

500

NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

Special Instructions No. 6

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

Sunday, March 18, 1945

These Instructions constitute a part of the Time Table currently in effect.

Employees whose duties are in any way affected by the Time Table must have a copy of The Current Special Instructions and Current Time Table with them on duty.

**H. W. McCAULEY,
Superintendent.**

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

**C. V. BERGLUND,
General Superintendent of
Transportation.**

ALL SUBDIVISIONS.

1. Speed Restrictions—

Except as otherwise provided, passenger trains sixty (60) MPH, freight and mixed trains fifty (50) MPH.

J Manifest freight trains35 MPH.

All trains and engines:

Through crossovers, turnouts and gantlets.....15 MPH.

Handling steam wrecking cranes, pile drivers or locomotive cranes30 MPH.

Picking up train orders from operators.....30 MPH.

Engines—

Classes—

All A and Q (except on passenger trains where higher speed is authorized).....60 MPH.

Z-6, Z-7 and Z-860 MPH.

Z-5, D-2, D-3, Y, Y-1, Y-340 MPH.

Z-2, Z-3, Z-4, F-135 MPH.

S-4, T, T-1, W to W-5 inc., Y-2.....50 MPH.

S-1045 MPH.

Steam switch engines, without engine trucks, under all conditions.....15 MPH.

660 HP diesel-electric switch engines, Nos. 125 to 130 inc.....45 MPH.

5400 HP diesel-electric road engines, Nos. 6000 to 6010 inc.....65 MPH.

900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines60 MPH.

Coming from shops, under steam, to prevent running hot:

All A and Q and classes Z-6, Z-7 and Z-8.....50 MPH.

S-4, T, T-1, W to W-5 inc., Y-2.....35 MPH.

Z-5, D-2, D-3, S-10, Y, Y-1, Y-330 MPH.

Z-2, Z-3, Z-4, F-125 MPH.

Main Line—With main and side rods removed:

All A and Q and classes Z-6, Z-7 and Z-8.....30 MPH.

Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc.....25 MPH.

Z-2, Z-3, Z-4, F-120 MPH.

With main rods removed and side rods in place:

All A and Q and classes Z-6, Z-7 and Z-8.....35 MPH.

Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc.....30 MPH.

Z-2, Z-3, Z-4, F-125 MPH.

Branch Lines—With either or both main and side rods removed:

All A and Q classes25 MPH.

All other classes20 MPH.

On bridges—With either or both main and side rods removed:

Steam switch engines, without engine trucks15 MPH.

Other engines20 MPH.

In the event the above speeds are in excess of 50% of the permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod 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 the engines are to be moved, or the operating speed restriction for track or bridges for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified above for engines coming from shops under steam.

Diesel-electric, 660 HP Nos. 125 to 130 inc., when handled dead in train45 MPH.

Diesel-electric, other engines, when handled dead in train50 MPH.

Bridge or other restrictions must be observed for these engines the same as when in operating condition.

2. Single and Double Headers; operation—track and bridges—

Except as otherwise provided, double header operation of engines of the same class carry the restrictions applicable to single headers of that class, and double headers of engines of different classes carry the restrictions applicable to single headers of the heavier class of the combination.

Double-Heading Restrictions—Engines, Classes A-2 to A-5 or Z-6 to Z-8 inclusive:

When necessary to use two such engines on freight trains, the second engine must be cut in at the middle or in the rear portion of the train. When such engines are used as helpers on passenger trains handled by engines of the same class, such helper engine must be placed on the rear of the train. When engines of these classes are used to double-head with engines of W or other A or Z classes, the A-2 to A-5 or Z-6 to Z-8 inclusive, must be the lead engine.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

3. 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.

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

5. Transportation Rule 509(B): In complying with this rule the following must be observed—Where the Stop-and-Proceed signal is located at the leaving end of a siding, the Stop-indication may be due to an opposing train proceeding in the same block on an Approach-signal indication and every precaution consistent with train rights and the track ahead should be taken before proceeding, to insure safe movement through the block.

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

7. Transportation Rule 726 is modified to require that yellow signals will be placed one and one-fourth (1¼) miles, instead of one mile distant from the location of the slow track.

8. 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 and one-fourth miles 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 also 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.

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. In 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. Spring Switches.

A train or engine stopping on a spring switch while trailing through and actuating the switch points must not make a reverse movement, or take slack until the switch has been operated by hand and it is known that switch points are in proper position for safe movement. When a train or engine moving in either

direction is stopped by a signal governing movements over a spring switch, the switch must be examined to make certain it is properly lined, locked or secured and that points fit.

When a train or engine is stopped by a signal governing a trailing point movement through a spring switch, and no conflicting train movement is evident, the switch must be operated by hand for the route. If switch is equipped with a facing point lock, it must not be lined and locked in normal position until after movement has been completed. If switch is not equipped with a facing point lock, it must be lined and locked in normal position after the leading wheels have passed the fouling point.

When moving against the current of traffic on double or three or more tracks, trains must stop and examine facing points of spring switches unless such switches are protected by signals.

Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over a spring switch and signal continues to display Stop indication, after complying with above requirements movement must be made as provided by Rule 509 (B).

- 12(a). Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed.

Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 30 miles per hour.

If switch is lined for turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 30 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

13. 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.

Adequate protection must be given where crane or derrick booms foul adjacent tracks.

When trains are seen or known to be closely approaching and while passing on an adjacent track:—

Snow plows must not be operated to throw snow on passing trains;

Trains unloading ballast or other track material or operating spreaders, or other track equipment must stop;

Booms of cranes, ditchers or other similar equipment or other projecting parts of rotating machinery must be secured in position to clear adjacent track and operation stopped, unless properly protected.

14. 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 engineer will cooperate in making test.

Gas-electric motor cars, when handled dead in freight trains, must be behind caboose.

15. 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.

16. Cranes, derricks, steam shovels, mining machinery, and spreaders etc., moving either on their own wheels or on cars, with or without booms attached, must be moved with boom or spreader wings trailing except when necessity requires otherwise.

17. **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.

18. BULLETIN STATIONS—

Mandan Telegraph Office, Roundhouse.
Dickinson Telegraph Office, Roundhouse.
Glendive Telegraph Office, Roundhouse.
Forsyth Telegraph Office, Roundhouse.
Billings Yard Office, Passenger Station, Roundhouse.
Laurel Yard Yard Office, Roundhouse.
Livingston Passenger Station, Telegraph Office east end of yard, Roundhouse.

Sheridan, Greybull and Cody on CB&Q, NP Ry. bulletins for CB&Q employees.

19. STANDARD CLOCKS—

Mandan Telegraph Office.
Dickinson Telegraph Office.
Glendive Telegraph Office and Train Dispatchers' Office.
Forsyth Telegraph Office.
Billings Telegraph Office.
Laurel Yard Telegraph Office.
Livingston Telegraph Office and Livingston Yard Telegraph Office.

20. WATCH INSPECTORS—

Mandan—Arthur Hendrickson and I. T. Larson.
Dickinson—M. A. Scherffius.
Beach—M. P. Lobgren.
Glendive—E. L. Brown and Peter Barkema.
Miles City—H. J. Dale.
Billings—Ray T. Moore.
Laurel—C. L. Calloway.
Livingston—Lytle & Jondrow.

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.

FIRST SUBDIVISION. (MAIN LINE)

1. Speed Restrictions—

At Mandan, eastward first class trains, between the overhead viaduct west of the passenger station and the passenger station Restricted speed.
Movements on south run-around track and machine shop tracks will stop before crossing foot walk leading to pedestrian underpass.

At Dickinson, over street crossings 25 MPH.
Engines backing over foot crossing near North Dakota Power and Light Co. plant must stop before passing over this crossing.
At Hebron, through corporate limits, eastward trains 45 MPH.
Passenger trains—Between M. P. 86 (at Richardton) and M. P. 96 (west of Boyle) 70 MPH.

2. Bridge and Engine Restrictions—

Engines Classes A-2 to A-5 inc. and Z-5 to Z-8 inc. over all yard tracks and sidings 15 MPH.
Bridge O, Heart River, Mandan, engines classes A-2, A-3, A-4 and A-5 and double header classes A and A-1 and single header Z-5, Z-6, Z-7 and Z-8 10 MPH.
Double header engines classes Z-5, Z-6, Z-7 and Z-8 not permitted.
Double header engines classes W-3 and W-5 20 MPH.
Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc. not permitted on the following tracks:

Mandan, Caboose track; 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; 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.
 Kurtz—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.

3. **At Mandan**—When regular passenger trains meet, the eastward train will, unless otherwise instructed, use the passenger siding. When an eastward passenger train using the passenger siding is at the station when a westward passenger train arrives, the westward train will stop with its engine opposite the engine of the eastward train and not proceed until proceed signal is given by conductor of the eastward train or the yardmaster. If an eastward passenger train is approaching the passenger station and has not come to a stop, westward passenger trains will stop east of the east switch of the passenger siding and remain until the eastward train is stopped.
4. **At New Salem**, agent or operator will open west switch of siding for trains entering siding when engine whistle signal 14(j) is sounded, and will close west switch of siding behind trains entering or departing from siding.
5. **Sidings**—
 Mandan, the first track south of passenger station is main track; the second track is passenger siding.
 New Salem, auxiliary siding on south side, capacity 63 cars, may be used when necessary.
 Glenullen, north siding is westward; south siding is eastward.
 Hebron, north siding is eastward; south siding is westward.
 Richardton, north siding is westward; south siding is eastward.
 Dickinson, first track south of passenger station is main track; the second track is passenger siding.
6. **Yard Limits**—Tracks between yard limit signs east of Mandan and west of Sunny operated as one yard.
7. **Register Stations**—Mandan and Dickinson.

SECOND SUBDIVISION. (MAIN LINE)

1. **Speed Restrictions**—
 At Dickinson, over street crossings25 MPH.
 Engines backing over foot crossing near North Dakota Power and Light Co. plant, must stop before passing over this crossing.
 At Beach, through city limits.....25 MPH.
 At Glendive, engines must stop before backing over foot crossing between the yard office and round house.
2. **Bridge and Engine Restrictions**—
 Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc. over all yard tracks and sidings15 MPH.
 Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., 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.
 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.

3. **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. Engines classes Z-5 to Z-8 inc. 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.
4. **Sidings**—
 Dickinson, first track south of passenger station is main track; the second track is passenger siding.
 Fryburg, north siding is westward; south siding is eastward.
 Beach, north siding is eastward; south siding is westward.
 Beaver Hill, north siding is eastward; south siding is westward.
 Glendive, the first track south of passenger station is main track; the second track is passenger siding.
5. **Register Stations**—Dickinson and Glendive.

THIRD SUBDIVISION. (MAIN LINE)

1. **Speed Restrictions**—
 At Glendive—Engines must stop before backing over foot crossing between the yard office and round house.
 At Miles City, between Leighton Blvd. Crossing and Tongue River Bridge35 MPH.
 Engines backing over Leighton Blvd. Crossing 4 MPH.
 Passenger trains—Between M. P. 26 (west of Conlin) and M. P. 78 (at Miles City)70 MPH.
2. **Bridge and Engine Restrictions**—
 Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., over all yard tracks and sidings.....15 MPH.
 Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., not permitted on following tracks:
 Glendive—Yard tracks north of main track, oil spur, stock car sand spur, car repair tracks, coal dock hopper tracks and sand house tracks.
 Colgate—Spur.
 Hoyt—Back track.
 Marsh—Elevator track.
 Conlin—Spur.
 Fallon—Stockyard track and elevator track.
 Terry—Elevator track.
 Blatchford—Back track.
 Benz—Pump house spur.
 Shirley—Spur.
 Tusler—Back track.
 Miles City—New sales yard, old sales yard, Yellowstone spur, team track, city track. Electric light spur and house track beyond west end of freight house platform.
 Fort Keogh—Spur.
 Horton—North spur, pit track.
 Joppa—Back track.
 Rosebud—House track and south spur.
 Flynn—Beet spur.
 At Miles City—Engines must not go beyond the Midland Lumber Company shed on electric light spur.
3. **At Glendive**—End of automatic block for eastward trains is at a point over the pedestrian underpass, just west of freight house.
4. **Sidings**—
 Glendive, the first track south of passenger station is main track; the second track is passenger siding.
 Fallon, auxiliary siding, on south side, capacity 56 cars may be used when necessary.

Terry, north siding is eastward; south siding is westward.
Benz, north siding is westward; south siding is eastward.
Miles City, the first track south of the main track is westward siding. The second track is eastward siding.

5. Register Stations—Glendive and Forsyth.

FOURTH SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions**—Passenger trains will not exceed schedule time around the Huntley Bluffs.
At Huntley, westward freight trains through switch at end of double track25 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, Fifth Subdivision instructions govern.
Passenger trains, between Forsyth and Myers.....70 MPH.
2. **Bridge and Engine Restrictions**—
Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., over all yard tracks and sidings.....15 MPH.
Bridge 182 at Waco, engines classes Z-5 to Z-8 inc.....20 MPH.
Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., not permitted on following tracks:
Forsyth—House track, electric light spur, laundry spur, stockyard track west of east chutes.
Finch—Old elevator spur.
Sanders—Beet spur.
Hysham—Elevator track, between elevator and unloading ramp.
Big Horn—Beet spur.
Custer—House track, coal dock track beyond the hopper under coal dock.
Waco—Stockyard spur.
Bull Mountain—Beyond east end of sugar beet loading platform on spur.
Pompeys Pillar—Elevator and stockyard spur.
Worden—Stockyard track.
Huntley—Elevator track and stockyard spur.
Commercial Spurs—Howard, Maudru, Niler, Fee, Nibbe, Pearl, Knox, Wyne, Hirsch and Brick Yard spur.
3. **At Nichols**—Eastward trains holding main track to meet a westward train, will stop before reaching battery chutes about the middle of the siding, to avoid giving approaching train two stop signals.
The crossover switch east of the telegraph office leading to the Ninth Subdivision is the Ninth Subdivision Junction switch.
Fourth subdivision eastward trains meeting or waiting for westward trains at Ninth Subdivision Junction switch at Nichols will hold main track and stop clear of the Ninth Subdivision Junction switch.
4. **At Huntley**—Normal position of double track switch is for westward track.
Agent or operator will line switch at end of double track for train movements in both directions, and will close junction switch and crossover switches behind departing CB&Q trains.
5. **Sidings**—
Custer, north siding is westward; south siding is eastward.
Huntley, north siding is westward; south siding is eastward.
6. **Register Stations**—
Forsyth, Billings.
Huntley, for trains to and from CB&Q Ry.

FIFTH SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions**—At Billings, eastward passenger trains will approach 29th Street at restricted speed and not proceed until proceed signal is received from switch tender.
Between crossover at east end of auxiliary freight tracks and 29th street first class trains.....Restricted speed.
Over 27th, 28th and 29th Streets.....10 MPH.
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, between Patton Street and crossing just west of passenger station35 MPH.
At Livingston, over highway crossing at east end of yard20 MPH.
Freight trains will not pull down so as to obstruct view of passenger trains approaching this crossing.
Passenger trains:
Between Billings and Laurel65 MPH.
Between Laurel and M. P. 70 (at Grey Cliff).....70 MPH.
Between M. P. 70 (at Grey Cliff) and Big Timber.....65 MPH.
Between Big Timber and MP 106 (east of Mission).....70 MPH.
Between MP 106 (east of Mission) and Livingston65 MPH.
2. **Bridge and Engine Restrictions**—
Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., over all yard tracks and sidings15 MPH.
Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted on the following tracks:
Billings, on all yard tracks except the regular train yard tracks and the tracks to the roundhouse.
Siding 1.
Yegen, beet spur, stockyard track, elevator spur.
Siding 2.
Laurel Yard, on all tracks except the principal train yard tracks and tracks leading to and from the roundhouse.
Spurling, beet spur.
Park City, house track.
Young's Point, back track.
Rapid, spur.
Columbus, all industry tracks, except house, stockyard, beet and chrome tracks.
Craver, stockyard track.
Quebec, spur.
Greycliff, coal dock track and industry track.
Reynolds, spur.
Big Timber, on all industry tracks and spurs except the house track east of the crossover switch and stockyard track.
Dehart, spur.
Carney, spur.
Springdale, stockyard track beyond the frog at the east end and 525 feet beyond the frog at the west end.
Elton, spur.
Mission, spur.
On all tracks, precaution must be taken when two engines classes Z-5 to Z-8 inc. pass, or when they pass other large engines.
At Greycliff—Engines must not pass over the hopper under coal dock.
At Livingston—No movement will be permitted simultaneously with engines classes Z-4 to Z-8 inc. from or to No. 6 or scale track, to the leads north and south of No. 6 track east of subway, account short clearance due to overhang.
Engines classes A-2 to A-5 inc. not permitted on scale track or shop lead, and engines classes Z-5 to Z-8 inc. not permitted on north track Bridge 115.
3. **At Billings**—Tracks will be designated as follows, numbering southward from passenger station:
Track No. 1—Depot track.
Track No. 2—WESTWARD MAIN TRACK.
Track No. 3—EASTWARD MAIN TRACK.
Track No. 4—Westward auxiliary freight track.
Track No. 5—Eastward auxiliary freight track.

11

EIGHTH SUBDIVISION.

(REDWATER BRANCH)

- Speed Restrictions—**
Between MP 28, between Lindsay and Rimroad, and MP 44, between Rimroad and Circle 25 MPH.
Over balance of subdivision 35 MPH.
- Bridge and Engine Restrictions—Engines heavier than Class W-5 not permitted.**
Heavy Car Restrictions over bridges—
Cars with total weight exceeding 214,000 pounds not permitted except on authority of superintendent.
Cars less than 30 ft. long with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.
- Sidney Branch Junction—Normal position of switch is for Seventh Sub-Division.**
- 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.**
- Register Stations—Glendive and Brockway.**

NINTH SUBDIVISION.

(ROSEBUD BRANCH)

- Speed Restrictions—Around bluffs just west of west wye switch at Nichols 10 MPH.**
Over balance of subdivision 25 MPH.
- Bridge and Engine Restrictions—**
Engines heavier than Class W-5 not permitted.
- At Nichols—Train order signal does not govern Ninth Sub-Division trains.**
- 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.
- Register Station—**
Colstrip.
- Clearance Exceptions—**
At Colstrip and Nichols clearance will not be required except during assigned hours of telegraph service.
- Derail Switch—**
Colstrip Main track east of east switch.

TENTH SUBDIVISION.

(BILLINGS & CENTRAL MONTANA BRANCH)

- Speed Restrictions 15 MPH.**
- Bridge and Engine Restrictions—Engines heavier than Classes W or W-2 and wrecking cranes 45, 46 or 47 not permitted.**
- Register Station—Billings.**
- Clearance Exceptions—At Shepherd eastward trains will not require clearance.**

ELEVENTH SUBDIVISION.

(LAKE BASIN BRANCH)

- Speed Restrictions 25 MPH.**

- Bridge and Engine Restrictions—Engines heavier than Class W-2 and wrecking cranes 45, 46 or 47 not permitted.**
Bridge 2 between Hesper and Wickett, engines classes W, W-1, W-2 and W-4 20 MPH.
- Register Stations—**
Hesper, Rapelje.
Laurel Yard for extra trains.
Laurel for Nos. 201 and 202.
- Crossover—**
Laurel Yard.

TWELFTH SUBDIVISION.

(ROCKY FORK AND CLARKS FORK BRANCHES)

- Speed Restrictions—At Fromberg, within yard limits, all trains restricted speed.**
Between Laurel and Fromberg, freight trains handling coal 25 MPH.
Other freight trains 30 MPH.
Passenger trains 50 MPH.
Between Fromberg and Bridger, freight trains handling coal 20 MPH.
Other freight trains 25 MPH.
Passenger trains 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 10 MPH.
Between Bridger and Belfry, engines backing up 15 MPH.
At Fromberg, on mine spurs 8 MPH.
At Bridger, on mine spurs 8 MPH.
At Belfry on west leg of wye 3 MPH.
Between Joliet and Red Lodge;
Passenger trains ascending 35 MPH.
Passenger trains descending 30 MPH.
Freight trains ascending 30 MPH.
Freight trains descending 20 MPH.
Between Joliet and Silesia, all trains 35 MPH.
West leg of wye at Red Lodge 8 MPH.
- Bridge and Engine Restrictions—Engines heavier than Class W-5 and CB&Q Class O-4, not permitted.**
Bridges 19 between Joliet and Boyd and 29 between Boyd and Roberts. Engines classes W-3 and W-5 20 MPH.
Wrecking cranes 45, 46 or 47 15 MPH.
Heavy Car Restrictions:
Cars with total weight exceeding 214,000 pounds, or cars less than 30 ft. long with total weight exceeding 169,000 pounds when in groups or coupled to engine or tender 20 MPH.
At Fromberg, engines or cars not permitted on tail of wye track west of the highway crossing, located 700 ft. west of the west wye switch.
- At Laurel—Train order signal does not govern eastward Twelfth Subdivision trains. Eastward Fifth Subdivision trains may enter yard on the time of Twelfth Subdivision trains when eastward three arm signal on eastward main track east of passenger station displays restricting slow speed indication.**
The third track south of the passenger station is the 12th subdivision freight yard lead and will be used by all trains entering and leaving Laurel yard.
Trains entering the 5th subdivision will use crossovers west of passenger station.
- At Silesia—Normal position of Junction switch is for the Clarks Fork Branch.**
- At Blum—Gravel bins will not clear man on side of car.**
- 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.**
- At Red Lodge—The ore loading dock with apron in loading position will not clear engines or high cars and they must not be moved past loading dock except by first obtaining permission from the agent.**

Note—Length of load 52 feet.
Heights and widths in table allow 9 inches clearance.

MAXIMUM CLEARANCES

Table is based on open car loading equally divided on either side of center line of car.

LIMIT OF LOAD—MEASUREMENT													GOVERNING STRUCTURE	
	HEIGHT ABOVE TOP OF RAIL													
	8'6" 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"	20'3"	11'6"			
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.....	16'10"	16'8"	16'6"	16'3"	16'2"	16'0"	15'8"	15'4"	18'4"	11'6"		Big Horn Tunnel		
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.....	20'9"	20'7"	20'6"	20'4"	20'3"	20'3"	20'1"	19'11"	21'2"	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"			
13th Subdivision.....	20'10"	20'7"	20'4"	20'1"	20'0"	19'10"	19'6"	19'3"	21'6"	11'6"				

TONNAGE RATING

Subdivision	District	CLASS OF ENGINES							
		A-2, A-3, A-4, A-5	W	W-3	W-5	Z-5	Z-6, Z-7, Z-8	Diesel 6000 Class	
First Eastward.....	Dickinson to Mandan.....	....	1875	2675	2900	5000	....	5400
First Westward.....	Mandan to Dickinson.....	....	1500	2000	2225	4000	....	4870
Second Eastward.....	Glendive to Dickinson.....	....	1500	2000	2225	4300	....	4870
Second Westward.....	Dickinson to Glendive.....	....	1500	2000	2225	4000	....	4870
Third Eastward.....	Forsyth to Glendive.....	6200	4100	5700	5700	....	....	....
Third Westward.....	Glendive to Forsyth.....	4500	2600	4200	4200	....	....	....
Fourth Eastward.....	Billings to Forsyth.....	6200	4200	5700	5700	....	....	....
Fourth Westward.....	Forsyth to Billings.....	4500	2600	4200	4200	....	....	....
Fifth Eastward.....	Livingston to Billings.....	Car Limit 4500	Car Limit 2600	Car Limit 4050	Car Limit 4050	....	Car Limit 6000	....
Fifth Westward.....	Billings to Livingston.....	....	1100	1500	....	....	....	....
Sixth Eastward.....	Ollie to Beach.....	....	1100	1500	....	....	....	....
Sixth Westward.....	Beach to Ollie.....	....	3750	....	....	....	....	....
Seventh Eastward.....	Sidney to Glendive.....	....	3750	....	....	....	....	....
Seventh Westward.....	Glendive to Sidney.....	....	....	....	....	....	....	....
Eighth Eastward.....	Brockway to Glendive.....	....	1400	1900	2100	....	....	....
Eighth Westward.....	Glendive to Brockway.....	....	1400	1900	2100	....	....	....
Ninth Eastward.....	Colstrip to Nichols.....	....	Car Limit 1650	Car Limit 2300	Car Limit 2500	....	....	....
Ninth Westward.....	Nichols to Colstrip.....	....	....	....	....	....	....	....

TONNAGE RATING

Subdivision	District	CLASS OF ENGINES				
		A-2, A-3, A-4, A-5	W	W-3	W-5	
Tenth Eastward	Shepherd to Billings	....	1400	....	....	....
Tenth Westward	Billings to Shepherd	....	1500	....	....	....
Eleventh Eastward	Rapelje to Laurel	....	Car Limit	....	....	....
Eleventh Westward	Laurel to Rapelje	....	1400	....	....	....
Twelfth Eastward	Red Lodge to Laurel	....	Car Limit	Car Limit	Car Limit	....
	Bridger to Silesia	....	Car Limit	Car Limit	Car Limit	....
Twelfth Westward	Laurel to Red Lodge	....	825	1180	....	....
	Silesia to Bridger	....	1700	2160	....	....
Thirteenth Eastward	Wilsall to Mission	....	Car Limit	....	....	....
Thirteenth Westward	Mission to Wilsall	....	1400	....	....	....

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

D. A. THOMSON,
Ass't Supt.

A. W. HOFFMAN,
Ass't Supt.

R. G. KNIGHT,
Trainmaster.

A. G. WILK,
Trainmaster.

I. W. BREWER,
Trainmaster.

J. F. GREENHALGH,
Trainmaster.

B. N. MORROW,
Chief Dispatcher.