

BNSF Safety Vision

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

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

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

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

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



Powder River Division

Timetable No. 7

IN EFFECT AT 0800
Mountain Continental Time

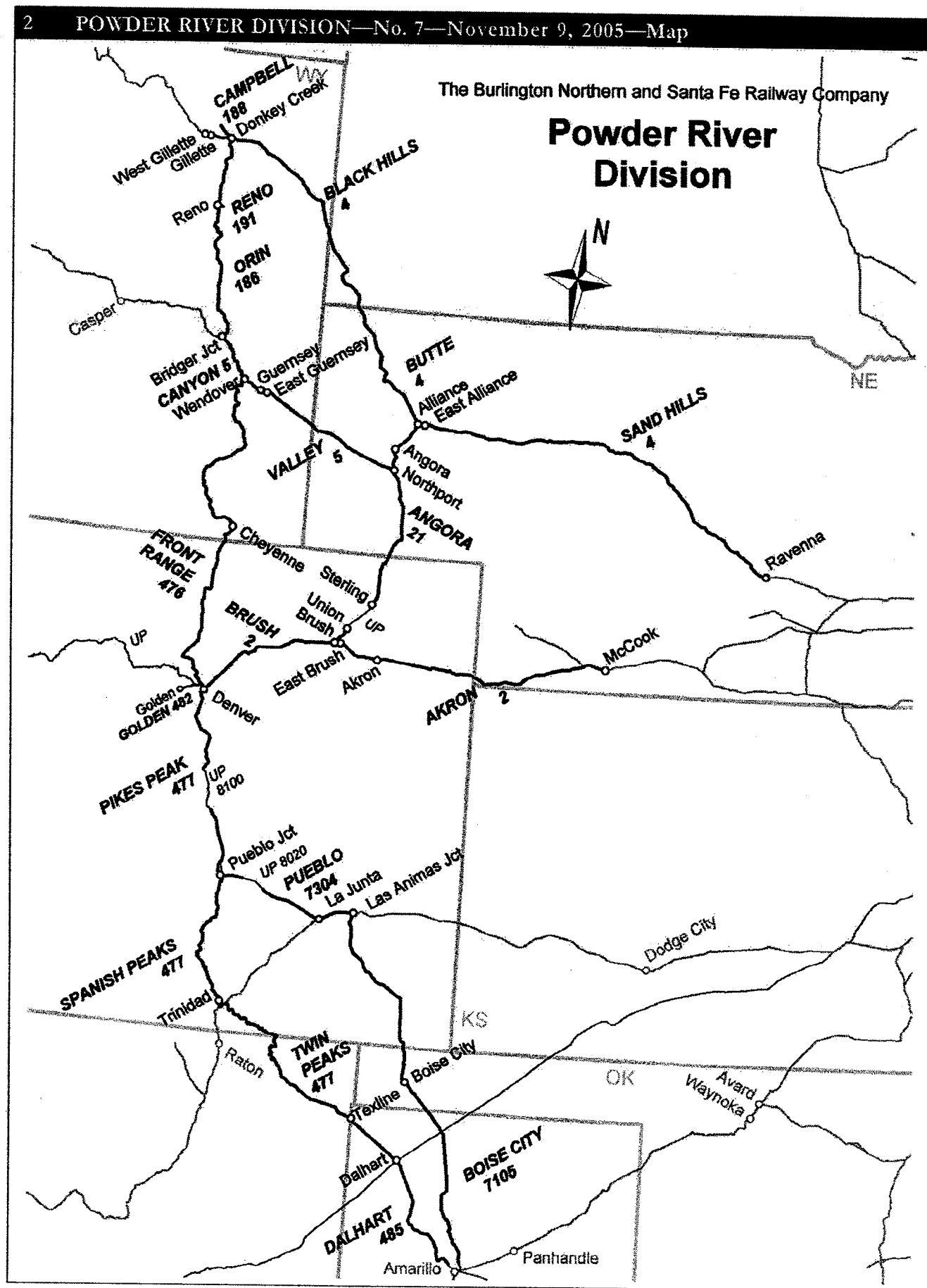
Wednesday November 9, 2005

Division General Manager

W. Janssen Thompson
Denver, CO.
(303) 480-6550

General Director Transportation

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



Length of Siding (Feet)	Station Nos.	Mile Post	Orin Subdivision MAIN LINE STATIONS	Rule 4.3	Type of Opex.	Line Segment	Miles to Next Stn.
		127.3	BRIDGER JCT	J	CTC		1.1
		126.2	ORIN JCT	J			2.6
		123.6	FISHER JCT	J			0.4
		123.1	EAST FISHER				5.5
		117.1	SHAWNEE JCT	JX(2)	2MT CTC		7.1
		110.6	CROSSOVER 110.6	X(2)	7.0		
		103.6	CROSSOVER 103.6	X(2)	7.9		
33182		95.7	CROSSOVER 95.7	X(2)	5.2		
		90.5	CROSSOVER 90.5	X(2)	3MT CTC		5.0
		85.5	EAST BILL	JX(2)			4.7
		80.8	WEST BILL	JX(2)			8.3
		72.5	CROSSOVER 72.5	X(2)			7.1
33160		65.4	CONVERSE JCT (To Antelope 2.2)	X(2)			2.9
33158		62.5	EAST NACCO	X(2)T			0.3
33158		62.2	NACCO WYE JCT (To Rochelle 4.7) (To North Antelope 4.7)				0.3
33158		61.9	WEST NACCO				3.8
3158		58.1	CROSSOVER 58.1	X(2)		186	5.6
33142		52.5	CROSSOVER 52.5	X(2)			3.0
		49.5	MP 49.5	J			2.2
33142		47.3	CROSSOVER 47.3	X(2)			3.7
		43.6	CROSSOVER 43.6	JX			0.6
33142		43.0	MP 43.0	J			0.9
33142		42.1	CROSSOVER 42.1	JX			0.7
7,420		41.4	HARMON				7.3
		34.1	CROSSOVER 34.1	X(2)	2MT CTC		7.6
33125		26.5	EAST COAL CREEK	X			0.3
33125		26.2	COAL CREEK JCT (To Coal Creek 2.1)				0.3
33125		25.9	WEST COAL CREEK	X			1.4
		24.5	SUNEDCO JCT				0.7
		23.8	EAST CORDERO JCT (To Cordero 2.2)	X			2.7
		21.1	WEST CORDERO JCT	X			3.3
		17.8	EAST ROJO JCT	X			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 AVE JCT (To Belle Ave 1.8)				1.4
33114		15.0	CABALLO JCT (To Caballo 0.4)	X			0.3
		14.7	CROSSOVER 14.7	X			6.5
		8.2	CROSSOVER 8.2	X			7.8
30587		0.4	DONKEY CREEK JCT	JX			126.9

Radio Channel 66 in service MP 127.3 to MP 21.1.

Radio Channel 85 in service MP 21.1 to MP 0.4.

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

Train Dispatcher Telephone Numbers

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

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

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

1(B). Speed—Permanent Restrictions

Nacco Jct. to North Antelope and Rochelle Mines	20 MPH.
North Antelope Lead	25 MPH.
On east and west legs of wye at Rojo Jct., Coal Creek Jct., to Reno Sub and Nacco Wye Jct.	25 MPH.
MP 49.5 to North Rochelle Mine	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.

1(D). Speed—Other

Trinity Rail Services at Bill all tracks	10 MPH.
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Temperature Speed Restrictions

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

MP 16.0 to MP 17.0	
MP 42.0 to MP 49.6	
MP 61.0 to MP 64.0	
MP 74.0 to MP 76.0	
MP 90.5 to MP 92.0	

Trains 100 TOB and over 40 MPH.

Trains up to 100 TOB 50 MPH.

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

Trains 100 TOB and over 30 MPH.

Trains up to 100 TOB 45 MPH.

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

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

Bridger Jct. to Donkey Creek 143 tons, Restriction A

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

MP 127.3 to MP 0.0

Two Main Tracks

MP 123.1—MP 117.45

MP 58.1—MP 0.0

Three Main Tracks

MP 117.45—MP 58.1

4. General Code of Operating Rules Items**Rule 1.10**—On the Orin Subdivision, crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.**Rule 6.19**—When flagging is required, distance will be 2.0 miles.**MWOR Rule 8.12**—At signaled locations identified in the timetable/general orders as having individually controlled crossover switches (ICS), Maintenance of Way and Signal employees may request authority from the control operator to operate one end of a crossover for maintenance or testing purposes only. Trains, engines, and on-track equipment must not be used or allowed within the defined working limits of the individual switch involved during such operations. The individually controlled crossover switch must be left lined and secured in the normal position prior to reporting clear of the working limits. The letters ICS are stenciled on the switch machine of each individually controlled crossover switch.

Safety Rule S-13.5—Getting On and Off Moving Equipment is modified as follows:

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

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

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)

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

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

MP 5.6—DED/Exception Reporting

MP 10.3—DED/Exception Reporting

MP 14.7—DED/Exception Reporting

MP 21.9—Recall Code 668

MP 25.9—DED/Exception Reporting

MP 30.1—DED/Exception Reporting

MP 35.9—DED/Exception Reporting

MP 40.0—DED/Exception Reporting

MP 45.9—Recall Code 658

MP 52.5—DED/Exception Reporting

MP 59.4—Recall Code 677

MP 67.7—DED/Exception Reporting

MP 75.3—Recall Code 678

MP 83.3—DED/Exception Reporting

MP 88.0—DED/Exception Reporting

MP 93.0—DED/Exception Reporting

MP 98.0—Recall Code 628

MP 102.8—DED/Exception Reporting

MP 108.3—DED/Exception Reporting

MP 113.5—Recall Code 688

MP 117.4—DED/Exception Reporting

MP 123.6—DED/Exception Reporting

6. FRA Excepted Track—None

7. Special Conditions

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

Crossover MP 119.4

Crossover MP 103.6

West Bill—MP 80.8

Converse Jct.—MP 65.4

Crossover MP 58.1

Crossover MP 47.3

Shawnee Jct.—MP 117.7

Crossover MP 110.6

Crossover MP 72.5

East Nacco—MP 62.5

Crossover MP 52.5

Crossover MP 43.6

Independently Controlled Switches (ICS)—

Crossover MP 119.4

Crossover MP 110.6

Shawnee Jct.—MP 117.7

Crossover MP 103.6

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

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

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

Between Shawnee Jct. and Caballo Jct.

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

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

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

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

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

8. Line Segments

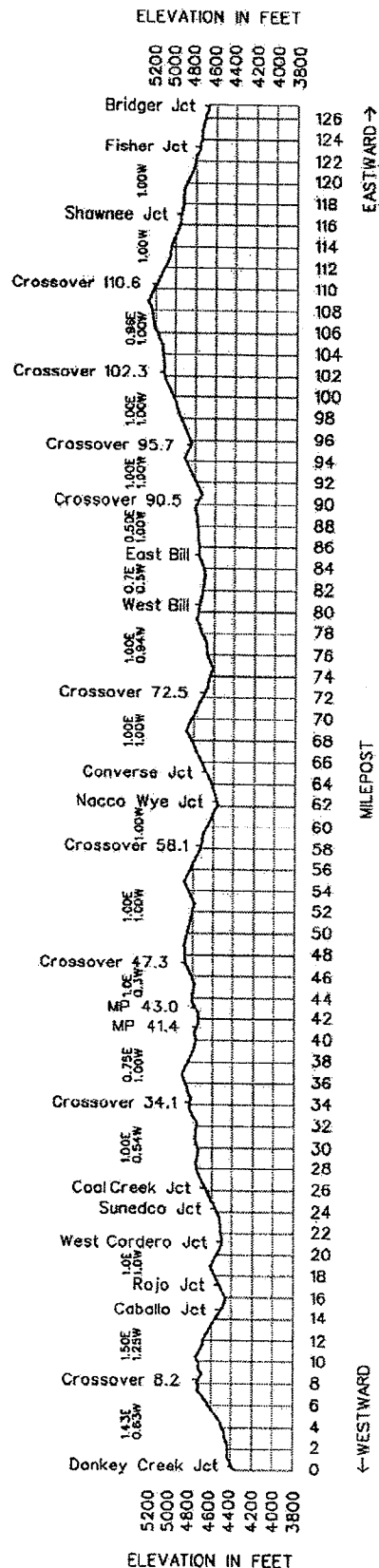
Road Line Segments

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

9. Locations Not Shown as Stations

Name and TSS Track Numbers	Miles - Location	Capacity Cars	Switch Opens
Back Track MP 120.4-1001	2.1 west of East Fisher - MT 1	20	Both
Back Track MP 120.4-1002	2.1 west of East Fisher - MT 2	20	Both
Back Track MP 109.5-8310	1.1 west of Crossover 110.6 - MT 1 & MT 3	11	Both
Back Track MP 102.4	MT 3	15	Both
Back Track MP 102.4	MT 1	30	Both
Back Track MP 96.6	MT 3	15	Both
Back Track MP 96.6	MT 1	15	Both
Back Track MP 90.7-8277	0.2 west of Crossover 90.5 - MT 1	30	Both
Trinity Rail Serv.-8288/8287	1.0 east of East Bill - MT2	124	Both
Back Track MP 83.6	1.9 west of West East Bill - MT 3	20	Both
Back Track MP 82.7	1.9 east of West Bill - MT 3	20	West
Back Track MP 77.0	3.2 west of West Bill MT 1	50	Both
Back Track MP 77.0-8277	3.2 west of West Bill - MT 3	50	Both
Back Track MP 70.1-8070	2.4 west of Crossover 72.5 - MT 1	15	Both
Back Track MP 69.4--8069	3.1 west of Crossover 72.5 - MT 3	8	East
Antelope Mine-8002	Converse Jct MT3	Loop	East
Back Track MP 62.9-MT 1-7563 - MT 3-7564	0.4 east of East Nacco - MT1 and MT3	20	Both
33158 Helper Track-7562	East and East Nacco MP 62.5 to West and West Nacco MP 62.0	14	Both
Rochelle-7502	4.7 from Nacco Jct		Loop
North Antelope-7504	4.7 from Nacco Jct		Loop
Back Track MP 58.4-7558	0.3 east of Crossover 58.1 - MT1	15	East
Back Track MP 51.6--6551	0.8 west of Crossover 52.5 - MT2	20	Both
Reno Back Track-6542	0.2 east of Crossover 42.1 - MT1	36	Both
Western Gas Processors (Ind Park)-6001/6002	0.4 east of MP 34.0 - MT 1	30	Both
Back Track MP 31.8-6032	2.3 west of crossover 34.1 - MT 1	20	Both
Back Track MP 31.8-6031	2.3 west of crossover 34.1 - MT 2	20	Both
33029 Coal Creek-5501	2.1 east of Coal Creek Jct		Loop
West Coal Creek-5526	0.1 west of Crossover West Coal Creek - MT1	20	West
33024 Cordero-5001	2.7 west of West Cordero Jct		Loop
Caballo Rojo-4501/4502	0.7 from Rojo Jct		Loop
Nelson Bros.Stub Trk.-4701	O.S. at Rojo Jct - east leg of Wye	15	East
33018 Belle Ayr-4006	1.8 west of East Belle Ayr Jct		Loop
Back Track MP 16-4016	1.0 west of Crossover West Rojo - MT1	25	Both
Back Track MP 16-4015	0.2 west of East Belle Ayr Jct - MT2	16	Both
33114 Caballo-3501	0.5 west of Caballo Jct		Loop
Stub Track MP 8.2-3508	At Crossover 8.2-MT 2	2	West

10. Grade Chart



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

Radio Channel 66 in service.

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

Train Dispatchers' Phone Numbers

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

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

MP 2.5 to MP 0.7 Freight 35 MPH.

1(B). Speed—Permanent Restrictions—None**1(C). Speed—Switches and Turnouts**

Through turnout at Reno Subdivision switch 25 MPH.

1(D). Speed—OtherBlack Thunder Jct. to Black Thunder Loop Track Switch 20 MPH.
Black Thunder Jct. to Jacobs Ranch Loop Track Switch 20 MPH.

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

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

Reno to Black Thunder Jct. 143 tons, Restriction A

3. Type of Operation

CTC—in effect:

Black Thunder Jct. to Orin Sub Switches.

4. General Code of Operating Rules and Safety Rules Items**Rule 1.10**—Crews on trains being delayed on mine property may read magazines, newspapers, or other literature not related to their duties while their train is stopped.**Rule 6.19**—When flagging is required, distance will be 1.0 mile.**Safety Rule S-13.5**—Getting On and Off Moving Equipment is modified as follows:

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

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

When all these conditions are met, employees can get on and off moving equipment only at the mines. At all other times GCOR Rule 1.48 remains in effect as found in the System Special Instructions.

5. Trackside Warning Detectors (TWD)—None**6. FRA Excepted Track—None****7. Special Conditions****All Coal Mines**—Trains must notify train dispatcher before leaving loop tracks.

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

Designation of Tracks

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

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

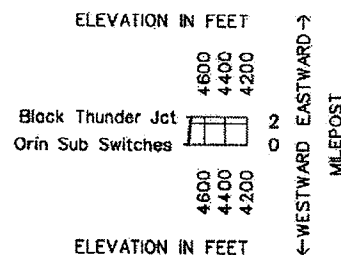
Track from Reno Jct. to switch at MP 42.1 on MT 1, Orin Subdivision, is designated as West Leg of Wye, Reno Jct.

8. Line Segments**Road Line Segments**

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

9. Locations Not Shown as Stations

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

10. Grade Chart

UP TIMETABLES

POWDER RIVER SUBDIVISION (0236)

Mile Post	Rule 63	CP #s	Radio Display: CP W166 to CP W271 - 5252 -*52		Sta #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
165.5	CTC 2MT	W166	HORSE CREEK (7.1)	(11)XT	NP166	
172.6		W173	HENRY (6.9)	(11)X	WY173	
179.5		W179	STATE LINE (7.9)	X	WY179	
187.4		W187	SPOON BUTTE (7.7)	(11)X	WY187	
195.1		W195	SHEEP CREEK (10.6)	(11)X	WY195	
205.7		W205	BRAUN (8.6)	(11)X	WY205	
214.3		W214	WOLFE (10.8)	(11)X	WY214	
225.1		W225	BARNES (9.2)	(11)X	WY225	
234.3		W234	LUSK (9.9)	(11)X	WY234	
244.2		W244	MANVILLE (6.1)	(11)X	WY244	
250.3		W250	JIREH (9.6)	X	WY250	
259.9		W260	LOST SPRINGS (5.3)	X	WY260	
265.2		W265	SHAWNEE (6.2)	X	WY265	
271.4		W271	SHAWNEE JCT	(11)X	WY272	

(105.9)

SI-01 MAIN TRACK AUTHORITY

CTC between CP W166 and CP W271

Rule 1 14 Operation on BNSF RR between Shawnee Jct and West Caballo Jct

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 165.5 and 271.4	
(Except as Below)	60
195.0 and 219.0 Loaded Unit Coal Trains Trk 1	40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1 Thru Sidings & Turnouts (No Exceptions)	
2 Dual Control Switch Turnouts	
CP W166 CP W173 CP W187 CP W195	
CP W205 CP W214 CP W225 CP W234	
CP W244	40
2 Dual Control Switch Turnouts	
To BNSF at Shawnee Jct	25

SI-04 MAIN TRACK DESIGNATIONS

Two Main Tracks: Entire subdivision

SI-05 MILEPOST EQUATIONS

MP 271.4 Powder River Sub=BNSF MP 117.7 Orin Sub
MP 163.6 Yoder Sub = MP 165.5 Powder River Sub

SI-06 DTC BLOCK LIMITS - None

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 170.2	(#) 222.7	(#) 262.7
(#) 185.1	(#) 235.8	
(#) 205.8	(#) 248.5	

SI-08 RULES ITEMS - None

SI-09 FRA EXCEPTED TRACKS - None

SI-10 BUSINESS TRACKS - None

SI-11 INDUSTRIAL LEADS

Casper Industrial Lead (0237) Extends 7.0 miles from MP 265.3 (Powder River Sub) - Shawnee (MP 521.1) to Fisher Junction (MP 528.1)
Radio Display: Shawnee to End of Track - 5252
FRA Excepted Tracks Shawnee to End of Track

Business Tracks

	MP	Sta.#s
Shawnee 1600 feet	521.1	WY266

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons

Between Horse Creek and Shawnee Jct : Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 TPOB is 60 MPH; if either the total car limit or average TPOB limit is exceeded the maximum speed is reduced to 50 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS - None

POWDER RIVER SUBDIVISION (0236)

11

SI-14 MISC INSTRUCTIONS

CP W166 Character (11) only applies to the crossover dual control switch turnouts

SSI Item 2-E - Exception: Trains consisting only of empty coal hoppers may be operated with a maximum of 30 equivalent axles of power.

Set Out Tracks

Powder River Set Out Tracks:				
MP	Sta #s	Yard	Track	Footage
175 7 Trk 1	WY173	01	473	909
181 0 Trk 2	WY183	01	471	740
191 0 Trk 1	WY187	01	461	1897
191 0 Trk 2	WY187	01	462	1897
203 5 Trk 2	WY205	01	451	720
220 3	WY220(W)	01	135	8340
228 6 Trk 2	WY227	01	431	715
233 7 Trk 1 W	WY234	01	422	952
233 7 inside Trk	WY234	01	423	2543
234 8 Trk 2	WY234	01	421	850
252 0 Trk 1	WY254	01	411	735
252 0 Trk 2	WY254	01	412	735
265 4 Trk 2	WY265(E)	01	111	
269 7 Trk 1	WY272	01	408	752

BNSF Industry Tracks

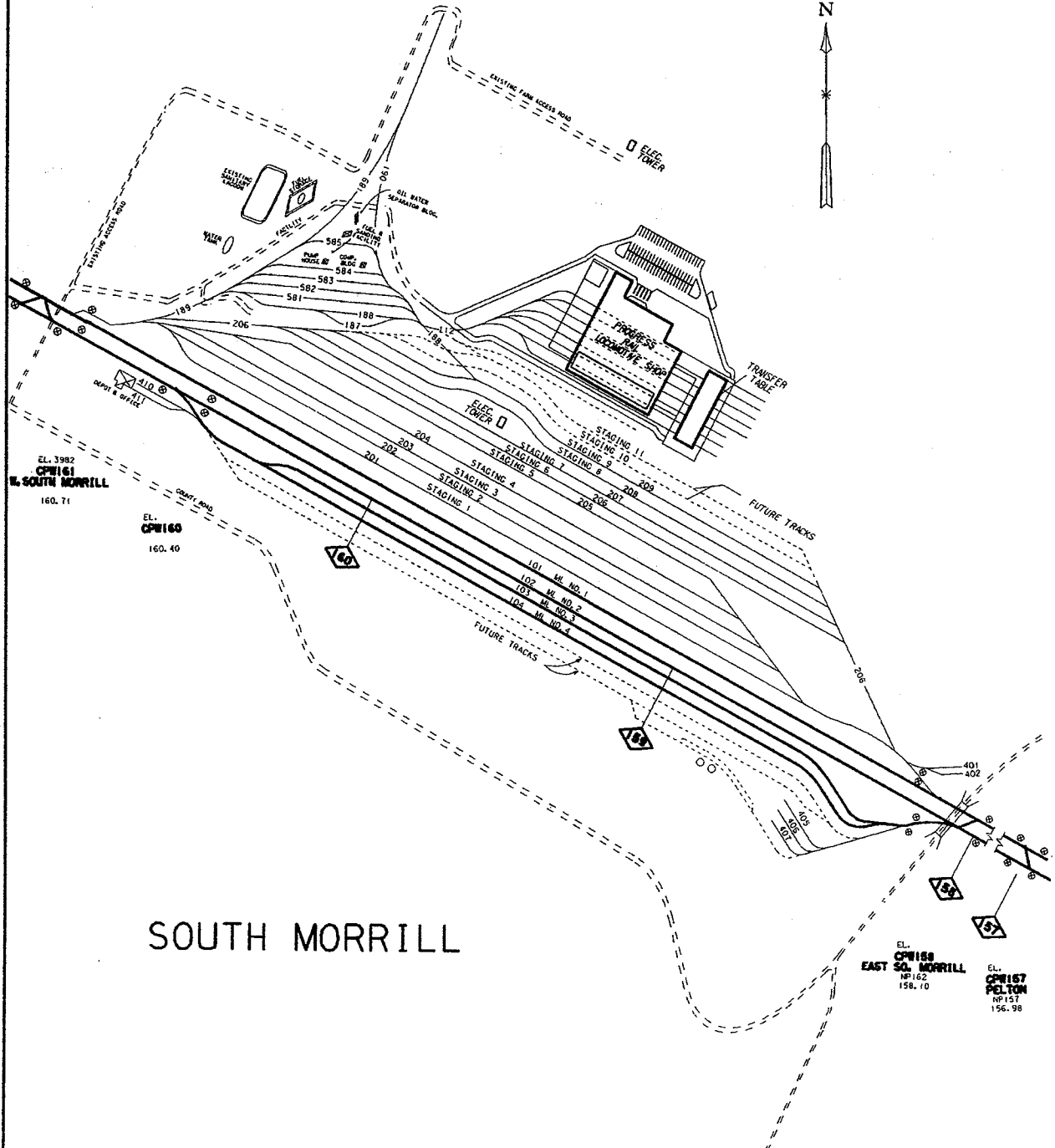
BNSF Industry Tracks				
Name	Miles - Location	Capacity Cars	(Sta #s)	BNSF Sub
Antelope Mine	Converse Jct - Trk 3	Loop	WY325	Orin
North Antelope	4 7 from Nacco Jct	Loop	WY334	Orin
N Rochelle		Loop	WY337	Orin
Black Thunder	0 6 west of Black Thunder Jct	Loop	WY352	Reno
Jacobs Ranch	3 3 west of Black Thunder Jct	Loop	WY353	Reno
Coal Creek	2 1 east of Coal Creek Jct	Loop	WY364	Orin
Cordero	2 7 west of West Cordero Jct	Loop	WY367	Orin
Caballo Rojo	0 7 from Rojo Jct	Loop	WY373	Orin
Belle Ayr	1 8 west of East Belle Ayr Jct	Loop	WY375	Orin
Caballo	0 5 west of Caballo Jct	Loop	WY377	Orin

BNSF Set Out Tracks

BNSF Set Out Tracks				
MP	Sta #s	Track	Capacity Cars	
109 6 Trk 1	WY278	Back Track	11	
109 6 Trk 2	WY278	Back Track	21	
103 3 Trk 1	WY287	Back Track	5	
103 3 Trk 2	WY287	Back Track	30	
96 7 Trk 2	WY293	Back Track	6	
90 7 Trk 1	WY299	Back Track	3	
Progress Rail Trk 2	WY297	Industry	124	
84 0 Trk 3	WY307	Back Track	35	
82 5 Trk 3 W	WY307	Bill Setout Track	3	
77 0 Trk 1	WY307	Back Track	30	
77 0 Trk 3	WY307	Back Track	50	
70 1 Trk 1	WY317	Back Track	15	
69 4 Trk 3	WY317	Back Track	8	
62 9 Trk 1	WY327	Back Track	20	
62 9 Trk 3	WY327	Back Track	20	
62 5 Trk 1	WY334	Helper Track	14	
58 4 Trk 1	WY334	Back Track	15	
51 6 Trk 2	WY352	Back Track	20	
43 2 Trk 2	WY362	Harmon Siding	130	
42 1 Trk 1	WY362	Reno Back Track	36	
31 8 Trk 1	WY384	Back Track	20	
31 8 Trk 2	WY384	Back Track	20	
16 0 Trk 1	WY375	Back Track	25	
16 0 Trk 2	WY375	Back Track	16	

South Morrill Area Map

7



SOUTH MORRILL SUBDIVISION (0214)

Mile Post	Rule 6 3	CP #s	Radio Display: CP W300 to CP W157 - 2020 -*51 CP W157 to CP W166 - 4242 -*52		Sta #s	Siding Feet
			WEST STATIONS	EAST		
00	CTC2MT ACS	W300	OFALLONS (8 5)	TX	NX301	
10		W001				
85		W009	JORDAN (7 5)	(11) X	NP009	
160		W016	NORTH PAXTON (9 9)	(11) X	NP016	
259		W026	KEYSTONE (8 9)	(11) X	NP028	
348		W037	MARTIN BAY (10 7)	(11) X	NP037	
455		W046	SAND CREEK (9 7)	(11) X	NP046	
552		W055	CLEAR CREEK (12 1)	(11) X	NP050	
673		W067	NEW OSHKOSH (11 2)	(11) X	NP068	
785		W078	LYTLE (9 6)	(11) X	NP081	
881		W088	RETTIE (9 2)	(11) X	NP089	
973		W097	EASTWOOD (11 7)	(11) X	NP097	
1090		W109	TOWERS (3 8)	(11) X		
1128		W113	NORTHPORT (2 6)		NP114	6884
1143		W114				
1154		W115	(X)BNSF(M) (3 2)		NP115	
1186		W119	NO BRIDGEPORT (7 8)	(11) X		
1264	CTC ACS	W127	SOUTH BAYARD (6 4)		NP125	
1328	CTC2MT ACS	W132	McGREW (8 7)	(11)	NP132	
1415	CTC ACS	W142	BROCKOFF (6 3)	(11)	NP141	
1478	CTC2MT ACS	W148	HOKAMP (9 2)	(11)	NP148	
1570		W157	PELTON (1 1)	X	NP157	
1581	CTC4MT	W158	SOUTH MORRILL (0 3)	BXT	NP162	Yard
1604	ACS	W160				
1607	CTC2MT ACS	W161	CP W161 (2 4)	(11) X	NP163	
1641		W164	JOYCE (1 4)	X	NP164	
1655		W166	HORSE CREEK (11) X		NP166	
(165 5)						

SI-01 MAIN TRACK AUTHORITY

CTC Between CP W300 and CP W166

ACS in effect CP W300 to CP W157 except No 1
Track CP W113 to CP W115

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
0 0 and 165 5	
(Except as Below)	60
0 0 and 0 4	50
1 6 and 1 8	50
115 4 and 115 5	40
147 0 and 147 8	40
158 0 and 160 8 Trk 1 & 2	30
158 1 and 160 4 Trk 3 & 4	20
160 8 and 164 2	50
164 2 and 164 9	35

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1 Thru Sidings & Turnouts (No Exceptions)	
2 Dual Control Switch Turnouts	
CP W300* CP W009 CP W016 CP W026	
CP W035 CP W046 CP W067 CP W078	
CP W088 CP W097 CP W109 CP W119	
CP W132 CP W142 CP W148 CP W166	40
*CP W300 Loaded Coal Trains	25
CP W113 CP W114	15
CP W115	10
3 Misc Speed Restrictions	
BNSF Transfer Track at CP W115	10
South Morrill Yard tracks	15
South leg of wye at Horse Creek	10

SI-04 MAIN TRACK DESIGNATIONS

Two Main Tracks between:

CP W300 and CP W052;
CP W061 and CP W127;
CP W132 and CP W142;
CP W148 and CP W158;
CP W160 and CP W166

Four Main Tracks between:

CP W158 and CP W160

SI-05 MILEPOST EQUATIONS

MP 0 0 North Platte Sub = 300 3 Sidney Sub

SI-06 DTC BLOCK LIMITS - None

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 0 1	(#) 46 7	(#) 107 2
(#) 17 4	(#) 65 0	(#) 121 6
(#) 31 6	(#) 79 0	(#) 136 3
@ 31 7 Trk 2	(#) 91 1 Trk 1	(#) 150 8

SI-08 RULES ITEMS

Rule 13 1 4 ACS Test Loops: Northport - East and West ends of main one track and sidings
Gering - East end Track 101 both ends Track 105
South Morrill - East end all tracks between CP W157 and CP W164 and East end all yard tracks.

SI-09 FRA EXCEPTED TRACKS - None

SOUTH MORRILL SUBDIVISION (0214)

9

SI-10 BUSINESS TRACKS

Track Name	MP	STA #S
Martin (Trk 1 W)	34 9	NP035
Lewellen (E)	58 8	NP059
Oshkosh (Trk 1)	70 9	NP071
Lisco (Trk 2)	85 3	NP085
Lisco (Trk 1)	86 4	NP086
Broadwater	100 6	NP100
Glover (Trk 1 W)	117 3	NP117
Gering	145 9	NP146

SI-11 INDUSTRIAL LEADS - None

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons

Between O Fallons and Horse Creek the maximum speed for loaded coal trains exceeding 120 cars or exceeding 134 TPOB is 50 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS - None

SI-14 MISC INSTRUCTIONS

Between MP 0 0 and MP 3 0 Permanent speed signs for 50 MPH speed restriction are displayed less than the required distance for Westward movements Signs are displayed at MP 0 0

Gering - Automatic horn system (AHS) (AHS) in service at Gering at the following locations:

MP 145 7 - 7th Street
MP 146 0 - 10th Street
MP 146 8 - Country Club Road

The AHS is initiated when the grade crossing warning system is activated by the approaching train or engine The AHS sounds horns that are directed towards approaching street traffic and the indicator lights "X" will flash until the train or engine occupies the island of the grade crossing

When indicator lights "X" are flashing at the above locations, this will acknowledge the system is working properly and it is not necessary to sound whistle signal 5 8 2(11)

However this will not apply when there is a need to warn pedestrians or vehicular traffic unaware of an approaching train or engine, and their attention cannot be attracted by the ringing of the bell per Rule 5 8 1 If the indicator lights "X" are not flashing as the train approaches the crossing the whistle must be sounded

Gering: Multiple consists of 6 axle units permitted on Tracks 101 102 103 104 105 106 and 107 only

South Morrill Trains Engines men and equipment must obtain authority from the control operator at South Morrill to initiate movements on other then main track

Authority for Movement Inbound or outbound from the South Morrill Diesel Service Facility must be obtained from the South Morrill Control Operator.

No more than 18 coupled locomotives may be moved or switched on the engine ready track at South Morrill When handling more than 12 locomotives a second locomotive must have all lines MU ed to the controlling locomotive for braking power

Between MP 157 0 and MP 166 0 mechanical employees will be working on channel 3636 Before making any move involving the locomotive servicing facility at South Morrill (this includes all wye tracks ready track fuel & sand 1 fuel & sand 2 engine house, fuel car track and Progress Rail) you must contact mechanical personal (MIC-MIC Helper) on channel 3636 to notify them of moves to be made

Set Out Tracks

Set Out Tracks:				
MP	Sta #s	Yard	Track	
11 0 Trk 1	NP011	04	154	
11 0 Trk 2	NP011	04	153	
24 0	NP028	04	157	
28 0 Trk 1	NP028	04	156	
39 0 Trk 1	NP035	04	158	
39 0 Trk 2	NP035	04		
53 0	NP052	04	160	
73 0 Trk 2	NP071	04	876	
114 0 Trk 2	NP114	02	400	
115 0 Trk 1	NP115	02	602	
142 0	NP142	02	801	

SIDNEY SUBDIVISION (0235)

Mile Post	Rule 63	CP #s	Radio Display: W292 to Barnett 2727 -* Barnett to Cheyenne 2424 -*18		Sta #s	Siding Feet
			WEST STATIONS	EAST		
292.0	CTC4MT ACS	W292	HINDMAN (2.9)	X	NX292	
294.9		W295	NICHOLS (Trk 1 & 2) (3.0)	X	NX295	
297.9		W298	LEE (2.4)	X	NX298	
300.3	CTC2MT ACS	W300	OFALLONS (5.2)	TX	NX301	
305.5		W306	CP W306 (6.0)			
311.5		W312	CP W312 (11.0)	X	NX312	
322.5		W322	CP W322 (4.0)	X		
326.5		W326	CP W326 (5.9)			
332.4		W332	CP 332 (Trk 1) (2.3)			
334.7		W335	OGALLALA (10.5)	IX	NX338	N11263
343.1		W343	CP W343 (2.1)		NX344	
345.2		W345	CP W345 (4.4)			
349.6		W350	CP W350 (13.4)	X	NX350	
363.0		W363	JULESBURG (14.4)	IX	NX363	S10854
368.2		W365		X		N9509
377.4		W378	CP W378 (4.6)	X		
382.0		W382	CP W382 (8.0)			
390.0		W390	CP W390 (2.0)			
392.0		W392	CP W392 (15.9)	X		
407.9		W408	SIDNEY (16.0)	ITX	NX408	N11315
410.2		W410				
423.9		W424	CP W424 (2.5)	X		
426.4		W426	POTTER (10.8)		NX426	
437.2		W437	OWASCO (8.3)	IX	NX440	N10472
439.4		W439				
443.6		W444	CP W444 (1.9)		NX445	C6357
445.5		W446	CP W446 (3.0)			
448.5		W449	CP W449 (10.9)	X	NX459	
459.4		W459	CP W459 (6.2)	X		
465.6		W465	CP W465 (1.8)		NX467	
467.4		W467	CP W467 (2.1)			
469.5		W469	CP W469 (5.9)	X	NX469	
475.4		W475	EGBERT (Trk 1) (2.2)	T	NX478	N10805
477.6		W478	CP W478 (3.1)			
480.7		W481	CP W481 (2.1)	X	NX481	
482.8		W483	CP W483 (8.2)		NX483	

491 0	CTC2MT ACS	W491	HILLSDALE (6 7)	X	NX491	
497 7		W497	CP W497 (3 7)			
501 4		W501	ARCHER (5 1)	X	NX501	S6045
506 5	CTC3MT ACS	W506	BARNETT (1 9)	X	NX506	
508 4	CTC4MT ACS	W508	CP W508 (1 1)	X		
509 5			CHEYENNE	BT	WX510	
(217 5)						

SI-01 MAIN TRACK AUTHORITY

CTC between Hindman and Cheyenne

ACS between MP 292.0 and MP 509.3

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts

291.9 and 509.5

(Except as Below)	70
291.9 and 300.6 Trks 1 & 2 & 3	60
291.9 and 300.0 Trk 4	40
323.2 and 324.4	60
422.6 and 423.5	60
456.9 and 457.2	65
462.8 and 463.0	65
486.2 and 486.5	60
493.7 and 494.0	60
497.7 and 498.2	60
502.2 and 503.0	50
506.3 and 508.3 Trk 3	40
508.0 and 509.5	35
509.1 and 510.5 Trk 1	20
509.5 and 510.5 Trk 4	20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1 Thru Sidings & Turnouts

CP W332 to CP W335 North Siding 40

CP W363 to CP W365 40

Spring switch turnouts at west end of north siding Sidney and Owasco equipped with facing point lock 30

2 Dual Control Switch Turnouts

CP W292 CP W295 CP W298* CP W300*,

CP W312 CP W322 CP W335 CP W350

CP W363 CP W365 CP W378 CP W392

CP W408 CP W424

CP W437 between Trk 1 & 2 CP W449

CP W459 CP W469 CP W481 CP W491

CP W501; CP W506 40

CP W508 except east set crossovers

between Trk 2 & 3 40

CP W508 Yard lead to Drill Track 10

CP W508 East set crossovers between

Trk 2 & 3 30

*CP W298 & CP W300 Loaded Coal Trains . 25

3 Misc Speed Restrictions

Big Springs over highway crossing when

using business tracks 5

Hershey Trk 802 (Beet Trk) 5

SIDNEY SUBDIVISION (0235)

15

SI-04 MAIN TRACK DESIGNATIONS

2 main tracks CP W300 to CP W506
3 main tracks CP W506 to CP W508
4 main tracks CP W292 to CP W300; CP W508 to CP W511

SI-05 MILEPOST EQUATIONS - None

SI-06 DTC BLOCK LIMITS - None

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 300 8	@ 372 5	@ 454 3
@ 316 4	(#) 384 8	@ 475 3
@ 329 5	@ 397 1	@ 489 0
@ 342 6	@ 416 1	@ 499 0
@ 353 1	@ 434 6	

SI-08 RULES ITEMS

Rule 1 11 1 Napping is prohibited between MP 291 9 and MP 301 0 and by employee on assigned locals

Rule 6 29 1 Employees inspecting a passing train are not required to advise crew members of the conditions of their train unless they observe a condition that could affect the safety of their train

Rule 13 1 4 ACS Test Loops: Sidney: west end of Track 3 Egbert west leg of Wye; Cheyenne Main tracks 1 2 3 and 4 MP 509 2 to MP 508 5 eastward and old 3 and ACK tracks east end

SI-09 FRA EXCEPTED TRACKS - None

SI-10 BUSINESS TRACKS

Track Name	MP	STA #S
Hershey	296 5	NX297
O Fallons	301 0	NX301
Varner	302 1	NX302
Sutherland	303 7	NX303
WWD Set-out Tracks (Trks 1 & 2)	305 6	NX306
Paxton	315 5	NX316
Roscoe	327 5	NX328
Ogallala	334 7	NX335
Brule	343 1	NX344
East Big Springs (Trk 2)	353 6	NX354
West Big Springs (Trk 1)	354 7	NX354
East Chappell (Trk 1)	379 6	NX380
Chappell (Trk 1)	380 6	NX380
West Chappell (Trk 2)	380 7	NX380
Lodge Pole	389 7	NX390
Sunol (Trk 1)	396 3	NX396
Colton (Trk 2)	400 7	NX401
East Brownson (Trk 2)	415 1	NX416
West Brownson (Trk 1)	415 7	NX416
New Potter	425 1	NX426
Jacinto (Trk 2)	430 8	NX431
Dix (Trk1)	435 4	NX435
East Kimball (Trk 2)	443 6	NX445
West Kimball (Trk 1)	444 8	NX445
Bushnell	456 2	NX457
Pine Bluffs	466 6	NX467
Egbert (Trk2)	477 3	NX478
Burns	483 5	NX483
Hillsdale	489 5	NX491

SI-11 INDUSTRIAL LEADS - None

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight 158 Tons.

Between North Platte and CP W300: Maximum speed for loaded coal trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH If either the total car limit or TPOB limit is exceeded the maximum speed is reduced to 50 MPH

Trains that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed 110 TPOB
- Does not exceed a total of 75 cars and
- Does not contain more than four other cars including four multi-platform intermodal cars.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None

SI-14 MISC INSTRUCTIONS

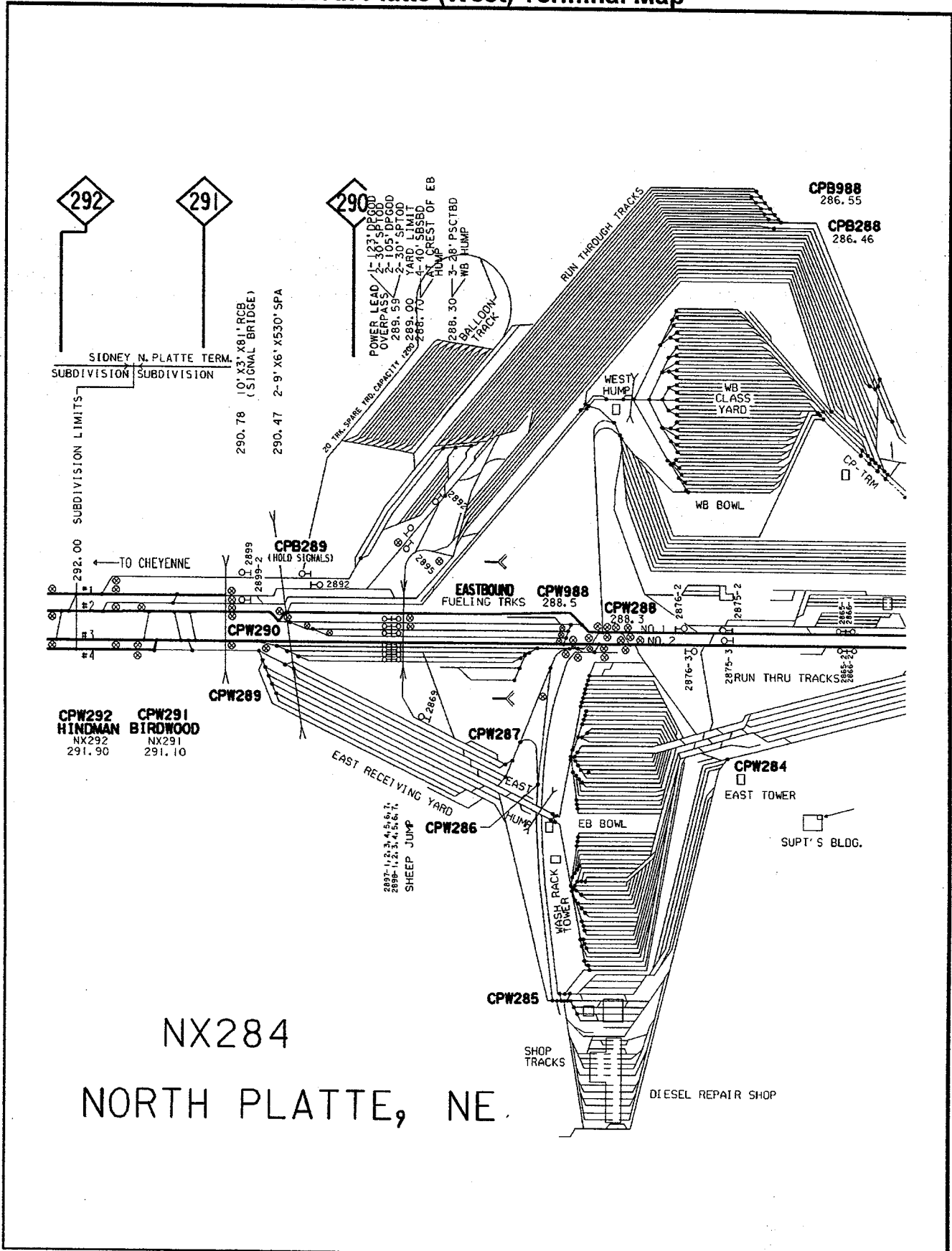
North Siding Sidney (MP 407 9 to MP 410 2):

Westward Trains Only: Cab signal displaying approach indication will upgrade to approach limited when leaving signal located at MP 410 2 displays a signal more favorable than Stop indication Reverser handle must be in forward position in order to receive cab signal upgrade Lead locomotive must be west of MP 409 to receive cab signal upgrade

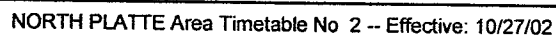
Cheyenne: All trains must contact Yardmaster by radio once arrival track has been ascertained Before entering any track at the Cheyenne Engine Service Facility permission must be obtained from the Roundhouse Foreman who can be reached on Radio Channel 2424

Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains

North Platte (West) Terminal Map



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NORTH PLATTE TERMINAL SUBDIVISION (0213)

Mile Post	Rule 6.3	CP #s	Radio Display: North Platte - 3838 -* W291 to W292 - 2727 *		Sta #s	Siding Feet
			WEST STATIONS	EAST STATIONS		
282.0	CTC 3MT	B282	PLATTE RIVER (14)			
283.0		B983	BRYAN AVE	(11)	NX283	
283.4	YL ABS 2MT	B283	CP B283	YX		
284.5		B284	CP B284	Y(M)		
285.5		B285	CP B285	Y(11)X(M)		
286.5			NORTH PLATTE	YT	NX284	Yad
288.3	CTC 2MT	W288	CP W288	X(M)		
288.5		W988	CP W988	X(M)		
289.4		B289	CP B289			
290.5		W290	CP W290	(M)		
291.0	CTC3MT ACS	W291	BIRDWOOD	X	NX291	
291.9	CTC4MT ACS	W292	HINDMAN	X		
(100)						

SI-01 MAIN TRACK AUTHORITY

CTC between CP B282 and CP B283;
CP W288 and CP W292

Yard Limits/ABS/9 15 between CP B283 and CP W288

ACS between CP W291 and CP W292

ABS (other tracks, see map) Old Way between CP B289 and CP W292 (Westward) New Way between MP 290.8 and CP W292 (Westward); Forwarding Lead between CP 289 and CP W292

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 282.0 and 291.9	
(Except as Below)	60
282.0 and 282.5	55
282.5 and 283.0	45
283.0 and 291.9 refer to SI-03 ...	

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed

MPH

1 Thru Sidings & Turnouts (No Exceptions.)

2 Dual Control Switch Turnouts

CP W288	15
CP B283	40
CP W291 through Nos 9 11 15 & 19 switches only	40

3 Misc Speed Restrictions

MP 290.8 and CP W292 westward on New Way	35
Between MP 283.0 and MP 291.5 main tracks	35
Over all tracks at eastward run-through fueling station until rear of train clears pits at east end of fuel rack MP 288.8	15
Between CP B283 and CP B286 on Belt Tracks	35
Between CP B283 and CP B290 on Westward Receiving Lead	35
Between CP B289 and MP 289.9 on Old Way and Forwarding Lead	20
Between MP 289.9 and CP W291 on Old Way and Forwarding Lead	35
All yard tracks	20
Exceptions: Westward movement into east end of West Departure Tracks	15
Over westward (south or old) run-through fueling station (Sound bell and whistle frequently) ...	15
Power Lead overpass from signal at MP 289.3 south side to and including the Forwarding Lead/Old Way switch north side	5
North leg of wye	10
All industrial tracks	5
Over Dowty Retarders	10

SI-04 MAIN TRACK DESIGNATIONS

3 MT between CP B282 and CP B283;
CP W291 and CP W292

2 MT between CP B283 and CP W291

Other tracks between CP B283 to CP W292 (Main
track rules apply see map)

- Belt Tracks (CP B283 to CP B286)
- New Way (CP B289 to CP W292);
- Old Way (CP B289 to CP W292);
- Forwarding Lead (CP B289 to CP W292);
- Westward Receiving Lead (CP B283 to CP B290)

SI-05 MILEPOST EQUATIONS - None

SI-06 DTC BLOCK LIMITS - None

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 285.5 *

* On Eastbound Departure Track

NORTH PLATTE TERMINAL SUBDIVISION (0213)

5

SI-08 RULES ITEMS

Rule 3 0: Central Standard Time applies east of CP W291;

Mountain Standard Time applies west of and including CP W291 Signs are displayed

SSI Rule 7 3 Exception: Restriction "or struck by any car moving under its own momentum:" does not apply to loaded articulated and solid drawbar-connected cars with more than two car bodies.

Rule 9 13 1 Add: 1 Before operating a dual control switch in hand operation the conductor and engineer must conduct a job briefing which includes a review of the route to be lined and the number of dual control switch points and frog points to be operated

2 The engineer must observe the conductor operate all switch point and frog point machines for the route to be used from the locomotive. In the event the engineer is unable to see the conductor from the cab of the locomotive a second job briefing must be conducted via radio between the engineer and the conductor to insure all switches and frogs are properly lined

3 After lining all switches and frogs for the route to be used the conductor must double check the alignment of switches and frogs through the route by walking the route back to the first switch machine operated before giving the engineer a signal to proceed

Rule 13 1 4 Non-equipped engines may be operated between CP W291 and CP W292 at restricted speed

SI-09 FRA EXCEPTED TRACKS - None

SI-10 BUSINESS TRACKS - None

SI-11 INDUSTRIAL LEADS - None

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight 158 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None

SI-14 MISC INSTRUCTIONS

North Platte Yard

South Diesel Servicing Facility Switches and blue flags at west end of servicing facility located at MP 288 6 and switch and blue flag at east end located at MP 287 4 are controlled by the Outbound Coordinator in the diesel tower radio channel 3636

Authority for movements into or out of the servicing facility must be obtained from the Outbound Coordinator (located at diesel tower) When movement is complete over switches and blue flags either in to or out of the servicing facility the Outbound Coordinator must be immediately contacted to re-establish protection Authority for movement from the servicing facility (MP 288 6) to balloon track or wye tracks must be obtained from the TTD

Authority for movement from the servicing facility (MP 287 4) to south running track must be obtained from the East Tower SYO/Yardmaster Hostlers and pilots departing servicing facility with power must contact Yard Office Supervisor channel 8181 of departure

Do not foul west end Diesel Shop Lead without obtaining permission from Outbound Coordinator Authority for train movement around south side of diesel shop and servicing facility on South Running Track must be obtained from Outbound Coordinator.

Coupled locomotives: No more than 12 coupled locomotives may be moved to or from the servicing facility or to or from train yard and air must be train lined (exception to the 12 locomotives would be a power transfer to and from North Platte proper)

Coupled locomotives: No more than 18 coupled locomotives may be moved or switched between east end of locomotive service track (Pits) and west end of locomotive departure tracks, which includes the east end makeup tracks When handling more than 12 locomotives a second locomotive must have all air lines (MU ed) to the controlling locomotive for braking power

Controlling from Lead Unit: When an engine has two or more units with a controlling unit at each end operate from the unit in the direction of movement This is not required when movement is protected by a crew member that has constant communication with the engineer, positioned on the lead unit in direction of movement

TTD authority: Movement to enter the following tracks must be authorized by a controlled signal indication or verbal authority by the TTD

- Belt Tracks (CP B283 to CP B286);
- New Way (CP B289 to CP W292);
- Old Way (CP B289 to CP W292)
- Forwarding Lead (CP B289 to CP W292);
- Westward Receiving Lead (CP B283 to CP B290)

Power Lead Overpass: Movements over Power Lead Overpass in either direction must be authorized by TTD and TTD must be contacted when clear.

Speed Frater and YM4 Switches: Switches located at the following locations are controlled by TTD:

- CP B291 (MP 285 6 - Westward Receiving Yard)
- CP W286 (MP 288 7 - East & West legs of wye)
- CP W287 (MP 289 0 - Wye switches)
- CP W289 (MP 290 6 - Eastward Receiving Yard)

Switches located at the following locations are controlled by Outbound Coordinator:

- CP W284 (MP 287 4 East Tower)
- CP W285 (MP 288 6 South Diesel Servicing Track)

NORTH PLATTE TERMINAL SUBDIVISION (0213)

Manual Interlockings/Control Points: Controlled by North Platte TTD:

- CP B284 - (MP 284 7 - Willow Street)
- CP B290 - (MP 285 4 - Westward Receiving Lead)
- CP B285 - (MP 285 5 - Eastward Departure)
- CP B286 - (MP 286 9 - Westward Coal Leads)
- CP B287 - (MP 286 9 - Westward Coal Yard)
- CP B288 - (MP 287 2 - Coal Running Tracks)
- CP B988 - (MP 287 3 - New Westward Coal Tracks)
- CP W288 - (MP 288 3 - Balloon)
- CP W988 - (MP 288 4 - East End Ewd Run-Thru s)
- CP W290 - (MP 290 4 - West End Ewd Run-Thru s)
- CP W291 - (MP 291 0)
- CP W292 - (MP 291 9)

North Platte - Entering & Departing:

Eastward Trains Entering: Eastward trains entering North Platte with destinations beyond North Platte must contact YDM at East Run Thru before passing CP W291. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. In no event will a YDM fail to show a track for an inbound train if a track is available. Eastward trains terminating at North Platte must contact YDM at East Hump before passing CP W291. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. YDM will immediately contact the TTD when using an East Receiving Track to send the hump engines west. In no event will a YDM fail to show a track for an inbound train if a track is available.

Westward Trains Entering: Westward trains must contact YDM before passing CP B283. If YDM does not immediately respond then the TTD will line the train into the track designated by the YDM in RYM. The TTD will bring terminating trains to at least CP B290 Franklin St, and run through trains to CP B286 Forwarding Ld. In no event will a YDM fail to show a track for an inbound train if a track is available.

Westward trains arriving North Platte that have received instructions to yard train in the forwarding yard/west departure yard by way of either the belt tracks or the receiving lead must contact the YDM/Foreman on radio channel 9628 to determine if any conflicting movements with other trains exist.

Eastward Trains Departing: Eastward origin trains departing North Platte must contact YDM at East Tower before departing. If the east origin train is unable to contact the YDM then they must contact the TTD and if there are no conflicting movements then the TTD will depart the train. Eastward trains at the East Run Thru must contact the TTD before departing.

Westward Trains Departing: Westward origin trains departing North Platte must contact YDM at West Tower before departing. If the west origin train is unable to contact the YDM then they must contact the TTD and if there are no conflicting movements then the TTD will depart the train.

Bad Order Setouts: When setting out bad orders on eastward trains in the extension of the eastward running track train crews must shove cars west of derail in the extension of the runner.

Radio Display: 3838 Yardmaster 8181 Crew Disp, 0808 Van Yard 9628 W Trim 4889 W Run Thru, 1967 E Run Thru 3636 Service Trk 6464 W Car, 9722 E.Car, 1616 E Hump 5353 W Hump 2626 E Trim

KEARNEY SUBDIVISION (0210)

Mile Post	Rule 6 3	CP #s	Radio Display East Grand Island to North Platte - 2424		Sta #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
144 6	DT ACS	B145	E GRAND ISLAND (1 6)	X		
146 2			GRAND ISLAND (0 4)	(M)T	NX147	Yard
146 6		B147	W GRAND ISLAND (3 3)		NX148	
149 9		B150	CP B150 (EWD HOLD) (4 6)			
154 5	CTC2MT ACS		ALDA (9 8)	T	NX155	
164 3		B164	WOOD RIVER (2 0)		NX162	S2424
166 3		B166	CORY (2 0)	(11)X	NX166	
168 3		B168	CP B168 (HOLD) (6 8)			
175 1	CTC3MT ACS	B175	GIBBON JCT (0 5)	(11)X	NX176	Yard
175 6		B176	GIBBON (2 4)	(11)X		
178 0		B178	CARGILL (TRK 3) (3 8)			
181 8		B182	HWY 10 (5 0)	(11)X		
186 8		B187	E KEARNEY (2 0)	(11)X		
188 8		B189	KEARNEY (TRK 1) (1 1)			
189 9		B190	W KEARNEY (8 1)	(11)X		
198 0		B198	ODESSA (7 9)	(11)X	NX198	
205 9		B206	AGREX (TRK 3) (2 2)			
208 1		B208	SIMONDS (12 9)	(11)X	NX208	
221 0		B221	SPRING CREEK (5 0)	(11)X	NX221	
226 0		B226	W LEXINGTON (9 5)	(11)X	NX224	
235 5		B235	DARR (2 7)	(11)X	NX233	
238 2		B238	COZAD (TRK 1) (0 7)	!	NX238	N14800
238 9		B239	CP B239 (HOLD) (1 8)			
240 7		B241	CP B241 (TRK 1) (5 0)			
245 7		B245	WILLOW ISLAND (7 2)	(11)X	NX243	
252 9		B253	VROMAN (2 7)	(11)X	NX253	
255 6		B256	FARR (TRK 1) (2 1)	(11)X		N10670
257 7		B258	CP B258 (TRK 1) (5 6)	(11)X	NX256	
263 3		B263	PAWNEE (10 7)	X	NX263	
274 0		B274	E KEITH (2 0)	(11)X	NX275	

276 0		B276	W KEITH (6 0)	(11)X	NX276	
282 0		B282	PLATTE RIVER			
(137 4)						
SI-01 MAIN TRACK AUTHORITY						
CTC between: CP B164 and CP B282						
Rule 9 14 and 9 15 Between CP B145 and CP B164						
ACS Between: CP B145 and CP B282						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed				MPH		
Between Mileposts						
144 6 and 282 0						
(Except as Below)				70		
144 6 and 149 3				60+		
175 5 and 175 9				60		
188 9 and 189 1				60		
281 1 and 282 0				55		
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed				MPH		
1 Thru Sidings & Turnouts						
North Siding Farr 255 6 to 257 7				40		
2 Dual Control Switch Turnouts						
CP B164; CP B178; CP B189; CP B206				15		
CP B166 CP B175 CP B182 CP B190						
CP B198; CP B200; CP B208; CP B221;						
CP B226; CP B235; CP B245; CP B253;						
CP B256; CP B258; CP B263; CP B274;						
CP B276				40		
CP B176				60		
3 Misc. Speed Restrictions (No Exceptions)						
SI-04 MAIN TRACK DESIGNATIONS						
Two Main Tracks Between: CP B145 and CP B176						
Three Main Tracks Between: CP B176 and CP B282						
SI-05 MILEPOST EQUATIONS						
At Gibbon Jct						
MP 175 12 Trk 2 = MP 287 84 Trk 1 Marysville Sub						
At Gibbon Trk 2						
MP 175 70 Trk 2 = MP 288 42 Trk 2 Marysville Sub						
At Gibbon Trk 3						
MP 175 55 Trk 3 = MP 288 59 Trk 2 Marysville Sub						
SI-06 DTC BLOCK LIMITS - None						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS						
@ 151 2		@ 227 0				
@ 165 7		@ 243 2				
@ 183 0		@ 261 0				
@ 197 0 No3		269 5 **				
@ 197 4 No1&2		@ 276 2				
@ 210 8						
** Note : Accoustical Bearing Detector						

KEARNEY SUBDIVISION (0210)

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SI-08 RULES ITEMS

Rule 13 1 4 Exception: Non-Equipped engines may be operated between the following locations on both main tracks MP 144 0 and MP 150 0 Absolute Block must be established per Rule 11 1 and all movements made at Restricted Speed Rule 6 27

Rule 6 23: Add to SSI-item 10-A-Rule 6 23(3): Applies to empty unit coal train operating where there are no heat restriction bulletins in effect

SI-09 FRA EXCEPTED TRACKS - None

SI-10 BUSINESS TRACKS

Track Name	MP	STA #S
Shelton	169 9	NX170
Optic E	179 8	NX180
Kearney	189 1	NX189
Elm Creek	204 3	NX205
Josselyn	217 9	NX218
Lexington	224 4	NX224
Frito Lay	247 9	NX248
Gothenburg	248 8	NX249
Maxwell E	270 3	NX271

SI-11 INDUSTRIAL LEADS

River Industrial Lead: Grand Island to River
MP 18 4 KG119 3 9 miles

Kearney Industrial Lead: Kearney to MP 3 8
3 8 miles.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons

Maximum speed for loaded coal and grain trains:
If TCS Consist Allows: Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH If either the total car limit or TPOB limit is exceeded the maximum speed is reduced to 50 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS

Alda - Ordnance Track - Six axle locomotives allowed to enter ordnance plant track a sufficient distance to couple train together but at no time are they allowed past the Wye Switch located inside the plant facility

SI-14 MISC INSTRUCTIONS

When moving against the current of traffic over the following public crossings protected by automatic crossing signals or by gates, crew member must be on ground at the crossing to warn traffic until crossing is occupied unless a crossing watchman is on duty This does not modify requirements of Rule 6 32 2

MP 149 1 Webb Road;
MP 154 9 County Road;
MP 161 7 County Road;
MP 162 4 Wood River,
MP 162 7 Wood River,
MP 169 2 Shelton

Manual interlocking switches located at Grand Island; East and west end south one

ACS Test Loops Located

Grand Island
Kearney
Lexington
Gothenburg

COLUMBUS SUBDIVISION (0206)

Radio Display Fremont to Grand Island -4242							
Mile Post	Rule 6 3	CP #s	WEST ▼ STATIONS	EAST ▲	Sta #s	Siding Feet	
39 2	CTC2MT ACS	B039	FREMONT (0 8)	X	NX039	6520	
40 0		B040	W FREMONT (3 7)	(X)BNSF(M)	NX040		
43 7			TROXEL (5 6)		NX045	N10000	
49 3		B049	BEST (8 5)	X	NX049		
53 7		B053					
57 8		B058	McGINN (6 3)	X	NX058		
64 1		B064	SHELL CREEK (4 6)	X		N6778	
66 8		B067					
68 7		DT ACS		SCHUYLER (3 2)		NX069	S5991
71 9			B072	CP B072 (EWD HOLD) (4 7)			
76 6			RICHLAND (3 6)		NX077		
80 2			BEHLEN (3 4)		NX080	N2164	
83 6	B084		CP B084 (WWD HOLD) (0 9)				
84 5			COLUMBUS (8 1)	T	NX085	S6980	
92 6			DUNCAN (1 0)		NX092	C5765	
93 6	B094		CP B094 (EWD HOLD) (6 9)				
100 5			SCHAFER (1 8)		NX100		
102 3			SILVER CREEK (9 8)		NX102		
112 1	B112		CP B112 (WWD HOLD) (1 0)				
113 1			CLARK (1 1)		NX114	C4069	
114 2	B114		CP B114 (EWD HOLD) (3 7)				
117 9			THUMEL (5 1)		NX118		
123 0	B123		CP B123 (WWD HOLD) (1 9)				
124 9			CENTRAL CITY (3 3)	T	NX125	N4144	
126 2						S5611	
128 2	B128		CP B128 (WWD HOLD) (1 4)				
129 6	B130	CP B130 (EWD HOLD) (5 4)					
135 0		CHAPMAN (9 6)		NX135	C6968		
144 6	B145	EAST GRAND ISLAND					
(105 4)							

SI-01 MAIN TRACK AUTHORITY

CTC Between: CP B039 and CP B067

Rule 9 14 and 9 15 Between CP B067 and CP B145

ACS Between: CP B039 and CP B145

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 39 2 and 144 6	
(Except as Below)	70
39 2 and 40 7	40
68 7 and 69 2	60+
83 6 and 85 0	50+
144 0 and 144 6	60+

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1 Thru Sidings & Turnouts (No Exceptions)	
2 Dual Control Switch Turnouts	
CP B049; CP B058; CP B064	40
CP B145 turn out into yard	15
3 Misc. Speed Restrictions (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks: between CP B39 and CP B145

SI-05 MILEPOST EQUATIONS - None

SI-06 DTC BLOCK LIMITS - None

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 45 0	@ 103 9 Trk 1
@ 60 3	@ 120 0 Trk 1
@ 74 6 Trk 1	@ 121 8 Trk 2
@ 81 0 Trk 2	@ 137 0
@ 100 1 Trk 2	

SI-08 RULES ITEMS

Rule 13 1 4 Exception: Non-Equipped engines may be operated between the following locations on both main tracks MP 79 0 and MP 86 5
Absolute Block must be established per Rule 11 1 and all movements made at Restricted Speed
Rule 6 27

Rule 6 23: Exception to SSI-Item 10-A-Rule 6 23 (3) Applies to empty unit coal train operating where there are no heat restriction bulletins in effect

SI-09 FRA EXCEPTED TRACKS - None

SI-10 BUSINESS TRACKS

Track Name	MP	STA #S
Ames W	46 3	NX046
North Bend	54 4	NX054
Rogers W	61 7	NX061
Hower W	78 8	NX078
Moorman W	79 3	NX079
Doulom W	80 9	NX081
Havens W	108 2	NX108
Gulfoil W	115 9	NX116
Paddock W	128 6	NX129

SI-11 INDUSTRIAL LEADS - None

COLUMBUS SUBDIVISION (0206)

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SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight 158 Tons

Maximum speed for loaded coal and grain trains:
If TCS Consist Allows Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH If either the total car limit or TPOB limit is exceeded the maximum speed is reduced to 50 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS - None

SI-14 MISC INSTRUCTIONS

When moving against the current of traffic over the following public crossings protected by automatic crossing signals or by gates crew member must be on the ground at the crossing to warn traffic until crossing is occupied unless a crossing watchman is on duty This does not modify requirements of Rule 6 32 2 MP 98 4 County Road

ACS Test Loops Located:

Fremont
Columbus
Central City

OMAHA SUBDIVISION (0200)

Mile Post	Rule 63	CP #s	Radio Display Missouri Valley to Fremont 4242		Sta #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
329.2	CTC2MT ATC	B328	MISSOURI VALLEY (9th St.) (0.4)		NZ460	
329.6		B329	MISSOURI VALLEY (0.6)	(11) X		
330.2		B330	CANAL ST (2.0)			
332.2	CTC ATC	B332	SOUTH MISSOURI VALLEY (14.8)	(11)	SX337	
347.0	YL	B347	NORTH COUNCIL BLUFFS	Y	SX352	Yard
351.3	2MT	B901				
351.7	CTC					
0.0	2MT		(5.3)			
0.6	CTC	B000	COUNCIL BLUFFS	BX	NX001	Yad
0.9	3MT	B001	(1.4)			
2.0	CTC	B002	CP B002 (0.5)	X		
2.5	2MT	B003	7th STREET (0.9)	X		
3.4		B004	16th STREET (0.4)	X	NX003	
3.8		B005	20th STREET (1.3)	X		Yard
5.1		B007	SUMMIT (1.8)		NX005	
6.9	CTC2MT ACS	B008	48th STREET (0.8)		NX007	
7.7		B009	57th STREET (3.2)	X	NX008	
10.9		B011	95th STREET (6.5)			
17.4		B017	PACIFIC STREET (4.1)	X		
21.5	DT ACS		ELKHORN (4.6)		NX022	C3654
26.1		B026	CP B026 (WWD HOLD) (1.9)			N6356
28.0			VALLEY (6.1)	T	NX028	S4533
34.1	CTC2MT ACS	B035	MERCER (5.1)	X	NX034	
39.2		B039	FREMONT	BX	NX039	6520

(61.7)

SI-01 MAIN TRACK AUTHORITY

CTC Between:

CP B331 Blair Sub and CP B330 Wye Trk
CP B329 and CP B347
CP B901 and CP B017
CP B035 and CP B039

Rule 9 14 and 9 15 Between: CP B017 and CP B035

ATC Between: MP 329.4 and MP 348.8
(Non ATC equipped engines may be operated on
signal indication not to exceed 40 MPH)

Yard Limits Between: MP 347.0 and MP 351.3

ACS Between: CP B009 and CP B039

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts

329.6 and 351.7 = 0.00 and 5.1

(Except as Below) 60

329.6 and 330.2 - Trk 2 50

329.6 and 330.2 - Trk 1 40

330.2 and 330.1 Canal St & Willow

Creek - N Wye Trk 25

330.2 and 331.8 40

347.0 and 348.9 - Trk 1 40

347.0 and 348.9 - Trk 2 30

348.9 and 351.7 20

0.0 and 2.5 25

0.6 and 2.1 - Trk 3 15

2.5 and 5.1 40

Between Mileposts

5.1 and 39.2

(Except as Below) 70

5.1 and 5.4 40

5.4 and 6.8 50

14.1 and 16.2 60

18.1 and 19.8 60

21.9 and 22.2 60

22.2 and 22.6 50

22.6 and 24.0 60

38.5 and 39.2 40

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1 Thru Sidings & Turnouts (No Exceptions)

2 Dual Control Switch Turnouts

CP B035; CP B017; CP B332 40

CP B000 CP B001 CP B002 CP B003

CP B004 to Intermodal Ramp CP B005

(exception crossover between Trk 1&2)

CP B007 15

3 Misc. Speed Restrictions

Wimmer Wye between CP B008 and CP B478

(Fall City Sub) 25

No 1 Main Track MP 351.6 (9th Ave)

until crossing is occupied 15

SI-04 MAIN TRACK DESIGNATIONS

Two Main Tracks Between:

Missouri Valley and CP B332

(Trk 1 extends from CP B329 to CP B332)

(Trk 2 extends from CP B328 to CP B332)

CP B347 and CP B000

CP B002 and CP B039

Three Main Tracks Between: CP B000 and CP B002

SI-05 MILEPOST EQUATIONS

MP 0.0 = MP 351.7

SI-06 DTC BLOCK LIMITS - None

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 335.3

@ 10.0

@ 20.0

SI-08 RULES ITEMS

Rule 6 23: Exception to SSI-Item 10-A-Rule 6 23
(3): Applies to empty unit coal train operating
where there are no heat restriction bulletins in
effect

OMAHA SUBDIVISION (0200)

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SI-09 FRA EXCEPTED TRACKS - None		
SI-10 BUSINESS TRACKS		
Track Name	MP	STA #S
Loveland	334 0	SX339
Seymour	8 9	NX009
Woody	11 1	NX011
Nasco	12 2	NX014
Weco	13 6	NX014
Lane	16 7	NX017
Waterloo W.....	24 7	NX025
SI-11 INDUSTRIAL LEADS		
Millard Industrial Lead: Lane to end of track MP 17 6 8 miles. FRA excepted		
Business Tracks	MP	Sta #s
Millard	22 6	NM023
SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum gross weight: Missourri Valley to Council Bluffs -- 143 Tons Council Bluffs to Fremont -- 158 Tons.		
Maximum speed for loaded coal and grain trains: If TCS Consist Allows - Maximum speed for loaded coal and grain trains not exceeding 120 cars and not exceeding 134 tons per operative brake is 60 MPH. If either the total car limit or TPOB limit is exceeded the maximum speed is reduced to 50 MPH.		
SI-13 TRAIN MAKE-UP RESTRICTIONS - None		
SI-14 MISC INSTRUCTIONS		
Trains or engines must not enter main tracks between MP 351 3 and MP 347 0 unless authority has been received from the STO located in the Council Bluffs Tower on channel 4242 Run through trains entering the Council Bluffs Terminal must contact the STO on Channel 4242 for movement instructions when passing the following location MP 5 1 Summit. Terminating trains at Council Bluffs Terminal change to Channel 3838 and contact the tower yardmaster for yarding instructions when passing the following location MP 5 1 Summit Originating trains at Council Bluffs Terminal will operate on Channel 3838 until departing the yard Railroad Crossings-Junctions: Council Bluffs On Trk 1 at CCP Jct MP 351 On Trk 2 at BNSF connection MP .18 River Track: approximately 2nd Ave and 13th St (X)CCP(S) 12th St Line: approximately 13th Ave and 15th St (X)Iowa Interstate(S); approximately 11th Ave and 12th St (X)BNSF(A) Omaha: Between Hall Ave and Burdette St at 11th St 8th St Yard (X)CCP(S) ACS Test Loops Located Valley North Yard Council Bluffs Summit Seymour ATC Test Section: MP 349 0 (Trk 1 Trk 2 and Lake Lead) MP 351 5 (Trk 1&2)		

Empty space for notes or additional information
