

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **Yellowstone Division**

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### **Special Instructions No. 5**

**In Effect at 12:01 A. M. Mountain  
Standard War Time**

**Sunday, July 5, 1942**

**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. W. JUDSON,  
General Manager.**

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

**C. T. SPONSEL,  
Superintendent.**

# SPECIAL INSTRUCTIONS

## FIRST SUBDIVISION.

### (MAIN LINE)

1. At Mandan—The first track south of passenger station is the main track; the second track is the passenger siding. When passenger trains meet, the second train arriving will, unless otherwise instructed, use the passenger siding, except that No. 1 and No. 2 will use the main track; when No. 2 meets No. 1 or No. 3, the second-named trains will use the main track. When Nos. 2 and 3 meet, and No. 2 is at the station when No. 3 arrives, No. 3 will stop with its engine opposite No. 2's engine, and not proceed until proceed signal is given by conductor of No. 2 or the yardmaster. If No. 2 is approaching station and has not come to a stop, No. 3 will stop ten car lengths east of the platform. Movements on south run-around track and machine shop tracks will stop before crossing foot walk leading to pedestrian underpass.
2. At Sunny—Trains may expect to find cars on sidings at all times.
3. At Glenullen—South siding is eastward siding. North siding is westward siding. Coal Storage Track must be kept clear of cars and will be used as an extension of the westward siding. Normal position of crossover switch is for the extension.
4. At Dickinson—When passenger trains meet or pass, the main track and the siding at the passenger station will be used.
5. Yard Limits—Tracks between yard limit signs east of Mandan and west of Sunny will be operated as one yard.
6. Bridge and Engine Restrictions—Engines Classes Z-5, Z-6 and Z-7, fifteen (15) MPH over all yard tracks and sidings. Bridge O, Heart River, Mandan, engines Classes A-2, A-3, A-4, Z-5, Z-6 and Z-7, ten (10) MPH. Double header engines Classes Z-5, Z-6 and Z-7 not permitted. Double header engines Classes A, A-1, A-2, A-3 and A-4, ten (10) MPH. Double header engines Classes W-3 and W-5, twenty (20) MPH. Engines Classes Z-5, Z-6 and Z-7 not permitted on the following 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; Porter Bros. Spur; unloading platform west of station; Pump house; Team tracks; Missouri Valley Spur; Mercantile Lumber Company's Spur.  
Sweet Briar—Spur.  
Judson—Stockyard track.  
New Salem—Mercantile Co. Spur.  
Sims—Stockyard track.  
Curlew—Spur.  
Eagle Nest—Spur.  
Richardton—Elevator and Mill spurs.  
Taylor—Stockyard track.  
Boyle—Spur.  
Gladstone—Birdsal elevator spur, stockyard track and house track.  
Lehigh—Elevator spur. Pittsburg mine spur.
7. Speed Restrictions—At Dickinson, twenty-five (25) MPH over street crossings. Engines backing over foot crossing near North Dakota Power and Light Co. plant must stop before passing over this crossing. At Hebron, forty (40) MPH through corporate limits.
8. Register Stations—Mandan and Dickinson.
9. Lap Sidings—Sunny, Hebron and Richardton.

## 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 Beach—Westward freight trains that stop for coal and water or to do station switching will stop east of first crossing east of passenger station to avoid blocking street crossings. Class Z-5, Z-6 and Z-7 engines taking coal from either siding at coal dock foul the insulated joints, which affects the automatic block signals. These circuits must not be fouled when passenger trains are due.
3. At Glendive—When passenger trains meet or pass, both main tracks at the passenger station will be used.
4. Bridge and Engine Restrictions—Engines Classes Z-5, Z-6 and Z-7, fifteen (15) MPH over all yard tracks and sidings. Engines Classes A-2, A-3, A-4, Z-5, Z-6 and Z-7 twenty (20) MPH over Bridge 148-A on siding Medora. Engines Classes Z-5, Z-6 and Z-7 not permitted on the following tracks:  
Dickinson—Stockyard track; Elevator spur north of freight house; Freight house track from west end to unloading platform; Lumber spur south of section house; Coal dock spur; Track No. 11, south yard; Light plant spur. South cinder pit track; Mill spur; brick yard spur; Heaton Lumber Co. spur.  
South Heart—Elevator track.  
Zenith—Elevator spur.  
Belfield—Spur south of siding. House track beyond a point 200 feet west of east switch and 900 feet east of west switch.  
Scoria—Back track.  
Medora—Stockyard track and mine spur.  
Rider—Spur.  
Demores—Spur, beyond a point 400 feet from switch.  
Chama—Spur.  
Beach—Elevator track; Stockyard track beyond a point 400 feet east of switch; Coal storage spur west of coal dock.  
Wibaux—House and elevator tracks.  
Beaver Hill—Spur.  
Hodges—Back track.  
Iona—Spur, beyond a point 100 feet from switch.  
Allard—Spur.  
Glendive—On no trackage except the regular train yard tracks; tracks to roundhouse, and to switch just west of west chute of stockyard track.
5. Speed Restrictions—At Dickinson, twenty-five (25) MPH over street crossings. Engines backing over foot crossing near North Dakota Power and Light Co. plant, must stop before passing over this crossing. At Beach, twenty-five (25) MPH through city limits. At Glendive, engines backing over foot crossing between the yard office and round house, must stop before passing over this crossing.
6. Register Stations—Dickinson and Glendive.
7. Lap Sidings—Fryburg, Beaver Hill and Beach, but trains taking siding at Beach will head in at the first switch instead of at the lap.

## THIRD SUBDIVISION.

### (MAIN LINE)

1. At Glendive—End of automatic block for eastward trains is at a point over the pedestrian underpass, just west of freight house.
2. At Glendive—When passenger trains meet or pass, both main tracks at the passenger station will be used.
3. At Miles City—Westward freight trains doing switching will stop a sufficient distance east of signal 775, located at east end of siding, so that the engine when returning will be east of this signal.
4. Bridge and Engine Restrictions—Engines Classes Z-5, Z-6 and Z-7 ten (10) MPH over Bridges 1 and 1-1 between Glendive and Thurston.

Engines Class Z-5, twenty (20) MPH and engines Classes Z-6 and Z-7, forty (40) MPH over the following bridges:

- Bridge 60, near Shirley.
- Bridge 78, near Murn.
- Bridge 74, near Murn.
- Bridge 76, near Murn.
- Bridge 88, near Ulmer.
- Bridge 88, near Horton.

Engines Class Z-5, ten (10) MPH and engines Classes Z-6 and Z-7, twenty (20) MPH over Bridge 97, at Hathaway.  
Engines Class Z-5, twenty (20) MPH and engines Classes Z-6, and Z-7, forty (40) MPH over Bridge 120, near Lantry.

At Miles City—Engines must not go beyond Midland Lumber Company's shed, on electric light spur and engines classes A-2, A-3 and A-4 must not use house track east of west end of freight house platform, account no clearance.

At Fort Keogh, engines heavier than Class W-5 not permitted.

5. **Speed Restrictions**—Passenger trains will not exceed schedule time around the Jopps, Horton, Tusler, Conlin, Colgate and Glendive Bluffs.

At Miles City, thirty-five (35) MPH between Leighton Blvd. Crossing and Tongue River Bridge. Engines backing over Leighton Blvd. Crossing, four (4) MPH.

At Glendive—Engines must stop before backing over foot crossing between the yard office and round house.

6. **Register Stations**—Glendive and Forsyth.

7. **Lap Siding**—Benz, but trains taking siding will head in at the first switch instead of at the lap.

## FOURTH SUBDIVISION.

### (MAIN LINE)

1. **At Rea and Nichols**—Eastward trains holding main track at Nichols siding or storage track to meet a westward train, or a westward train holding main track at Rea to meet an eastward train, will stop before reaching battery chutes about the middle of the sidings, to avoid giving approaching train two stop signals.

2. **At Huntley**—North siding is westward siding and south siding is eastward siding. Normal position of double track switch is for westward track.

3. **At Billings, between 29th Street, west of the passenger station, and signal bridge east of the passenger station, tracks will be designated as follows, numbering southward from passenger station:**

Track No. 1—depot track.

Track No. 2—depot track.

Track No. 3—WESTWARD MAIN TRACK.

Track No. 4—EASTWARD MAIN TRACK.

Track No. 5—Westward auxiliary freight track.

Track No. 6—Eastward auxiliary freight track.

Through freight trains will use main tracks 3 and 4 unless directed to use auxiliary freight tracks 5 and 6.

Westward freight trains terminating in new yard at Billings will use westward auxiliary freight track.

Passenger trains entering passenger station tracks will be governed by signals from switch tender and position of switches as lined for them.

Eastward freight trains will stop clear of crossover west of 29th Street from the eastward main track to the roundhouse lead unless proceed signal is received from switchtender.

Normal position of crossover switches at stockyards is for main tracks. Westward trains must not pass automatic block signal 2247 for crossover movement to the auxiliary freight 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 westward auxiliary freight track, movement may be made without protection against first class trains. Westward freight trains destined west of Billings when using westward auxiliary freight track 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 must stop clear of 27th Street unless proceed signal is received from switch tender. When no switch tender on duty, or if signal not promptly received from him, when freight trains or eastward passenger extras call for crossovers, they will proceed by having trainmen handle switches and giving the necessary flag protection.

## 4. Bridge and Engine Restrictions—

Engines Class Z-5, twenty (20) MPH over Bridge 184-1, near ward and over Bridge 140-1, near Finch.

Engines Class Z-5, twenty (20) MPH and engines Classes Z-6 and Z-7, forty (40) MPH over Bridge 146, near Sanders, Bridge 148, near Hysham and Bridge 154, near Myers.

Engines Classes Z-5, Z-6 and Z-7, twenty (20) MPH over Bridge 182, at Waco.

Engines Class Z-5, twenty (20) MPH, and engines Classes Z-6 and Z-7, forty (40) MPH over Bridge 217-1 (eastward track), between Huntley and Billings.

At Bull Mountain—Engines not permitted beyond east end of sugar beet loading platform, on spur.

At Huntley—The eastward siding will not be used by Classes A-2, A-3 and A-4 engines, except in case of emergency. Engines Z-5, Z-6 and Z-7 not permitted on this siding.

5. **Speed Restrictions**—Passenger trains will not exceed schedule time around the Huntley Bluffs.

Eastward siding at Huntley, ten (10) MPH.

Between Huntley and Billings, CB&Q freight trains thirty-five (35) MPH, except trains handled by Class M-2 engines, equipped with disc wheels, forty (40) MPH.

At Billings—Westward passenger trains move at restricted speed from underpass east of passenger station to passenger station.

6. **Register Stations**—

Forsyth, Billings.

Huntley, for trains to and from CB&Q Ry.

7. **Crossovers**—Huntley, Billings.

8. **Lap Siding**—Custer, but trains taking siding will head in at the first switch instead of at the lap.

## FIFTH SUBDIVISION.

### (MAIN LINE)

1. **At Billings**—Between 29th Street, west of the passenger station, and signal bridge east of the passenger station, tracks will be designated as follows, numbering southward from passenger station:

Track No. 1—Depot track.

Track No. 2—Depot track.

Track No. 3—WESTWARD MAIN TRACK.

Track No. 4—EASTWARD MAIN TRACK.

Track No. 5—Westward auxiliary freight track.

Track No. 6—Eastward auxiliary freight track.

Through freight trains will use main tracks 3 and 4 unless directed to use auxiliary freight tracks 5 and 6.

Westward freight trains terminating in new yard at Billings will use westward auxiliary freight track.

Passenger trains entering passenger station tracks will be governed by signals from switch tender and position of switches as lined for them.

Eastward freight trains will stop clear of crossover west of 29th Street from the eastward main track to the roundhouse lead, unless proceed signal is received from switchtender.

Normal position of crossover switches at stockyards is for main tracks. Westward trains must not pass automatic block signal 2247 for crossover movement to the auxiliary freight 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 westward auxiliary freight track, movement may be made without protection against first class trains. Westward freight trains destined west of Billings when using westward auxiliary freight track 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 must stop clear of 27th Street unless proceed signal is received from switch tender. When no switch tender on duty, or if signal not promptly received from him, when freight trains or eastward passenger extras call for crossovers, they will proceed by having trainmen handle switches and giving the necessary flag protection.

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 sub-division trains when given proceed signal by operator.

3. **Electric Switch Locks**—  
At derail, near signal 118, on east leg of Wye, Mossmain.  
At derail, near signal 123, on west leg of Wye, Mossmain.  
At each end of crossover, between main track, leading to west leg of Wye, Mossmain.  
At west end of crossover from yard to eastward main track, near signal 124.  
At east end of crossover, east of Laurel Yard Office.  
**ELECTRIC SWITCH LOCKS**—To operate, open door of electric switch lock and, if indicator shows "proceed", move lock lever to the left, which will unlock switch and permit it to be opened. If indicator shows "stop", and conflicting train movement is not evident, open door of release box and push the push button. This will start operation of clockwork release which will run down in two minutes and, at the end of that time, indicator will show "proceed" and switch can be unlocked by moving lever to the left. Restore lock lever, close and lock doors of electric locks and release boxes when switches are restored to normal position. Westward trains making crossover movement at signal 121 to the yard, and eastward trains making crossover movement at signal 122 to west leg of wye, must stop within two hundred (200) feet of the signal, in order to unlock electric lock at far end of crossover.  
**AUTOMATIC BLOCK SIGNALS** 118, 121, 123, 124, 122 and 124 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.
4. **Double track switch at Laurel**—Normal position is for eastward track.
5. **At Laurel Yard**—Electric switch light indicators are located on mast adjacent to spring switches at west end of yard at end of double track, which replace switch lamps. When indicator shows RED, facing point movements must not be made over these switches until points have been examined.  
At Laurel—5th Subdivision trains terminating at Laurel must not pass 5th St. crossing, 3,000 feet west of passenger station, until signal 152 indicates that route has been lined for movement into yard.
6. **Bridge and Engine Restrictions**—  
Engines Classes Z-5, Z-6 and Z-7 not permitted to go beyond the frog of any spur or industry track, with the exception of the following tracks:  
Columbus, House, stockyard track, beet track, and Chrome spur up to loading platform.  
Reed Point, House and stockyard track.  
Big Timber, House and stockyard track.  
Springdale, Stockyard track.  
On all tracks the greatest precaution must be taken where two Class Z-5, Z-6 or Z-7 engines pass, or where this class of power passes other large engines.  
In Laurel Yard—Classes Z-5, Z-6 and Z-7 engines are permitted to operate only on the principal train yard tracks and tracks leading to and from the roundhouse.  
At Greycliff—Engines must not pass over the hopper under coal dock. There is only ten (10) inches clearance between a Class Z-6 or Z-7 engine on the south siding and a similar engine on the industry track.  
At Livingston—No movement will be permitted simultaneously with Z-5, Z-6, Z-7 or Z-4 engines from or to No. 6 or scale track, to the leads north and south of No. 6 track east of sub-way, account short clearance due to overhang.  
Engines Classes A-2, A-3 and A-4 not permitted on scale track or shop lead, and engines Classes Z-5, Z-6 and Z-7 not permitted on north track Bridge 115.
7. **Speed Restrictions**—At Billings, eastward passenger trains will approach 29th Street at restricted speed and not pass until proceed signal is received from switch tender, then move at restricted speed from 27th Street to passenger station.  
All trains approach stockyard crossover at restricted speed.  
Ten (10) MPH over 27th, 28th and 29th Streets.  
Between Billings and Laurel CB&Q freight trains thirty-five (35) MPH, except trains handled by Class M-2 engines, equipped with disc wheels, forty (40) MPH. At Columbus, thirty-five (35) MPH between Patton Street and crossing just west of station.

At Livingston, twenty (20) MPH over highway crossing east end of yard. Freight trains will not pull down so as to obstruct way of passenger trains approaching this crossing.  
Between Livingston and Billings, on straight track, passenger trains sixty-five (65) MPH.

8. **Register Stations**—  
Billings.  
Laurel Yard for second class and inferior trains.  
Laurel, for first class trains.  
Livingston.
9. **Register Exceptions**—  
At Billings, second class and inferior trains will register by form 608 and be furnished check of register on form 602, by the operator.  
At Laurel, first class trains will register by form 608. Westward first class trains will be furnished check of register by train order or form 602, by operator.
10. **Clearance Exceptions**—  
At Laurel, Fifth subdivision trains originating at Laurel Yard will not require a clearance if train order signal indicates proceed.  
At Mission, trains originating will not require a clearance.
11. **Crossovers**—Billings, Yegen, Mossmain, Laurel Yard.
12. **Lap Sidings**—Columbus, Reed Point, Greycliff, Big Timber, Springdale.

## SIXTH SUBDIVISION. (OLLIE BRANCH)

1. **At Beach**—Train order signal does not govern Sixth Sub-Division trains.
2. **Bridge and Engine Restrictions**—Engines heavier than Class W-3 not permitted.
3. **Speed Restrictions**—Thirty (30) MPH.
4. **Register Station**—Beach.
5. **Clearance Exceptions**—At Ollie eastward trains will not require a clearance.

## SEVENTH SUBDIVISION. (SIDNEY BRANCH)

1. **At Glendive**—Eastward trains will get authority from train dispatcher before entering Third Sub-Division.
2. **Bridge and Engine Restrictions**—Engines heavier than Classes Q-5, Q-6 or W-2 not permitted.
3. **Speed Restrictions**—Engines Class W and heavier, twenty-five (25) MPH. Engines Classes Q and T, thirty (30) MPH.
4. **Register Stations**—  
Glendive, Newlon and Sidney.
5. **Register Exceptions**—  
At Newlon, westward N. P. trains will not register.
6. **Clearance Exceptions**—  
At Newlon westward trains originating will not require clearance.

## EIGHTH SUBDIVISION. (REDWATER BRANCH)

1. **Sidney Branch Junction**—Normal position of switch is for Seventh Sub-Division.
2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted. Ten (10) MPH over Bridges 31-1, 33, 34, 36, 37 and 45, between Rimroad and Circle and Bridge 49, one (1) mile east of Circle.  
At Redwater Pit, wye cannot be used by engines, switches spiked.
3. **Speed Restrictions**—  
Twenty-five (25) MPH between MP 28, between Lindsay and Rimroad, and MP 44, between Rimroad and Circle, and thirty-five (35) MPH over balance of this sub-division.

4. Register Stations—Glendive and Brookway.
5. At Lindsay—In order to provide derail protection to cars on elevator track, the west switch of house track must always be left lined and locked for the house track.

## NINTH SUBDIVISION.

### (ROSEBUD BRANCH)

1. At Nichols—Train order signal does not govern Ninth Sub-Division 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.  
Trains of 51 to 60 cars, use 15.  
Trains of 61 to 75 cars, use 20.  
Trains of 76 or more cars, use 25, on each alternating car from head end.  
If wheels run hot, retainer on that car to be turned down and the one on the next car turned up.  
Trains must stop at Dowlin for inspection.
3. Bridge and Engine Restrictions—  
Engines heavier than Class W-5 not permitted.
4. Speed Restrictions—Ten (10) MPH around bluffs just west of west wye switch at Nichols. Twenty-five (25) MPH at other points.
5. Register Station—  
Colstrip.
6. Clearance Exceptions—  
At Colstrip and Nichols clearance will not be required except during assigned hours of telegraph service.
7. Derail Switch—  
Colstrip ..... Main track east of east switch.

## TENTH SUBDIVISION.

### (BILLINGS & CENTRAL MONTANA BRANCH)

1. Bridge and Engine Restrictions—Engines heavier than Classes W or W-2 not permitted.
2. Speed Restrictions—Fifteen (15) MPH.
3. Register Station—Billings.
4. Clearance Exceptions—At Shepherd eastward trains will not require clearance.

## ELEVENTH SUBDIVISION.

### (LAKE BASIN BRANCH)

1. Bridge and Engine Restrictions—Engines heavier than Class W-2 not permitted.  
Engines classes W, W-1, W-2 and W-4, twenty (20) MPH over Bridge 2 between Hesper and Wickett.
2. Speed Restrictions—Twenty-five (25) MPH.
3. Register Stations—  
Hesper, Rapelje.  
Laurel Yard for extra trains.  
Laurel for Nos. 201 and 202.
4. Crossover—  
Laurel Yard.

## TWELFTH SUBDIVISION.

### (ROCKY FORK AND CLARKS FORK BRANCHES)

1. At Laurel—Train order signal does not govern Eastward Twelfth Sub-Division trains. Eastward Fifth Sub-Division trains may enter yard on the time of Twelfth Sub-Division trains when given proceed signal by operator. The crossover east of automatic signal 145, east of Laurel, will be used by CB&Q second class and inferior trains when crossing to the Twelfth Sub-Division.
2. At Silesia—Normal position of Junction switch is for the Clarks Fork Branch.

3. At Blum—Gravel bins will not clear man on side of car.

4. Fromberg—Loading tippie at McCarthy's Mine will not clear on side of car.

5. At Belfry—Northern Pacific crews will make set out on east siding which holds 56 cars, and must set up at least 5 hand brakes on east end and with the slack bunched. Cars left on beet track must also have slack bunched and five hand 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 signs east and west of passenger station on the NP and CB&Q will be operated as one yard.

7. Bridge and Engine Restrictions—Engines heavier than Class W-5 and CB&Q Class O-4, not permitted.  
Engines Classes W-3 and W-5, twenty (20) MPH over Bridge 19 between Joliet and Boyd and bridge 29 between Selmes and Roberts.

8. Speed Restrictions—At Fromberg, within yard limits, all trains restricted speed.

At Fromberg, on Mine spurs, eight (8) MPH.

At Bridger, on Mine spurs, eight (8) MPH.

Between Laurel and Fromberg, CB&Q freight trains thirty-five (35) MPH. Other trains forty-five (45) MPH.

Between Fromberg and Bridger, freight trains twenty-five (25) MPH. Passenger trains, thirty (30) MPH.

Between Bridger and Belfry, twenty (20) MPH, except between one-half mile west of M.P. 8 and M.P. 11, between Golden and Belfry, ten (10) MPH.

Between Bridger and Belfry, engines backing up fifteen (15) MPH.

At Belfry on west leg of wye, three (3) MPH.

Between Joliet and Red Lodge, passenger trains ascending thirty-five (35) MPH; descending, thirty (30) MPH. Freight trains ascending, thirty (30) MPH, descending, twenty (20) MPH.

Between Joliet and Silesia, all trains thirty-five (35) MPH.

West leg of wye at Red Lodge, eight (8) MPH.

9. Mountain Grade Operation—Mountain grade between Joliet and Red Lodge. Terminal test of air brakes must be made in accordance with rule 1063 before leaving Red Lodge. After brakes have been released and following the air test, retaining valves must be turned up and used on all cars, EXCEPT, trains of fifteen (15) cars or less not necessary to use retaining valves. Before proceeding under this arrangement it must be known positively 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 and Fox, westward trains 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 three (3) 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 and 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.

## THIRTEENTH SUBDIVISION.

### (SHIELDS RIVER BRANCH)

1. Bridge and Engine Restrictions—Engines Classes A, Q5, W3, Z and heavier, not permitted.  
Single header engines Classes W, W1, W2, W4 and Z1, ten (10) MPH over Bridge 0, near Mission, Bridge 10 between Chadborn and Clyde Park and Bridge 15 between Clyde Park and Shields.

2. Speed Restrictions—Twenty-five (25) MPH.

3. Register Station—Willsall.

## ALL SUBDIVISIONS.

1. Transportation Rule 11 is modified as follows: A train finding a fusee burning on or near its track may proceed at restricted speed without stopping.

2. Lights will be displayed at night on all main line train order signals. On branch line sub-divisions where lights are not displayed on day-office train order signals, all trains will positively ascertain position of signal and be governed by the day indication.

3. Transportation Rule D-97 applies to all divisions.

4. Transportation Rule 105 is modified as follows: When a siding of an assigned direction is blocked with cars, or taken out of service for any reason, the siding of the opposite direction will be used as a single siding. At lap sidings, unless otherwise provided, trains taking siding must head in at the lap.

5. IN AUTOMATIC BLOCK SIGNAL TERRITORY: When moving with the current of traffic, or on single track, where the automatic block signals governing the track in use are of the semaphore type and can be plainly seen from the rear of a standing train to be at stop, such signal being not less than one-half mile from the rear of such train, it will not be necessary to protect the train by a flagman. Under all other circumstances Rule 99 must be observed.

Transportation Rule 509 (B) is modified as follows: It must be understood 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.

When a train dispatcher desires to advance a train from a station where by 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 engine-man 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.

6. Transportation Rule 606: Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

7. Transportation Rule 728 is modified as follows: The red flag by day, and in addition the red light at night, will be placed twenty (20) rail lengths distant from the point of obstruction instead of fifty (50) rail lengths. The flagman will be located with the yellow signals, one mile distant beyond the red signals. On the approach of a train the flagman will display the yellow signals, which must be acknowledged by the enginemen in accordance with Rule 14 (g).

On the 6th, 7th, 8th, 9th, 10th, 11th and 13th, and on the 12th Subdivision except in the joint territory between Laurel and Fromberg, and in special cases authorized by the Superintendent and protected by train order, the yellow signals will be placed as prescribed and the flagman will not be required except during fogs, storms or otherwise bad weather.

8. Transportation Rule 1062 requiring the making of running brake test on passenger trains must also be observed on all passenger trains following departure from terminals, or from a station at which either train or engine crews, or both of them, have been changed, or where switching has been done. Engineman will acknowledge proceed signals of trainmen by two short blasts of the whistle.

9. When a siding is to be used temporarily as a main track, the switches will be set and locked for the siding and must be protected by flagman until train order covering the movement is issued to all trains and the section foreman of that section notified; the flagman to remain until released by the train dispatcher.

10. Helper engines waiting to help trains will keep clear of main track until train to be helped has arrived and stopped.

11. Case of failure of communicating signal system on passenger trains, and on freight trains when conditions permit, enginemen will receive "proceed" signal before passing any station.

12. SPEED RESTRICTIONS—Except as otherwise provided:

Passenger trains, sixty (60) MPH.

Freight trains, fifty (50) MPH, except when restricted to lower rate of speed by engine speed restrictions.

Engines—All A, Q and P Classes, and Classes S-4 and T, sixty (60) MPH, except when used on passenger trains where higher speed is authorized; Class Z-5 engines with roller bearings, forty-five (45) MPH; Z-6 and Z-7, sixty (60) MPH, other Z classes, thirty-five (35) MPH.

All other classes fifty (50) MPH. Switch engines under steam, moving between stations, fifteen (15) MPH.

All trains and engines—Fifteen (15) MPH through crossovers, turnouts and gauntlets, except westward freight trains twenty-five (25) MPH through end of double track switch at Huntley; twenty-five (25) MPH passing telegraph offices where orders are delivered; thirty (30) MPH when handling steam wrecking derrick, pile driver or locomotive crane.

To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:

### ON MAIN LINE—

With main and side rods removed:

All A and Q Classes ..... 80 MPH

All other classes ..... 25 MPH

With main rods removed and side rods in place:

All A and Q Classes ..... 85 MPH

All other classes ..... 80 MPH

### ON BRANCH LINES—

With either or both main and side rods removed:

All A and Q Classes ..... 25 MPH

All other classes ..... 20 MPH

### OVER BRIDGES—Main or Branch Line—20 MPH.

Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of 20 MPH, and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one half the restricted speed for that engine in working order, as shown under "Bridge and Engine restrictions".

Dead engines with all rods up or in place, the piston rod being parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved. Bridge or other restrictions applicable to these engines when in operating condition to be observed.

For engines coming from the shop, to prevent running hot, authorized maximum speed is:

All A and Q Classes ..... 35 MPH

All other classes ..... 30 MPH

13. Bridge Restrictions For Single and Double Header Engines—Where no mention is made of single or double-heading, the instructions apply alike to single and double-header engines of each class.

An engine of any class double headed with an engine of lighter class will carry the same restrictions as if the heavier engine were double headed with its own class, unless instructions to the contrary have been issued.

### 14. SPRING SWITCHES—

Maximum speed for all facing point and trailing point movements through switch fifteen (15) MPH. 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 the current of traffic, face point movements must not be made over switch until points have been examined.

Sand must not be used over points of spring switches.

15. 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.
16. Gas-electric motor cars, when handled in freight trains, must be behind caboose.  
Test of hand brakes of gas-electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control," conductor and engine-man will cooperate in making test.
17. 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.
18. Transportation Rule 101 (A) is modified as follows: On the 6th, 7th, 8th, 9th, 10th, 11th and 13th Subdivisions where there can be no other trains following, protection may be provided in accordance with Transportation Rule 728 as modified in these Special Instructions, using fixed flags in place of the flagman. When protection is provided under Rule 101 (A) or its modifications, the first available section foreman must be notified, day or night, and full report must be made to the Superintendent by the first available means of communication. If any trains are met they must be stopped and notified of the conditions and locations.
19. Employees are prohibited from standing on or using ladder leading to vestibule cabs on Class A-4 and Z-7 locomotives when these locomotives are in motion.
20. BULLETIN STATIONS—  
Mandan, Dickinson, Glendive, Forsyth, Billings, Laurel Yard, Livingston.  
Sheridan, Grey Bull and Cody on CB&Q, NP Ry. bulletins for CB&Q employees.
21. STANDARD CLOCKS—  
Mandan, Dickinson, Glendive Telegraph Office and Dispatchers Office, Forsyth, Billings, Laurel Yard and Livingston.
22. WATCH INSPECTORS—  
Mandan—Arthur Hendrickson and I. T. Larson.  
Dickinson—M. A. Scherffus.  
Beach—M. P. Lobgren.  
Glendive—E. L. Brown and Peter Barkema.  
Billings—Ray T. Moore.  
Laurel—C. L. Calloway.  
Livingston—H. N. Hull.

NOTE—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"	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"	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"	21'0"	11'6"	
4th Subdivision.....	18'4"	18'3"	18'2"	18'1"	17'11"	17'8"	17'4"	17'3"	17'1"	18'4"	11'6"		
5th Subdivision.....	21'0"	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"	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"	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"	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"	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"	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"	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"	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"	21'0"	11'6"	

Notes—Length of load 52 feet. Max. width of load independent of clearances 11'6". Heights and widths in table allow 9 inches clearance.

Note—Length of load 52 feet. Max. width of load independent of clearances 11'0". Heights and widths in table allow 9 inches clearance.

# MAXIMUM CLEARANCES

	LIMIT OF LOAD—MEASUREMENT										GOVERNING STRUCTURE
	HEIGHT ABOVE TOP OF RAIL										
	8'0" Wide	9'0" Wide	9'6" Wide	10'0" Wide	10'2" 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"	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"	11'6"	
3rd Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
4th Subdivision.....	16'10"	16'8"	16'6"	16'3"	16'2"	16'0"	15'8"	15'4"	18'4"	11'6"	
5th Subdivision.....	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"	11'6"	
7th Subdivision.....	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"	11'6"	
9th Subdivision.....	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"	11'6"	
11th Subdivision.....	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"	11'6"	
12th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	

Note.—Length of load 52 feet. Max. width of load independent of clearance 11'6". Heights and widths in table allow 9 inches clearance.

Note—Length of load 52 feet. Max. width of load independent of clearances 11'6". Heights and widths in table allow 9 inches clearance.

## TONNAGE RATINGS—EASTWARD.

	ENGINES					
	Class A-2, A-3 & A-4	Class W	Class W-1 & W-2	Class W-3	Class Z-5	Class Z-6 & Z-7
Livingston to Billings.....	Down	Car L	Limit.	.....	.....	.....
Billings to Forsyth.....	6000	4200	4500	5700	.....	.....
Forsyth to Glendive.....	5900	4100	4400	5600	.....	.....
Glendive to Dickinson.....	.....	1500	.....	2000	4300	.....
Dickinson to Mandan.....	.....	1875	.....	2675	5000	.....
Ollie to Beach.....	.....	1100	.....	.....	.....	.....
Sidney to Glendive.....	.....	3750	4000	.....	.....	.....
Brockway to Glendive.....	.....	1875	2075	.....	.....	.....
Colstrip to Nichols.....	Down	Car L	Limit.	.....	.....	.....
Bridger to Silesia.....	Down	Car L	Limit.	.....	.....	.....
Red Lodge to Laurel.....	Down	Car L	Limit.	.....	.....	.....

## TONNAGE RATINGS—WESTWARD.

	ENGINES					
	Class A-2, A-3 & A-4	Class W	Class W-1 & W-2	Class W-3	Class Z-5	Class Z-6 & Z-7
Mandan to Dickinson.....	.....	1500	.....	2000	4000	.....
Dickinson to Glendive.....	.....	1500	.....	2000	4000	.....
Glendive to Forsyth.....	4500	2600	3500	4200	.....	.....
Forsyth to Billings.....	4500	2600	3500	4200	.....	.....
Billings to Livingston.....	.....	2700	2915	4050	.....	6000
Beach to Ollie.....	.....	1100	.....	.....	.....	.....
Glendive to Sidney.....	.....	3750	4000	.....	.....	.....
Glendive to Brockway.....	.....	1875	2075	.....	.....	.....
Nichols to Colstrip.....	.....	1650	1850	2300	.....	.....
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		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
..	51	70.6	1	7	53.7	2	30	24
..	52	69.2	1	8	52.9	2	40	22.5
..	53	67.9	1	9	52.1	2	45	21.8
..	54	66.6	1	10	51.4	2	50	21.2
..	55	65.4	1	12	50	3	..	20
..	56	64.2	1	15	48	3	9	19
..	57	63.1	1	20	45	3	20	18
..	58	62	1	25	42.3	3	31	17
..	59	61	1	30	40	3	45	16
1	..	60	1	40	36	4	..	15
1	1	59	1	45	34.3	5	..	12
1	2	58	1	50	32.7	6	..	10
1	3	57.1	2	..	30	7	30	8
1	4	56.2	2	10	27.6	10	..	6
1	5	55.3	2	15	26.6			
1	6	54.5	2	20	25.7			

C. W. FEE,  
Asst. Supt.

R. G. KNIGHT,  
Trainmaster.

A. W. HOFFMAN,  
Trainmaster.

C. B. WOLF,  
Asst. Trainmaster.

J. T. STOTLER,  
Trainmaster.

B. N. MORROW,  
Chief Dispatcher.