

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **Yellowstone Division**

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### **Special Instructions No. 2**

**In Effect at 12:01 A. M. Mountain  
or 105th Meridian Time**

**Sunday, September 20, 1936**

**These instructions govern Current Time Table.  
Read carefully and be positive that you have the  
Current Time Table, also copy of Current Special  
Instructions.**

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**W. C. SLOAN,  
General Manager.**

**W. W. JUDSON,  
Superintendent.**

**F. R. BARTLES,  
Assistant General Manager.**

**P. H. McCAULEY,  
General Superintendent of  
Transportation.**

# SPECIAL INSTRUCTIONS

## FIRST SUBDIVISION.

### (MAIN LINE)

1. **At Mandan**—In the case of passenger trains meeting, the second train arriving will, unless otherwise directed, use the old main track except that Trains 1 and 2 will ordinarily take the new main track and other trains meeting these will be governed accordingly. On account of the heavy head end work, No. 3, however, will hold the new main track when meeting No. 2 at regular scheduled meeting point of Mandan.
2. **At Sunny**—Trains may expect to find cars on sidings at all times.
3. **At New Salem**—South siding, capacity 72 cars, may be used as an auxiliary siding.
4. **At Glenullen**—South siding will be used as eastward siding. North siding will be used as westward siding.
5. **At Taylor**—South siding, capacity 60 cars, may be used as an auxiliary siding.
6. **At Gladstone**—Mill spur must not be used beyond the lumber yard.
7. **At Dickinson**—When passenger trains meet or pass, the main track and the siding at the passenger station will be used.
8. **Yard Limits**—Tracks between yard limit signs east of Mandan and west of Sunny will be operated as one yard.
9. **Bridge and Engine Restrictions**—  
Engines Class Z-5 Fifteen (15) miles per hour over all yard tracks and sidings.  
Bridge O, Heart River, Mandan, engines class A-2 and Z-5, Ten (10) miles per hour.  
Double-header engines, Class Z-5, not permitted.  
Double-header engines, Class A and A-1, Twenty (20) miles per hour.  
Engines, Class Z-5 not permitted on tracks:  
Mandan—Track No. 7, east yard from heel of west frog to 1200 feet east; Caboose track; Material yard track No. 9; Coal Storage track No. 10; Sand house spur; Oil spur and storeroom track; beyond 200 feet below tail of wye switch; Rip tracks Nos. 4 and 5, pink rip track; wheel rip and short rip; The following spurs: Porter Bros.; Unloading platform west of station; Pump house; Team tracks; Missouri Valley; and The Mercantile Lumber Co.  
Sunny—Old gravel pit spur.  
Lyons—Spur.  
Sweet Briar—Spur.  
Judson—Stock yard track.  
New Salem—Mercantile Co. Spur.  
Blue Grass—Spur.  
Sims—House track and stockyard track.  
Curlew—Spur.  
Glenullen—Coal storage track and machine spur.  
Eagle Nest—Spur.  
Hebron—Old Electric Light spur.  
Richardton—Elevator spur.  
Taylor—Stockyard track.  
Boyle—Spur.  
Gladstone—Birdsal elevator spur, stockyard track and house track.  
Lehigh—Mine and elevator spurs, Pittsburg mine spur.  
Missouri Slope Brick & Tile Co. spur.
10. **Speed Restrictions**—  
At Dickinson Twenty-five (25) miles per hour over street crossings.  
At Mandan, Eastward passenger trains, Twenty-five (25) miles per hour from west yard switch at Heart River bridge to passenger station.
11. **Register Stations**—  
Mandan.  
Dickinson.
12. **Commercial Spurs**—  
Missouri Slope Brick & Tile Co. . . . .
13. **Lap Sidings**—Sunny, Hebron, Richardton.
14. **Reversed Lap Sidings**—  
Lyons.

	Miles from Mandan	Car Capacity
Missouri Slope Brick & Tile Co. . . . .	107.0	35

## SECOND SUBDIVISION.

### (MAIN LINE)

1. **At Dickinson**—When passenger trains meet or pass, the main track and the siding at the passenger station will be used.
2. **At Eland**—North siding, capacity 55 cars, may be used as an auxiliary siding.
3. **At Glendive**—When passenger trains meet or pass, the old and new main tracks at the passenger station will be used.
4. **Bridge and Engine Restrictions**—  
Engines Class Z-5, Fifteen (15) miles per hour over all yard tracks and sidings and Twenty-five (25) miles per hour over Bridge 149 between Medora and Little Missouri; Bridge 150 between Little Missouri and Rider, and Bridge 184 at Wibaux.  
At Little Missouri, Rider, Demores, and Beaver Hill, engines not permitted on spurs 200 feet from switch.  
Engines Class Z-5 not permitted on tracks:  
Dickinson—Stockyard track.  
Elevator Spur north of freight house.  
Freight house track from west end to unloading platform.  
Lumber spur and coal dock spur south of section house.  
Tracks Nos. 8, 9, 10 and 11, south yard.  
Sand pit spur.  
Light plant spur and south cinder pit track.  
South Heart—Elevator track.  
Zenith—Elevator spur.  
Belfield—Spur south of siding. Beyond 200 feet west of east switch and 400 feet east of west switch, house track.  
Fryburg—Spur west of passenger station.  
Scoria—Back track.  
Medora—Stock yard track.  
Little Missouri—Mine spur.  
Rider—Spur.  
Demores—Spur.  
Chama—Spur.  
Beach—Coal dock spur, elevator track and on house track, 60 feet beyond frog at west end and 400 feet beyond frog at east end.  
Beyond 400 feet east of switch of stock yard track.  
Coal storage spur west of coal dock.  
Wibaux—House and elevator tracks.  
Beaver Hill—Spur.  
Hodges—Back track and elevator spur.  
Iona—Beyond 100 feet from switch on spur.  
Allard—Spur.  
Glendive—Engines Class Z-5 may use only the regular train yard tracks, tracks to roundhouse and to switch just west of west chute on stockyard track.
5. **Speed Restrictions**—Passenger trains Forty (40) miles per hour and freight trains Twenty-five (25) miles per hour between Fryburg and Scoria.  
At Dickinson—Twenty-five (25) miles per hour over street crossings.  
At Beach—Ten (10) miles per hour through city limits.
6. **Register Stations**—  
Dickinson.  
Glendive.
7. **Lap Sidings**—  
Fryburg.  
Beaver Hill.
8. **Reversed Lap Siding**—  
Beach.

## THIRD SUBDIVISION.

### (MAIN LINE)

1. **At Glendive**—End of Automatic block for incoming eastward trains is at a point immediately over the pedestrian underpass just west of the freight house.
2. **At Glendive**—When passenger trains meet or pass, the old and new main tracks at the passenger station will be used.

## FIFTH SUBDIVISION. (MAIN LINE)

3. **At Fallon**—South siding, capacity 62 cars, may be used as an auxiliary siding.
4. **At Terry**—South siding, capacity 71 cars, may be used as an auxiliary siding.
5. **At Miles City**—Automatic highway crossing signals protect main track movements over crossings at Eighth and Tenth Streets and Leighton Blvd. Trains or engines using other tracks over these crossings must observe Safety Rule 42.
6. **Bridge and Engine Restrictions**—  
Engines Class A-2, Thirty (30) miles per hour over Bridge 9 between Colgate and Hoyt.  
Engines Class Z-5, ten (10) miles per hour over  
Bridges 1 and 1-1 between Glendive and Thurston.  
Bridge 9 between Colgate and Hoyt.  
Bridge 15 between Hoyt and Marsh.  
Bridge 63 between Shirley and Owens.  
Bridge 77 between Murn and Miles City.  
Bridge 90 between switches at Horton.  
Bridge 97 between Clermont and Hathaway.  
At Miles City, engines must not go beyond Midland Lumber Company's shed on Electric Light Spur.
7. **Speed Restrictions**—Passenger trains schedule time around the Joppa, Horton, Tusler, Conlin, Colgate and Glendive Bluffs.  
At Miles City—Twenty-five (25) miles per hour between first highway crossing west of east switch of siding and Tongue River Bridge.
8. **Register Stations**—  
Glendive, Forsyth.
9. **Reversed Lap Siding**—  
Benz.

## FOURTH SUBDIVISION. (MAIN LINE)

1. **At Rea and Nichols**—Eastward trains holding main track meet at Nichols Siding or storage track, and westward trains holding main track meet at Rea, will stay back of battery chutes to avoid giving approaching train two stop signals.
2. **At Sanders**—North siding, capacity 75 cars, may be used as an auxiliary siding.
3. **At Huntley**—  
North siding will be used as westward siding and south siding as eastward siding.  
Normal position of double track switch is for westward track. Trains from the C. B. & Q. before fouling the eastward track must line all switches for cross-over movement in the order of their succession until all switches are lined for entering the westward track.
4. **Bridge and Engine Restrictions**—  
Engines Class Z-5, ten (10) miles per hour over Bridge 182 between Waco and Bull Mountain.  
At Bull Mountain, engines not permitted beyond east end sugar beet loading platform on spur.  
At Huntley, the eastward siding should not be used by Class A-2 engines, except in case of emergency and then not to exceed ten (10) miles per hour.
5. **Speed Restrictions**—Passenger trains schedule time around the Huntley bluffs, and all trains ten (10) miles per hour through eastward siding at Huntley.
6. **Register Stations**—  
Forsyth.  
Huntley, for trains to and from C. B. & Q. Ry.  
Billings.
7. **Commercial Spurs**—

	Miles from Forsyth	Car Capacity
Howard .....	8.4	27
Niler .....	24.9	24
Draper .....	45.0	2
Lawson .....	53.7	8
Hutchins .....	72.5	9
Nibbe .....	74.2	11
Brick Yard Spur .....	99.6	15
8. **Cross-Overs**—Lockwood, Billings.
9. **Reversed Lap Siding**—  
Custer.

1. **At Billings**—Normal position of crossover switches at stock yards is for passenger main tracks. Westward trains must not pass automatic block signal 2247 for crossover movement to the freight main tracks if signal indicates stop except under protection of flag against first class trains. If this signal indicates proceed after switches are lined for the crossover and westbound freight main track, movement may be made without protection against first class trains. Eastward movement against current of traffic to stock yards is governed by signals 2250 and 2240. Westward freight trains destined west of Billings will call for the 29th Street crossover to westward main track with four short blasts of the whistle; if destined Billings will call for the Yard with one long and four short blasts of the whistle, but both must stop clear of 27th Street unless proceed signal is received from switchtender. Eastward freight trains will call for the 29th Street crossover to eastward freight main track with four short blasts of the whistle, but must stop clear of the crossover unless proceed signal is received from switchtender. When no switchtender on duty or if signal not promptly received from him when freight trains call for crossovers, they will proceed by having trainmen handle switches and giving the necessary flag protections.
2. **Laurel Yard Limits**—Tracks between yard limit signs east of Mossmain and west of Laurel will be operated as one yard. Eastward trains may enter yard on the time of 12th subdivision trains when given proceed signal by operator.  
**SWITCH INDICATORS AND SAFETY LOCKS**—  
At derail near signal 123 on west leg of wye at Mossmain. At each end of crossover between main tracks leading to west leg of wye at Mossmain.  
At west end of crossover from the yard to eastward main track near signal 124.  
At east end of crossover east of Laurel yard office.  
To operate open door and if switch indicator shows proceed move lever of safety lock to left which will permit switch to be opened. All switches for the movement to be made must be lined in the order of their succession.  
**AUTOMATIC BLOCK SIGNALS** 118, 121, 123, 124, 122 and 134 must not be passed for movement to or from main tracks if signal does not indicate proceed except under protection of flag against first class trains on both main tracks in both directions. If signal indicates proceed, movement may be made without flag protection against first class trains.  
**DOUBLE TRACK SWITCH AT LAUREL**—  
Normal position is for eastward track.
3. **Bridge and Engine Restrictions**—  
Class Z-5 engines, ten (10) miles per hour over bridge 225, east of Billings station and bridge 68 between Patcum and Greycliff.  
At Livingston, Engines class A-2 not permitted on scale track and shop lead and class Z-5 not permitted on north track Bridge 115.  
At Greycliff, engines must not pass over the hopper under coal dock.
4. **Speed Restrictions**—At Billings, eastward passenger trains approach 29th Street at restricted speed and not pass until they receive proceed signal from switchtender and move at restricted speed from 27th Street to passenger station.  
Westward passenger trains restricted speed from viaduct east of passenger station to the passenger station.  
All trains approach stockyard cross-over at restricted speed.  
Six (6) miles per hour over 27th, 28th and 29th Streets. Main track movements over these crossings are protected by automatic highway crossing signals and trains and engines using other tracks must observe Safety Rule No. 42.  
Between Billings and Laurel, C. B. & Q. freight trains, thirty-five (35) miles per hour, except stock and time freight trains with Class M-2 engines equipped with disc wheels, forty (40) miles per hour.  
At Laurel, twenty-five (25) miles per hour over First Avenue crossing just west of the passenger station.  
At Columbus, thirty-five (35) miles per hour over Pratton Street and crossing just west of the passenger station.  
At Livingston, twenty (20) miles per hour over highway crossing east end of yard. Freight trains will not pull down so as to obstruct view of passenger trains approaching this crossing.

- b. Register Stations—  
Billings.  
Laurel Yard for second class and inferior trains.  
Laurel for first class trains.  
Livingston.

3. Register Exceptions—  
At Billings, second class and inferior through trains will register by ticket Form 608 and be furnished check of register on Form 602 by the operator.  
At Laurel Yard: It will not be necessary for trains Nos. 205 and 206 to register.  
At Laurel, first class trains will register by ticket Form 608. Westward first class trains will be furnished check of register by train order or Form 602 by operator. Eastward passenger extras will be furnished check of register on Form 602 by operator.

7. Clearance Exceptions—  
At Laurel Yard: Trains Nos. 205 and 206 will not require clearance.  
At Laurel fifth subdivision trains, except those originating at Laurel, will not require clearance if train order signal is in clear position.

8. Commercial Spurs—

	Miles from Billings	Car Capacity
Siding No. 1 .....	4.5	37
Siding No. 2 .....	9.5	35

9. Cross-Overs—Billings, Yegen, Mossmain, Laurel Yard.

10. Lap Sidings—Park City, Columbus, Reed Point, Greycliff, Big Timber, Springdale, Mission.

## SIXTH SUBDIVISION.

### (OLLIE BRANCH)

1. At Beach—Train order signal does not govern Sixth Subdivision trains.
2. Bridge and Engine Restrictions—  
Engines Classes A, A-1, A-2, Q-5, Q-6 and Z-5 not permitted.
3. Speed Restriction—  
Thirty (30) miles per hour.
4. Register Station—  
Beach.
5. Clearance Exception—At Ollie No. 200 will not require clearance.

## SEVENTH SUBDIVISION.

### (SIDNEY BRANCH)

1. At Glendive Wye—Eastward trains will get authority from train dispatcher before entering Third Subdivision.
2. Bridge and Engine Restrictions—  
Engines heavier than class Q-5 or W-2 not permitted.
3. Speed Restrictions—Class W and heavier engines twenty-five (25) miles per hour.  
Engines Classes Q and T thirty (30) miles per hour, except between Mile Posts 41 and 45 between Hoffmanville and Newlon, twenty-five (25) miles per hour.
4. Register Stations— Glendive. Sidney. Newlon.
5. Commercial Spurs—

	Miles from Glendive	Car Capacity
Duell .....	25.1	2
Cope .....	33.1	2
Piche .....	47.0	8
Riverview .....	52.1	10

## EIGHTH SUBDIVISION.

### (REDWATER BRANCH)

1. Sidney Branch Junction—Normal position of switch is for Seventh Subdivision.
2. Bridge and Engine Restrictions—Engines Classes A, A-1, A-2 and Z-5 not permitted.  
Ten (10) miles per hour over Bridges 31-1, 33, 34, 36 and 37, between Rimroad and Valgate.  
Engines Classes W-3 and W-5 ten (10) miles per hour over Bridge 48-1, one (1) mile east of Circle.
3. Speed Restriction—  
Twenty-five (25) miles per hour between Mile Post 28 between Lindsay and Rimroad and Mile Post 44 between Valgate and Circle and thirty-five (35) miles per hour over balance of this Sub-Division.
4. Register Stations— Glendive. Brockway.

## NINTH SUBDIVISION.

### (ROSEBUD BRANCH)

1. At Nichols—Train order signal does not govern Ninth Subdivision trains.
2. Retaining Valves will be used on coal trains Colstrip to Nichols to be turned up at Colstrip after brakes are released following the air test and not turned down until stop is made at Nichols.  
Trains of 50 cars or less —Not used,  
" " 51 to 60 cars —Use 15,  
" " 61 to 75 cars —Use 20,  
" " 76 or more cars —Use 25,  
on each alternating car from head end.  
If wheels run hot, retainer on that car to be released and turned up on next car.  
Train must stop at Dowlin for inspection.
3. Bridge and Engine Restrictions—  
Engines Classes A, A-1, A-2 and Z-5 not permitted.
4. Speed Restriction—  
Ten (10) miles per hour around bluffs just west of west wye switch at Nichols.  
Freight trains twenty-five (25) miles per hour.
5. Register Station—  
Colstrip.
6. Derail Switch—  
Colstrip ..... Main Track East of East Switch.
7. Commercial Spurs—

	Miles from Nichols	Car Capacity
Essig .....	11.7	5

## TENTH SUBDIVISION.

### (BILLINGS & CENTRAL MONTANA BRANCH)

1. Bridge and Engine Restrictions—Engines heavier than Class P or S-10 not permitted.
2. Speed Restriction—Fifteen (15) miles per hour.
3. Register Station—Billings.

## ELEVENTH SUBDIVISION.

### (LAKE BASIN BRANCH)

1. Bridge and Engine Restrictions—Engines heavier than Class Q-4 or T not permitted.
2. Speed Restriction—Twenty-five (25) miles per hour.
3. Register Stations—  
Hesper.  
Rapelje.  
Laurel Yard, for extra trains.  
Laurel for Nos. 827 and 828.
4. Commercial Spur—

	Miles from Hesper	Car Capacity
Jacobus .....	15.6	29

5. Cross-Overs—Laurel Yard.

## TWELFTH SUBDIVISION.

### (ROCKY FORK AND CLARKS FORK BRANCHES)

1. **At Laurel**—Train order signal does not govern Twelfth Subdivision trains.  
Eastward Fifth Subdivision trains may enter yard on the time of Twelfth Subdivision trains when given proceed signal by operator.  
The crossover east of automatic signal 145 east of Laurel will be used by C. B. & Q. second class and inferior trains when crossing to Twelfth Subdivision.
2. **At Silesia**—Normal position of junction switch is for Clarks Fork Branch.
3. **At Blum**—Gravel bins will not clear man on side of car.
4. **At Fromberg**—Loading tipple at McCarthy's Mine will not clear man on side of car nor engine.
5. **At Belfry**—Northern Pacific crews will make set out on East siding which holds 56 cars and must set up at least five good hand brakes on east end and with the slack bunched. Cars left on beet track must also have slack bunched and five good brakes set.
6. **Yard Limits**—Tracks between yard limit signs East of Blum and West of Edgar will be operated as one yard.  
**AT FROMBERG**—Tracks between yard limit sign East of the depot and the yard limit signs West of the depot on the Northern Pacific and the C. B. & Q. will be operated as one yard.
7. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 and C. B. & Q. Class O-4 not permitted.
8. **Speed Restrictions**—  
At Fromberg, inside yard limits: **Restricted Speed.**  
At Fromberg, on mine spurs, eight (8) miles per hour.  
At Bridger, on mine spurs, eight (8) miles per hour.  
Between Laurel and Fromberg C. B. & Q. freight trains, thirty-five (35) miles per hour, other trains forty-five (45) miles per hour.  
Between Fromberg and Bridger freight trains twenty-five (25) miles per hour; passenger trains thirty (30) miles per hour.  
Between Bridger and Belfry twenty (20) miles per hour **EXCEPT** between Mile Posts 8½ and 9 and between Mile Posts 9.7 and 11, between Golden and Belfry, ten (10) miles per hour on curves.  
Between Bridger and Belfry engines backing up fifteen (15) miles per hour.  
At Belfry, inside yard limits: **Restricted Speed.**  
At Belfry, west leg of wye, three (3) miles per hour.  
Between Joliet and Red Lodge, twenty-five (25) miles per hour.  
Between Joliet and Silesia, thirty-five (35) miles per hour.  
West leg of Wye at Red Lodge eight (8) miles per hour.
9. **Mountain Grade Operation**—  
Mountain grade between Joliet and Red Lodge.  
Terminal test of air brakes must be made and card form 3632 properly filled out before leaving Red Lodge. After the brake test is completed, retaining valves must be turned up and used on all cars, the handle turned up to high pressure position (diagonal) on heavily loaded cars, and to low pressure position (horizontal) on empty cars and light loads, **EXCEPT** trains of fifteen (15) cars or less need not use the retaining valves but a speed of twenty-five (25) miles per hour must not be exceeded at any time.  
Before proceeding under this arrangement it must positively be known by terminal brake test that all air brakes are in good working condition.  
When trains are directed by train order to meet at Joliet, Boyd, Selmes, Roberts or Fox, westward train will take siding, except that eastward light engines will take siding. Eastward freight trains will stop at Roberts to cool wheels and inspect train. Eastward trains must keep at least thirty (30) minutes apart leaving Red Lodge. Freight trains must not exceed one (1) mile in four (4) minutes on descending grade.
10. **Register Stations**—  
Laurel Yard for third class and inferior trains.  
Laurel for first and second class trains.  
Silesia. Fromberg. Bridger. Belfry. Red Lodge.

## 11. Register Exceptions—

At Laurel westward third class and inferior trains will be furnished a check of register by train order or form 602 by operator.  
**AT FROMBERG**—C. B. & Q. Ry. enginemen will not be required to consult register but will be furnished check of register on form 602 by conductors.

## 12. Commercial Spurs—

	Miles from Laurel	Car Capacity
Keown .....	14.0	27
Hilderman Spur .....	24.8	10

## THIRTEENTH SUBDIVISION.

### (SHIELDS RIVER BRANCH)

**Bridge and Engine Restrictions**—Engines heavier than classes Q-5 or W not permitted.

Single header engines classes W, W-1, W-2, W-4 and Z-1 ten (10) miles per hour over bridges.

**Speed Restrictions**—Twenty-five (25) miles per hour.

**Register Stations**—Wilsall.

## ALL SUBDIVISIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. **SPEED RESTRICTIONS**—Passenger trains, one (1) mile per minute. All trains thirty (30) miles per hour over interlocked crossings. Fifteen (15) miles per hour through cross-overs, turn-outs, gauntlets and passing telegraph offices where orders are received.  
Engines—Classes A, A-2, Q-5 and Q-6, sixty (60) miles per hour.  
W, W-1, W-2, W-3, W-4 and W-5, fifty (50) miles per hour.  
Engines, Class Z-5, thirty-five (35) miles per hour.  
Switch engines moving between stations, under steam, fifteen (15) miles per hour.  
Trains handling steam wrecking derrick, pile driver or locomotive crane, thirty (30) miles per hour.
3. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
4. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
5. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
6. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employees, fully competent and equipped to do so.
7. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
8. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
9. At points where there are close clearances, trainmen will work on the opposite side of train from them; and, if necessary, the fireman will receive the signals and communicate them to the engineman.
10. Before occupied outfit cars are switched or handled, air brakes must be cut in.

11. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**  
When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineer may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.  
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set, and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an approach signal indication Rule 501-B and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
12. On all branch line sidings trains may expect to find cars at any time.
13. **SPRING SWITCHES:—**  
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.  
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.  
Flying switches over or through spring switches are prohibited. When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movement must not be made over switch until points have been examined.  
Sand must not be used over points of spring switches.
14. Derail switches will be set in derail position when not in use.
15. Trains pulling into side tracks or leaving the main line at junction points must pull entirely into clear of insulated joints before stopping to pick up the man attending switch.
16. At terminals where engines are not changed nor train line separated on passenger trains and terminal brake test is not made by carmen, after outgoing crew takes charge, a running brake test must be made as soon as train is moving at moderate speed. When running test is made trainmen should be on steps to see that brakes apply properly and then give proceed signal to enginemen.
17. Always observe position of switch points after throwing switch, and see that the switch lever is pushed firmly into the notch before leaving switch.
18. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.
19. Bulletin Stations—Mandan, Dickinson, Glendive, Forsyth, Billings, Laurel Yard, Livingston.  
Sheridan, Grey Bull and Cody on C. B. & Q. Ry., N. P. Ry. bulletins for C. B. & Q. Ry. employees.
20. **STANDARD TIME CLOCKS:—**  
Mandan, Dickinson, Glendive, Forsyth, Billings, Laurel Yard, Livingston.
21. **WATCH INSPECTORS:—**  
Mandan—C. G. Coyne.  
Dickinson—M. A. Scherffius.  
Beach—M. P. Lovgren.  
Glendive—A. H. Johnson.  
Forsyth—Arthur Johnson.  
Billings—Ray T. Moore.  
Laurel—H. A. Carlisle.  
Livingston—H. N. Hull.

#### NOTE

Effective with Time Table No. 66, Schedule meeting or passing stations are indicated by figures in full-faced type; numbers of the trains meeting, passing, or being passed will not be shown.

### MAXIMUM CLEARANCES

	LIMIT OF LOAD—MEASUREMENT											GOVERNING STRUCTURE
	HEIGHT ABOVE TOP OF RAIL											
	1'0" Wide	2'0" Wide	3'0" Wide	4'0" Wide	5'0" Wide	6'0" Wide	7'0" Wide	7'6" Wide	8'0" Wide	Max. Height	Max. Width	
1st Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"	Big Horn Tunnel
2nd Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"	
3rd Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
4th Subdivision.....	17'6"	17'6"	17'5"	17'4"	17'2"	16'10"	16'7"	16'5"	16'3"	17'6"	11'6"	
5th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
6th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
7th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
8th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
9th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
10th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
11th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
12th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
12th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
12th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
Note—Length of load 40 feet. Max. width of load independent of clearan.												
1'6". Heights and widths in table allow 9 inches clearance.												

Note—Length of load 40 feet. Max. width of load independent of clearance. Heights and widths in table allow 9 inches clearance.

# MAXIMUM CLEARANCES

GOVERNING STRUCTURE	LIMIT OF LOAD—MEASUREMENT											
	HEIGHT ABOVE TOP OF RAIL											
	8'6" Wide	9'0" Wide	9'6" Wide	10'0" Wide	10'6" Wide	11'0" Wide	11'6" Wide	Max. Height	Max. Width			
1st Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"			
2nd Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"			
3rd Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
4th Subdivision.....	16'0"	15'10"	15'7"	15'4"	15'3"	15'1"	14'10"	17'6"	11'6"			
5th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
6th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
7th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
8th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
9th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
10th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
11th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
12th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			
12th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"			

Note—Length of load 40 feet. Max. width of load independent of clearances 11'6". Heights and widths in table allow 9 inches clearance.

## TONNAGE RATINGS—EASTWARD.

	ENGINES						
	Class T	Class T Sup.	Class W	Class W-1 & W-2	Class W-3	Class W-5 Boost	C
Livingston to Billings.....	.....	.....	.....	.....	.....	.....	.....
Billings to Forsyth.....	2900	3100	4200	4500	5700	6000	.....
Forsyth to Glendive.....	2800	3000	4100	4400	5600	5900	.....
Glendive to Dickinson...	1000	.....	1500	.....	2000	2225	4000
Dickinson to Mandan....	1275	.....	1875	.....	2675	2900	5000
Ollie to Beach.....	850	.....	1100	.....	.....	.....	.....
Sidney to Glendive.....	2750	.....	3750	4000	.....	.....	.....
Brockway to Glendive...	1000	.....	1875	2075	.....	.....	.....
Colstrip to Nichols.....	.....	.....	.....	.....	.....	.....	.....
Bridger to Silesia.....	.....	.....	.....	.....	.....	.....	.....
Red Lodge to Laurel.....	.....	.....	.....	.....	.....	.....	.....

## TONNAGE RATINGS—WESTWARD.

	ENGINES						
	Class T	Class T Sup.	Class W	Class W-1 & W-2	Class W-3	Class W-5 Boost	Class Z-5
Mandan to Dickinson....	1000	.....	1500	.....	2000	2225	4000
Dickinson to Glendive...	1000	.....	1500	.....	2000	2225	4000
Glendive to Forsyth.....	1600	1800	2600	3500	4200	4500	.....
Forsyth to Billings.....	1600	1800	2600	3500	4200	4500	.....
Billings to Livingston....	.....	.....	2700	2915	4050	.....	.....
Beach to Ollie.....	850	.....	1100	.....	.....	.....	.....
Glendive to Sidney.....	2750	.....	3750	4000	.....	.....	.....
Glendive to Brockway...	1275	1500	1875	2075	.....	.....	.....
Nichols to Colstrip.....	.....	.....	1650	1850	2300	2500	.....
Silesia to Bridger.....	.....	.....	1700	1835	2160	.....	.....
Laurel to Red Lodge.....	.....	.....	825	890	1180	.....	.....

This rating is made to govern ruling grades only, and will in no manner interfere with handling additional tonnage where grades will permit.

## SPEED TABLE.

Time per Mile			Time per Mile			Time per Mile		
Min.	Sec.	Miles per Hour	Min.	Sec.	Miles per Hour	Min.	Sec.	Miles per Hour
1	..	60	1	20	45	2	50	21.2
1	1	59	1	25	42.3	3	..	20
1	2	58	1	30	40	3	9	19
1	3	57.1	1	40	36	3	20	18
1	4	56.2	1	45	34.3	3	31	17
1	5	55.3	1	50	32.7	3	45	16
1	6	54.5	2	..	30	4	..	15
1	7	53.7	2	10	27.6	5	..	12
1	8	52.9	2	15	26.6	6	..	10
1	9	52.1	2	20	25.7	7	30	8
1	10	51.4	2	30	24	10	..	6
1	12	50	2	40	22.5			
1	15	48	2	45	21.8			

C. W. FEE,  
Asst. Supt.

E. J. BRIERLEY,  
Trainmaster.

T. J. KANE,  
Trainmaster.

B. H. HAMMER,  
Trainmaster.

JOHN NELIS,  
Chief Dispatcher.