

BNSF Railway Safety Vision

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

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

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

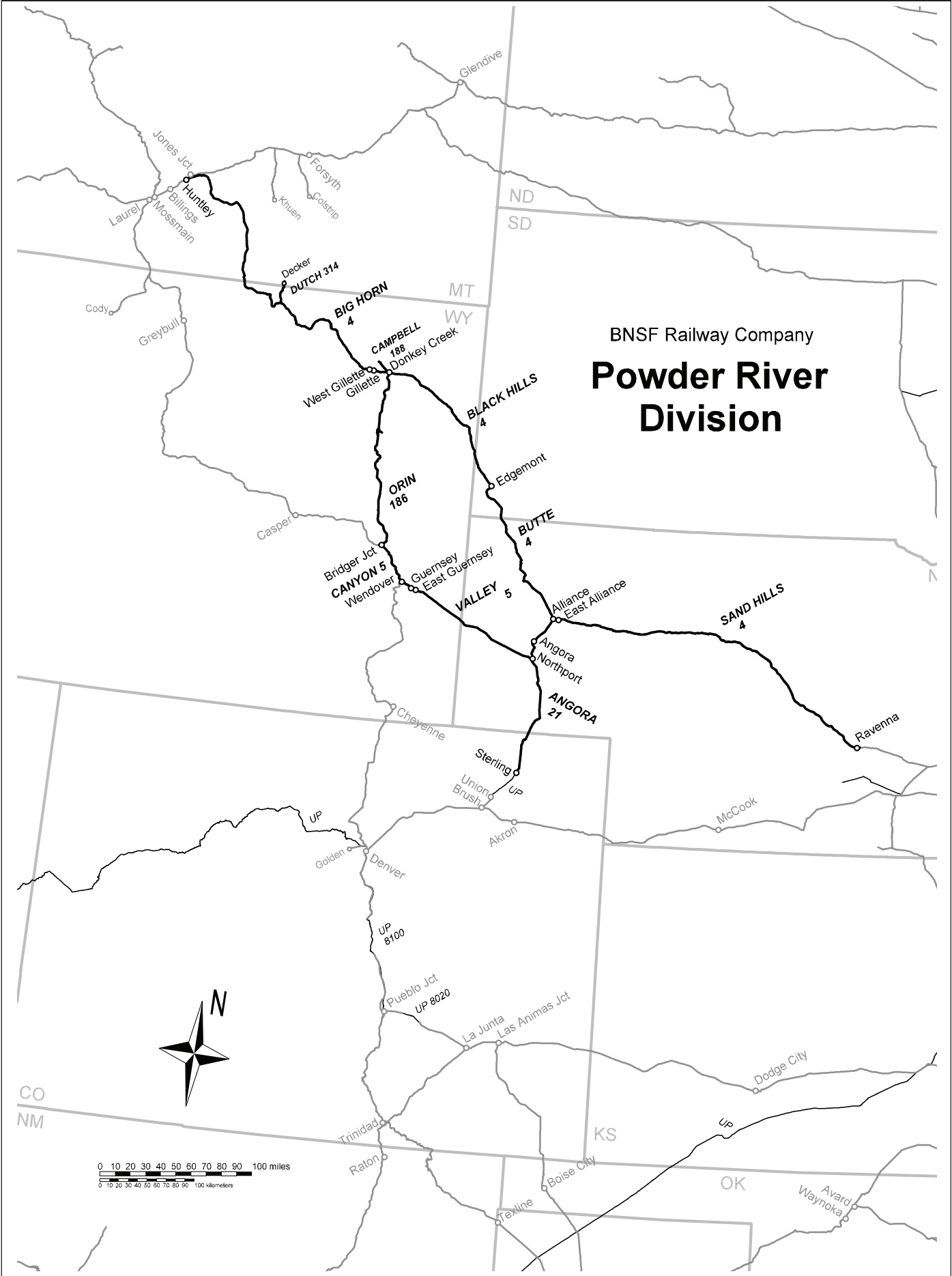


Powder River Division

Timetable No. 9

IN EFFECT AT 0800
Mountain Continental Time
Wednesday, July 23, 2008

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



Division Managers

Alliance

W.C. Badenhoop.....	Trainmaster	(308) 630-6921
F.J. Bennett.....	Supt. Operations	(308) 763-2848
T.C. Gallagher.....	Sr. Trainmaster	(308) 763-2681
J.M. Gioe.....	Road Foreman	(308) 763-2289
T.J. Grothe.....	Gen. Signal Spvr.	(308) 763-2509
W.J. Haga.....	Roadmaster	(308) 763-2528
S.J. Hall.....	Trainmaster	(308) 763-2371
C.A. Hamilton.....	Trainmaster	(308) 763-2371
M.A. Harvey.....	Terminal Manager	(308) 763-2989
J.P. Henton.....	Trainmaster	(308) 763-2371
J.L. Hoban.....	Trainmaster	(308) 763-2371
L.J. Horton.....	Road Foreman	(308) 763-2255
D. Hunter.....	Trainmaster	(308) 763-2371
B.E. Jenniges.....	Trainmaster	(308) 763-2371
D.J. Jensen.....	Division Engineer	(308) 763-2386
L.L. Lower.....	Terminal Manager	(308) 763-2989
S.M. Lyne.....	Roadmaster	(308) 763-2235
V.J. McCabe.....	Trainmaster	(308) 763-2371
J.S. Mikel.....	Asst. Term. Superintendent ..	(308) 763-2200
W.C. O'Donnell.....	Supt. Operating Practices	(308) 763-2720
T.L. Robinson.....	Signal Supervisor.....	(308) 763-2676
L.J. Snyder.....	Trainmaster	(308) 763-2371
S.J. Wedel.....	Trainmaster	(308) 763-2371
K.L. Willey.....	Trainmaster	(308) 763-2658
M.E. Wirtz.....	Terminal Superintendent.....	(308) 763-2224
C.D. Yeoman.....	Roadmaster	(308) 763-2297

Billings

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

Broken Bow

S.F. Hatton.....	Roadmaster	(308) 872-3501
D.C. Zapp.....	Signal Supervisor.....	(308) 872-3504

Douglas

D.C. Clark.....	Roadmaster	(307) 358-7225
J.P. Polk.....	Signal Supervisor.....	(307) 358-1960

Edgemont

E.J. Linser.....	Trainmaster	(605) 662-2320
R.E. Molyneaux.....	Road Foreman	(605) 662-2346

Gillette

W.C. Arionus.....	Trainmaster	(307) 685-7637
J.B. Bates.....	Supt. Operations	(307) 685-7717
D.S. Boltin.....	Mgr. Term. Operations	(307) 685-7606
P.J. Carlson.....	Trainmaster	(307) 685-7614
D.A. Carr.....	Trainmaster	(307) 685-7613
B. Gilliam.....	Trainmaster	(307) 685-7602
C.J. Hansen.....	Road Foreman	(307) 685-7652
D.L. Harris.....	Road Foreman	(307) 685-7617
P.J. Hartman.....	Trainmaster	(307) 685-7604
P.D. Maller.....	Trainmaster	(307) 685-7735
J.T. McCluskey.....	Trainmaster	(307) 685-7622
D.D. Miletta.....	Trainmaster	(307) 685-7437
R.L. Minkoff.....	Signal Supervisor.....	(307) 685-7464
S.R. Mobley.....	Trainmaster	(307) 685-7601
J.M. Moore.....	Signal Supervisor.....	(307) 685-7655
T.D. Ondriezek.....	Terminal Manager	(307) 685-7498

J.A. Ramsdell.....	Roadmaster	(307) 685-7646
J.C. Sas.....	Trainmaster	(307) 685-7622
S.E. Schon.....	Trainmaster	(307) 685-7604
G.D. Schultz.....	Roadmaster	(307) 685-7618
C.L. Sloggett.....	Gen. Dir. Maintenance.....	(307) 685-7607
J.W. Specht.....	Asst. Division Engineer.....	(307) 685-7496
J.J. Stevens.....	Sr. Trainmaster	(307) 685-7689
G.W. Storbeck.....	Director Signal	(307) 685-7471
K.G. Straight.....	Dir. of Admin.....	(307) 685-7460
M.J. Tucker.....	Division Engineer	(307) 685-7508
K.A. Wilting.....	Trainmaster	(307) 685-7630

Guernsey

G.E. Cochran.....	Trainmaster	(307) 836-5284
M.J. Craney.....	Trainmaster	(307) 836-5223
H.P. Cullison.....	Road Foreman	(307) 836-5255
J.P. Fletcher.....	Trainmaster	(307) 836-5304
D.E. Grove.....	Asst. Roadmaster.....	(307) 836-5246
T.R. Kauffman.....	Trainmaster	(307) 836-5220
S.M. Kuiper.....	Terminal Manager	(307) 836-5200
R.G. Van Wey.....	Roadmaster	(307) 836-5299

Newcastle

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

M.R. Moyer.....	Trainmaster	(308) 452-2750
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Scottsbluff

J.L. Garner.....	Roadmaster	(308) 630-6946
E.G. Offutt.....	Trainmaster	(308) 630-6922

Sheridan

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

Sterling

K.J. Lynn.....	Road Foreman	(970) 526-2251
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SOUTHWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Angora Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	NORTHWARD ↑	
				Rule 4.3	Rule 6.28					
			0.3	THIRD STREET	J	CTC	21	0.4		
			0.7	SOUTH WYE (To Emerson 0.3)		Rule 6.28			3.9	
			4.6	SOUTH ALLIANCE	X(2)	2MT			2.3	
			6.9	LETAN	X	CTC			5.1	
			12.0	CP 120	X	2MT			1.8	
	32014		13.8	BONNER		CTC			3.5	
			17.3	NORTH ANGORA		2MT			3.8	
			21.1	MP 21.1	X(2)	CTC			6.4	
			27.5	MP 27.5	X(2)	2MT			6.3	
	32034		33.8	NORTHPORT	JT				0.6	
			34.4	UP CROSSING	MJT				2.1	
7,117	84003		36.5	BRIDGEPORT					7.7	
7,119	84011		44.2	MUDD SPRINGS					12.2	
7,118	84023		56.4	DALTON					5.9	
	84028		62.3	GURLEY		CTC			6.9	
8,314	84035		69.2	HUNTSMAN	TX				6.2	
	84042		75.4	SIDNEY					7.6	
7,116	84050		83.0	LORENZO					7.0	
8,855	84056		90.0	PEETZ					8.3	
7,105	84067		98.3	BUCHANAN				13.8		
			112.1	NORTH STERLING				3.0		
	84081		115.1	STERLING	JTR			112.6		

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	UP Dispatcher - Northport Channel 20-Call-in *51
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Numbers—

Angora Dispatcher (DS 146)
(817) 234-2346, Fax (817) 234-6318

1. Speed Regulations

1(A). Speed—Maximum

MP 0.3 to MP 0.7	10 MPH.	Freight
MP 4.6 to MP 112.1, trains up to 100 TOB	50 MPH.	
MP 4.6 to MP 112.1, trains 100 TOB and over.....	40 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

Freight

Over power switches:

MP 1.0	10 MPH.
MP 3.2—Track 201.....	20 MPH.
Over all UP dual control switches	15 MPH.
Through all turnouts equipped with dual control switches and on sidings unless otherwise specified	25 MPH.
MP 21.1, turnouts Trains 100 TOB and over.....	40 MPH.
Trains up to 100 TOB	50 MPH.
MP 27.5, turnouts Trains 100 TOB and over.....	40 MPH.
Trains up to 100 TOB	50 MPH.

1(D). Speed—Other

Track 200 (Old Sterling 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
MP 17.3 to MP 33.9

Restricted Limits—in effect:

MP 112.1 to MP 115.1

4. General Code of Operating Rules Items

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

Rule 6.28 in effect—MP 0.7 to MP 4.6

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

MWOR Rule 8.12—At signaled locations identified in the timetable/general orders as having independently controlled crossover switches (ICS), Maintenance of Way employees may ask the control operator for permission 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 independently controlled switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

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

MP 4.6—DED—Exception Reporting
MP 8.7—DED—Exception Reporting
MP 12.0—DED—Exception Reporting
MP 16.0—Recall Code 708—Exception Reporting
MP 21.0—DED—Exception Reporting
MP 25.2—DED—Exception Reporting
MP 29.4—DED—Exception Reporting
MP 39.4—Recall Code 718—Exception Reporting
MP 46.8—DED—Exception Reporting
MP 52.5—DED—Exception Reporting
MP 57.8—DED—Exception Reporting
MP 61.5—Recall Code 717—Exception Reporting
MP 66.7—DED—Exception Reporting
MP 72.6—DED—Exception Reporting
MP 77.5—DED—Exception Reporting
MP 82.1—DED—Exception Reporting
MP 85.9—Recall Code 728—Exception Reporting
MP 104.5—Recall Code 727—Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

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

MP 21.1 Crossover
MP 27.5 Crossover
Northport

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)

MP 21.1 Crossover*
MP 27.5 Crossover*
Northport*

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

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.

Northport and Bridgeport—If it becomes necessary to change radio channel for switching purposes, use AAR Channel 66.

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

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

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.

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Angora Subdivision. Refer to Item 21 of the System Special Instructions.

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

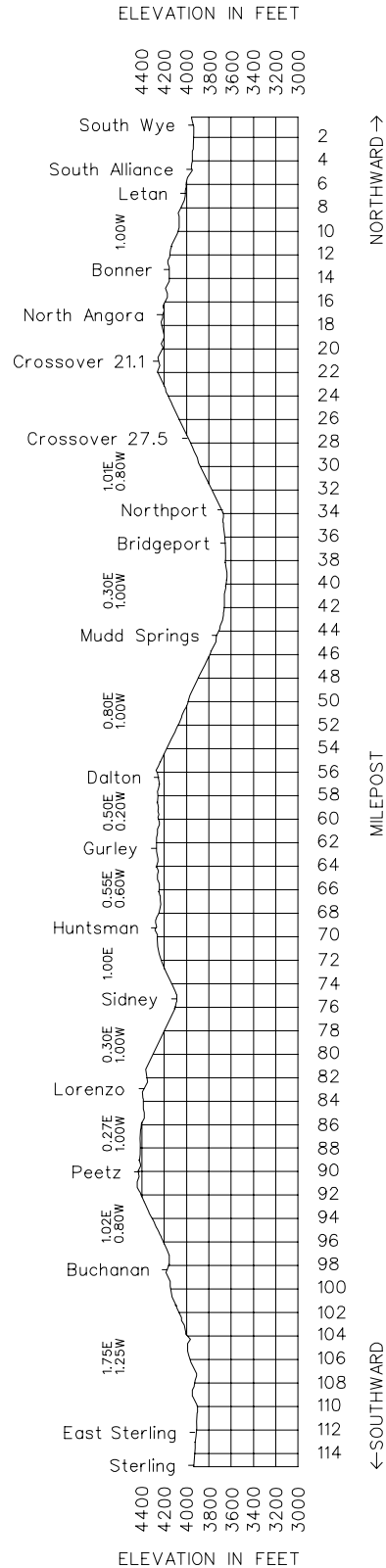
Road Line Segments

Line Segment	Limits	Mileposts
21	..... Third Street to Sterling	..... 0.3 to 115.1

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 MT1	52	North
32027 Vance Back Trk - 2301	MP 27.6 MT2	50	Both
32034 UP Conn Trks 104 & 105	Northport		Both
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.	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	CTC	4	6.2	
		30705	704.8	KIEWIT				10.1	
	14,176	30713	714.9	RANCHESTER				9.2	
	6,834	30723	724.1	PARKMAN	B			6.8	
	7,109	30730	731.0	ABERDEEN				19.4	
	7,425	30749	750.2	LODGE GRASS				9.9	
	7,343	30759	760.1	BENTEEEN				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)	Benteeen - 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		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk 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

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

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

- 5. Trackside Warning Detectors (TWD)**
- A. Protecting Bridges, Tunnels or Other Structures: None
 - B. Other TWD locations
 - MP 602.4—Recall Code 768
 - MP 607.6—DED—Exception Reporting
 - MP 611.8—DED—Exception Reporting
 - MP 616.4—DED—Exception Reporting
 - MP 620.6—DED—Exception Reporting
 - MP 627.3—Recall Code 758
 - MP 632.0—DED—Exception Reporting
 - MP 638.6—DED—Exception Reporting
 - MP 642.7—DED, Exception Reporting
 - MP 648.1—DED—Exception Reporting—Main and Siding
 - MP 654.0—Recall Code 748
 - MP 657.7—DED—Exception Reporting
 - MP 666.2—DED—Exception Reporting
 - MP 671.8—DED—Exception Reporting—Main and Siding
 - MP 677.3—DED—Exception Reporting
 - MP 681.9—Recall Code 738
 - MP 686.5—DED—Exception Reporting
 - MP 693.2—DED—Exception Reporting
 - MP 698.5—DED—Exception Reporting—Main and Siding
 - MP 704.8—DED—Exception Reporting
 - MP 710.5—Recall Code 728
 - MP 736.3—Recall Code 648
 - MP 757.9—Recall Code 638
 - MP 785.9—Recall Code 628
 - MP 807.5—Recall Code 618
 - MP 822.9—Recall Code 608

6. FRA Excepted Track—None

7. Special Conditions
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.

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.

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.

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.

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Big Horn Subdivision. Refer to Item 21 of the System Special Instructions.

- 8. Line Segments**
Yard Line Segments
- | | |
|---------------------|---------------|
| Line Segment | Limits |
| 952 | Gillette |
| 739 | Sheridan |

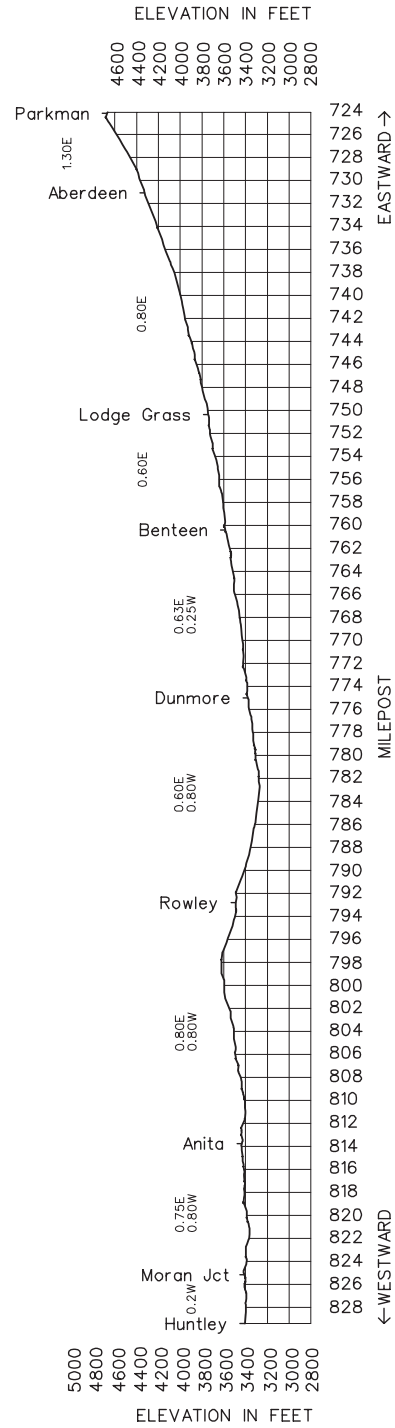
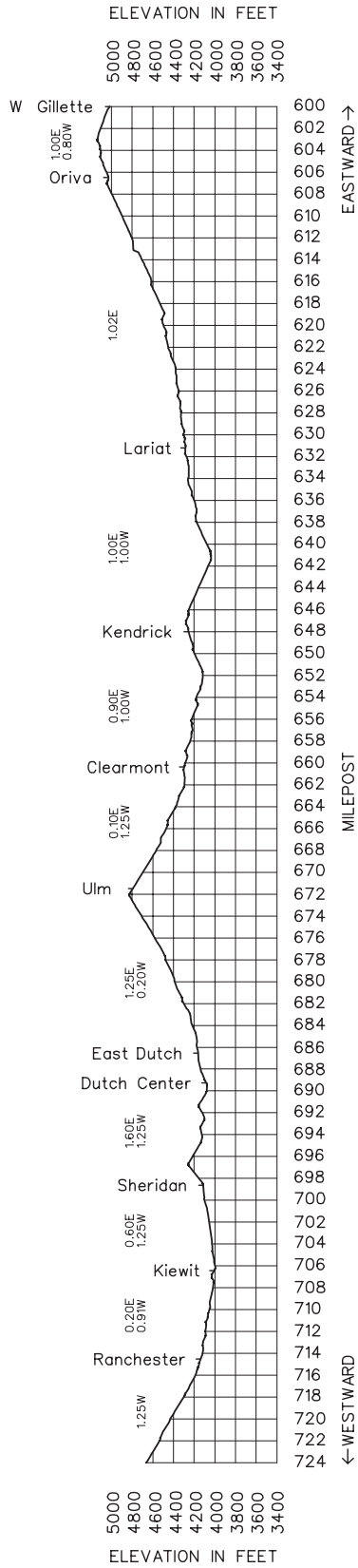
- Road Line Segments**
- | | | |
|---------------------|------------------------------|------------------|
| Line Segment | Limits | Mileposts |
| 308 | Moran Jct. to Jones Jct..... | 0.0 to 1.5 |
| 4 | W Gillette to Huntley | 599.9 to 829.3 |
| 40 | Huntley | 209.8 to 209.9 |

- Ballast Pit**
- | | |
|---------------------|---------------|
| Line Segment | Limits |
| 750 | Sheridan |

9. 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 Rancheater Back Track-1636	Rancheater 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



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Black Hills Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
		30475	476.1	EDGEMONT	B	2MT CTC	4	0.6	
		30476	476.7	DEADWOOD JCT (To MP 3.0)	T			0.5	
			477.2	CROSSOVER 477.2	X			1.6	
			478.8	CROSSOVER 478.8	X(2)	CTC	4	5.5	
		30483	484.3	MARIETTA				10.3	
		30494	494.6	DEWEY		2MT CTC	4	1.6	
			496.1	CROSSOVER 496.1	X(2)			8.7	
			504.8	CROSSOVER 504.8	X(2)			5.2	
			510.0	CROSSOVER 510.0	X(2)	2MT CTC	4	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)	CTC	4	5.5	
		30527	528.8	PEDRO				5.3	
		30534	534.1	OSAGE		2MT CTC	4	5.6	
			539.7	CROSSOVER 539.7	X(2)			7.5	
		30546	547.2	CROSSOVER 547.2	X(2)			4.4	
			551.6	CROSSOVER 551.6	X	2MT CTC	4	0.5	
			552.1	CROSSOVER 552.1	X			14.9	
			567.0	CROSSOVER 567.0	X(2)			7.6	
			574.6	MP 574.6	X(2)	2MT CTC	4	6.8	
			581.4	CROSSOVER 581.4	X(2)			3.0	
			584.4	CROSSOVER 584.4	X(2)			2.4	
		30587	586.4	EAST DONKEY CREEK	JTX	CTC	4	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	CTC	4	1.7	
			589.9	MP 589.9				4.6	
		30595	594.5	EAST GILLETTE		2MT CTC	4	2.7	
		30596	597.2	GILLETTE	BCPT			0.7	
			597.9	CROSSOVER 597.9	X(2)			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 41 in service for use in Donkey Creek Yard

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		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk 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 599.9.....	60 MPH.
Trains 100 TOB and over.....	40 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 562.0 to MP 571.4	50 MPH.
MP 581.4 to MP 588.0	35 MPH.
MP 595.7 to MP 597.9 on Main 1 (HER)	20 MPH.
MP 596.8 to MP 597.9 on Main 2 (HER)	30 MPH.

1(C). Speed—Switches and Turnouts

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

	100 TOB	Up to	100 TOB
	and over		
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.
MP 567.0, crossover	25 MPH.....		40 MPH.
MP 574.6, crossover	50 MPH.....		50 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
Donkey Creek Yard	
Except through switches and turnouts, lite engines and trains	20 MPH.
Trains and lite engines through turnouts	10 MPH.
East Lead—MP 581.4 to MP 583.8 (Svalina Crossing)	20 MPH.
Fuel Track.....	5 MPH.

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 465.2 to MP 484.3

MP 494.6 to MP 528.8

MP 534.1 to MP 589.9

MP 594.5 to MP 599.9

4. General Code of Operating Rules Items**Rule 6.19**—When flagging is required, distance will be 2.0 miles.**Rule 6.28** in effect—Between Deadwood Jct. and MP 3.0.**MWOR Rule 8.12**—At signaled locations identified in the timetable/general orders as having independently controlled crossover switches (ICS), Maintenance of Way employees may ask the control operator for permission 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 independently controlled switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.**MWOR Rule 8.14**—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.**5. Trackside Warning Detectors (TWD)**

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 480.7—DED—Exception Reporting

MP 486.1—DED—Exception Reporting

MP 492.0—Recall Code 248—Exception Reporting

MP 498.0—DED—Exception Reporting

MP 503.0—DED—Exception Reporting

MP 508.0—DED—Exception Reporting

MP 514.8—Recall Code 318—Exception Reporting

MP 519.6—DED—Exception Reporting

MP 527.0—DED—Exception Reporting

MP 532.7—Recall Code 327—Exception Reporting

MP 537.7—DED—Exception Reporting

MP 541.7—DED—Exception Reporting

MP 545.3—DED—Exception Reporting

MP 548.9—Recall Code 328—Exception Reporting

MP 554.2—DED—Exception Reporting

MP 558.3—DED—Exception Reporting

MP 563.8—DED—Exception Reporting

MP 568.9—DED—Exception Reporting

MP 573.8—Recall Code 338—Exception Reporting

MP 578.8—DED—Exception Reporting

MP 582.8—DED—Exception Reporting

MP 587.6—DED—Exception Reporting

MP 591.9—DED—Exception Reporting

MP 597.9—DED—Exception Reporting—Channel 54

6. FRA Excepted Track—None**7. Special Conditions****Edgemont**—Trains entering the yard or setting out cars should contact either Field Support or the Edgemont Yard Switch Engine (0700 to 1500) for yarding instructions. Crews are responsible for reporting work done at Edgemont. Current instructions for reporting work completed should be utilized. All crews must tie-up at the depot.**Crew Changes at Edgemont**—Eastward trains should not block the west crossing without a signal at MP 477.2 of at least approach medium. Westward trains should not block the east crossing without a signal at MP 475.2 of at least approach medium. If the Outbound Crew is on-duty, crew change will take place without blocking the respective crossing.**Donkey Creek Yard**—Donkey Creek Yard is on the north side of Main Track 1 between Crossover 581.4 and East Donkey Creek.

Switches to Tracks 101 through 109 in Donkey Creek Yard are push-button operated solar switches.

Trains parking in Donkey Creek Yard must stop 2 car lengths (100 feet) short of the crossing at the end of each track.

Donkey Creek—A split point derail with a dispatcher controlled power machine has been installed on the East Yard Lead. It has a sixty (60) second delayed auto restore feature if no movement is lined over the derail.**Gillette**—Contact the crew van using Channel 70. Crew vans picking up or dropping off crews between Crossover 597.9 and West Gillette will operate on accessible roads on the north and south sides of the main track. Employees being picked up or delivered in this area are prohibited from walking up or down the embankment on the south side of the main track.**Roll-by Inspections**—After changing crews, the relieved crew will be required to give outbound train a roll-by inspection if train will depart within 15 minutes.**All Coal Mines**—All employees of BNSF Rwy. and UPRR will be governed by Powder River Division Instructions on Mine Properties located in General Notice. Employees must have this notice in their possession while operating on the Campbell, Dutch and Orin Subdivisions.**Moveable Point Frog**—(Refer to System Special Instructions Item 12)

Marietta

MP 547.2—Crossover

MP 574.6—Crossover

MP 581.4—Crossover

East Campbell

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)

Control Point 584.4*

Control Point 581.4*

Control Point 574.6*

Control Point 567.0*

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

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Black Hills Subdivision. Refer to Item 21 of the System Special Instructions.

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
 911 Donkey Creek
 952 Gillette

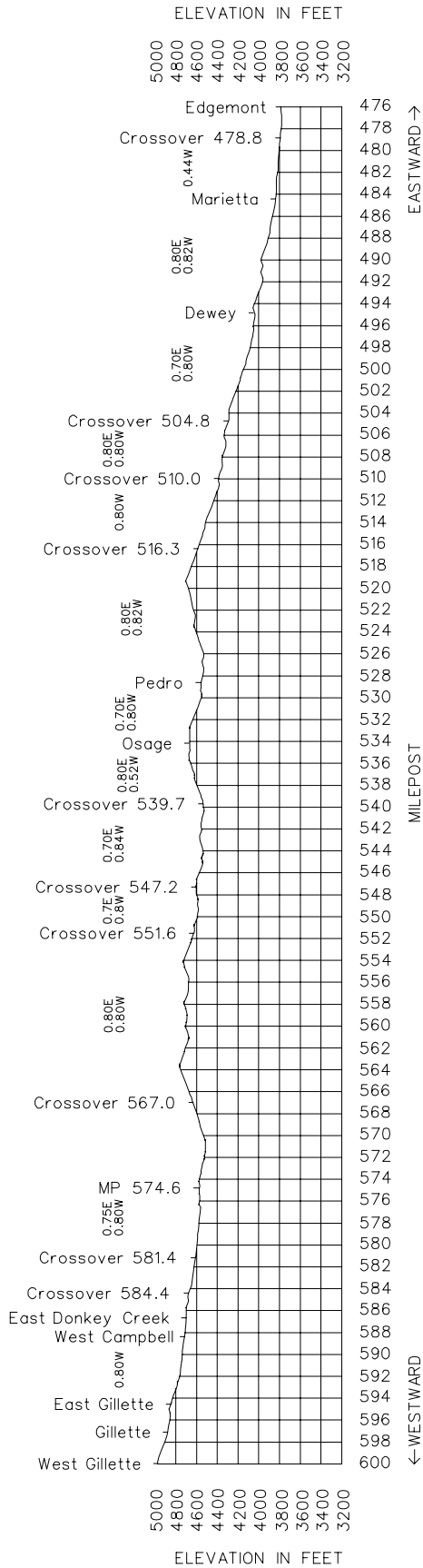
Road Line Segments

Line Segment	Limits	Mileposts
181	..... Deadwood Jct. to MP 3.0	0.6 to 3.0
4	..... Edgemont to W Gillette	.... 476.1 to 599.9

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 Upton Industrial Park Track-9205	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 Black Hills Bentonite Track-9001	3.9 west of Crossover MP 552.1 MT2	38	Both
30555 Black Hills Bentonite Track-9002	MP 552.1 MT2	9	Both
30555 557.0 Back Track MT1 - 9011	4.9 west of Crossover 552.1 MT1	30	Both
30555 557.0 Back Track MT2 - 9012	4.9 west of Crossover 552.1 MT2	30	Both
30568 Moorcroft Cement Plant Track (Stock Track)-8801	3.0 west MP 567.0	110	Both
30568 Moorcroft BTI (Back Track)-8802	1.7 west MP 567.0	20	East
30568 Moorcroft Back Track MT1 - 8811	1.7 west of Crossover 567.0 MT1	25	Both
30568 Moorcroft Back Track MT2 - 8812	1.7 west of Crossover 567.0 MT2	25	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
Donkey Creek 236 Stub	Off west end Donkey Creek No.4	40	West
Donkey Creek 237 Stub	Off west end Donkey Creek No.4	40	West
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



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Butte Subdivision MAIN LINE STATIONS		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Rule of Oper.				
			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	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 EDGE MONT				0.9	
	30475		476.1	EDGE MONT	BT			112.4	

Channel 87 in service on this Subdivision.

Channel 70 in service at Alliance Yard and for helper and road crews performing work in Crawford Yard.

Radio Call-In		
Alliance - 20(X)	Belmont - 21(X)	Crawford - 25(X)
Edgemont - 24(X)		
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk 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.....	40 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.
Sterling Lead between Emerson and South Wye	10 MPH.
MP 393.6 to MP 400.4	40 MPH.
MP 408.4 to MP 412.8	30 MPH.
MP 412.8 to MP 414.1	20 MPH.
MP 414.1 to MP 418.8	25 MPH.
MP 418.8 to MP 423.6	40 MPH.
MP 438.6 to MP 446.0	50 MPH.

	Freight
MP 466.7 to MP 475.2	45 MPH.
MP 475.2 to MP 476.1	50 MPH.

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches unless specified otherwise..... 25 MPH.

	100 TOB and over	Up to 100 TOB
Berea, MP 376.2	25 MPH.	35 MPH.
Hemingford, MP 384.6	25 MPH.	35 MPH.
MP 437.5, crossover	25 MPH.	40 MPH.
MP 445.1, crossover	25 MPH.	40 MPH.
Ardmore, MP 451.2	25 MPH.	40 MPH.
East Rumford	25 MPH.	35 MPH.
West Rumford	25 MPH.	35 MPH.
Provo, MP 465.2	40 MPH.	50 MPH.
MP 475.2	10 MPH.	10 MPH.

1(D). Speed—Other

On sidings unless otherwise specified..... 25 MPH.
Through siding Rumford..... 35 MPH.
Outside Mechanical Dept. limits, except through switches and turnouts, lite engines in Alliance Terminal..... 20 MPH.
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.
Crawford Track 2	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 468.6—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: MP 356.65

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

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

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

DP Trains:

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

All Trains:

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

1. If in a throttle position higher than 3, reduce throttle to 3 or below.
2. Make a minimum brake pipe reduction and ACTUATE.
3. After the initial brake pipe reduction and the train slack has adjusted, throttle must be gradually reduced to IDLE position.
4. The independent brake must not be allowed to apply while still in power.
5. As the train comes to a stop, make a final brake pipe reduction and allow the locomotive brakes to apply.

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

Diesel Pit Instructions—Contact the Diesel Pit Foreman on radio channel 59 (or 70 if 59 not available) before arrival at the Pit (including 400's, 600's, Departure Track, and 160 track) and ascertain if power is ready to move and be governed by Foreman's instructions before boarding and moving equipment. When operating locomotives within these areas use radio channel 59 if available.

Designated Mechanical Limits—The following designated limits are under the exclusive control of the Mechanical Department:

Diesel Pit and Diesel Shop:

Trackage East of North switch derail and blue light

Trackage West of Steel Track derail and blue light

Trackage West of East switch derail and blue light

Trackage East of Departure Track derail and blue light

Trackage East of West Diesel Shop Derail and blue light

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

Car Shop:

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

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

Blue Light:

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

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

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

Heating Plant:

Trackage East of West Heating Plant Switch and blue light

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
Crawford Track 2	1802

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—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.

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

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.

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.

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Butte Subdivision. Refer to Item 21 of the System Special Instructions.

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

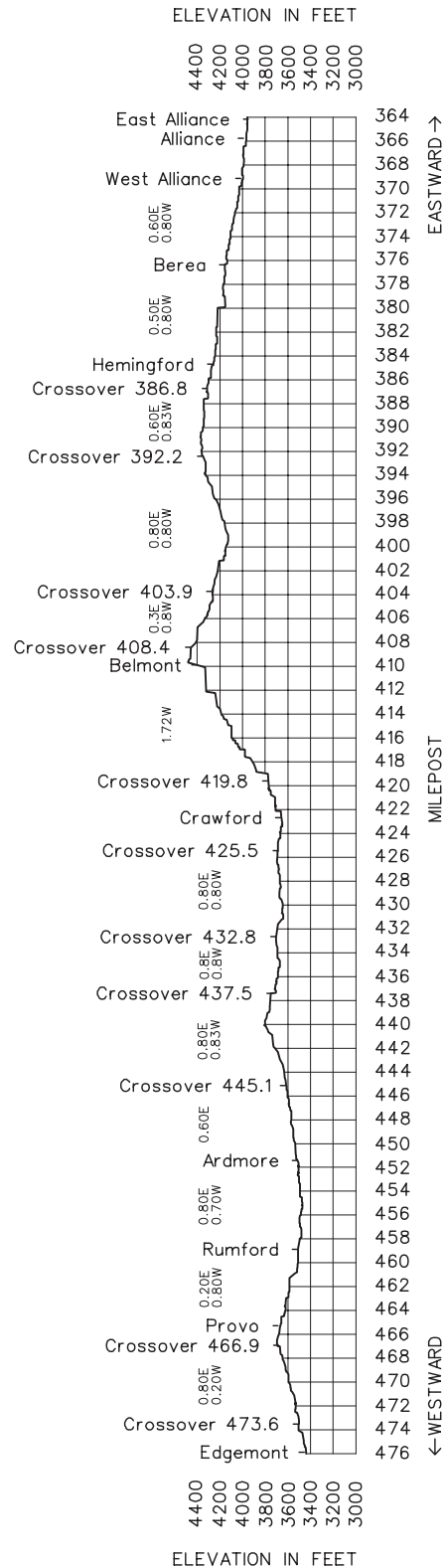
Road Line Segments

Line Segment	Limits	Mileposts
4	..... East Alliance to Edgemont	364.0 to 476.1

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		CTC	188	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)					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
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5

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—None

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

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

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

Campbell to Eagle Butte Jct.	143 tons, Restriction A
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3. Type of Operation

CTC—in effect:
MP 0.0 to MP 9.5
West Donkey Creek Lead between East Fortin and East Donkey Creek.

4. General Code of Operating Rules and Safety Rules Items

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

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 S-13.5 remains in effect.

MWOR Rule 8.12—At signaled locations identified in the timetable/general orders as having independently controlled crossover switches (ICS), Maintenance of Way employees may ask the control operator for permission 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 independently controlled switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

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

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

East Fortin

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)

East Fortin*

(* Denotes ALL switches within Control Point are ICS.

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

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

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Campbell Subdivision. Refer to Item 21 of the System Special Instructions.

8. Line Segments

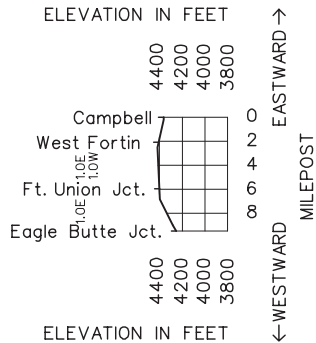
Road Line Segments

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		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				Rule 4.3					
			90.4	EAST GUERNSEY	R		5	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		2MT CTC			3.1	
		100.8	WEST STOKES		CTC			2.5	
4,667	32137	103.3	WENDOVER	JT	CTC			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 2MT CTC			4.3	
		122.8	WEST ELKHORN					6.5	
7,083	32162	129.2	BONA		CTC			4.0	
		133.2	BRIDGER JCT	J				45.0	

Radio Channel 77 in service between East Guernsey and Bridger Jct.

Radio Channel 45 in service at Guernsey.

Radio Call-In		
Guernsey - 83(X)	Wendover - 84(X)	Bona - 85(X)
Emergency - Call 911		
Dispatcher X=0, Mechanical X =2, Field Support X=3, Railroad Police X=4, Warm Bearing X=5		

Train Dispatcher Telephone Numbers

Valley Dispatcher (DS 79), (817) 234-6183, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

	Freight
MP 95.6 to MP 133.2, trains up to 100 TOB	50 MPH.
MP 95.6 to MP 133.2, trains 100 TOB and over.....	40 MPH.

1(B). Speed—Permanent Restrictions

MP 95.6 to MP 101.7	25 MPH.
MP 101.7 to MP 115.0	35 MPH.
MP 107.8 to MP 111.7 MT 2	25 MPH.
MP 125.2 to MP 127.5	35 MPH.

1(C). Speed—Switches and Turnouts

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

1(D). Speed—Other

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

Temperature Speed Restrictions

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.

Freight

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 to MP 95.4

MP 97.7 to MP 100.8

MP 107.8 to MP 111.7

MP 118.5 to MP 122.8

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—Exception Reporting

6. FRA Exempted Track—None

7. Special Conditions

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

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

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

Double Stack and Boeing Cars—Trains handling double stack cars and Boeing cars will not exceed 10 MPH at the following locations while operating through tunnels No. 1 and No. 3.

Between MP 96.5 and MP 97.5

Between MP 101.1 and MP 101.6

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

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Canyon Subdivision. Refer to Item 21 of the System Special Instructions.

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

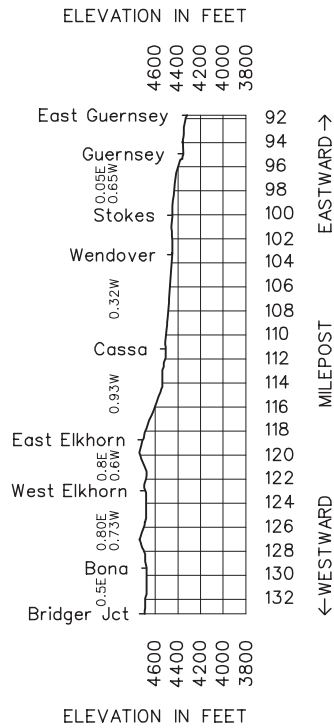
Mileposts

5 E Guernsey to Bridger Jct. 90.4 to 133.2

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



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Dutch Subdivision MAIN LINE STATIONS			Miles to Next Stn.	EASTWARD ↑
				Rule 4.3	Type of Oper.	Line Segment		
		30689	0.0	DUTCH	JT	CTC	314	14.7
		33218	14.7	DECKER		Rule 6.28		
		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	
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk 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.

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

2. Bridge and Equipment Weight Restrictions

Maximum Gross Weight of Car
Dutch to Spring Creek 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
MP 0.0 to MP 14.5

4. General Code of Operating Rules and Safety Rules Items

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

Rule 6.28—in effect:
MP 14.5 to MP 22.6

Safety Rule S-13.5 Getting On or Off Equipment of Safety Rules and General Responsibilities for All Employees is amended on the Dutch Subdivision by adding:

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

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

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

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times S-13.5 remains in effect.

5. Trackside Warning Detectors (TWD)—None

6. FRA Excepted Track—None

7. Special Conditions

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

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Dutch Subdivision. Refer to Item 21 of the System Special Instructions.

8. Line Segments

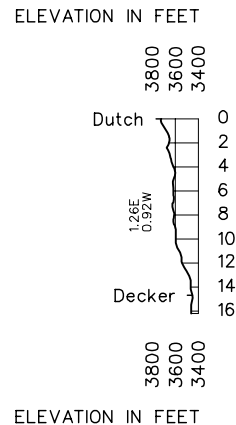
Road Line Segments

Line Segment	Limits	Mileposts
314	Decker Mine	14.7 to 17.8
317	East Decker Mine	14.4 to 20.3
320	Spring Creek	22.6 to 28.7
314	Dutch to Decker	0.0 to 16.2
320	Decker Nerco	16.2 to 22.8

9. 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



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.

SOUTHWARD ↓	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.	NORTHWARD ↑
	8,235	32137	240.8	WENDOVER	JTR				10.2	
	4,660	41367	230.6	DWYER			TWC	476	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
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5	

Train Dispatcher Telephone Number
0530—2130: (817) 234-6054, Fax (817) 234-6075
2130—0530: (817) 234-6055, Fax (817) 234-6076

1. Speed Regulations

1(A). Speed—Maximum

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

1(B). Speed—Permanent Restrictions

MP 238.0 to MP 227.0	30 MPH.
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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—The Main Track within restricted limits, Tracks 405 and 406 and Tracks 497, 498 and 499 are under the jurisdiction of the Front Range Dispatcher. All other tracks, excluding the CTC Main Track within the confines of Wendover are under the jurisdiction of the Guernsey Yardmaster.

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 touching 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

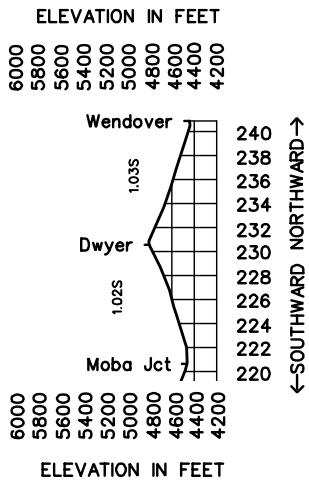
Line Segment Limits

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



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision		Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
				MAIN LINE STATIONS	Rule 4.3				
			127.3	BRIDGER JCT	J	CTC		1.1	
			126.2	ORIN JCT	J				3.1
			123.1	EAST FISHER		2MT CTC		3.7	
			119.4	CROSSOVER 119.4	X(2)				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)			3MT CTC		5.2
			90.5	CROSSOVER 90.5	X(2)		1.9		
			88.6	MP 88.6				3.1	
			85.5	EAST BILL	X(2)				4.7
			80.8	WEST BILL	X(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			4MT 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				2.2	
			59.7	MP 59.7					3.9
			55.8	CROSSOVER 55.8	X(2)			6.6	
			49.2	CROSSOVER 49.2	X(2)				3.5
			45.7	CROSSOVER 45.7	X			2.2	
			43.5	CROSSOVER 43.5	X				0.5
	33142		43.0	MP 43.0				0.4	
			42.6	RENO JCT (To Black Thunder 0.7) (To Jacobs Ranch 5.7)					0.5
	33142		42.1	CROSSOVER 42.1	X			2.2	
10,000			39.9	RENO					6.9
			33.0	CROSSOVER 33.0	X(2)			6.5	
	33125		26.5	EAST COAL CREEK	X				0.3
	33125		26.2	COAL CREEK JCT (To Coal Creek 2.1)		3MT CTC		0.3	
	33125		25.9	WEST COAL CREEK	X				2.1
			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			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

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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 trains up to 100 TOB 50 MPH.
 MP 127.3 to MP 15.4 trains 100 TOB and over..... 40 MPH.
 MP 42.6 to MP 43.5, Reno Lead..... 25 MPH.
 MP 43.5 to MP 45.7, Reno Lead, Trains up to 100 TOB 50 MPH.
 MP 43.5 to MP 45.7, Reno Lead, Trains 100 TOB and over..... 40 MPH.
 MP 15.4 to MP 0.4 35 MPH.

1(B). Speed—Permanent Restrictions

North Antelope, New Outbound 25 MPH.
 On east and west legs of wye at Rojo Jct., Coal Creek Jct.,
 to Reno Jct., Nacco Wye Jct., Caballo Jct., Belle Ayr Jct.,
 and Cordero Jct. 25 MPH.
 MP 49.5 to South Black Thunder 20 MPH.

1(C). Speed—Switches and Turnouts

Through turnout Donkey Creek and both legs of Wye 25 MPH.
 Through all turnouts equipped with dual control switches and
 on sidings unless otherwise specified 25 MPH.
 MP 119.5, all turnouts..... 40 MPH.
 MP 117.1, all turnouts..... 40 MPH.
 MP 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 55.8, all turnouts 40 MPH.
 MP 49.2, all turnouts 40 MPH.
 MP 45.7, all turnouts 50 MPH.
 MP 43.5, all turnouts 40 MPH.
 Between MP 43.5 and MP 42.1, thru all switches Reno Jct. 25 MPH.
 MP 42.1, all turnouts 40 MPH.

1(D). Speed—Other

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

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
 Reno Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:
 MP 127.3 to MP 0.0

Radio Channel 77 in service MP 127.3 to MP 123.6.

Radio Channel 66 in service MP 123.6 to MP 20.6.

Radio Channel 85 in service MP 20.6 to MP 0.4.

Radio Call-In		
Fisher - 61(X)	Walker - 62(X)	Bill - 63(X)
Logan - 67(X)	Reno - 65(X)	Coal Creek - 66(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=55		

Multiple Main Tracks—in effect:

2 MT:

MP 123.1 to MP 117.1

3 MT:

MP 117.1 to MP 80.8

MP 59.7 to MP 0.0

4 MT:

MP 80.8 to MP 59.7

4. General Code of Operating Rules Items

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 independently controlled crossover switches (ICS), Maintenance of Way employees may ask the control operator for permission 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 independently controlled switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either 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 TY&E Safety Rule S-13.5 will remain in effect.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

MP 5.6—HBD—Recall Code 337—Exception Reporting
 MP 10.6—DED—Exception Reporting
 MP 14.2—DED—Exception Reporting
 MP 16.9—DED—Exception Reporting
 MP 21.9—Recall Code 668—Exception Reporting
 MP 25.5—DED—Exception Reporting
 MP 30.1—HBD—Recall Code 667—Exception Reporting
 MP 35.4—DED—Exception Reporting
 MP 40.1—DED—Exception Reporting
 MP 45.9—Recall Code 658—Exception Reporting
 MP 49.2—DED—Exception Reporting
 MP 53.1—DED—Exception Reporting
 MP 56.2—DED—Exception Reporting
 MP 59.4—Recall Code 677—Exception Reporting

Nacco Wye Jct.—MP 0.5—DED—Exception Reporting—North Antelope Rochelle Mine Track in OS at Nacco Wye Jct. “North Track”

Nacco Wye Jct.—MP 0.5—DED—Exception Reporting—North Antelope Rochelle Mine Track New Lead at Nacco Wye Jct. “South Track”

MP 63.5—DED—Exception Reporting

MP 67.8—DED—Exception Reporting

MP 71.9—DED—Exception Reporting

MP 75.3—Recall Code 678—Exception Reporting

MP 78.4—DED—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 102.9—DED—Exception Reporting

MP 108.6—DED—Exception Reporting

MP 113.5—Recall Code 688—Exception Reporting

MP 116.8—DED—Exception Reporting

MP 123.1—DED—Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

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

East Fisher	MP119.4—Crossover
Shawnee Jct.	MP 110.6—Crossover
MP 103.6—Crossover	East Progress Rail
East Bill	West Bill
MP 72.5—Crossover	Converse Jct.
East Nacco	MP 59.7
MP 55.8—Crossover	MP 49.2—Crossover
MP 45.7—Crossover	MP 43.5—Crossover
Reno Jct.	MP 42.1—Crossover
Reno Siding	MP 33.0—Crossover
East Coal Creek	West Coal Creek
East Cordero Jct.	West Cordero Jct.
East Rojo Jct.	West Rojo Jct.
East Belle Ayr Jct.	Caballo Jct.
MP 14.7—Crossover	MP 8.2—Crossover
Donkey Creek Jct.	

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)

MP 119.4—Crossover*	Shawnee Jct.*
MP 110.6—Crossover*	MP 103.6—Crossover*
West Bill*	MP 55.8—Crossover*
MP 49.2—Crossover*	MP 45.7—Crossover*
MP 43.5—Crossover*	Reno Jct.
MP 42.1—Crossover*	Reno*
MP 33.0	East Coal Creek*
West Coal Creek*	East Cordero*
West Cordero*	East Rojo*
Caballo Jct.*	MP 14.7—Crossover*
MP 8.2—Crossover*	

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

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

Reno Area Operations—Dispatchers will final Jacobs Ranch trains to Rail Link and Black Thunder trains to Savage. Black Thunder will control train movements on Reno 1 to Reno 5 tracks through their agent Savage. Empty trains entering any of the five tracks will be lined into the track by the Dispatcher.

All empty trains arriving Reno Jct. will contact Savage Operations Manager on AAR Channel 80 for route instructions:

- Black Thunder trains will get instructions for route to final landing spot.
- Jacobs Ranch trains will get instructions for through route to Jacobs Lead.

Jacobs Ranch trains arriving Jacobs Lead will contact Rail Link Operations Manager on AAR Channel 83 for instructions on Jacobs Ranch property. Trains departing Jacobs Ranch will get permission from Rail Link and the Dispatcher prior to fouling Jacobs Inbound Loop Track. Departing trains will then contact Savage for route instructions to "Begin CTC".

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

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

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

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).

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.

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

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

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Orin Subdivision. Refer to Item 21 of the System Special Instructions.

8. Line Segments

Road Line Segments

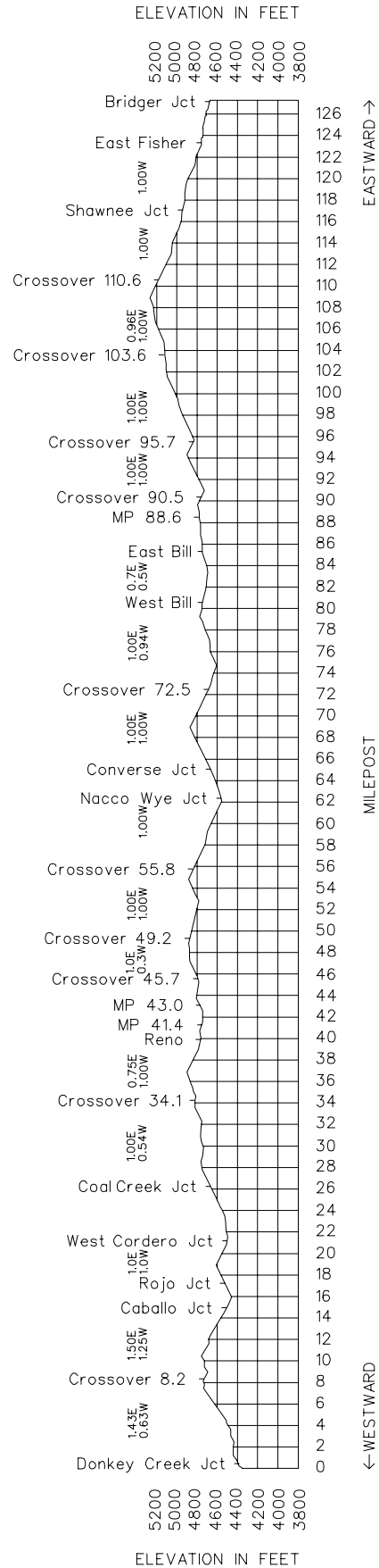
Line Segment	Limits	Mileposts
172	Caballo Rojo Spur	17.5 to 23.0
173	Coal Creek Spur.....	0.0 to 5.8
175	North Antelope Spur	62.1 to 69.8
186	Bridger Jct. to Donkey Creek	127.3 to 0.4
189	Belle Ayr Spur	14.8 to 20.0
190	Cordero Spur	21.1 to 24.7
191	Black Thunder Jct. to Jacobs Ranch	2.9 to 9.2
191	Black Thunder Jct. to Orin Sub Switches	2.9 to 0.0/45.7
193	Black Thunder Spur.....	2.9 to 7.3
194	Caballo Spur	14.6 to 20.8
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
Progress Rail (PLM)	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 4	50	Both
Back Track Mp 70.1	2.4 west of Crossover MP 72.5 - MT 1	14	Both
Back Track MP 69.4--8069	3.1 west of Crossover 72.5 - MT 4	8	East
Antelope Mine-8002	Converse Jct MT3	Loop	East
Back Track MP 63.1- MT 1-7563 - MT 4-7564	0.6 east of East Nacco - MT 1 and MT 4	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	3.5 west of West Nacco - MT 1 & MT 3	29	Both

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 - MT3	16	Both
33114 Caballo-3501	0.5 west of Caballo Jct		Loop
Back Track MP 9.0 - 3507	6.0 west of Caballo Jct MT1	80	Both

10. Grade Chart



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Sand Hills Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		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)				6.0	
		30143	144.3	LITCHFIELD					0.3	
			144.6	CROSSOVER 144.6	X				6.0	
			150.6	CROSSOVER 150.6	X(2)		2MT CTC		4.4	
		30152	155.0	MASON					7.1	
			162.1	CROSSOVER 162.1	X(2)				7.7	
			169.8	CROSSOVER 169.8	X(2)				6.5	
		30175	176.3	BROKEN BOW		B			10.2	
			186.5	CROSSOVER 186.5	X(2)				9.2	
		30194	195.7	ANSELMO			CTC		9.9	
		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		9.8	
			247.0	CROSSOVER 247.0	X(2)			4	7.2	
			254.2	CROSSOVER 254.2	X(2)				5.1	
		30259	259.3	SENECA					8.0	
		30267	267.3	MULLEN			CTC		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					7.6	
		30314	314.5	ASHBY			CTC		5.7	
			320.2	CROSSOVER 320.2	X(2)		2MT CTC		4.6	
		30323	324.8	BINGHAM					9.1	
8,737		30333	333.9	ELLSWORTH			CTC		4.5	
			339.4	CROSSOVER 339.4	X(2)		2MT CTC		4.6	
		30341	344.0	LAKESIDE					5.2	
		30349	349.2	ANTIOCH			CTC		5.6	
			354.8	CROSSOVER 354.8	X				4.1	
		30358	358.9	BIRDELL		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 66 in service eastbound beginning at MP 356.65.

Radio Channel 70 in service at Alliance Yard.

Radio Call-In		
Ravenna - 04(X)	Mason - 13(X)	Broken Bow - 12(X)
Dunning - 14(X)	Seneca - 15(X)	Whitman - 16(X)
Bingham - 17(X)	Lakeside - 18(X)	Alliance - 10(X)
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=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.....	45 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.
Dunning, Seneca, Lakeside, MP 162.1	
Trains over 100 TOB.....	40 MPH.
Trains under 100 TOB.....	50 MPH.
Crossovers MP 138.3, MP 186.5, MP 237.3, MP 247.0, MP 283.8, MP 291.1	
Trains over 100 TOB	25 MPH.
Trains under 100 TOB.....	40 MPH.
Through turnouts of controlled sidings.....	20 MPH.

1(D). Speed—Other

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

Temperature Speed Restrictions

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

MP 299.0 to MP 303.0	
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

Ravenna to East Alliance 143 tons, Restriction A

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 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.

MWOR Rule 8.12—At signaled locations identified in the timetable/general orders as having independently controlled crossover switches (ICS), Maintenance of Way employees may ask the control operator for permission 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 independently controlled switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

A. Protecting Bridges, Tunnels or Other Structures: None

B. Other TWD locations

- MP 133.2—DED—Exception Reporting
- MP 138.3—DED—Exception Reporting
- MP 141.4—Recall Code 048—Exception Reporting
- MP 146.7—DED—Exception Reporting
- MP 150.6—DED—Exception Reporting
- MP 158.1—Recall Code 138—Exception Reporting
- MP 164.5—DED—Exception Reporting
- MP 168.1—DED—Exception Reporting
- MP 173.3—DED—Exception Reporting
- MP 178.4—DED—Exception Reporting
- MP 180.9—Recall Code 128—Exception Reporting
- MP 184.9—DED—Exception Reporting
- MP 190.1—DED—Exception Reporting
- MP 195.7—DED—Exception Reporting
- MP 200.5—Recall Code 147—Exception Reporting
- MP 205.5—DED—Exception Reporting
- MP 210.0—DED—Exception Reporting
- MP 216.3—DED—Exception Reporting
- MP 221.1—Recall Code 148—Exception Reporting
- MP 225.9—DED—Exception Reporting
- MP 229.9—DED—Exception Reporting
- MP 235.3—DED—Exception Reporting
- MP 241.1—DED—Exception Reporting
- MP 248.9—Recall Code 157—Exception Reporting
- MP 252.4—DED—Exception Reporting
- MP 256.5—DED—Exception Reporting
- MP 261.2—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

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

MP 162.1—Crossover
Antioch

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)

MP 162.1*

(* Denotes ALL switches within Control Point are ICS.

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

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

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

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

Remote Control 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.

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.

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Sand Hills Subdivision. Refer to Item 21 of the System Special Instructions.

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

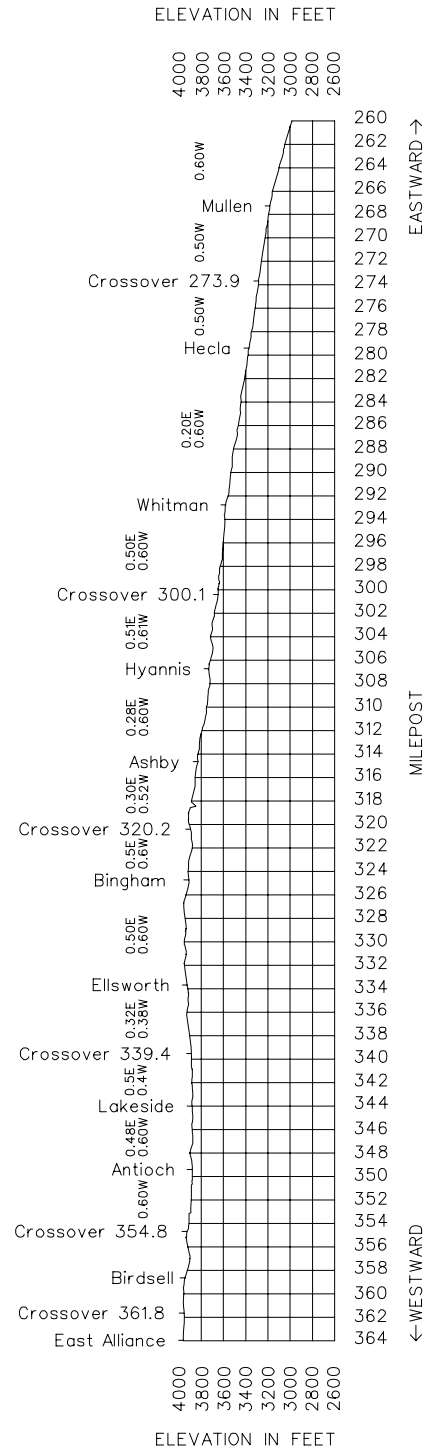
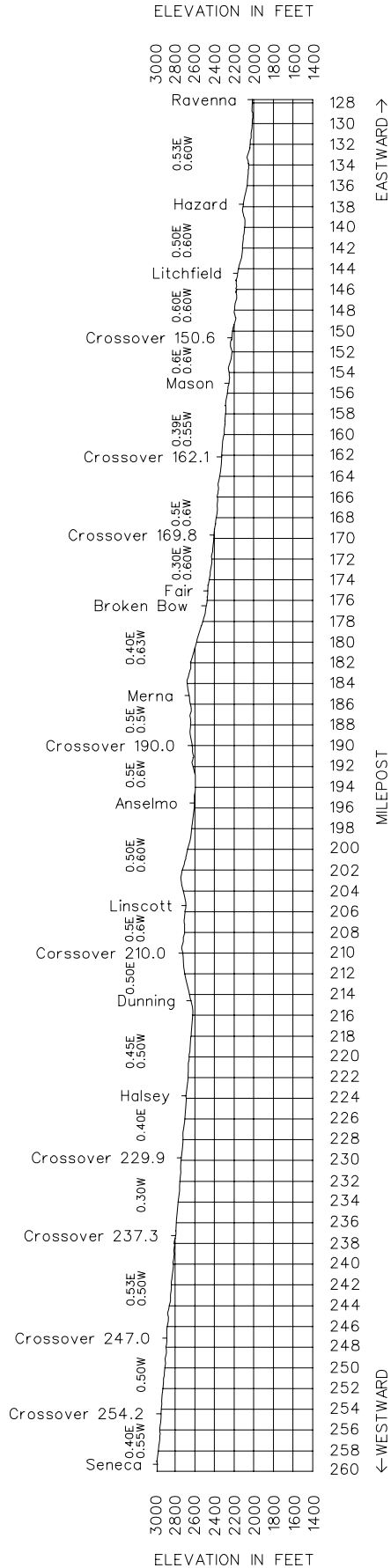
Line Segment	Limits	Mileposts
4	Ravenna to East Alliance .	127.7 to 364.0

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-4602	MP 151.1 to MP 155.5		Both
30152 Mason Back Track-4201	Mason MT2	8	East
30166 Berwyn Back Track-4501	MP 159.3 to MP 159.6 MT2		Both
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

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
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
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



WESTWARD ↓	Length of Siding (Feet)	Station Nos.	Mile Post	Valley Subdivision MAIN LINE STATIONS		Rule 4.3	Type of Oper.	Line Segment	Miles to Next Stn.	EASTWARD ↑
		32034	0.0	NORTHPORT	JT				0.4	
			0.4	WEST NORTHPORT (To UP Crossing 0.1)	JTX(2)		2MT CTC		2.0	
			2.4	MP 2.4	X				4.3	
			6.7	MP 6.7	X(2)				3.2	
			9.9	ATKINS					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			CTC		6.1	
		32065	30.8	SCOTTSBLUFF	T				6.0	
9,149		32072	36.8	JANE					3.4	
		32074	40.2	MITCHELL	T			5	3.6	
			43.8	ENTERPRISE					2.7	
		32080	46.5	MORRILL			2MT CTC		7.2	
		32088	53.7	HENRY					5.4	
			59.1	STUART					3.1	
		32096	62.2	TORRINGTON					7.4	
9,260			69.6	TEXAS					2.1	
		32106	71.7	LINGLE			CTC		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 between Northport and WSS Bradley.

Radio Channel 77 in service between WSS Bradley and East Guernsey.

Radio Channel 45 in service at Guernsey Yard.

Radio Call-In		
Bridgeport - 71(X) AAR 54	Bridgeport - 80(X) AAR 77	Scottsbluff - 81(X)
Torrington - 82(X)	Guernsey - 83(X)	UP Dispatcher - Northport - Channel 20 - Call-in *51
Emergency - Call 911		
Train Dispatcher X=0, Mechanical Desk X=2, Field Support X=3 Railroad Police X=4, Warm Bearing Desk X=5		

Train Dispatcher Telephone Number

Angora Dispatcher (DS 146) Northport to WSS Bradley (817) 234-2346, Fax (817) 234-6318
Valley Dispatcher (DS 79) WSS Bradley to East Guernsey (817) 234-6183, Fax (817) 234-6171

1. Speed Regulations

1(A). Speed—Maximum

Freight

MP 0.0 to MP 90.4
Trains up to 100 TOB 50 MPH.
Trains 100 TOB and over 40 MPH.

1(B). Speed—Permanent Restrictions—None

Freight

1(C). Speed—Switches and Turnouts

Through all turnouts equipped with dual control switches and through sidings unless otherwise specified
Trains up to 100 TOB 35 MPH.
Trains over 100 TOB 25 MPH.
MP 2.4 and MP 6.7
Trains up to 100 TOB 50 MPH.
Trains over 100 TOB 40 MPH.
MP 9.9
Trains up to 100 TOB 50 MPH.
Trains over 100 TOB 40 MPH.
MP 43.8 Enterprise
Trains up to 100 TOB 50 MPH.
Trains over 100 TOB 40 MPH.
MP 59.1 Stuart
Trains up to 100 TOB 50 MPH.
Trains over 100 TOB 40 MPH.
MP 85.5 and MP 88.3, turnouts
Trains up to 100 TOB 40 MPH.
Trains over 100 TOB 25 MPH.

1(D). Speed—Other

Northport Wye 25 MPH.

Temperature Speed Restrictions

Hot Weather—When the temperature exceeds 95 degrees Fahrenheit, do not exceed the following speeds:
MP 29.0 to MP 46.5
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

Northport to E. Guernsey 143 tons, Restriction A

Six-axle locomotives and six-axle derricks in excess of 165 tons not permitted on following tracks:

Not more than one locomotive permitted on the following tracks:

Bayard—All Sugar Factory trackage except Storage 1 & 2.

Mitchell—All Sugar Factory trackage

Morrill—Stock, House, Spud, and Bean trackage

Lingle—Elevator Track

Torrington—Stock and House Tracks

3. Type of Operation

CTC—in effect:

MP 0.0 to MP 90.4

Multiple Main Tracks—in effect:

2 MT:

MP 0.0 to MP 9.9

MP 43.3 to MP 59.1

MP 85.5 to MP 90.4

4. General Code of Operating Rules Items

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

MWOR Rule 8.12—At signaled locations identified in the timetable/general orders as having independently controlled crossover switches (ICS), Maintenance of Way employees may ask the control operator for permission 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 independently controlled switch involved during such operations. The independently controlled switch must be left lined and secured in the normal position prior to reporting clear of the working limits.

MWOR Rule 8.14—Crossover switches, other than independently controlled switches with control operator's permission, must not be unlocked or lined for crossover movement when another movement is approaching or passing over either switch.

5. Trackside Warning Detectors (TWD)

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

6. FRA Excepted Track—None

7. Special Conditions

Moveable Point Frog—(Refer to System Special Instructions

Item 12):

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

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)

Northport*

Crossover MP 2.4*

Crossover MP 6.7*

(* Denotes ALL switches within Control Point are ICS.

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.

It if becomes necessary to change radio to another channel for switching purposes, use AAR Channel 66.

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.

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

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

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

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

When setting out bad order cars at Torrington or Lingle use the following tracks:

- Torrington: Track 2304 - R&M Lumber - (Orphan Track)
- Lingle: Track 2502 - Elevator Track

This will allow the mechanical department to be able to drive alongside and provide main track clearance.

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.

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

HLCS—Hy-Rail Limits Compliance System (HLCS) is in effect on the Valley Subdivision. Refer to Item 21 of the System Special Instructions.

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

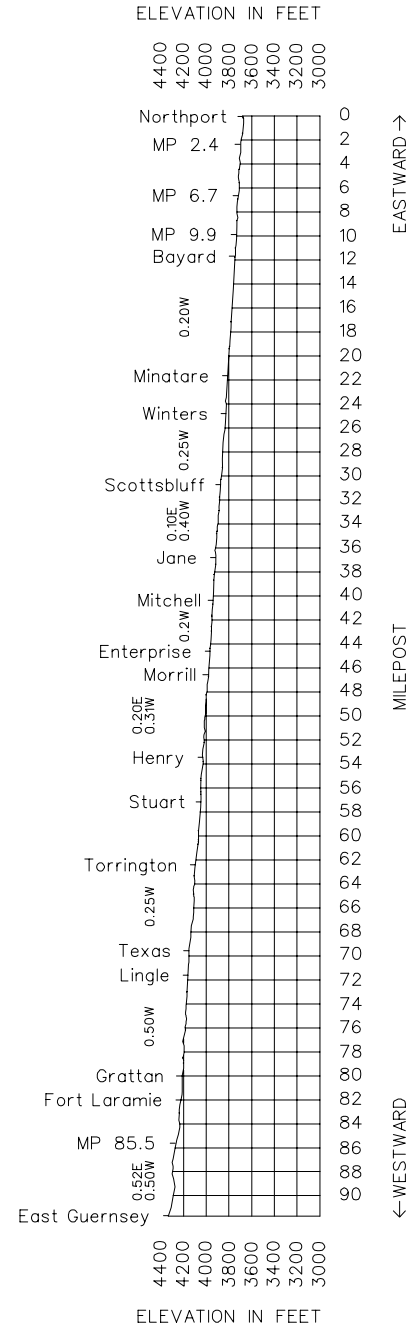
Mileposts

5 Northport to E Guernsey.. 0.0 to 90.4

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
32034 South Storage-101	Northport MT2	130	Both
32036 Progress Rail-102, 103, 104 & 105	1.1 east of Progress Rail Facility 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 - MT2	34	East
32080 Morrill House Track-2004	Morrill - MT1	74	Both
32080 Morrill Old Pass-2001	Morrill - MT1	52	West
32088 Henry-2101	Henry	61	West
Bennett Back Track MP 50.4 MT 2	MP 50.4 - MP 50.7	30	Both
32096 R&M Lumber-2304	Torrington - MT1	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



Speed Tables

SPEED TABLE								
Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
-	36	100	-	58	62.1	1	40	36.0
-	37	97.3	-	59	61.0	1	42	35.3
-	38	94.7	1	-	60.0	1	44	34.6
-	39	92.3	1	02	58.0	1	46	34.0
-	40	90.0	1	04	56.2	1	48	33.3
-	41	87.8	1	06	54.5	1	50	32.7
-	42	85.7	1	08	52.9	1	52	32.1
-	43	83.7	1	10	51.4	1	54	31.6
-	44	81.8	1	12	50.0	1	56	31.0
-	45	80.0	1	14	48.6	1	58	30.5
-	46	78.3	1	16	47.4	2	-	30.0
-	47	76.6	1	18	46.1	2	05	28.8
-	48	75.0	1	20	45.0	2	10	27.7
-	49	73.5	1	22	43.9	2	15	26.7
-	50	72.0	1	24	42.9	2	30	24.0
-	51	70.6	1	26	41.9	2	45	21.8
-	52	69.2	1	28	40.9	3	-	20.0
-	53	67.9	1	30	40.0	3	30	17.1
-	54	66.6	1	32	39.1	4	-	15.0
-	55	65.5	1	34	38.3	5	-	12.0
-	56	64.2	1	36	37.5	6	-	10.0
-	57	63.2	1	38	36.8	12	-	5.0

FEET	TENTHS OF A MILE
528	.1
1,056	.2
1,584	.3
2,112	.4
2,640	.5
3,168	.6
3,696	.7
4,224	.8
4,752	.9

TERMSDXO

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

Remember “TERMSDXO” when shoving cars

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

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