

NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

Special Instructions No. 7

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

Tuesday, January 1, 1946

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—

Maximum Speeds Permitted—

The maximum speeds in miles per hour permitted are listed by zones for each Subdivision.

Except on mountain grades, passenger trains with diesel-electric engines and all light weight cars may run at speeds ten (10) miles per hour faster than passenger trains with steam engines.

Speed Restrictions Account Curves, etc.—

Reductions of speeds, within the zones listed for each Subdivision, when necessitated by curves or for other reasons, are designated by Advance Warning, Reduce Speed and Resume Speed signs.

The maximum permissible speeds in miles per hour for trains with steam engines are shown on the signs.

Except on mountain grades, passenger trains with diesel-electric engines and all light weight cars may operate through the restricted zones at speeds ten (10) miles per hour faster than those shown on the signs.

Speed Restrictions, Miscellaneous—

The locations where reduced speeds are required, for such reasons as city ordinances, bridges, etc., where not designated by Advance Warning, Reduce Speed and Resume Speed signs, are listed for each Subdivision and appear directly after the list of maximum speeds permitted.

J Manifest freight trains 35 MPH.

All trains and engines:

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

Over spring switches—

In facing point direction,

If not equipped with facing point lock..... 30 MPH.

If equipped with facing point lock..... Normal Speed.

In trailing point direction,

When movement actuates switch points..... 30 MPH.

On track for which switch is lined..... Normal Speed.

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

Handling steam wrecking cranes, pile drivers or locomotive cranes 30 MPH.

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

Engines—

Classes—

All A and Q (except on passenger..... 60 MPH.

trains where higher speed is authorized)..... 60 MPH.

Z-6, Z-7 and Z-8 50 MPH.

Z-5, D-2, D-3, S-10, Y, Y-1, Y-3 30 MPH.

Z-2, Z-3, Z-4, F-1 25 MPH.

S-4, T, T-1, W to W-5 inc., Y-2..... 45 MPH.

S-10 40 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 engines 60 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, S-10, Y, Y-1, Y-3 30 MPH.

Z-3, Z-4 25 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, S-4, S-10, T, T-1, W to W-5 inc.,

Y to Y-3 inc. 25 MPH.

Z-3, Z-4 20 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, S-4, S-10, T, T-1, W to W-5 inc.,

Y to Y-3 inc. 30 MPH.

Z-3, Z-4 25 MPH.

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

All A and Q classes 25 MPH.

All other classes 20 MPH.

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

Steam switch engines, without engine trucks 15 MPH.

Other engines 20 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 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—general.

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

Double-Headering Restrictions—Engines, Classes A-2 to A-5 or Z-5 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-5 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 not be displayed by night on train order signals on the 6th, 7th, 8th, 9th, 10th, 11th, 12th, and 13th subdivisions, except on the 12th subdivision, between Laurel and Fromberg. Trains will be governed by the day indication of these train order signals.

4. Rule D-97 applies to all divisions.

5. Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, when placed as prescribed by Rule 10(h) to indicate approach to a red signal on the 6th, 7th, 8th, 9th, 10th, 11th, 12th and 13th subdivisions, (except on the 12th subdivision between Laurel and Fromberg) and also in special cases when authorized by the Superintendent and protected by train order.

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

7. 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.

8. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.

9. 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 and movement may be made at once. 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 three 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.

10. Bulletin Stations—

MandanTelegraph Office, Roundhouse.
DickinsonTelegraph Office, Roundhouse.
GlendiveTelegraph Office, Roundhouse.
ForsythTelegraph Office, Roundhouse.
BillingsYard Office, Passenger Station, Roundhouse.
Laurel YardYard Office, Roundhouse.
LivingstonPassenger Station, Telegraph Office east end of yard, Roundhouse.
Sheridan, Greybull and Cody on CB&Q, NP Ry. bulletins for CB&Q employees.

11. Standard Time Clocks—

MandanTelegraph Office.
DickinsonTelegraph Office.
GlendiveTelegraph Office and Train Dispatchers' Office.
ForsythTelegraph Office.
BillingsTelegraph Office.
Laurel YardTelegraph Office.
LivingstonTelegraph Office and Livingston Yard Telegraph Office.

12. 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.

FIRST SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—

Zone—Between	Freight and mixed	Passenger Steam	Passenger Diesel
Mandan and MP 86 (west of Richardton)	50	60	70
MP 86 and MP 96 (west of Boyle)	50	70	80
MP 96 and Dickinson	50	60	70

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

At Hebron, through corporate limits, eastward trains....45 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.

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. At Dickinson, Second Subdivision instructions govern.

6. 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.

7. Yard Limits—Tracks between yard limit signs east of Mandan and west of Sunny operated as one yard.

8. Register Stations—Mandan and Dickinson.

SECOND SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—

Zone—Between	Freight and mixed	Passenger Steam	Passenger Diesel
Dickinson and MP 167 (west of Sentinel Butte)	50	60	70
MP 167 and Glendive	50	70	80

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.

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. At Glendive, Third Subdivision instructions govern.

5. 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.

6. Register Stations—Dickinson and Glendive.

7. Clearance Exceptions—At Beach, No. 800 must not leave without a clearance.

THIRD SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—

Zone—Between	Freight and mixed	Passenger Steam	Passenger Diesel
Glendive and MP 2 (west of Glendive)	50	60	70
MP 2 and MP 108 (west of Joppa)	50	70	80
MP 108 and Forsyth	50	60	70

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.

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.

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.

Fort Keogh—Spur.

Horton—North spur.

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.

Engines, Classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted on the old sales yard, back track, house track beyond west end of freight house platform, city track beyond loading platform, electric light spur, Yellowstone spur beyond the road crossing 300 feet west of the switch.

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 80 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—

Zone—Between	Freight and mixed	Passenger Steam	Passenger Diesel
Forsyth and Myers	50	70	80
Myers and MP 177 (west of Custer)	50	60	70
MP 177 and Huntley	50	70	80
Both tracks			
Huntley and Billings	50	60	70
CB&Q engines, class M-2, with disc wheels	40	40	
Other CB&Q freight trains....	35	---	---

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. **At Billings**—Fifth Subdivision instructions govern.
6. **Sidings**—
 Custer, north siding is westward; south siding is eastward.
 Huntley, north siding is westward; south siding is eastward.
7. **Register Stations**—
 Forsyth, Billings.
 Huntley, for trains to and from CB&Q Ry.

FIFTH SUBDIVISION. (MAIN LINE)

1. Speed Restrictions—

Zone—Between	Freight and mixed	Passenger Steam	Diesel
Billings and Laurel	50	65	75
CB&Q engine class M-2 with disc wheels	40	40	---
Other CB&Q freight trains....	35	---	---
Laurel and Livingston	50	70	80

At Billings, between crossover at east end of auxiliary freight tracks and 29th street, first class trains..Restricted Speed.

Over 27th, 28th, and 29th streets10 MPH.

Eastward passenger trains approach 29th street at restricted speed and not proceed until proceed signal is received from switch tender.

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.

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, tracks to the roundhouse, tracks leading to the wye and wye tracks.

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 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 sub-way, 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 directed to use auxiliary freight tracks 4 and 5 or necessary to use auxiliary 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.

Unless otherwise instructed, when it is necessary for a westward second class or inferior train to clear a westward first class train and there is an eastward first class train due or overdue, the westward second class or inferior train may make crossover movement to the westward auxiliary freight track after first protecting against such eastward first class train, as prescribed by Rule 99.

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.

Eastward freight trains will stop clear of crossover from the eastward main track to the roundhouse lead west of 29th street.

Passenger trains entering passenger station will be governed by signals from switch tender.

When no switch tender is on duty or if signal is not received promptly when trains call for route, trainmen will line switches and trains will proceed in the manner as prescribed by the rules.

4. **Laurel Yard Limits**—Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard.

5. **Switches equipped with electric switch locks:**

Derail, east leg of wye, Mossmain.

Derail, 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, Mossmain.

At east end of crossover, east of Laurel yard office.

Westward trains making crossover movement to Laurel yard and eastward trains making crossover movement to the west leg of the wye must stop within 200 feet of the signal in order to unlock electric switch lock at the far end of the crossover.

6. **At Mossmain**—Trains entering or leaving Laurel yard, or entering Fifth Subdivision from the east leg of the wye may operate electric switch locks on the time of first class trains if the indicator shows "proceed". If indicator does not show "proceed" and a first class train is due or overdue, the movement must be protected as prescribed by Rule 99.
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.
Eastward trains may enter yard on the time of 12th sub-division trains when eastward home signal on eastward main track east of passenger station indicates proceed at restricted speed, (Rule 601F).
8. **At Park City**—Switch at end of double track is an automatically operated dual control switch, normal position is for eastward track.
East switch of siding must not be lined for westward trains on the westward main track to enter siding until engine has passed westward home signal at end of double track, and it is ascertained that dual control switch is properly lined for movement.
9. **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.
10. **At Livingston**, Rocky Mountain Division instructions govern.
11. **Sidings**—
Columbus, Greycliff, Big Timber and Springdale—north siding is eastward; south siding is westward.
Reed Point, north siding is westward, south siding is eastward.
12. **Spring Switches**—
At Billings, one at east end of auxiliary main track to eastward main track, not equipped with facing point lock.
At Mossmain, one at east lead from eastbound yard to eastward main track, not equipped with facing point lock.
13. **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.
14. **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.
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.
15. **Clearance Exceptions**—
At Laurel, Fifth subdivision trains originating at Laurel Yard will not require a clearance if train order signal indicates proceed.
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 Restrictions**—
Zone—Between
Beach and Ollie 30 MPH.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-3 not permitted.
3. **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**—
Zone—Between
Glendive and Sidney
Engines Classes
W and Q
heavier and T
25 30 MPH.
2. **Bridge and Engine Restrictions**—Engines heavier than Classes Q-5, Q-6 or W-2 and wrecking cranes 45, 46, 47 or 48 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.
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. **Speed Restrictions**—
Zone—Between
Glendive and MP 28 (between Lindsay and Rimroad) 35 MPH.
MP 28 and MP 44 (between Rimroad and Circle) 25 MPH.
MP 44 and ~~Sidney~~ Brockway 35 MPH.
2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 not permitted.
Bridge 49, Redwater River;
Wrecking cranes 45 to 48 inc. 15 MPH.
Heavy Car Restrictions over bridges—
Cars with total weight exceeding 214,000 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.
Cars with total weight exceeding 169,000 pounds must be separated from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.
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 Seventh Sub-Division.
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.

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. **Switches equipped with electric switch locks;**
At Laurel, at west end of crossover to 5th subdivision eastward main track west of Laurel passenger station.
11. **Register Stations**—Laurel Yard for second class and inferior trains originating.
Laurel, for first and second class and inferior trains from the Fifth Subdivision.
Silesia, Fromberg, Bridger, Belfry and Red Lodge.
12. **Register Exceptions**—At Laurel, westward second 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. **Speed Restrictions**—
Zone—Between
Mission and Wilsall 25 MPH.
2. **Bridge and Engine Restrictions**—Engines Classes Q5, W3, and heavier and wrecking cranes 45, 46, 47 or 48 not permitted.
Bridge 0, near Mission, Bridge 10 between Chadborn and Clyde Park and Bridge 15 between Clyde Park and Wilsall double header engines Classes W, W1, W2 and W4 not permitted.
Heavy Car Restrictions:
Cars with total weight exceeding 214,000 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. Cars with total weight exceeding 169,000 pounds must be separated from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.
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.

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

MAXIMUM CLEARANCES

Note—Length of load 53 feet.
Heights and widths in table allow 9 inches clearance.

LIMIT OF LOAD—MEASUREMENT												GOVERNING STRUCTURE
HEIGHT ABOVE TOP OF RAIL												
10"	20"	30"	40"	50"	60"	70"	7'6"	80"	Max. Height	Max. Width		
Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide	Wide				
20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"		
20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
18'4"	18'3"	18'2"	18'1"	17'11"	17'8"	17'4"	17'3"	17'1"	18'4"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"		
21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"						

Note—Length of load 63 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-1 W-2	W-3	W-5	Z-5	Z-6, Z-7, Z-8	Diesel 6000 Class		
First Eastward.....	Dickinson to Mandan.....	....	1775	1875	2675	2900	5000	....	5400
First Westward.....	Mandan to Dickinson.....	....	1400	1500	2000	2225	4000	....	4870
Second Eastward.....	Glendive to Dickinson.....	....	1400	1500	2000	2225	4300	....	4870
Second Westward.....	Dickinson to Glendive.....	....	1400	1500	2000	2225	4000	....	4870
Third Eastward.....	Forsyth to Glendive.....	6200	4100	4200	5700	5700	....	....	....
Third Westward.....	Glendive to Forsyth.....	4500	2600	2700	4200	4200	....	....	....
Fourth Eastward.....	Billings to Forsyth.....	6200	4100	4200	5700	5700	....	....	....
Fourth Westward.....	Forsyth to Billings.....	4500	2600	2700	4200	4200	....	....	....
Fifth Eastward.....	Livingston to Billings.....	Car Limit 4500	Car Limit 2600	Car Limit 2600	Car Limit 4050	Car Limit 4050	....	Car Limit 6000	....	
Fifth Westward.....	Billings to Livingston.....	....	1100	1200	1500	....	....	....	....
Sixth Eastward.....	Ollie to Beach.....	....	1100	1200	1500	....	....	....	....
Sixth Westward.....	Beach to Ollie.....	....	1100	1200	1500	....	....	....	....
Seventh Eastward.....	Sidney to Glendive.....	....	3750	4000	....	....	....	....	....
Seventh Westward.....	Glendive to Sidney.....	....	3750	4000	....	....	....	....	....
Eighth Eastward.....	Brockway to Glendive.....	....	1400	1500	1900	2100	....	....	....
Eighth Westward.....	Glendive to Brockway.....	....	1400	1500	1900	2100	....	....	....
Ninth Eastward.....	Colstrip to Nichols.....	....	Car Limit 1650	Car Limit 1850	Car Limit 2300	Car Limit 2500	....	....	....
Ninth Westward.....	Nichols to Colstrip.....	....	Car Limit 1650	Car Limit 1850	Car Limit 2300	Car Limit 2500	....	....	....

TONNAGE RATING

Subdivision	District	CLASS OF ENGINES				
		A-2, A-3, A-4, A-5	W	W-1 W-2	W-3	W-5
Tenth Eastward. Tenth Westward.	Shepherd to Billings. Billings to Shepherd.	.... ....	1400 1500	1500 1600	........	........
Eleventh Eastward. Eleventh Westward.	Rapelje to Laurel. Laurel to Rapelje.	.... ....	Car Limit 1400	Car Limit 1500	........	........
Twelfth Eastward.	Red Lodge to Laurel. Bridger to Silesia.	.... ....	Car Limit Car Limit	Car Limit Car Limit	Car Limit Car Limit	........
Twelfth Westward.	Laurel to Red Lodge. Silesia to Bridger.	.... ....	825 1700	890 1835	1180 2160	........
Thirteenth Eastward. Thirteenth Westward.	Wilsall to Mission. Mission to Wilsall.	.... ....	Car Limit 1400	Car Limit 1500	........	........

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.