

TONNAGE RATINGS PER DIESEL UNIT

| Subdivision | District | Unit Numbers | | | | | | |
|---------------------|----------------------|--|---------|---|---|--|---------------------------|--|
| | | 99-106 400-427 700-724 750 800-803 | 107-177 | 550-551 6500-6513 6550 6600-6601 | 244 245 6000-6006 6700 Series | 5400-5410 500-501 552-569 6007-6020 6050 | 525 850-863 900-911 | 200 Series 300 Series 7000 Series Except 244-254 |
| Tenth Eastward | Shepherd to Billings | 1070 | 1270 | 1410 | 1840 | 2280 | 2970 | 2830 |
| Tenth Westward | Billings to Shepherd | 630 | 750 | 830 | 1080 | 1330 | 1750 | 1670 |
| Eleventh Eastward | Rapelje to Laurel | | | | | | | |
| Eleventh Westward | Laurel to Rapelje | 745 | 890 | 985 | 1280 | 1580 | 2070 | 1970 |
| | Laurel to Red Lodge | 410 | 480 | 540 | 700 | 860 | 1180 | 1080 |
| Twelfth Westward | Silesia to Bridger | 1140 | 1360 | 1500 | 1960 | 2410 | 3160 | 3010 |
| Thirteenth Eastward | Wilsall to Mission | | | | | | | |
| Thirteenth Westward | Mission to Wilsall | 745 | 890 | 985 | 1280 | 1580 | 2070 | 1970 |

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

R. E. SCHUETT,
Ass't Supt.

C. W. THOMPSON,
Ass't Supt.

P. M. DAVISON, JR.,
Trainmaster.

C. M. GULLICKSON,
Trainmaster.

A. B. RILEY,
Trainmaster.

R. M. TOPPINS,
Chief Dispatcher.

NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

Special Instructions No. 1

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

Tuesday, December 1, 1959

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.

J. W. BREWER,
Superintendent.

D. A. THOMSON,
General Manager.

E. S. ULYATT,
General Superintendent of
Transportation.

ALL SUBDIVISIONS.

| 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|--------------------------|
| Passenger trains | 75 MPH. |
| "B", "BB", "BBB" and "F" Manifest trains | 55 MPH. |
| Other freight and mixed trains | 50 MPH. |

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

All trains and engines, except as otherwise specified:

| | |
|---|---------|
| Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise | 15 MPH. |
| Handling wrecking cranes, pile drivers, locomotive cranes and similar equipment | 30 MPH. |
| Handling 4-wheel scale test cars and scale test car 254 | 35 MPH. |
| Handling air dump cars 89000 to 89059 series | 35 MPH. |
| Picking up train orders from operators | 30 MPH. |
| Handling dead diesel-electric engines other than NP and Tenant Lines | 35 MPH. |
| Handling loaded ore cars | 40 MPH. |

| Diesel-electric engines | Handling trains | Running light |
|--|-----------------|---------------|
| No. 98 | 35 MPH. | 35 MPH. |
| No. 99 | 50 MPH. | 50 MPH. |
| No. 100 | 40 MPH. | 40 MPH. |
| 100 series, except No. 100 | 60 MPH. | 60 MPH. |
| 200 and 300 series, except Nos. 244 and 245 | 65 MPH. | 65 MPH. |
| Nos. 244 and 245 | 75 MPH. | 65 MPH. |
| 400, 600 and 700 series | 45 MPH. | 45 MPH. |
| 500, 501 and 552-569, incl. | 65 MPH. | 65 MPH. |
| No. 525 | 60 MPH. | 60 MPH. |
| No. 550-551 | 75 MPH. | 65 MPH. |
| Nos. 800-803 | 60 MPH. | 60 MPH. |
| 850-860 series | 65 MPH. | 65 MPH. |
| 900-911, 6000 and 7000 series | 65 MPH. | 65 MPH. |
| 5400 series | 55 MPH. | 55 MPH. |
| 6500, 6600 and 6700 series | 75 MPH. | 65 MPH. |
| Diesel-electric motor cars in service or being towed: | | |
| Car B-13 | 65 MPH. | 65 MPH. |
| Cars B-6, B-11, B-15, B-16 and B-18 thru B-22 incl. | 65 MPH. | 65 MPH. |
| Cars B-30, B-40 and B-41 | 75 MPH. | 75 MPH. |

Diesel-Electric Engines Handled Dead in Train—Diesel-Electric engines or units may be handled dead in trains. The speed of such trains must not exceed the authorized operating speed specified for such engines or units.

When handling diesel-electric single units, road-switcher engines and switch engines dead in a freight train, they shall be separated from the engine handling the train and each other by at least one freight car. This does not apply to diesel-electric road engines of two or more units coupled in multiple.

All diesel-electric engines or units handled dead in freight trains must be placed on head end of train within ten cars of road engine handling train, this to insure that brakes will release properly.

When handling diesel-electric units dead in train, bridge, speed and other restrictions must be observed, same as when in operating condition.

Diesel-Electric Engines Mixed Consist, Passenger and Freight—Multiple unit diesel-electric engines having consist of freight and passenger units: The passenger units must be placed in trailing position and speed restrictions for freight units observed, this to prevent damage to traction motors and reduce the danger of sliding wheels on freight units.

If the units of a consist are of different gear ratio, the engine must not be operated at speeds exceeding that of the unit having the lowest maximum permissible speed. Also, the overload short time rating of any unit in the consist must not be exceeded.

When two, Four-Unit diesel electric engines are used to double-head freight trains, the leading engine only will apply power to start train, or to make backup movement with cars.

- Heavy cars—Cars heavier than the following not permitted without authority of the Superintendent—

| | |
|--|--------------|
| 30 ft. or less in length | 210,000 Lbs. |
| Over 30 ft. long: | |
| First and Second Subdivisions | 300,000 Lbs. |
| Third, Fourth and Fifth Subdivisions | 400,000 Lbs. |
| Twelfth Sub.—Fromberg to Laurel | 400,000 Lbs. |
| All other subdivisions | 210,000 Lbs. |

In weed spraying trains, when tank cars having a capacity of over 13,000 gallons are used, they should be separated from each other by a car of lesser capacity.

- Rule 200—Lights will not be displayed 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.

- Rule 607. Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.

- Cars will not be handled behind light-weight observation cars except in emergency or when so authorized by the Superintendent. In such cases passengers shall not be permitted to pass between such cars while train is in motion due to the unprotected opening.

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

4-wheel scale test cars must be handled only in local freight trains. Exception—If there is no local service available, these cars may be handled in dead freights which must be governed by speed restrictions for the handling of 4-wheel scale test cars shown under Item 1. All scale test cars must be placed immediately ahead of caboose.

Air dump cars, series 89000-89059, will be handled only in work trains and local trains when available. If local trains not available, cars may be handled on the rear of other trains at a speed not to exceed 35 MPH.

Instructions for Handling Pile Drivers, Cranes, Derricks, Shovels or Similar Equipment of the Swinging or Pivoting Type, are as follows:

- When such equipment is moved on their own wheels they shall be prepared and carded in accordance with current A.A.R. Loading Rules unless some condition exists which prevents those requirements being complied with.
 - Equipment properly prepared and carded may be moved at normal freight train speeds unless there is some condition that prevents it, and in that event the maximum permitted speed shall be noted on the waybill.
 - Such equipment when not prepared and carded shall be handled at speeds not to exceed 30 miles per hour.
 - Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.
 - Such equipment that is Company-owned that requires speed to be restricted shall be covered by a message to the train crew stating the maximum speed permitted.
- 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.
 - Roller bearing failures on cars or engines equipped with roller bearing boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and heavy oil added and plug replaced. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with a metal strap which must be cut off with chisel before plug can be removed. In case of a hot box, oil should be added and the plug replaced; train should proceed at reduced speed and care exercised until it is apparent the box is running cool.

8. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Unless otherwise specified, the normal position of spring switches is for main track.

When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

9. Bulletin Stations—

Mandan Telegraph Office, Roundhouse.
Dickinson Telegraph Office, Roundhouse.
Glendive Telegraph Office, Roundhouse.
Forsyth Telegraph Office, Roundhouse.
Billings Yard Office, Service Building, Roundhouse.
Laurel Yard Yard Office, Roundhouse.
Livingston Passenger 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.

10. Standard Time Clocks—

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

11. Watch Inspectors—

Mandan—Arthur Hendrickson, L. T. Larson and Wickham Jewelers.
Dickinson—M. Berger.
Beach—D. Bublit.
Glendive—Peter Barkema and E. L. Kolstad.
Miles City—Lyle Hawkins.
Forsyth—Ed Weamer.
Billings—Montague's Jewelry.
Laurel—John Dudis.
Livingston—Jack Robb.

FIRST SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—
Zone—Between
Mandan and Dickinson

Maximum Speeds Permitted

At Mandan, between the overhead viaduct west of the passenger station and the passenger station:

Eastward first class trains.....Restricted speed.

Movements on south run-around track and machine shop tracks will stop before crossing foot walk leading to pedestrian underpass.

2. 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.

3. 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.

4. At Gladstone—The normal position of the west switch of the crossover is for the spur track.

5. At Dickinson, Second Subdivision instructions govern.

6. Spring Switches—

At Mandan, at east switch of long lead, equipped with facing point lock.

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.

At Boyle, at east 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.

New Salem, south siding is westward; north siding is eastward.

Glen Ulin, north siding is westward; south siding is eastward.

Richardton, north siding is westward; south siding is eastward.

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
Dickinson and Glendive

Maximum Speeds Permitted

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 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 limits60 MPH.

2. At Medora:

The highway crossing just west of the Little Missouri River Bridge must not be blocked while trains are doing station switching or loading stock.

3. At Beach—Westward freight trains that stop 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. Spring Switches—

At Dickinson, at east lead switch, equipped with facing point lock.

At Medora, at east end of siding, equipped with facing point lock.

6. 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.

7. Register Stations—Dickinson and Glendive.

THIRD SUBDIVISION.

(MAIN LINE)

1. Speed Restrictions—
Zone—Between
Glendive and Forsyth

Maximum Speeds Permitted

Westward Advance-warning sign located at west switch at Horton is 2048 feet in advance of the Reduce speed sign.

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 Glendive, over Allard Street30 MPH.

At Miles City, between Leighton Blvd. Crossing and Tongue River Bridge20 MPH.

- 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.
- At Columbus, between Pratten Street and crossing just west of passenger station 35 MPH.
- At Reed Point Passenger Station for Train No. 1 only, to permit dispatch of mail 40 MPH.

- Through freight trains will use main tracks except when instructed to use auxiliary freight tracks account passenger trains at the station.

Westward freight trains finding Signal 2253 at stop will remain at the signal until signal indicates proceed or cross over to westward auxiliary track, as 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, crossover movement to the westward auxiliary freight track will be made after first protecting against such eastward first-class train, as prescribed by Rule 99.

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

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 switchtender.

When no switchtender 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.

3. At Yegen—Trains may expect to find westward siding blocked at all times.

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

5. **Between Mossmain and Laurel Yard**—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 governing signal in order to unlock the electric switch locks on 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.

Trains using the main track between 8:00 PM and 5:00 AM will sound whistle signal 14 (1) approaching yard office.

7. **At Mossmain**—Trains entering or leaving Laurel Yard, or entering the Fifth Subdivision from the east leg of the wye may operate electric switch locks on the east of first class trains if the indicator on the lock indicates "PROCEED" or displays the

FIFTH SUBDIVISION.
(MAIN LINE)

- | 1. Speed Restrictions | Maximum Speeds Permitted |
|--|---------------------------------|
| Zone—Between | |
| Billings and Livingston— | |
| Against the current of traffic on double track— | |
| Freight trains | 49 MPH. |
| Passenger trains | 59 MPH. |

word "UNLOCKED." If the indicator does not indicate "PROCEED" or if the indicator displays the word "LOCKED" and a first class train is due or overdue, the movement must be protected as prescribed by Rule 99.

8. At Laurel—The dual control switches, controlled by the NX interlocking, are equipped with special locks, the key being kept in the possession of the operator.

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. 9, Rule 501B1).

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 Spurling—Trains may expect to find westward siding blocked at all times.
10. At Park City—Time of all trains applies at end of double track.
11. At Park City—Switch at end of double track is 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.
12. At Greycliff—Westward trains holding main track to meet an eastward train will stop clear of overlap sign located 35 car lengths east of Mile Post 70, to avoid giving approaching train two stop signals.
13. At Big Timber, crossing at McLeod Street west of passenger station must not be blocked for more than ten minutes.
14. At Livingston, Rocky Mountain Division instructions govern.
15. Switches equipped with electric switch locks:
Deraill, east leg of wye, Mossmain.
Deraill, 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.
16. 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.
17. Sidings—
Columbus and Greycliff—north siding is eastward; south siding is westward.
Big Timber, auxiliary siding, on north side, capacity 99 cars, may be used when necessary.
18. Register Stations—
Billings.
Laurel Yard for second class and inferior trains.
Laurel, for first class trains.
Livingston.
19. 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, and Fifth Subdivision trains entering Twelfth Subdivision will be furnished register check on eastward Fifth Subdivision first class trains, by train order, or form 602 by operator.

20. Clearance Exceptions—

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 | 25 MPH. |
| 2. Bridge and Engine Restrictions— | |
| Wrecking cranes 45 to 48 inc. over bridges | 15 MPH. |
| 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. |
| At Sidney—Over Main Street and Third Street N. E. crossings | 15 MPH. |
| 2. Bridge and Engine Restrictions— | |
| Wrecking cranes 45 to 48 inc. over bridges | 15 MPH. |
| 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 Subdivision. | |
| 4. At Cecil engines or cabooses will not clear mine tipple on spur. | |
| 5. Register Stations— Glendive, Newlon and Sidney. | |
| 6. Register Exceptions— At Newlon, westward N. P. trains will not register. | |
| 7. 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— | |
| Wrecking cranes 45 to 48 inc. over bridges | 15 MPH. |
| Bridge 49, Redwater River | 10 MPH. |
| Heavy Car Restrictions over bridge 49 Redwater River— | |
| Cars with total weight exceeding 169,000 pounds must be separated from engine with one car 40 ft. long with total weight under 169,000 pounds. | |

3. **Sidney Branch Junction**—Normal position of switch is for Seventh Subdivision.
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.

1. Speed Restrictions
Zone—Between
 Nichols and Cow Creek 25 MPH.

2. Bridge and Engine Restrictions—
 Wrecking cranes 45 to 48 inc. over bridges 15 MPH.

3. At Cow Creek—the normal position of the crossover switches at the east end of yard is for the main track and the pit track. To prevent the possibility of cars running out onto the Ninth Sub-division main track, these switches must be lined in normal position except when actually in use for crossover movement.

4. 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, no retainers.
 Trains of 51 to 60 cars, use 15 retainers.
 Trains of 61 to 75 cars, use 20 retainers.
 Trains of 76 or more cars, use 25 retainers 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. Yard Limits—Tracks between yard limit signs east of Colstrip and Cow Creek operated as one yard.

6. Register Station—
 Forsyth.

7. Clearance Exceptions—
 At Nichols, clearance will not be required.
 At Cow Creek, eastward trains will not require clearance.

| | |
|---|---------------------------------|
| 1. Speed Restrictions | Maximum Speeds Permitted |
| Zone—Between | |
| Billings and Shepherd | 15 MPH. |
| 2. Bridge and Engine Restrictions— | |
| Wrecking cranes 45 to 48 inc. over bridges | 15 MPH. |
| 3. Register Station—Billings. | |
| 4. Clearance Exceptions—At Shepherd eastward trains will not | |
| require clearance. | |

2. **Bridge and Engine Restrictions—**
Wrecking cranes 45 to 48 inc. over bridges15 MPH.
3. **Register Stations—**
Hesper, Rapelje.
Laurel Yard for extra trains.
4. **Clearance Exceptions—**At Rapelje, clearance will not be required except during assigned hours of telegraph service.

| 1. Speed Restrictions— | Maximum Speeds Permitted |
|--|---------------------------------|
| Zone—Between | Freight Passenger |
| Laurel and Fromberg | 40 MPH. 50 MPH. |
| When handling CB&Q Derrick 204620 | 15 MPH. |
| Fromberg and Bridger | 25 MPH. 80 MPH. |
| Silesia and Joliet | 35 MPH. 85 MPH. |
| Joliet and Red Lodge—descending | 20 MPH. 30 MPH. |
| ascending.. | 30 MPH. 85 MPH. |
| At Fromberg, within yard limits, first class trains | Restricted Speed. |
| On west leg of wye at Red Lodge | 8 MPH. |

2. Bridge and Engine Restrictions—

Wrecking cranes 45 to 48 inc. over bridges 15 MPH.
Heavy Car Restrictions:
Bridge 19 between Joliet and Boyd and Bridge 29 between Boyd and Roberts. Trains handling cars less than 30 ft. long when coupled in groups or any length car with total weight exceeding 169,000 pounds when coupled next to engine 20 MPH.
If such short cars are not coupled together and if such heavy car is not coupled next to engine the above restriction does not apply.

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. 9 Rule 501B1).

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—Trains may expect to find siding blocked at all times.

6. At Fromberg—Normal position of junction switch is for CB&Q RR.

7. At Red Lodge—Normal position of stock spur switch is for stock spur, to provide derail protection.

8. Mountain Grade Operation—Mountain grade between Joliet and Red Lodge. Terminal test of air brakes must be made in accordance with Air Brake Rules 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.

At Red Lodge—Rules 91 and 91(A) amended to require not less than thirty minutes spacing between eastward trains.

9. Yard Limits—

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 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.

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 and Red Lodge.

12. Register Exceptions—

At Laurel and Fromberg, Twelfth Subdivision, first class trains will register by Form 608 and will be furnished check of register by train order or Form 602 by operator.

13. Clearance Exceptions—At Bridger and Red Lodge clearance will not be required except during assigned hours of telegraph service.

THIRTEENTH SUBDIVISION.

(SHIELDS RIVER BRANCH)

1. Speed Restrictions—

Zone—Between

Maximum Speeds Permitted

Mission and Wilsall 25 MPH.

Diesel engine units weighing over 248,000 lbs. 20 MPH.

2. Bridge and Engine Restrictions—

Wrecking cranes 45 to 48 incl. not permitted.

Wrecking cranes 41 to 44 incl. and pile drivers 25 to

30 inc. over bridges 15 MPH.

Heavy Car Restrictions:

Bridge 0, 10 and 15: Cars with total weight exceeding 169,000 pounds must be separated from engine with one car 40 ft. long with total weight under 169,000 pounds. Cars less than 30 ft. long with total weight exceeding 169,000 pounds also must be separated from each other with one car 40 ft. long with weight not over 169,000 pounds.

3. Register Station—Wilsall.

4. Clearance Exceptions—At Wilsall clearance will not be required except during assigned hours of telegraph service.

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

MAXIMUM CLEARANCES

| | LIMIT OF LOAD—MEASUREMENT | | | | | | | | | | | | GOVERNING STRUCTURE |
|-----------------------|---------------------------|----------|----------|----------|----------|----------|----------|----------|-------------|------------|-------|-------|-------------------------------|
| | HEIGHT ABOVE TOP OF RAIL | | | | | | | | | | | | |
| | 10' Wide | 20' Wide | 30' Wide | 40' Wide | 50' Wide | 60' Wide | 70' Wide | 80' Wide | Max. Height | Max. Width | | | |
| 1st Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | Br. 78.1, Tongue River |
| 2nd Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 3rd Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 4th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | Br. 167, Big Horn River |
| 5th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 6th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 7th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | Br. 51, Yell. River |
| 8th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 9th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 10th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | Br. 0, Yell. River |
| 11th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 12th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| 12th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | Br. No. 1.2 Yellowstone River |
| 13th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |
| | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | |

Note—Limit of load measurements based on 52' cars
Heights and widths in table allow 6 inches clearance.

Note—Limit of load measurements based on 52' cars with 42' truck centers. Heights and widths in table allow 6 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 | 10'6" Wide | 11'0" Wide | 11'6" Wide | 12'0" Wide | Max. Height | Max. Width | | | |
| 1st Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'5" | 20'4" | 20'2" | 20'1" | 20'6" | 12'0" | | | Br. 3 Heart River |
| 2nd Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | | | |
| 3rd Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'5" | 20'3" | 20'1" | 19'11" | 19'8" | 20'6" | 12'0" | | Br. 78.1, Tongue River |
| 4th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'4" | 20'2" | 20'0" | 19'10" | 19'8" | 19'6" | 20'6" | 12'0" | Br. 167, Big Horn River |
| 5th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'8" | 20'4" | 20'3" | 20'6" | Br. 51, Yell. River |
| 6th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | |
| 7th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'4" | 20'2" | 20'1" | 20'6" | 12'0" | Br. 0, Yell. River |
| 8th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | |
| 9th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | |
| 10th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | |
| 11th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | |
| 12th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'5" | 20'3" | 20'2" | 20'0" | 20'6" | 12'0" | | Br. No. 1.2 Yellowstone River |
| 12th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | |
| 13th Subdivision..... | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 20'6" | 12'0" | |

TONNAGE RATINGS PER DIESEL UNIT

| Subdivision | District | Unit Numbers | | | | | | |
|-----------------------|-----------------------------|--|---------|---|---|--|---------------------------|--|
| | | 99-106 400-427 700-724 750 800-803 | 107-177 | 550-551 6500-6513 6550 6600-6601 | 244 245 6000-6006 6700 Series | 5400-5410 500-501 552-559 6007-6020 6050 | 525 850-863 900-911 | 200 Series 300 Series 7000 Series Except 244-245 |
| First Eastward..... | Dickinson to Mandan..... | 1090 | 1300 | 1450 | 1380 | 2320 | 3040 | 2890 |
| First Westward..... | Mandan to Dickinson..... | 780 | 930 | 1040 | 1350 | 1660 | 2180 | 2080 |
| Second Eastward..... | Glendive to Dickinson..... | 780 | 930 | 1040 | 1350 | 1660 | 2180 | 2080 |
| Second Westward..... | Dickinson to Glendive..... | 780 | 930 | 1040 | 1350 | 1660 | 2180 | 2080 |
| Third Eastward..... | Forsyth to Glendive..... | 1530 | 1820 | 2020 | 2630 | 3240 | 4250 | 4050 |
| Third Westward..... | Glendive to Forsyth..... | 1310 | 1560 | 1730 | 2250 | 2770 | 3630 | 3460 |
| Fourth Eastward..... | Billings to Forsyth..... | 1530 | 1820 | 2020 | 2630 | 3240 | 4250 | 4050 |
| Fourth Westward..... | Forsyth to Billings..... | 1310 | 1560 | 1730 | 2250 | 2770 | 3630 | 3460 |
| Fifth Eastward..... | Livingston to Billings..... | 1310 | 1560 | 1730 | 2250 | 2770 | 3630 | 3460 |
| Fifth Westward..... | Billings to Livingston..... | 380 | 460 | 510 | 660 | 810 | 1070 | 1020 |
| Sixth Eastward..... | Ollie to Beach..... | 380 | 460 | 510 | 660 | 810 | 1070 | 1020 |
| Sixth Westward..... | Beach to Ollie..... | 380 | 460 | 510 | 660 | 810 | 1070 | 1020 |
| Seventh Eastward..... | Sidney to Glendive..... | 1530 | 1820 | 2020 | 2630 | 3240 | 4250 | 4050 |
| Seventh Westward..... | Glendive to Sidney..... | 1530 | 1820 | 2020 | 2630 | 3240 | 4250 | 4050 |
| Eighth Eastward..... | Brookway to Glendive..... | 745 | 890 | 985 | 1280 | 1580 | 2070 | 1970 |
| Eighth Westward..... | Glendive to Brookway..... | 745 | 890 | 985 | 1280 | 1580 | 2070 | 1970 |
| Ninth Eastward..... | Cow Creek to Nichols..... | 1070 | 1270 | 1410 | 1840 | 2260 | 2970 | 2830 |
| Ninth Westward..... | Nichols to Cow Creek..... | 1070 | 1270 | 1410 | 1840 | 2260 | 2970 | 2830 |