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February 06, 2009

BNSF Railway Co.
POWDER RIVER DIVISION

GENERAL ORDER No. 23

TO ALL CONCERNED,

SUBJECT: Big Horn Subdivision Amendments

Powder River Division General Order No. 20 is cancelled

Explanation:

Item 4 - Addition of Quiet Zone at E. 5th Street, MP698.64.

The following are amendments to Powder River Division Timetable No. 9
in effect 0800 hours, Wednesday, July 23, 2008.

Page 7:

Radio Call-In:

As it now reads:

Parkman - 64(X)

Is changed to read:

Parkman - 64(X) Laurel East
65(X) Sheridan

Add the following -

Radio Channel information below the station column:

Radio Channel No. 19 in service on MRL at Laurel Yard/Mechanical

Delete:

Radio Call-In

Jones Jct. - 59(X)

Hardin 61(X)

Add:

BNSF Disp Jones Jct. - 59(X)

Anita 61(X)

Item 4 - General Code of Operating Rules Items

Effective 0001 hours, Monday, February 9, 2009, the following Quiet Zone is in effect:

GCOR 5.8.2 - Sounding Whistle

Whistle Signal 5.8.2 (7) is not required at the following crossing location:

E. 5th Street.....MP 698.64

All other whistle requirements remain in effect.

Item 7. Special Conditions

MRL Operations

Process to obtain or release Track Warrant authority on Forsyth

subdivision at Jones Jct. will be as follows:

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

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

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

APPROVED:
G C FOX
VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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1-2,8,13,16,18,21-23	
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February 03, 2009

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 22

TO ALL CONCERNED,

SUBJECT: Orin Subdivision Amendments

Powder River Division General Order No. 19 is cancelled

Explanation:

Station Table - add line segment 195 to station Thunder Jct West.

Item 5B - Other TWD Locations: Add specific mile post location (MP 0.3)
to the detector at Thunder Jct West.

The following are amendments to Powder River Division Timetable No. 9
in effect 0800 hours, Wednesday, July 23, 2008.

Signal Changes in effect December 17, 2008 with the issuance of Track
Bulletin Form C

At Crossover 74

Place in service new EBCS on signal bridge at MP 73.99 to display aspects
per rule 9.1 on main tracks 1,2,3, and 4

Place in service new Independently Controlled Switch (ICS) at MP 74.14

with Moveable Point Frog MP 74.11 (Main 1 to 2 WXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.17

with Moveable Point Frog MP 74.20 (Main 1 to 2 EXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.0

with Moveable Point Frog MP 74.03 (Main 2 to 1 WXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.14

with Moveable Point Frog MP 74.11 (Main 2 to 3 WXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.17

with Moveable Point Frog MP 74.20 (Main 2 to 3 EXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.29

with Moveable Point frog MP 74.26 (Main 2 to 1 EXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.0

with Moveable Point Frog MP 74.03 (Main 3 to 2 WXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.14

with Moveable Point Frog MP 74.11 (Main 3 to 4 WXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.17

with Moveable Point Frog MP 74.20 (Main 3 to 4 EXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.29
with Moveable Point Frog MP 74.26 (Main 3 to 2 EXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.0
Point Frog MP 74.03 (Main 4 to 3 WXO)

Place in service new Independently Controlled Switch (ICS) at MP 74.29
with Moveable Point frog MP 74.26 (Main 4 to 3 EXO)

Place in service new WBCS on signal bridge at MP 74.32 to display aspects
per rule 9.1 on main tracks 1,2,3, and 4

At MP 71.96

Place in service new ground intermediate signal on main 2 to display
aspects per rule 9.1 (signal will be left hand with grade marker for
Eastbound trains and right hand with grade marker for Westbound trains)

Place in service new ground intermediate signal on main 3 to display
aspects per rule 9.1 (signal will be right hand with grade marker for
Eastbound trains and left hand with grade marker for Westbound trains)

Place in service new ground intermediate signal on main 4 to display
aspects per rule 9.1 (signal will be right hand with grade marker for

Add the following:

-Length - - - - - Type - - Miles -
-of - Station - Mile - Stations - Rule - of - Line - to Next -
-Siding - No.s - Post - - 4.3 - Oper - Segment - Station -

- - - - - 6.5 -
- - - 39.5 - MP 39.5 - - - - -
- - - - -
- - - 39.6 - Thunder - - - 195 - 0.1 -
- - - - Jct West - - - - -
- - - - -
- 10,000 - - 39.9 - MP 39.9 - - - - 0.3 -
- - - - -
- - - 74.0 - Crossover - - - - 8.6 -
- - - - MP 74.0 - - - - -
- - - - -

Item 1C Speed - Switches and Turnouts

Delete the following:

MP 72.5, all turnouts.....35 MPH

Add the following:

MP 74.0, all turnouts.....40 MPH

Item 3 - Multiple Main Track - in effect

2MT

Delete the following:

MP 123.1 to MP 117.1

Add the following:

MP 127.3 to MP 117.1

Item 4 - General Code of Operating Rules Items, add the following:

GCOR and MWOR 5.4.8, the first paragraph is changed to read:

Yellow flags will be placed on the track affected and on junction tracks, mine lead tracks, Progress Rail tracks and UP Bill yard tracks leading to the track affected.

Yellow-Red flags will be placed on all main tracks and sidings leading to the track affected.

GCOR and MWOR 5.4.2 (A)

Less than Two Miles Ahead of Restricted Area, is changed to read:

Less than Two Miles Ahead of Restricted Area. Employees will display an additional yellow flag less than 2 miles before the restricted area on junction tracks, mine lead tracks, Progress Rail tracks and UP Bill yard tracks leading to the track affected. If the restriction is on a siding employees will display the yellow flag less than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.

Item 5B - Other TWD Locations

Delete the following:

MP 123.1 - DED - Exception Reporting

Add the following:

Thunder Junction West - Mine Lead MP 0.3 --- DED --- Exception Reporting

MP 126.2 - DED - Exception Reporting

MP 120.59 - DED - Exception Reporting

Item 7 Special Conditions

PRB Joint Line Coal Dust (All Coal Mines)

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

As soon as practicable, trains handling cars loaded with coal moving

from individual mine origins on the Joint Line shall not emit more than an Integrated Dust Value (IDV.2) of 300 units in order to enhance retention of coal in rail cars. An IDV.2 unit is a measure of the volume of coal dust coming off of the coal train over its entire length.

Profiling and any products or appurtenances shall be applied or installed in accord with manufacturer's recommendations, where appropriate.

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

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

Excessive Wind Warnings paragraph is changed to read:

Excessive Wind Warnings - The first sentence of System Special

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

Reno Area Operations:

The following paragraph is removed in its entirety -

At Reno, the mile posts for Reno Jct. tracks begin at the clearance point at MP 43.0. (example: Mp 0.0 is at the eastbound signal on the east leg of wye at MP 43.0).

Moveable Point Frog (MPF)

Delete the following:

MP 72.5 - Crossover

Add the following:

MP 74.0 - Crossover

Add the following:

MP 39.5

Thunder Junction West

Add the following:

Converse Junction (All)

Add the following:

Bridger Junction

Independently Controlled Switch (ICS)

Add the following:

MP 74.0 - Crossover (All)

Add the following:

Converse Junction (All)

Add the following:

East Nacco (All)

Item 8 - Line Segments

Add:

--Line Segment-----Limits-----Mileposts

195	Black	
	Thunder	
	West Spur	

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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1-2,8,13,16,18,20-22	
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January 15, 2009

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 21

TO ALL CONCERNED,

SUBJECT: Dutch Subdivision Amendments

The following are amendments to Powder River Division Timetable No. 9
in effect 0800 hours, Wednesday, July 23, 2008.

Item 7. Special Conditions

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

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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| 1-2,8,13,16,18-21 |
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December 09, 2008

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 18

TO ALL CONCERNED,

SUBJECT: Campbell Subdivision Amendments

Powder River Division General Order No. 17 is cancelled.

Explanation: Correction as to the location of the new intermediate signal. Previously read MP 4.71. Is changed to read MP 4.77.

The following are amendments to Powder River Division Timetable No. 9 in effect 0800 hours, Wednesday, July 23, 2008.

In effect December 9, 2008 with issuance of Track Bulletin Form C.

Retire intermediate signal MP 4.74 on Main Track.

Place in service new intermediate signal MP 4.77 to display aspects per rule 9.1 on Main Track. (Signal will be left hand for eastbound

trains and right hand for westbound trains).

Condition permanent after 60 days (February 7, 2009)

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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November 26, 2008

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 16

TO ALL CONCERNED,

SUBJECT: Butte Subdivision Amendments

The following are amendments to Powder River Division Timetable No. 9
in effect 0800 hours, Wednesday, July 23, 2008.

Item 7. Special Conditions

Designated Mechanical Limits -

South Yard

Trackage between derails on Track 761

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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| 1-2,8,13-16

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October 28, 2008

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 13

TO ALL CONCERNED,

SUBJECT: Canyon Subdivision Amendments

Powder River Division General Notice No. 11 is cancelled

Explanation:

New intermediate signal added at MP 133.2. Multiple main tracks 2 MT added between MP 128.4 and MP 133.2 all effective October 30, 2008 with issuance of Track Bulletin Form C.

The following are amendments to Powder River Division Timetable No. 9 in effect 0800 hours, Wednesday, July 23, 2008.

Signal changes (Effective October 21, 2008 with issuance of Track
Bulleting Form C)

At East Bona

Place in service new movable point frog at MP 128.48 on main track (main
to siding).

Condition permanent after 60 days (December 20, 2008)

Signal changes (Effective October 23, 2008 with issuance of Track
Bulleting Form C)

At MP 126.3

Intermediate signal will change to a right hand signal for westbound
trains and a left hand signal for eastbound trains. Signal to display
aspects per rule 9.1.

At MP 129.8

Add new intermediate signal on main 1 to display aspects per rule 9.1.

Signal will be a right handed signal for westbound trains and a left

handed signal for eastbound trains.

Add new intermediate signal on main 2 to display aspects per rule 9.1.

Signal will be a left handed signal for westbound trains and a right handed signal for eastbound trains.

At MP 131.3

Place in service new right handed westbound control signal on main track 1 to display aspects per rule 9.1.

Place in service new left handed westbound control signal on main track 2 to display aspects per rule 9.1.

Place in service new left handed eastbound control signal on main track 1 to display aspects per rule 9.1.

Place in service new right handed eastbound control signal on main track 2 to display aspects per rule 9.1.

Place in service new independently controlled switch (ICS) at MP 131.26 with movable point frog at MP 131.23 on main track 1. (Main 1 to Main 2 east crossover).

Place in service new independently controlled switch (ICS) at MP 131.13

with movable point frog at MP 131.16 on main track 2. (Main 2 to Main 1 east crossover)

Place in service new independently controlled switch (ICS) at MP 131.29 with movable point frog at MP 131.33 on main track 1. (Main 1 to Main 2 west crossover).

Place in service new independently controlled switch (ICS) at MP 131.43 with movable point frog at MP 131.40 on main track 2. (Main 2 to Main 1 west crossover).

At MP 131.5

Remove intermediate signal MP 131.5.

Condition permanent (December 22, 2008)

In effect October 30, 2008 with the issuance of Track Bulletin Form C

At MP 133.2

Place in service new intermediate signal on Main 1 to display aspects per rule 9.1 (signal will be right handed for Westbound trains and left handed for Eastbound trains)

Condition permanent (December 30, 2008)

Main Line Stations

Delete the following:

-Length - - - - - Type - - Miles -
-of - Station - Mile - Stations - Rule - of - Line - to next -
-Siding - No.s - Post - - 4.3 - Oper - Segment - Station -

- - - - -
- 7,083 - - 129.2- Bona - - - - -

Add the following:

-Length - - - - - Type - - Miles -
-of - Station - Mile - Stations - Rule - of - Line - to next-
-Siding - No.s - Post - - 4.3 - Oper - Segment - Station -

- - - - -
- - -128.4 - MP 128.4 - - - - 5.6 -

- - -131.3 - Crossover- X(2) - - - 2.9 -

- - - 131.3 - - - - -

- - - - - - - - - -

Item 1(C) Speed - Switches and Turnouts

MP 131.3, all turnouts.....40 MPH

Item 3 Multiple Main Tracks - in effect

2MT:

MP 128.4 to MP 131.3

In effect October 30, 2008 with the issuance of Track Bulletin Form C

Delete MP 128.4 to MP 131.3 (added in GO issued on October 23, 2008)

Add MP 128.4 to MP 133.2

Condition Permanent (December 30, 2008)

Delete the following:

MP 124.7

MP 131.0

Add the following:

MP 126.3 - Recall Code 687 - Exception Reporting

MP 129.8 - DED - Exception Reporting

Item 7 Special Conditions

Moveable Point Frog

Delete the following:

East Bona

Add the following:

MP 128.4

MP 131.3 (Crossover)

* Dual controlled switches within control point may contain two switch machines, one of which may operate in conjunction with dual controlled switch.

Independently Controlled Switches (ICS)

Add the following:

MP 131.3 - Crossover*

* denotes ALL switches within Control Point are ICS.

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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August 28, 2008

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 8

TO ALL CONCERNED,

SUBJECT: Angora Subdivision Amendments

The following are amendments to Powder River Division Timetable No. 9
in effect 0800 hours, Wednesday, July 23, 2008.

Item 7, Northport is changed to read:

Northport - Foreign line movements into UPRR Northport must contact the
UPRR Dispatcher via Channel 2020 (dial-up *51) to receive instructions
affecting movement before occupying UPRR trackage in accordance with GCOR

1.14. If unable to contact UPRR Dispatcher be governed by BNSF Dispatcher instructions. BNSF crews operating on UPRR trackage at Northport are not required to have UPRR Timetable or SSI in their possession. All movements over UPRR trackage at Northport by BNSF crews must be made at restricted speed regardless of signal indication unless otherwise restricted.

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

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

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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July 23, 2008

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 2

TO ALL CONCERNED,

SUBJECT: ECP Train Information

Electronically Controlled Pneumatic Brakes (ECP)

An air brake system that can be controlled electronically is referred to as Electronically-Controlled Pneumatic brakes or ECP brakes. After pioneering this technology in the mid-90's, BNSF Railway will again be operating trains in revenue service using this technology on January 21, 2008. The first train will be utilized to move coal from mines in the Powder River Basin to the Miller plant at Palos, Alabama.

This ECP train will have a unique symbol designation as follows:

Loaded train - C-***PAE

Empty train - E-PAE***

Description of ECP equipment

An ECP brake system controls train brakes utilizing a brake controller that sends electrical signals through a intra-car cable to transducers on each car. Brake controller signals result in the development of brake cylinder pressure on each car and is not dependent on brake pipe pressure changes to control train brake applications and releases. SD70MAC locomotives will be used to operate the BNSF ECP trains and the existing CCB automatic brake valve handle is used to operate the ECP train brakes on this equipment. An additional ECP display (Operator Interface Unit) on the locomotive control stand is provided for configuring the ECP train brake system and displaying the brake commands.

Wired Distributed Power

Instead of radios, the distributed power equipment on the ECP train utilizes the same inter-car trainline cable used to power and control the air brakes on each car of the train to also control locomotives entrained or at the rear of train. This additional use of ECP technology is referred to as "Wired" Distributed Power.

The locomotive displays provide set up and control screens for wired distributed power and is very similar to existing radio distributed power systems.

Wired DP does not provide nor require the use of "Train Check" en route to verify brake pipe continuity. After train is initially conditioned

for Wired DP, safety interlocks of the wired system detect any problems with brake pipe or inter-car connectors.

Training

Crews will be provided "hands-on" training before and while operating these trains and will also be provided job aide materials for future reference to assist with all procedures related to initializing, operating, set-outs, pick-ups and ending Wired DP and ECP mode.

ECP Operating Practices

On trains equipped with ECP brakes, the ECP brakes must not be utilized as the primary braking system. When operating an ECP-equipped train, all existing ABTH instructions regarding the use of dynamic brakes and air brakes still apply. Throttle manipulation and dynamic braking remain the most fuel efficient and primary methods of controlling speed and slowing trains, even with those equipped with ECP brake systems.

Existing ABTH rules will apply in the operation of ECP-equipped trains regarding air brake test procedures and train handling instructions. All ABTH references to brake pipe reductions will be substituted with ECP brake commands that are expressed as a "percentage" of a full service brake application.

Inspections and air brake tests

An FRA waiver provided to BNSF outlines the requirements regarding

inspections and air brake tests for this type equipment. This waiver provides for extended distances between inspections and air brake tests.

This ECP train, unless the consist is changed en route or train or portion of train is left "off air" for more than 24 hours, may be operated for 3,500 miles without requiring another inspection or air brake test. This allows train to be operated from origin to destination and return with a single Class 1 inspection and air brake test.

No brake pipe leakage test (or air flow method) will be required prior to performing any ECP air brake test. ECP system safety interlocks assure brake system is sufficiently charged to perform all brake commands for air brake testing and safe operation of train.

For Class 1, 1A and Class 3 brake tests and other ABTH references to:

20 psi brake pipe reduction = 80% brake command

Other ABTH brake pipe reduction references:

Minimum/initial brake pipe reduction = 10% brake command

10 psi brake pipe reduction = 25% brake command

15 psi brake pipe reduction = 40% brake command

40 psi brake pipe reduction = 100% brake command

1-2 psi additional brake pipe reductions = 2-5% additional brake command

In addition, the following are the ECP functions associated to the positions of the automatic brake valve handle:

REL (Release) - 0% of Full Service braking (ECP brakes are released)

MIN (Minimum Service) - 10% of Full Service braking

FS (Full Service) - 100% of Full Service braking

Note: Braking effort can be increased or decreased in 1% increments, between 10% and 100% by re-positioning the brake handle in the service zone (MIN-FS).

SUP (Suppression) - 100% of Full Service braking. This position is used to clear penalty brake applications (over speed/alerter)

CS (Continuous Service) - Commands all operable ECP equipped cars and locomotives to provide 120% of full service braking, opens PCS and will not vent brake pipe pressure. Once commanded, brake application and the open PCS will remain in effect for 120 seconds or until the train has stopped.

EMER (Emergency) -120% of Full Service braking, opens PCS and will vent brake pipe pressure at an emergency rate.

Note: Prompts will be displayed on the Operator's Interface Unit (OIU) and locomotive display for recovery steps following emergency, penalty and ECP FS interlock brake applications.

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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July 23, 2008

BNSF Railway Co.

POWDER RIVER DIVISION

GENERAL ORDER No. 1

TO ALL CONCERNED,

SUBJECT: General Order Cancellation

All Powder River Division General Orders issued prior to 0800,
Mountain Time Wednesday July 23, 2008 are cancelled.

APPROVED:

G C FOX

VP TRANSPORTATION

GENERAL ORDER(S) FOR THE POWDER RIVER DIVISION IN EFFECT

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