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.

Employes 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.

	ALL SUBDIVISIONS.	
	Speed Restrictions-	9
	Except as otherwise provided, passenger trains sixty (60) freight and mixed trains fifty (50) MPH.	MPH,
	J Manifest freight trains35	MPH.
	All trains and engines:	
	Through crossovers, turnouts and gantlets	MPH.
	Picking up train orders from operators	MPH.
	Picking up train orders from operators30	MPH.
	Engines— Handling Ru Classes— trains I	inning ioht
	All A and Q (except on passenger60	MPH.
	Classes——————————————————————————————————	MOT
	Z-6, Z-7 and Z-860 MPH. 50	мри.
	7.9 7.9 7.4 F.1 25 MDU 20	MDH.
	24 T T 1 W to W 5 in V 9 50 MDU 45	MOU.
	S-10	MPH.
	S-1045 MPH. 40 Steam switch engines, without engine	1711 11.
	trucks, under all conditions	MPH.
	Nos. 125 to 130 inc	MPH.
	Nos. 6000 to 6010 inc65 MPH. 65	MPH.
	900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines	мрн.
	Coming from shops, under steam, to prevent running hot	
	All A and Q and classes 76 77 and 78 50	мрн
	S-4 T T-1 W to W-5 inc. Y-2 35	MPH.
	7-5 D-2 D-3 S-10 Y V-1 Y-3	MPH
	All A and Q and classes Z-6, Z-7 and Z-8 50 S-4, T, T-1, W to W-5 inc., Y-2 35 Z-5, D-2, D-3, S-10, Y, Y-1, Y-3 30 Z-2, Z-3, Z-4, F-1 25	MPH.
8	Main Line-With main and side rods removed:	*
	All A and Q and classes Z-6, Z-7 and Z-830	MPH.
	Z-5, D-2, D-3, S-4, S-10, T, T-1, W to W-5 inc., Y to Y-3 inc	MDII
	Z-2, Z-3, Z-4, F-120	мгд.
	With main rods removed and side rods in place:	MEDIT
	Z-5 D-2 D-3 S-4 S-10 T T-1 W to W-5 inc	MPH.
	Y to Y-3 inc. 30	MPH
	All A and Q and classes Z-6, Z-7 and Z-8	MPH.
	Branch Lines-With either or both main and side rods ren	noved:
	All A and Q classes25 All other classes20	MPH. MPH.
	On bridges—With either or both main and side rods remo Steam switch engines, without engine trucks15 Other engines	MPH.
	In the event the above speeds are in excess of 50% permissible speed for operating the engine in working over any bridge carrying speed restrictions, speed obridges shall be 50% of the permissible speed for enworking order.	order
	Dead engines going to shops or being transferred from or	ne dis-

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 pridges 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 train _______45 MPH. Diesel-electric, other engines, when handled dead in train ______50 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—eral.

Stept 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.

- 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.
- 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 (14) 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.
- 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 leven to 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
	ndanTelegraph Office, Roundhouse.
	Telegraph Office, Roundhouse
	GlendiveTelegraph Office, Roundhouse
	ForsythTelegraph Office, Roundhouse
	BillingsYard Office, Passenger Station Roundhouse
	Laurel Yard Yard Office. Roundhouse.
3. L.	Passenger Station, Telegraph Office east end of yard, Roundhouse.
. 1.u2 -	Sheridan, Greybull and Cody on CB&Q, NP Ry. bulletins for CB&Q employes.
L	
19.	STANDARD CLOCKS—
0 1	MandanTelegraph Office.
	DickinsonTelegraph Office.
	Glendina Telegraph Office.

GlendiveTelegraph Office and Train Dispatchers' Office. ForsythTelegraph Office. BillingsTelegraph Office. Laurel YardTelegraph 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 under-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 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 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 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 per-

mitted 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 crossings 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 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.

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.

Allard-Spur.

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)

2. Bridge and Engine Restrictions-Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., over all 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 eastwar 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 track _____25 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 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, stock-

yard 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

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

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)

 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.

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 station ______35 MPH.
At Livingston, over highway crossing at east end

of yard _____20 MPH. Freight trains will not pull down so as to obstruct view of passenger trains approaching this crossing.

Passenger trains: Between Billings and Laurel 65 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 Livingston 65 MPH.

2. Bridge and Engine Restrictions—

Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., over 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. Rapids, 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 \bar{Z} -8 inc. pass, or when they pass other large engines.

At Greycliff-Engines must not pass over the hopper under

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.

Between the hours of 8:00 A.M. and 10:25 P.M. through freight trains will use main tracks 2 and 3 unless direct to use auxiliary freight tracks 4 and 5 or necessary to use a lary freight tracks to clear superior trains.

Trains stopping for meals, will notify the yardmaster in addition to notifying the train dispatcher as required by Rule 710.

Through freight trains stopping at Billings for meals will use

auxiliary freight tracks.

Between the hours of 10:25 P.M. and 8:00 A.M. through freight trains will use auxiliary freight tracks 4 and 5 unless otherwise directed.

Westward freight trains terminating in new yard at Billings will

use westward auxiliary freight track.

Passenger trains entering passenger station 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. Laurel Yard Limits-Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard. Eastward trains may enter yard on the time of 12th sub-division trains when eastward three arm signal on eastward main track east of passenger station displays restricting slow speed indication.

5. Switches equipped with electric locks:

Derail, near signal 118, east leg of wye, Mossmain. Derail, near signal 123, west leg of wye, Mossmain.

At each end of crossover, between main tracks, leading to west leg of wye, Mossmain.

At west end of crossover from yard to eastward main track, near signal 124, Mossmain.

At east end of crossover, east of Laurel yard office. At east end of crossover, west of Laurel passenger station. Westward trains making crossover movement at Signal 121 to the yard and eastward trains making crossover movement to the west leg of the wye at the eastward home signal located

west of the crossover between the main tracks at the west leg of the wye, must stop within two hundred (200) feet of the signal in order to unlock electric lock at the far end of the crossover.

 Automatic Block Signals 118, 121, 123, 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.

7. At Laurel-Westward 5th subdivision trains entering 12th subdivision will secure check of register of eastward 5th subdivision first class trains by train order or Form 602 and will use the crossovers west of the passenger station.

8. At Park City-Normal position of double track switch is for eastward track.

Agent or operator will open east switch of siding for trains entering siding when one long and one short sound of engine whistle is given and will close east switch of siding behind trains departing from siding.

At Big Timber, crossings at Anderson Street and McLeod Street east and west of passenger station must not be blocked for more than ten minutes.

9. Sidings-

lumbus, Greycliff, Big Timber and Springdale—north siding eastward; south siding is westward. Reed Point, north siding is westward, south siding is eastward.

10. Spring Switches-

At Billings, one at east end of auxiliary main track to eastward main track, not equipped with facing point lock.

At Laurel, one at east lead from eastbound yard to eastward main track, not equipped with facing point lock.

11. Register Stations-

Billings. Laurel Yard for second class and inferior trains.

Laurel, for first class trains. Livingston.

Livingston Yard, for second class and inferior trains originating at Livingston yard.

12. Register Exceptions-

At Billings, second class and inferior trains will register by form 608 and be furnished check of register on form 602, by 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.

At Livingston, eastward second class and inferior trains originating at Livingston yard will register at Livingston Yard. At Livingston Yard, westward second class and inferior trains terminating at Livingston yard will register by Form 608.

13. Clearance Exceptions-At Laurel, Fifth subdivision trains originating at Laurel Yard will not require a clearance if train order signal indicates pro-

At Mossmain, G. N. trains enroute to Billings will secure clearance from train dispatcher by telephone if clearance has not been furnished prior to arrival at Mossmain.

At Mission, trains originating will not require a clearance.

SIXTH SUBDIVISION. (OLLIE BRANCH)

1. Speed Restrictions30 MPH.

2. Bridge and Engine Restrictions-Engines heavier than Class W-3 not permitted.

At Beach—Train order signal does not govern Sixth Subdivision trains.

4. Register Station-Beach.

5. Clearance Exceptions-At Ollie eastward trains will not require a clearance.

SEVENTH SUBDIVISION. (SIDNEY BRANCH)

- 1. Speed Restrictions—Engines Class W and heavier ____25 MPH. Engines classes Q and T______30 MPH.
- 2. Bridge and Engine Restrictions-Engines heavier than Classes Q-5, Q-6 or W-2 and wrecking cranes 45, 46 or 47 not permitted. At Sidney, engines must not be operated over the hoppers at Holly Sugar Corporation plant trestles.

3. At Glendive-Eastward trains will get authority from train dispatcher before entering Third Sub-Division.

Register Stations-Glendive, Newlon and Sidney.

Register Exceptions-At Newlon, westward N. P. trains will not register.

6. Clearance Exceptions-At Newlon westward trains originating will not require clearance.

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EIGHTH SUBDIVISION.

(REDWATER BRANCH)

1. 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. 3. Sidney Branch Junction-Normal position of switch is for

4. 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.

5. Register Stations—Glendive and Brockway.

Seventh Sub-Division.

NINTH SUBDIVISION.

(ROSEBUD BRANCH)

1. Speed Restrictions—Around bluffs just west of west wye switch at Nichols ________ 10 MPH.
Over balance of subdivision ______ 25 MPH.

2. Bridge and Engine Restrictions-Engines heavier than Class W-5 not permitted.

At Nichols—Train order signal does not govern Ninth Sub-Division trains.

4. 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.

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-

FIGURIAL SOLD STORY

TENTH SUBDIVISION. (BILLINGS & CENTRAL MONTANA BRANCH)

1. 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.

8. Register Station-Billings.

4. Clearance Exceptions-At Shepherd eastward trains will not require clearance.

ELEVENTH SUBDIVISION. (LAKE BASIN BRANCH)

1. Speed Restrictions

2. Bridge and Engine Restrictions-Engines heavier than Class

8. 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)

1. Speed Restrictions-At Fromberg, within yard limits, all trains restricted speed. Between Laurel and Fromberg, freight trains handling
 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.

2. Bridge and Engine Restrictions-Engines heavier than Class W-5 and CB&Q Class O-4, not permitted.

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 tender20 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.

3. 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 sub-division 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.

- 4. At Silesia-Normal position of Junction switch is for the Clarks Fork Branch.
- 5. At Blum-Gravel bins will not clear man on side of car.
- 6. 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.

Mountain Grade Operation-Mountain grade between Joliet and Red Lodge. Terminal test of air brakes must be in accordance with Air Brake Rule 35 before leaving Red dge. 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.

divided

When trains are directed by train order to meet at Joliet, Boyd, 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.

9. Yard Limits-Tracks between yard limit signs east of Blum and west of Edgar 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.

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)

- Bridge and Engine Restrictions-Engines Classes Q5, W3, and heavier and wrecking cranes 45, 46 or 47 not permitted. Bridge 0, near Mission, Bridge 10 between Chadborn and Clyde

Heavy Car Restrictions: 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.

3. Register Stations-Wilsall.

Heights and widths in	Heights and widths in table allow I inches clearance.							1	Chemich	TO OFFI	CCHICI	on clincr blue of center line of car.
				LIMIT	. OF L	OAD-	LIMIT OF LOAD-MEASUREMENT	JREME	TN			
				HEI	GHT A	BOVE	HEIGHT ABOVE TOP OF RAIL	F RAI	ت			GOVERNING STRUCTURE
		1'0" 2 Wide W	2'0" 3' Wide W	3'0" 4'0" Wide Wide	// 5'0'' de Wide	', 6'0" le Wide	' 7'0" le Wide	7'6" Wide	8′0″ Wide	Max. Height	Max. Width	2
1st Subdivision	M. L., Mandan to Dickinson	20,3,, 50	20'3" 20'3"	3" 20'3"	20,3,,	, 20,3,,	, 20,3,,	20,3"	20/3"	20/3/	11,6,,	T
2nd Subdivision	M. L., Dickinson to Glendive	20,3,, 50	20'3" 20'3"	3" 20'3"	,,, 20,3,,	, 20'3"	, 20/3"	20'3"	20,3"	20'3"	11,6,,	50 E S S S S S S S S S S S S S S S S S S
3rd Subdivision	M. L., Glendive to Forsyth	21,0,, 21	21'0" 21'0"	0" 21'0"	,,, 21,0,,	, 21,0,,	, 21,0,,	21,0,,	21,0,,	21,0,,	11'6"	E REEL DE LE
4th Subdivision	M. L., Forsyth to Billings	18/4" 18	18/3" 18'	18,2" 18,1"		17,11" 17'8"	, 17'4"	17'3"	17,1"	18'4"	11'6"	Big Horn Tunnel
5th Subdivision	M. L., Billings to Livingston	21.0" 21	21,0,, 21,	21'0" 21'0"	" 21'0"	, 21,0,,	, 21,0,,	21,0,,	21'0"	21,0,,	11'6"	
6th Subdivision	Beach to Ollie.	21,0,, 21	21,0,, 21,	21'0" 21'0")" 21'0"	" 21,0"	" 21′0″	21'0"	21,0,,	21'0"	11'6"	т с сп
7th Subdivision	Glendive to Sidney	21,0,, 21	21,0" 21'	21.0" 21.0"	" 21.0"	" 21'0"	, 51,0,,	21.0"	21,0,,	21,0,,	11'6"	
8th Subdivision	Glendive to Brockway	21,0" 21	21,0,, 21,	21'0" 21'0"	,,, 21,0,,	, 21,0,,	, 21,0,,	21,0,,	21,0,,	21'0"	11'6"	
9th Subdivision	Nichols to Colstrip	21,0,, 21	21.0" 21'	21'0" 21'0")" 21'0"	" 21′0″	, 21,0,,	21,0,,	21,0,,	21,0,,	11'6"	
10th Subdivision	Billings to Shepherd	21.0" 21	21.0" 21	21'0" 21'0")" 21'0"	" 21'0"	" 21′0″	21,0,,	21'0"	21'0"	11'6"	
11th Subdivision	Laurel to Rapelje	21,0,, 21	21,0,, 21,	21,0" 21,0"	0,1 21,0,1	" 21'0"	, 21,0,,	21,0,,	21'0"	21'0"	11'6"	3 -1
12th Subdivision	Laurel to Red Lodge	21,2,, 21	21,2,, 21,	21'2" 21'2"	3, 21,5,,	" 21'2"		21'2"" 21'0"	21,10	21'2"	11'6"	
12th Subdivision	Silesia to Bridger	21,0,, 21	21.0" 21	21,0" 21'0")" 21'0"	" 21'0"	, 21,0,,	21'0"	21,0,,	21,0,,	11'6"	
13th Subdivision	Mission to Wilsall	21'6" 21	21'6" 21'	21'6" 21'6"	3" 21'6"	" 21'6"	" 21'6"	21'4"	21,1,,	21,6,,	11'6"	

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

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				HEIG	HT AI	30VE	TOP C	HEIGHT ABOVE TOP OF RAIL	T		COVEDNING
		8'6" Wide	9'0'' 8 Wide 7	9'6" 1 Wide V	10'0" 10 Wide W	10'2" 10 Wide W	10'6" 1 Wide P	11.0" 1 Wide W	le s	Max. Max. Height Width	GOVERNING STRUCTURE
1st Subdivision	M. L., Mandan to Dickinson	20/3" 2	20,3,, 20	20,3,, 20	20,3,, 20	20,3" 20	20,3" 20	20'3" 20	20'3" 20'3"	", 11,6"	
2nd Subdivision	M. L., Dickinson to Glendive	20'3" 2	20,3,, 20	20,3,, 20	20,3,, 20	20,3,, 20	20,3,, 50	20,3" 20	20'3" 20'3"	,, 11,6,,	100 March 10 Christian Sangaretti April (1981) 17
3rd Subdivision	M. L., Glendive to Forsyth	21,0,, 2	21,0,, 21	21.0,, 21	21.0" 21	21,0,, 21	21,0,, 21	21,0,, 21	21,0" 21,0"	,,, 11,6,,	
4th Subdivision	M. L., Forsyth to Billings	16/10"1	16'8" 16	16''6' 18	16/3" 16	16'2" 16	16'0" 15	16'8" 15	16'4" 18'4"	" 11,6"	Big Horn Tunnel
5th Subdivision	M. L., Billings to Livingston	21,0,, 2	21,0,, 21	21,0,, 21	21,0,, 21	21,0,, 21	21,0,, 21	21,0,1	21,0" 21,0"	,,, 11,6,,	
6th Subdivision	Beach to Ollie	21,0,, 2	21,0,, 21	21,0,, 21	21,0,, 21	21,0,, 21	21,0,, 21	21,0,, 21	21,0" 21,0"	", 11,6"	Process and the management of the Special State of
7th Subdivision	Glendive to Sidney	21,0,, 2	21,0,, 21	21,0,, 21	21'0" 21	21,0,, 21	21,0,, 21	21,0" 21	21,0" 21,0"	", 11,6"	The contract of the contract o
8th Subdivision	Glendive to Brockway	21,0,, 2	21,0,, 21	21,0,, 21	21,0" 21	21,0,, 21	21,0,1	21,0,, 21	21'0" 21'0"	" 11'6"	State of the control
9th Subdivision	Nichols to Colstrip	21,0,, 2	21,0,, 21	21.0" 21	21,0,1	21,0,, 21	21,0,, 21	21,0,, 21	21,0" 21,0"	" 11'6"	
10th Subdivision	Billings to Shepherd	21,0,, 2	21,0,, 21	21,0,, 21	21,0,, 21	21,0,, 21	21,0,1	21,0,, 21,	21,0" 21,0"	" 11'6"	State 1 in the second state and the second state of the second sta
11th Subdivision	Laurel to Rapelje	21,0,, 2	21,0,, 21	21,0,1	21,0,, 21	21,0,, 21	21.0" 21	21,0" 21	21,0,1	" 11'6"	•
12th Subdivision	Laurel to Red Lodge	20,8,, 2(20,2, 50	20,6" 20	20'4" 20	20,3,, 20	20'3" 20	20'1" 19'	19'11" 21'2"	" 11′6″	
12th Subdivision	Silesia to Bridger	21,0,, 2	21,0,, 21	21,0,, 21	21.0" 21	21,0,, 21	21,0,, 21	21,0" 21	21'0" 21'0"	" 11'6"	
13th Subdivision	13th Subdivision Mission to Wilsall	. 20'10" 20'7"	3,2, 20	20'4" 20	20'1" 20	20'0" 19	19/10" 19/6"	_	19'3" 21'6"	" 11'6"	

TONNAGE RATING

Subdivision First Eastward				CLA	CLASS OF ENGINES	200		
	District	A-2, A-3, A-4, A-5	*	W-3	W-5	Z-5	Z-6, Z-7, Z-8	Diesel 6000 Class
70000000	Dickinson to Mandan		1875 1500	2675	2900 2225	5000 4000		5400 4870
Second EastwardGlen	Glendive to Dickinson		1500 1500	2000	2225 2225	4300	::	4870 4870
Third Bestward Fors	Forsyth to Glendive Glendive to Forsyth	6200 4500	4100 2600	5700 4200	5700 4200			••••
Fourth Eastward Billin	Billings to Forsyth Forsyth to Billings	6200 4500	4200 2600	5700 4200	5700 4200	• • •		
Fifth Eastward Billi	Livingston to Billings Billings to Livingston	Car Limit 4500	Car Limit 2600	Car Limit 4050	Car Limit 4050	• • •	Car Limit 6000	
Sixth Eastward Ollie Sixth Westward Beac	Ollie to Beach. Beach to Ollie.		1100	1500 1500			• • •	
Seventh Eastward Sidn	Sidney to Glendive. Glendive to Sidney.		3750 3750					
Eighth Eastward Glen	Brockway to GlendiveGlendive to Brockway		1400 1400	1900	2100 2100			::
Ninth Eastward Nich	Colstrip to Nichols Nichols to Colstrip.		Car Limit 1650	Car Limit 2300	Car Limit 2500			

TONNAGE RATING

		620	=	CLAS	CLASS OF ENGINES	NES		
Subdivision	District	A-2, A-3, A-4, A-5	*	W-3	W-5	12 124 14	30 38 7	# H
Tenth Eastward	Shepherd to BillingsBillings to Shepherd	::	1400 1500		::	::	::	11
Eleventh Eastward	Rapelje to LaurelLaurel to Rapelje	::	Car Limit 1400	3 • • • • • • • • • • • • • • • • • • •	::	::	::	ii
Twelfth Eastward	Red Lodge to LaurelBridger to Silesia	::	Car Limit Car Limit	Car Limit Car Limit	Car Limit Car Limit	::	::	::
Twelfth Westward	Twelfth WestwardSilesia to Bridger	íi	825 1700	1180 2160	ii	::	::	. : :
Thirteenth EastwardThirteenth Westward	Wilsall to Mission Mission to Wilsall	ii	Car Limit 1400	:::	ij	!!	::	::

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.
I. W. BREWER,

A. W. HOFFMAN, Ass't Supt.

J. F. GREENHALGH, Trainmaster.

Trainmaster.

R. G. KNIGHT, A. G. W
Trainmaster. Tra

B. N. MORROW,
Chief Dispatcher.

A. G. WILK, Trainmaster.

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