.7	Freight 35 MPH.
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1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts**

Through turnout at Reno Subdivision switch	25 MPH.
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1(D). Speed—Other

Black Thunder Jct. to Black Thunder Loop Track Switch	20 MPH.
Black Thunder Jct. to Jacobs Ranch Loop Track Switch	20 MPH.

See Item 1 of the System Special Instructions for additional speed restrictions.
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2. Bridge and Equipment Weight Restrictions**Maximum Gross Weight of Car**

Reno to Black Thunder Jct.	143 tons, Restriction A
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3. Type of Operation**CTC—in effect:**

MP 2.9 to MP 0.0

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

MP 2.7 to 0.0

4. General Code of Operating Rules and Safety Rules Items

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

Rule 6.19—When flagging is required, distance will be 1.0 mile.

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.

- 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 GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions**

All Coal Mines—Trains must notify train dispatcher before leaving loop tracks.

All employees of BNSF Rwy and UPRR will be governed by Powder River Division Special Instructions on Mine Properties. Employees must have this insert to the timetable in their possession while operating on the Reno, Campbell, Orin and Black Hills Subdivisions.

Designation of Tracks

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

Track from Black Thunder Jct. to switch at MP 43.6 on MT 1, Orin Subdivision, is designated as MT 2.

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

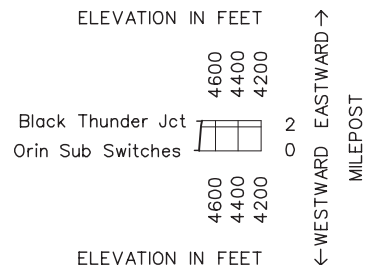
Flash Flood Warnings—The following locations have been identified as "critical areas" subject to flash floods and washouts as outlined in System Special Instructions, Item 33: None

8. Line Segments**Road Line Segments**

Line Segment	Limits	Mileposts
191	Black Thunder Jct.— Jacobs Ranch	2.9 to 9.2
193	Black Thunder Spur	2.9 to 7.3
191	Black Thunder Jct. to Orin Sub Switches	

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Feet	Switch Opens
33402 Black Thunder-6510	0.6 east of Black Thunder Jct.		Loop
33408 Jacobs Ranch-6501	3.3 east of Black Thunder Jct.		Loop

10. Grade Chart

WEST WARD ↓	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.	EAST WARD ↑
		30126	127.7	RAVENNA	BTX			0.6	
		30128	128.3	WEST RAVENNA				9.5	
		30137	137.8	HAZARD				0.5	
			138.3	CROSSOVER 138.3	X(2)	2MT CTC		6.0	
		30143	144.3	LITCHFIELD				0.3	
			144.6	CROSSOVER 144.6	X			6.0	
			150.6	CROSSOVER 150.6	X(2)			4.4	
		30152	155.0	MASON		CTC		10.1	
		30166	165.1	BERWYN				4.7	
			169.8	CROSSOVER 169.8	X(2)	2MT CTC		6.5	
		30175	176.3	BROKEN BOW	B			10.2	
			186.5	CROSSOVER 186.5	X(2)			9.2	
		30194	195.7	ANSELMO		CTC		9.9	
		30206	205.5	LINSCOTT				4.5	
			210.0	CROSSOVER 210.0	X(2)	2MT CTC		4.4	
		30214	214.4	DUNNING		CTC		9.5	
		30224	223.9	HALSEY				6.0	
			229.9	CROSSOVER 229.9	X(2)			7.3	
			237.3	CROSSOVER 237.3	X(2)	2MT CTC	4	9.8	
			247.0	CROSSOVER 247.0	X(2)			7.2	
			254.2	CROSSOVER 254.2	X(2)			5.1	
		30259	259.3	SENECA		CTC		8.0	
		30267	267.3	MULLEN				6.6	
			273.9	CROSSOVER 273.9	X(2)			9.9	
			283.8	CROSSOVER 283.8	X(2)	2MT CTC		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)	2MT CTC		4.6	
		30323	324.8	BINGHAM		CTC		9.1	
8,737	30333	333.9	ELLSWORTH					4.5	
			339.4	CROSSOVER 339.4	X(2)	2MT CTC		4.6	
		30341	344.0	LAKESIDE		CTC		5.2	
		30349	349.2	ANTIOCH				5.6	
			354.8	CROSSOVER 354.8	X			4.1	
		30358	358.9	BIRDSELL	X	2MT CTC		2.7	
			361.8	CROSSOVER 361.8	X(2)			2.8	
			364.0	EAST ALLIANCE	X(2)			235.8	

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

Radio Channel 66 in service.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Ravenna - 04(X)	Mason - 13(X)	Broken Bow - 12(X)
Dunning - 12(X)	Seneca - 15(X)	Whitman - 16(X)
Bingham - 17(X)	Lakeside - 18(X)	Alliance - 10(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X =2, Field Support X=3, Warm Bearing=5		

Train Dispatcher Telephone Number—(817) 234-6182

MP 127.7 to MP 128.2 is part of and under the jurisdiction of the Nebraska Division.

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 128.2 to MP 364.0	60 MPH.
Trains 100 TOB and over	50 MPH.

1(B). Speed—Permanent Restrictions

MP 127.2 to MP 127.9	20 MPH.
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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.
Berwyn, Dunning, Seneca, Lakeside	
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

Bridge 149.02 MT 1, cars heavier than 143 tons	25 MPH.
Outside Mechanical Dept. limits, except through switches	
and turnouts, lite engines in Alliance Terminal	20 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

MP 258.0 to MP 261.0

MP 299.0 to MP 303.0

Trains 100 TOB and over

Trains up to 100 TOB

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

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car

Ravenna to East Alliance

3. Type of Operation

CTC—In effect:

MP 127.7 to MP 364.0

Multiple Main Tracks—in effect:

2 MT:

MP 127.7 to MP 155.0

MP 165.1 to MP 195.7

MP 205.5 to MP 214.4

MP 223.9 to MP 259.3

MP 267.3 to MP 306.9

MP 314.5 to MP 324.8

MP 333.9 to MP 344.0

MP 349.2 to MP 364.0

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 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 156.5—Recall Code 138—Exception Reporting
 MP 161.7—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 261.2—DED—Exception Reporting
 MP 264.9—Recall Code 158—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 324.8—DED—Exception Reporting
 MP 330.4—DED—Exception Reporting
 MP 333.9—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 358.9—DED—Exception Reporting—Channel 70
 MP 362.8—DED—Exception Reporting—Channel 70

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

Ravenna—All westward trains do not pull west of the intermediate signal at MP 148.7 until confirmation is received from the Dispatcher that the train has signals requested at Mason to proceed westward. Notify the dispatcher if the train will fit between Mason and the crossing at MP 153.65.

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 Operations—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.

Do not block the public crossings at—

MP 149.89	MP 148.87	MP 148.63
MP 150.29	MP 150.51	MP 357.48

Conductor Wheels Reports – Updated Wheel Reports will not be generated at each crew change point for Unit Train Operations. Conductors are responsible for leaving the original Wheel Reports on the Conductor's Desk in the controlling locomotive at the final terminal or at an intermediate point (if the train is tied down enroute) for the next Conductor to use.

If cars are set out or picked up between the originating and terminating terminals of the train, Conductors are responsible for documenting this information on the Wheel Report and reporting the information via Voice Train Reporting (VTR). When applicable, briefings between the inbound and the outbound crew will include the proper verification of the axle count.

EOT Replacement Batteries—The following locations have replacement batteries for enroute failures of End of Train Device batteries:

- MP 169.8 – located inside the East door of the signal bungalow.
- MP 254.2 – located inside the West door of the signal bungalow.

A one for one exchange is required when taking one of the batteries, along with ensuring the battery is reconnected to the charger and the door to the bungalow is secured. If a battery cannot be returned to the bungalow as specified, the Dispatcher must be notified so arrangements can be made for a replacement battery.

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

MP 349.2—(Begin Two Main Tracks)—Antioch

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

Test Miles

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

8. Line Segments**Road Line Segment****Line Segment Limits**

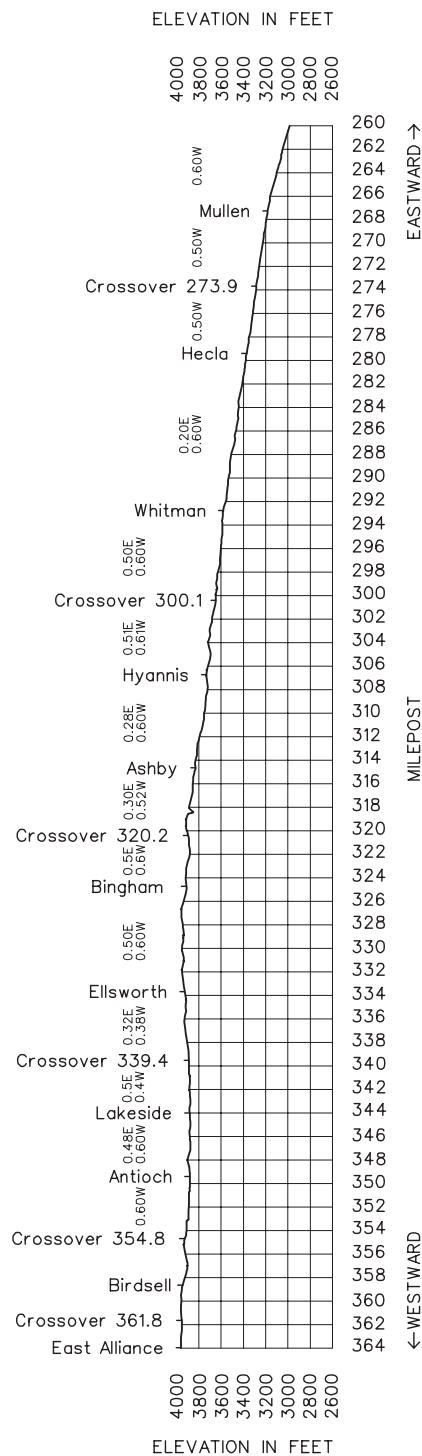
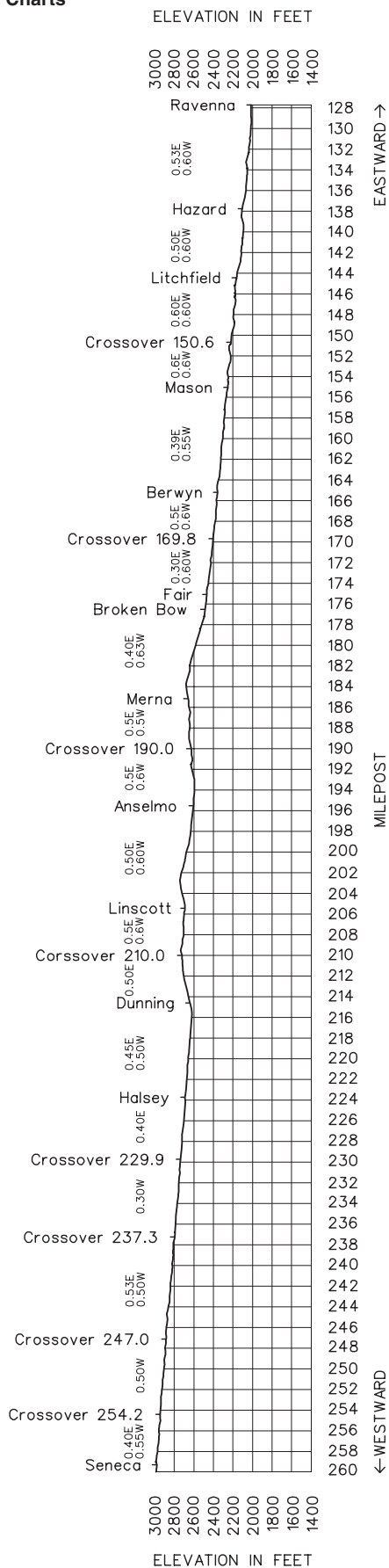
4..... Ravenna to East Alliance

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30132 Sweetwater-3901	5.5 west of Ravenna MT1	11	West
30137 Hazard Back Track-4001	Hazard MT1	30	West
30143 Litchfield Elevator Track 4101	Litchfield MT1	30	Both
30143 Litchfield Stub Track #1-4102	Litchfield MT1	14	West
30143 Litchfield Stub Track #2-4103	Litchfield MT1	14	West
30143 Litchfield Stub Track #3-4104	Litchfield MT1	15	West
30143 Litchfield Stub Track #4-4105	Litchfield MT1	15	West
30152 Mason Back Track-4201	Mason MT2	8	East
30166 Old Berwyn-4420	2.5 west of Berwyn MT1	28	Both
30175 Broken Bow-Elevator-4502	Broken Bow MT 1	10	Both
30175 Broken Bow-Mill Track-4503	Broken Bow MT 1	7	West
30175 Broken Bow-City Track-4504	Broken Bow MT 2	15	Both
30175 Broken Bow-House Track-4505	Broken Bow MT 2	8	West
30175 Broken Bow-Sargent Pipe-4506	Broken Bow MT 1	5	East
30183 Elevator Track-Merna-4602	Merna MT 2	20	Both
30183 Old Pass-Merna-4601	Merna MT 2	90	Both
30183 Back Track-4697	Merna MT 1	21	Both
30194 Anselmo Back Track-4701	Anselmo MT2	40	Both
30206 Linscott Back Track-4801	Linscott MT2	5	Both
30214 Old Dunning-4901	1.1 west of Dunning	15	West
30224 Halsey Back Track-5001	Halsey MT2	25	Both
30234 Natick Back Track-5101	2.1 east of Crossover 237.3 - MT2	20	Both
30234 Natick Back Track-5102	2.1 east of Crossover 237.3 - MT1	20	Both
30241 Thedford Back Track-5202	4.6 east of Crossover 247.0 - MT1	28	Both
30241 Thedford Back Track-5201	4.6 east of Crossover 247.0 - MT2	66	Both
30256 Seneca - East Old Pass-5401	Seneca MT1	30	East
30256 Seneca - West Old Pass-5402	Seneca MT1	30	West
30256 Seneca - East #1 Track-5403	Seneca MT1	15	East
30256 Seneca - West #1 Track-5404	Seneca MT1	15	West
30267 Mullen East Stub Track-5501	Mullen MT1	40	East
30267 Mullen west Stub Track-5502	Mullen MT1	8	West
30277 Hecla Back Track-5601	Hecla MT2	10	Both
30283 Hooker Back Track-5650	0.2 west of Crossover 283.8 MT 2	21	Both
30283 Hooker Back Track-5651	0.2 west of Crossover 283.8 MT 1	21	Both

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
30291 Coyote Back Track-5750	0.7 east of Crossover 291.1 MT 2	21	Both
30291 Coyote Back Track-5751	0.7 east of Crossover 291.1 MT 1	21	Both
30292 Whitman Back Track-5701	Whitman MT2	20	Both
30305 Hyannis Back Track-5801	Hyannis MT2	35	Both
30314 Ashby Back Track-5901	Ashby MT2	15	Both
30323 Bingham Back Track-6001	Bingham MT2	12	Both
30333 Ellsworth Back Track-6101	Ellsworth MT1	12	East
30341 Lakeside Back Track-6201	Lakeside MT2	12	Both
30349 Antioch Back Track-6301	Antioch MT2	6	Both
Progressive Rail-831,832,833	5.6 east of Alliance MT1	189	Both
AEP-821,822,823	4.1 east of Alliance MT2		West
Koester's-137	0.8 east of East Alliance MT1	42	Both

10. Grade Charts



WEST WARD ↓	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.	EAST WARD ↑
		32034	0.0	NORTHPORT	JT	CTC		0.4	
			0.4	WEST NORTHPORT (To UP Crossing 0.1)	JTX(2)	2MT CTC		3.0	
		32036	3.4	DEGRAW				6.5	
			9.9	MP 9.9				1.9	
		32046	11.8	BAYARD				4.1	
	10,146		15.9	BRADLEY				5.9	
		32056	21.8	MINATARE				2.9	
	9,781		24.7	WINTERS				6.1	
		32065	30.8	SCOTTSBLUFF	T			6.0	
	9,149	32072	36.8	JANE				3.4	
		32074	40.2	MITCHELL	T			4.4	
	9,099		44.6	ENTERPRISE		CTC	5	1.9	
		32080	46.5	MORRILL				7.2	
		32088	53.7	HENRY				3.6	
	12,450		57.3	STUART				4.9	
		32096	62.2	TORRINGTON				7.4	
	9,260		69.6	TEXAS				2.1	
		32106	71.7	LINGLE				8.3	
	10,595		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 CTC		2.1	
			90.4	EAST GUERNSEY	R			91.2	

Additional Guernsey instructions will be found on the Canyon Subdivision.

Radio Channel 54 in service on this Subdivision.

Radio Channel 45 in service at Guernsey Yard.

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

Train Dispatcher Telephone Number

(817) 234-6183, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

MP 0.0 to MP 90.4, including trains 100 TOB and over **Freight**
50 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 under 100 TOB 35 MPH.
Trains over 100 TOB 25 MPH.
MP 85.5 and MP 88.3, turnouts
Trains under 100 TOB 40 MPH.
Trains over 100 TOB 25 MPH.

1(D). Speed—Other

Northport Wye 25 MPH.

Freight

Temperature Speed Restrictions

Hot Weather—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:

MP 29.0 to MP 46.5 40 MPH.
Trains 100 TOB and over 50 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.
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 0.4 to MP 3.4

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 20.5—Recall Code 818—Exception Reporting

MP 42.3—Recall Code 817—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 Excepted Track—None

7. Special Conditions

Bridgeport Helper Operation—ABTH Rule 102.12.6

(Powered Axle Limitations) is modified on the Angora Subdivision. The rated powered axle limitations (RPA) on the rear of solid, loaded unit bulk commodity trains is restricted to 32 RPA. The helpers are limited to throttle position seven until the helper power is clear of the station sign at Northport. If the train is using between 24 RPA and the maximum 32 RPA on the rear of the train and the train is stopped for any reason, the helpers and the rear DP unit are limited to throttle position seven when restarting the train between Northport and the south switch at Angora until the train attains or exceeds 10 MPH.

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.

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.

Instructions for Engineer Only Helper Service—Engineers are responsible for the inspections of the locomotive consist at the beginning of their tour of duty. This includes the Locomotive Daily Inspection, when required, as prescribed by ABTH Rule 101.2 and the Locomotive Running Air Brake Test to determine that locomotive brakes are in proper working order when initiating movement and operating conditions permit.

Locomotive Running Air Brake Test—

1. Apply independent brake sufficiently to develop brake cylinder pressure, by observation of the gauge, and determine that retarding effort is provided.
2. Release independent brakes and continue movement.
3. Make a 10-psi brake pipe reduction with the automatic brake valve. Determine that brake cylinder pressure is developed, by observation of the gauge, and that retarding effort is provided.
4. Actuate the independent brake. Determine brake cylinder pressure releases, by observation of the gauge, and the locomotive rolls freely.
5. Place the independent and automatic brake handles in the release position and proceed.

Helper Link Instructions—Helper Link equipment must be inspected at beginning of tour of duty. Pin lifters, cable connections, angle cocks and MU cable (placed in live receptacle) must be in good condition. Open the top box to check that the unit has power. Test the pneumatic pin lifter from the ground using a portable radio keypad to confirm that it is operational. If Helper Link Unit is damaged or defective, report the condition to the Dispatcher and leave a voice mail message for the Road Foreman, before departure. Helper Link Report Forms must be filled out and faxed to Road Foreman of Engines detailing defects or damage.

Temporarily Securing Locomotives—Prior to dismounting the locomotive consist for any reason, but not leaving unattended, secure locomotives per ABTH Rule 102.3, make a 20-psi automatic brake pipe reduction and fully apply the independent brake. For the purpose of Engineer Only Helper Operation, the equipment will be considered attended if the locomotives have been secured as described above and the Engineer is working on the ground, in close physical proximity to the equipment and not separated from that equipment, for example, by a passing train on an adjacent track. The handling of switches and derails, the adjusting of couplers, the opening of knuckles and all related work performed on the ground, near the equipment, is permissible and not considered leaving the equipment unattended.

Other Operating Issues—While in Engineer Only Helper Operation, when coupling to a train or other equipment or moving over road crossings, the engineer must operate from the locomotive cab nearest the direction of movement. When operating conditions require movement at restricted speed, or while moving on other than main track and it is necessary to make a backup move in reference to stretching couplings or missed couplings requiring the separation of equipment to adjust couplers or knuckles, be governed by GCOR Rules 6.4 Reverse Movement, and 6.5 Handling Cars Ahead of Engine.

If it is determined, by observation of the track directly behind the locomotives, that a backup move can be safely made changing operating ends will not be required.

Engineers will not be required to maintain a Signal Awareness Form. Engineers will be required to comply with Powder River Division General Notice pertaining to Calling Signals. When notified of grade crossing signal failure/malfunction requiring flag protection at a crossing, occupying movement can not be made until other, available, BNSF employees provide protection. Contact the dispatcher, in advance, to arrange for assistance from available employees working in the area. The replacement of rear of train device batteries is the responsibility of the outbound conductor. Engineers will not be required to carry or change batteries. Helper crews will be required to perform job briefings with trains to be helped to clearly define work to be done through positive identification of train ID and location. Helpers assisting trains must operate from cab forward locomotive nearest the direction of movement unless otherwise authorized by chief dispatcher or local supervision.

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

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

8. Line Segments

Yard Line Segments

Line Segment Limits

896 Scottsbluff

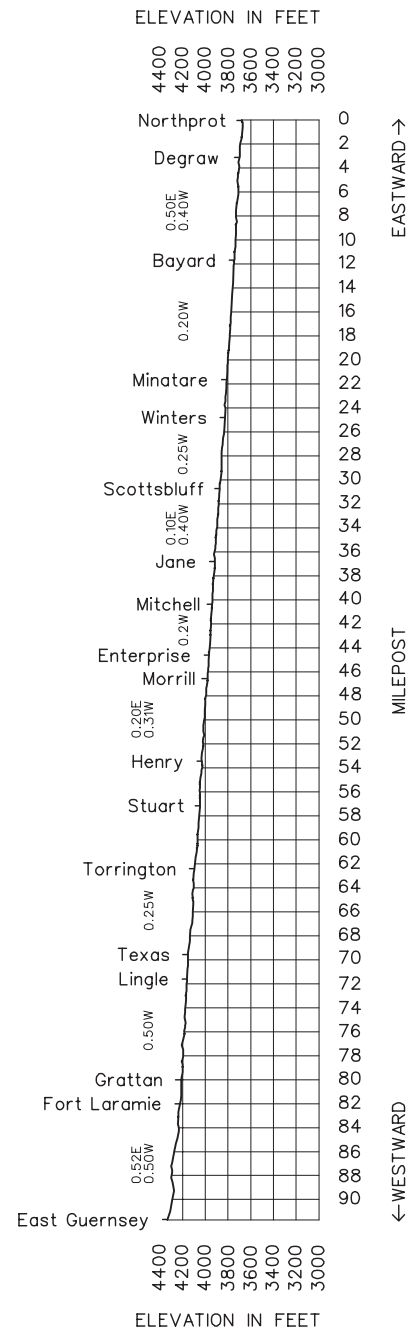
Road Line Segments

Line Segments Limits

5 Northport to Guernsey

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
32034 South Storage-101	Northport MT2	57	Both
32036 Progress Rail-102 & 103	1.1 east of DeGraw on MT2	120	West
32046 Bayard Track Siding-1298	Bayard	103	Both
32046 Bayard Bean Track-1202	Bayard	26	West
32046 Bayard Sugar Factor West Wye Track-1204	Bayard	139	West
32056 Minatare Siding-1498	Minatare	113	Both
32056 Kelly Bean Spur-1403	1.0 west of Minatare	5	West
32056 Minatare North House Track-1402	Minatare	39	Both
32065 Scottsbluff 1601	Scottsbluff	44	Both
32065 Scottsbluff 1602	Scottsbluff	43	Both
32065 Scottsbluff 1603	Scottsbluff	40	Both
32065 Scottsbluff 1604	Scottsbluff	40	Both
32074 Mitchell Old Pass-1801	Mitchell	122	Both
32074 Mitchell -1802	Mitchell	29	Both
32074 Mitchell -1803	Mitchell	28	Both
32074 Sugar Factory-1808	Mitchell	157	East
32080 Morrill Bean Track-2006	Morrill	34	East
32080 Morrill House Track-2004	Morrill	74	Both
32080 Morrill Old Pass-2001	Morrill	52	West
32088 Henry-2101	Henry	61	West
32096 R&M Lumber-2304	Torrington	13	East
32096 Torrington No Siding-2301	Torrington	52	Both
32106 Lingle Pass-2501	Lingle	78	Both
32116 Ft Laramie Back Track-2798	Ft Laramie	35	East

10. Grade Chart

Track Bulletin Form B—Verbal Permission:

When granting verbal permission, begin the communication using the following words:

“Foreman (name and/or Gang No.) ____ using Form B restriction No. ____ between MP ____ and MP ____ (specifying subdivision when necessary).”

1. To permit a train to pass a red flag without stopping, add the following:

- “(Train) may pass red flag located at MP ____ without stopping on (track).”

Unless otherwise restricted, the train may pass the red flag at restricted speed without stopping.

2. To permit a train to proceed at other than restricted speed, add one of the following:

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) on (track).”

Unless otherwise restricted, the train may proceed at speed specified.

- “(Train) may proceed through the limits at ____ MPH (or at maximum authorized speed) but not exceeding ____ MPH between/at (specifying location) on (track).”

Unless otherwise restricted, the train may proceed at the speeds specified. Not more than two speeds may be authorized.

3. To require the train to move at restricted speed, but less than 20 MPH, add the following:

- “(Train) must proceed at restricted speed but not exceeding ____ MPH on (track) (specifying distance when necessary).”

The above will apply when movement is to be made at restricted speed, but less than 20 MPH. Unless otherwise restricted, the train must proceed at restricted speed and not exceed the speed specified.

4. To require a train to stop at a designated location within the limits, add the following:

- “(Train) must stop at (location) for additional instructions.”

5. When adjacent tracks will be occupied by men and equipment, add the following:

- “Men and equipment occupying (track).”

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

Speed Tables

SPEED TABLE								
Time Per Mile			Miles Per Hour			Time Per Mile		
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 - Train
 E - Engine
 R - Railroad Cars
 M - Men & equipment fouling track
 S - Stop Signal
 D - Derail & switches properly lined
 X - Crossings at grade
 O - Other crews' movements

Remember “TERMSDXO” when shoving cars.