

NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

Special Instructions No. 8

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

Wednesday, December 3, 1947

**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.**

**R. W. DAVIS,
Superintendent.**

**C. V. BERGLUND,
General Manager,**

**R. E. MATTSON,
General Superintendent of
Transportation.**

ALL SUBDIVISIONS.

1. Speed Restrictions—

Maximum speeds permitted:

Passenger trains	75 MPH.
Freight and mixed trains	50 MPH.
"J" Manifest freight trains	35 MPH.

The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.

Reduce speed limits, within the zones listed, are designated by Advance-warning signs (diagonally upwards), Reduce speed signs (square with clipped corners) and Resume speed signs (vertical).

The Advance-warning signs are, except as otherwise specified, located approximately 3000 feet in advance of the Reduce speed signs, and the numerals on both signs indicate in miles per hour the maximum speed permitted from the Reduce speed sign to another Reduce speed limit, or to a sign indicating a higher speed, or to a Resume speed sign (RS).

If speeds authorized by zones or by Reduce speed signs, are greater than that prescribed below for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required but not indicated by signs, are listed under the zones of maximum speeds permitted for each subdivision.

All trains and engines, except as otherwise specified:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise	15 MPH.
Handling steam wrecking cranes, pile drivers, locomotive cranes and similar equipment	30 MPH.
Handling 4-wheel scale test cars—Main Line	35 MPH.
Branch Lines	25 MPH.
Picking up train orders from operators	30 MPH.

Engines— Classes—	Handling trains	Running light
All A and Q (except on passenger trains where higher speed is authorized)	60 MPH.	60 MPH.
Z-6, Z-7 and Z-8	60 MPH.	50 MPH.
Z-5, Y, Y-1, Y-3	40 MPH.	35 MPH.
Z-3, Z-4	35 MPH.	30 MPH.
S-4, T, T-1, W to W-5 inc., Y-2	50 MPH.	45 MPH.
Steam switch engines, without engine trucks, under all conditions	15 MPH.	15 MPH.
660 HP diesel-electric switch engines, Nos. 125 to 131 inc.	45 MPH.	45 MPH.
5400 HP and 6000 HP diesel-electric road engines, 6000 series	65 MPH.	65 MPH.
4500 HP diesel-electric passenger engines, 6500 series	75 MPH.	65 MPH.
900 HP and 1000 HP diesel-electric switch engines and combination road-switch engines	60 MPH.	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, Z-5	35 MPH.	
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, 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, 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 131 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.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 and 6500 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

Wrecking cranes—250 tons, 45 to 48 inc. must not be coupled directly to engine or tender of engines Classes A-2 to A-5 inc. or Z-5 to Z-8 inc., but must be separated from them by at least two cars of not over 169,000 pounds total weight, for movement over bridges.

3. Use of Mars headlight on engines so equipped—

The Mars headlight may display either a white or red, stationary or oscillating light, to be used in addition to the standard headlight.

The Mars white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required. The Mars oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

The engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed. The Mars red light will be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17(B), after which the red headlight will be extinguished.

The use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

4. 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.

5. Rule D-97 applies to all divisions.

6. 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 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.

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

8. 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.

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

Scale test cars must be handled only in local freight trains, and placed immediately ahead of the caboose.

Cranes or similar machines geared for self-propulsion moving on commercial billing, must not be handled in time freight trains.

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

11. 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.

12. Signal Operation at Spring Switches Equipped for Switch Key Operation—Unless otherwise provided, the normal position of the spring switch is for main track. The normal indication of main track signals is Proceed. The normal indication of siding signal is Stop. To clear the siding signal when train is ready to enter main track, insert switch key in control box and turn to right. If route is clear the siding signal will immediately clear. If siding signal does not clear by switch key operation, open release box and push the button which will put the time release mechanism into operation. After time release has operated, the siding signal will clear if there is no conflicting train movement. The release box door must be left open until leading wheels of train on the siding have passed the siding signal, then close and lock the release box door. If the siding signal has been cleared and train on the siding is not ready to depart, if necessary to clear signals for a main track movement, open the release box door and push the button which will start the time release mechanism. After the time release mechanism has started to operate, close and lock the release box door.

13. Bulletin Stations—

MandanTelegraph Office, Roundhouse.
DickinsonTelegraph Office, Roundhouse.
GlendiveTelegraph Office, Roundhouse.
ForsythTelegraph Office, Roundhouse.
BillingsYard Office, Service Building, Roundhouse.
Laurel YardYard Office, Roundhouse.
LivingstonPassenger Station, Roundhouse.
Sheridan, Greybull and Cody on CB&Q, NP Ry. bulletins for CB&Q employees.
Great Falls on G. N. Ry., N. P. Ry. bulletins for G. N. employees.

14. Standard Time Clocks—

MandanTelegraph Office.
DickinsonTelegraph Office.
GlendiveTelegraph Office and Train Dispatchers' Office.
ForsythTelegraph Office.

BillingsTelegraph Office.
Laurel YardTelegraph Office.
LivingstonTelegraph Office.

5. 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—The Jewel Box.
Laurel—C. L. Calloway.
Livingston—Lytle & Jondrow.

FIRST SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Freight	Passenger
Mandan and MP 8 (East of Lyons).....	50	65
MP 8 and MP 21 (East of Judson).....	50	75
MP 21 and MP 54 (East of Glenullen).....	50	60
MP 54 and MP 86 (West of Richardton).....	50	65
MP 86 and Dickinson	50	75

Westward Advance-warning sign located 250 feet east of Bridge 3, west of Sunny, is 2400 feet in advance of the Reduce speed sign.

Eastward Advance-warning sign located between main track and siding, west of the east switch, at Lehigh is 2300 feet in advance of the Reduce speed sign.

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.

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.

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.

Glenullen—Coal dock track.

Eagle Nest—Spur.

Richardton—Elevator spur.

Taylor—Stockyard track.

Boyle—Spur.

Gladstone—Birdsal elevator spur, stockyard track and house track.

At Mandan—engines must not pass over the powerhouse hopper.

At Glenullen—engines must not pass over the coal dock hopper.

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 train 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 when on duty will open west switch of eastward siding and east switch of westward siding for trains entering siding when engine whistle signal 14(j) is sounded, and will close west switch of eastward siding and east switch of westward siding behind trains entering or departing from those sidings.
5. At Dickinson, Second Subdivision instructions govern.
6. Spring Switches—
At New Salem, at west switch of westward siding, equipped with facing point lock and switch key signal operation.
At Dengate, at east and west end of siding, equipped with facing point lock and switch key signal operation.
7. Sidings—
Mandan, the first track south of passenger station is main track; the second track is passenger siding.
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.
8. Yard Limits—Tracks between yard limit signs east of Mandan and west of Sunny operated as one yard.
9. Register Stations—Mandan and Dickinson.

SECOND SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Freight and mixed	Passenger
Dickinson and MP 167 (west of Sentinel Butte)	50	75
MP 167 and Glendive	50	70

Westward Advance-warning sign located at east switch Demores is 6000 feet in advance of the Reduce speed sign.

Eastward Advance-warning sign located at east switch Glendive is 2200 feet in advance of the Reduce speed sign.

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 Beach, through city limits 60 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 the following tracks:

Dickinson—Stockyard track; Elevator spur north of freight house; freight house track west of unloading platform; Material 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.

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.

Wibaux—House and elevator tracks.

Beaver Hill—Spur.

Hodges—Back track.

Iona—Spur, beyond a point 100 feet from switch.

Allard—Spur.

At Dickinson and Beach—engines must not pass over the coal dock hopper.

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.

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.

THIRD SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions Zone—Between	Maximum Speeds Permitted	
	Freight and mixed	Passenger
Glendive and MP 2 (west of Glendive)	50	60
MP 2 and Forsyth	50	75

Eastward Advance-warning sign located at east switch at Joppa is 2000 feet in advance of the Reduce speed sign.

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 Bridge 35 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.

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 800 feet west of the switch.

At Glendive—engines must not pass over the powerhouse hoppers or the coal dock hopper.

At Benz—engines must not pass over the coal dock hopper.

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. Spring Switches—

At Owens, at east end of siding equipped with facing point lock and switch key signal operation.

6. Register Stations—Glendive and Forsyth.

FOURTH SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Freight and mixed	Passenger

Forsyth and MP 158 (west of Myers)	50	75
MP 158 and MP 173 (west of Custer)	50	60
MP 173 and MP 213 (east of Huntley)	50	75

Both tracks	Freight and mixed	Passenger
MP 213 and Billings	50	75
CB&Q engines, class M-2, with disc wheels....	40	40
CB&Q diesel-electric engines	50	---
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 and coal dock track.

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.

At Custer—engines must not pass over the coal dock hopper.

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.

Register Stations—

Forsyth, Billings.

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

FIFTH SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted	
	Freight and mixed	Passenger

Both Tracks—		
Billings and MP 15 (west of Laurel)	50	65
CB&Q engine class M-2 with disc wheels....	40	40
CB&Q diesel-electric engines	50	---
Other CB&Q freight trains	35	---
MP 15 and Park City	50	75

Single Track—	Freight and mixed	Passenger
Park City and Livingston	50	75

At Billings, 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.

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 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.

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 the following tracks:

Billings, on all yard tracks except the regular train yard tracks, tracks to the roundhouse, 500 feet on east end of track No. 8 and 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.

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 Billings—engines must not pass over the coal dock hopper.

At Laurel—engines must not pass over the powerhouse hoppers or the coal dock hopper.

At Greycliff—Engines must not pass over the coal dock hopper.

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 9:30 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 9:30 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.

Westward through freight trains setting out will set out on west end of No. 8 track in the old yard, unless otherwise directed.

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, unless proceed signal is received from switch tender.

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. 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 Laurel Yard**—Eastward NP and CB&Q trains departing from the Eastbound Yard or the Middle Yard will use the east lead of the Middle Yard. Normal position of the switch where the east lead from the Middle Yard connects with the east lead from the Westbound Yard is for this movement and target displays yellow indication.

7. **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.

8. **At Laurel**—Switch locks have been replaced by special locks on automatic dual control switches controlled by the NX interlocking.

When necessary to operate these switches by hand in emergency key to special locks and permission to operate switches by hand must be secured from the operator at the passenger station.

Key must be returned to operator immediately after it has been used.

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 the yard on the time of first class trains from the 12th subdivision when eastward signal 152, west of First Avenue underpass, indicates "proceed prepared to stop at next signal". (Fig. 2 Rule 501B).

Trains from the 12th subdivision entering the 5th subdivision will use the crossover east of First Avenue underpass and may operate the electric switch lock when indicator shows "proceed" and may enter the 5th subdivision eastward main track on the time of first class trains when color light dwarf signal located at this crossover displays indication 601 H.

9. **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.

10. **At Big Timber**, crossing at McLeod Street west of passenger station must not be blocked for more than ten minutes.

11. **At Livingston**, Rocky Mountain Division instructions govern.

12. **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.

13. **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.

14. **Spring Switches**—

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

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

15. **Register Stations**—

Billings.

Laurel Yard for second class and inferior trains.

Laurel, for first class trains.

Livingston.

16. **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.

17. **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—Maximum Speeds Permitted
Zone—Between
Beach and Ollie 30 MPH.
2. Bridge and Engine Restrictions—Engines heavier than Class W-8 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—Maximum Speeds Permitted
Zone—Between
Glendive and Sidney 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—Maximum Speeds Permitted
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 Brockway 35 MPH.
2. Bridge and Engine Restrictions—Engines heavier than Class W-5 and wrecking cranes 45 to 48 inc. not permitted.
Bridge 49, Redwater River 10 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.
6. Clearance Exceptions—At Brockway clearance will not be required except during assigned hours of telegraph service.

NINTH SUBDIVISION.

(ROSEBUD BRANCH)

1. Speed Restrictions—Maximum Speeds Permitted
Zone—Between
Nichols and Cow Creek25 MPH.
2. Bridge and Engine Restrictions—
Engines class A-2 to A-5 inclusive and Z-5 to Z-8, inclusive, over all yard tracks and sidings15 MPH.
Engines classes A-2 to A-5, inclusive, and Z-5 to Z-8, inclusive, not permitted on NWI Co. track from Cow Creek Yard to mine pits.
3. At Nichols—Train order signal does not govern Ninth Subdivision trains.
4. At Cow Creek—the normal position of the crossover switches at the east end of yard is for the main track and the NWI pit track. To prevent the possibility of cars running out onto the Ninth Subdivision main track, these switches must be lined in normal position except when actually in use for crossover movement.
5. Retaining valves will be used on coal trains Colstrip to Nichols, to be turned up at Colstrip 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.
6. Register Station—
Colstrip.
7. Clearance Exceptions—
At Colstrip and Nichols clearance will not be required except during assigned hours of telegraph service.
At Cow Creek, eastward trains will not require clearance.

TENTH SUBDIVISION.

(BILLINGS & CENTRAL MONTANA BRANCH)

1. Speed Restrictions—Maximum Speeds Permitted
Zone—Between
Billings and Shepherd15 MPH.
2. Bridge and Engine Restrictions—Engines heavier than Classes W or W-2 and wrecking cranes 45, 46, 47 or 48 not permitted.
3. Register Station—Billings.
4. Clearance Exceptions—At Shepherd eastward trains will not require clearance.

ELEVENTH SUBDIVISION.

(LAKE BASIN BRANCH)

1. Speed Restrictions—Maximum Speeds Permitted
Zone—Between
Hesper and Rapelje25 MPH.
2. Bridge and Engine Restrictions—Engines heavier than Class W-2 and wrecking cranes 45, 46, 47 or 48 not permitted.
Bridge 2 between Hesper and Wickett, engines classes W, W-1, W-2 and W-420 MPH.
3. Register Stations—
Hesper, Rapelje.
Laurel Yard for extra trains.
Laurel for Nos. 201 and 202.
4. Clearance Exceptions—At Rapelje, clearance will not be required except during assigned hours of telegraph service.

TWELFTH SUBDIVISION.

(ROCKY FORK AND CLARKS FORK BRANCHES)

- | I. Speed Restrictions— | | Maximum Speeds Permitted | |
|--|--------------------------|---------------------------------|--|
| Zone—Between | Freight and Mixed | Passenger | |
| Laurel and Fromberg | 35 MPH. | 50 MPH. | |
| With diesel-electric engines | 40 MPH. | | |
| When handling coal | 25 MPH. | | |
| Fromberg and Bridger | 25 MPH. | 30 MPH. | |
| When handling coal | 20 MPH. | | |
| Bridger and one half mile west of
MP 8 (between Golden and Belfry) | 20 MPH. | 20 MPH. | |
| One half mile west of MP 8 and
MP 11 (between Golden and
Belfry) | 10 MPH. | 10 MPH. | |
| MP 11 and Belfry | 20 MPH. | 20 MPH. | |
| Bridger and Belfry, engines back-
ing | 15 MPH. | 15 MPH. | |
| Silesia and Joliet | 35 MPH | 35 MPH. | |
| Joliet and Red Lodge—descending | 20 MPH | 30 MPH. | |
| ascending.. | 30 MPH | 35 MPH. | |
| At Fromberg, within yard limits,
first class trains | | Restricted Speed. | |
| At Bridger, on mine spurs | | 8 MPH. | |
| At Belfry on west leg of wye..... | | 3 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.
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, 47 or 48.....15 MPH.

Heavy Car Restrictions:

Cars with total weight exceeding 214,000 pounds, or cars 30 feet or longer, with total weight exceeding 169,000 pounds, coupled to engine or tender, 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.

3. **At Laurel**—Train order signal does not govern eastward 12th subdivision trains. Eastward 5th subdivision trains may enter yard on the time of first class trains from the 12th subdivision when eastward signal 152, west of First Avenue underpass, indicates "proceed prepared to stop at next signal". (Fig. 2 Rule 501R)

Trains entering the fifth subdivision will use the crossover east of First Avenue underpass and may operate the electric switch lock when indicator shows "proceed" and may enter the 5th subdivision eastward main track on the time of first class trains when color light dwarf signal located at this crossover displays indication 601 H.

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.

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.

7. **Mountain Grade Operation**—Mountain grade between Joliet and Red Lodge. Terminal test of air brakes must be made in accordance with Air Brake Rule 35 before leaving Red Lodge. After brakes have been released and following the air test, retaining valves must be turned up and used on all cars, EXCEPT, trains of fifteen (15) cars or less not necessary to use retaining valves. Before proceeding under this arrangement it must be known positively by terminal brake test that all air brakes are in good working condition.

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

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.

9. **Switches Equipped with Electric Switch Locks**—At Laurel, at west end of crossover to 5th Subdivision eastward main track east of First Avenue underpass. This electric lock is not equipped with release mechanism. If lock lever cannot be operated, communicate with operator at Laurel by telephone in box on electric lock case.
10. **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.
11. **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.** **Maximum Speeds Permitted**
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 Chaddborn 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.**
4. **Clearance Exceptions**—At Wilsall clearance will not be required except during assigned hours of telegraph service.

Note—Length of lead 33 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												
	1'0" Wide	2'0" Wide	3'0" Wide	4'0" Wide	5'0" Wide	6'0" Wide	7'0" Wide	7'6" Wide	8'0" Wide	Max. Height	Max. Width		
1st Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"	
2nd Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"	
3rd Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
4th Subdivision.....	18'4"	18'3"	18'2"	18'1"	17'11"	17'8"	17'4"	17'3"	17'1"	18'4"	11'6"		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"	21'0"	11'6"	
6th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
7th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
8th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
9th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
10th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
11th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
12th Subdivision.....	21'2"	21'2"	21'2"	21'2"	21'2"	21'2"	21'2"	21'2"	21'2"	20'10"	21'2"	11'6"	Bridge No. 1.2 Yellowstone River
13th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
14th Subdivision.....	21'6"	21'6"	21'6"	21'6"	21'6"	21'6"	21'6"	21'6"	21'6"	21'1"	21'6"	11'6"	Bridges No. 0, 10 and 15

Length of lead 33 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	Max. Height	Max. Width				
1st Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"	
2nd Subdivision.....	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	20'3"	11'6"	
3rd Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
4th Subdivision.....	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"	21'0"	11'6"	
6th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
7th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
8th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
9th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
10th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
11th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
12th Subdivision.....	20'9"	20'7"	20'6"	20'4"	20'3"	20'3"	20'3"	20'3"	19'11"	21'2"	11'6"		Bridge No. 1.2 Yellowstone River
12th Subdivision.....	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	21'0"	11'6"	
18th Subdivision.....	20'10"	20'7"	20'4"	20'1"	20'0"	20'0"	19'10"	19'6"	19'3"	21'6"	11'6"		Bridges No. 0, 10 and 15