

NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

Special Instructions No. 3

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

Sunday, March 27, 1966

**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.**

**S. A. ANDERSON,
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
"A", "AA", "B", "BB", "BL" Manifest Trains	60 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 pile drivers 26-33 inclusive	40 MPH.
Handling other pile drivers, wrecking cranes, locomotive cranes and similar equipment	30 MPH.
Handling 4-wheel scale test cars	
and scale test car 254	{ Main Line 35 MPH.
	{ Branch Lines 25 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.
Handling welded rail	35 MPH.

Diesel-electric engines	Handling trains	Running light
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, 245, 260, 263 and 267	65 MPH.	65 MPH.
Nos. 244, 245, 260, 263 and 267	75 MPH.	65 MPH.
400, 600 and 700 series	45 MPH.	45 MPH.
500, 501 and 552-569, incl. except 556	65 MPH.	65 MPH.
No. 525	60 MPH.	60 MPH.
Nos. 550, 551 and 556	75 MPH.	65 MPH.
Nos. 800-803	60 MPH.	60 MPH.
850-860 series	65 MPH.	65 MPH.
900, 6000 and 7000 series	65 MPH.	65 MPH.
5400 series	55 MPH.	55 MPH.
6500, 6600 and 6700 series	75 MPH.	65 MPH.
2500 series	70 MPH.	65 MPH.
2500 series on yard tracks	12 MPH.	12 MPH.
Diesel-electric motor cars in service or being towed:		
Cars B-30, B-31, B-32, B-40, B-41 and B-42	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.

When road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

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.

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

Cars under 35 feet long	220,000 lbs.
Cars over 35 feet long	263,000 lbs.

3. Train inspection.

When blowing snow or other conditions restrict visibility to the point that proper running inspection can not be made, freight trains will reduce speed to the extent required, stopping if necessary, to make such train inspection. Train crews will avail themselves of service stops to comply with the foregoing. Conductor will determine frequency of such inspections, dependent on visibility conditions, avoiding unnecessary delay to trains.

4. Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wristwatches while on duty unless such watches are of the approved type.

5. Rule 7(A), 4th Paragraph of the Consolidated Code of Operating Rules is modified as follows: When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which signals are given, must be regarded as a stop signal except when movement is under control of a trainman on the leading car that is equipped with backup air brake hose or pipe.

6. Rule 10(H). When it is known in advance there will not be a flagman at yellow signal, per Rule 10(H), the following form of train order is authorized and will be issued when requested by foreman in charge:

ACCOUNT MEN AND EQUIPMENT ON (EASTWARD, WESTWARD, OR MAIN) TRACK BETWEEN (MILE POST LOCATIONS) BETWEEN (STATION) AND (STATION) FROM (TIME) M UNTIL (TIME) M ALL TRAINS ON (EASTWARD, WESTWARD, OR MAIN) TRACK MUST APPROACH AND PROCEED THROUGH THIS TERRITORY AT RESTRICTED SPEED PREPARED TO STOP MAINTAINING A CAREFUL LOOKOUT FOR HAND SIGNALS RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN IN CHARGE VERBALLY AUTHORIZES A DIFFERENT SPEED.

Foreman in charge of work must notify Chief Dispatcher in writing, furnishing location, time, and date such protection is desired.

When train order is issued, foreman will be given copy of such order if practicable. If not practicable, he will be verbally advised when train order is in effect.

Yellow flags must be placed one and one-half (1½) miles from outer work limits.

When this train order is in effect, trains must approach and proceed through this territory at restricted speed maintaining a careful lookout for signals and be prepared to stop at red signal.

Restricted speed must not be exceeded unless foreman in charge of work verbally authorizes a different speed.

A green signal will be displayed to the right of each track at limit of restriction, but train may resume speed in advance of green signal when verbally authorized by foreman.

The above wording is a modification of Rule 10(H). The foreman may display a red signal anytime he requires its use account impassable track and trains will be governed by Rule 10(G).

(Note) The last sentence in the order would allow use of radio if desired to increase speed through limits.

Consolidated Code Rules Nos. 205 and 206 are modified to permit use of rubber stamp and printed train order forms as follows: When rubber stamp and printed train order forms are used for issuance of train order form shown under this item, Train Dispatchers, after recording form in train order book with stamp, are required to write and transmit only train order number, address, track designation, mile post locations, stations and time limits. In addition, date will be transmitted when necessary. Train order operators using printed form for such train orders are required to copy and repeat only that portion transmitted by the Train Dispatcher.

7. Flashing type lamps may be used as markers provided they are of the approved type. When this type of marker is used on rear of train, Rules 19 and D-19 are modified and Rule 19(E) of the Consolidated Code will not apply as indicated in the following:
 Rule 19. By night, marker lamps lighted, displaying red to rear except when train is clear of main track in non-Automatic Block Signal territory, green will be displayed to the rear.
 Rule D-19. By night, when train is turned out against the current of traffic, marker lamps lighted must display green to the rear on the side next to the main track on which the current of traffic is in the direction train is moving and red to the rear on the opposite side.

Rule 19(E). Does not apply in CTC or Automatic Block Signal Territory, and following train will be governed by signal indication.

8. 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.

9. The second paragraph, Page 145 of the Consolidated Code of Operating Rules, which concerns the location of advance warning signs, is cancelled, and the following applies:

Except on branch lines and as otherwise provided in the Special Instructions, advance warning signs, as far as feasible, are located 5,280 feet in advance of the reduce speed signs. On branch lines, except as otherwise provided in the Special Instructions, advance warning signs are, as far as feasible, located approximately 3000 feet in advance of the reduce speed signs. 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.

10. Rule 519 of the 1959 edition of the Consolidated Code of Operating Rules will not apply on the Northern Pacific Railway. The following rule governs: "Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over a spring switch, and signal continues to display the Stop indication, after complying with Rule 104(B), movement may be made as provided by Rules 501(A)2 and S-509(B)."

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

12. 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.

Four-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 four-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.

All log flats in series 117002-117892 and certain company service and outfit cars in series 200000-207999 must not be handled in time freights or in trains where pusher service is used. When handled on other freight trains, they must be placed in the rear portion and the speed of such trains must not exceed 50 MPH.

INSTRUCTIONS FOR HANDLING PILE DRIVERS, CRANES, DERRICKS, SHOVELS, OR SIMILAR EQUIPMENT OF THE SWINGING OR PIVOTING TYPE, ARE AS FOLLOWS:

- (a) When such equipment is moved on its own wheels, it shall be prepared and carded in accordance with current A.A. Loading Rules unless some condition exists which prevents those requirements being complied with.

- (b) Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.

- (c) 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.

- (d) The above named equipment with the exception of pile drivers 26 through 33 inclusive when 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. When not prepared and carded shall be handled at speeds not to exceed 30 MPH.

13. 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.

14. 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.

15. 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.

16. 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, Casper and Edgemont on CB&Q, NP Ry. bulletins for CB&Q employees.

Great Falls on G. N. Ry., N. P. Ry. bulletins for G. N. employees.

17. Standard Time Clocks—

Mandan Telegraph Office.

Dickinson Telegraph Office.

Glendive Telegraph Office and Train Dispatchers' Office.

Forsyth Telegraph Office.

Billings Telegraph Office and Ticket Office.

Laurel Yard Telegraph Office.

Livingston Telegraph Office.

18. Watch Inspectors—

Mandan—Arthur Hendrickson, L. T. Larson and Wickham Jewelers.

Dickinson—M. Berger.

Beach—D. Bublitz.

Glendive—Peter Barkema and E. L. Kolstad.

Miles City—Lyle Hawkins.

Forsyth—Ed Weamer.

Billings—Montague's Jewelry.

Laurel—John Dudis.

Livingston—Jack Robb.

Limits of Centralized Traffic Control (CTC) are identified by roadway signs indicating the beginning of and the end of CTC territory.

FIRST SUBDIVISION. (MAIN LINE)

1. **Speed Restrictions—** **Maximum Speeds Permitted**
 Zone—Between
 Mandan and Dickinson
 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.
 "A", "AA", "B", "BB", "BL" Manifest Trains
 between Antelope and Richardton 55 MPH.
 Boyle and Gladstone 55 MPH.
2. **At Mandan**—When regular passenger trains meet, the eastward train will, unless otherwise instructed, use the passenger siding. 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 Ullin, 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—** **Maximum Speeds Permitted**
 Zone—Between
 Dickinson and Glendive
 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.
 "A", "AA", "B", "BB", "BL" Manifest Trains
 between Dickinson and South Heart 55 MPH.
 Belfield and Sully Springs 55 MPH.
 Yates and Beaver Hill 55 MPH.
 Hodges and Iona 55 MPH.

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.

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—** **Maximum Speeds Permitted**
 Zone—Between
 Glendive and Forsyth
 At Glendive—Engines must stop before backing over foot crossing between the yard office and round house.
 At Glendive, over Allard Street 30 MPH.
 At Miles City, between Leighton Blvd. Crossing and Tongue River Bridge 20 MPH.
 Westward advance warning sign located at east switch of back track, Colgate, is 5850 feet in advance of reduce speed sign.
2. **At Forsyth**—Fourth Subdivision instructions govern.
3. **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.
 Miles City, the first track south of the main track is westward siding. The second track is eastward siding.
4. **Spring Switches**—
 At Glendive, at east and west ends of yard, equipped with facing point locks.
 At Shirley, at west end of siding, equipped with facing point lock and switch key signal operation.
5. **Special Track Circuit**—
 At Miles City a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.
6. **Register Stations**—Glendive and Forsyth.

FOURTH SUBDIVISION. (MAIN LINE)

1. **Speed Restrictions** **Maximum Speeds Permitted**
 Zone—Between
 Forsyth and Billings—
 Against the current of traffic on double track—
 Freight trains 49 MPH.
 Passenger trains 59 MPH.
 Eastward advance warning sign located at east switch of eastward auxiliary track, Billings, is 2209 feet in advance of reduce speed sign.
2. **At Nichols**—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.

3. At Billings—Fifth Subdivision instructions govern.
4. Switches equipped with electric switch locks:
At East Billings:
Lovell-Clay Brick Yard Spur Switch.
East and west switches Carter Oil Siding.
Carter Oil Plant spur switch.
5. Spring Switches—
At Forsyth, at east and west end of yard, equipped with facing point lock.
6. Sidings—
Custer, north siding is westward; south siding is eastward.
7. Register Stations—
Forsyth, Billings.
Huntley, for trains to and from CB&Q Ry.
8. Register Exceptions—
At Billings extra trains will register by Form 608.
9. Clearance Exceptions—
At Huntley—Rule 83(B) does not apply. If not authorized by Time Table, trains from CB&Q Railroad may run as westward extra trains Huntley to Laurel Yard without train order authority.
At Billings—Trains other than First Class, passenger extras, or trains originating will not require a clearance if train order signal indicates proceed.

FIFTH SUBDIVISION. (MAIN LINE)

1. Speed Restrictions
Zone—Between Billings and Livingston—
Against the current of traffic on double track—
Freight trains 49 MPH.
Passenger trains 59 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, all trains 10 MPH.
At Columbus, between Pratten Street and crossing just west of passenger station 35 MPH.
2. At Billings—
Portable train order stand located between eastward main track and auxiliary track at a point about 12 feet west of 29th Street will not clear man on side of car when placed for use.
Westward First Class Trains have no Superiority as conferred by time table between Billings passenger station and Billings yard office. Yard engines will avoid delay to No. 1, No. 25 and No. 211 to the greatest extent possible.
Yard engines desiring to occupy the westward main track on the time of No. 43 must receive authority from the Yardmaster. Yardmaster must receive such authority from the train dispatcher.
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.
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. 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.
Through freight trains stopping at Billings for meals and westward freight trains terminating in new yard Billings will use auxiliary freight tracks. Trains stopping for meals will notify the Yardmaster in addition to notifying train dispatcher as required by Rule 711.

- Westward through freight trains setting out will set out on west end of No. 8 track in the old yard, unless otherwise instructed.
Westward freight trains destined west of Billings using westward auxiliary freight track will stop clear of 27th Street, if it is known they will be delayed, to avoid blocking 27th, 28th and 29th Street crossings; otherwise they will go to 29th Street, line the crossover switches and train will proceed in the manner 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—
Because of grade conditions and possibility of cars running out, trainmen will not release brakes until it is known that road engine is on train.
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 time of first class trains if the indicator on the lock indicates "PROCEED" or displays the 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. Laurel—
The dual control switches controlled by operator at passenger station are equipped with special locks, the key being kept in the possession of the operator. When necessary to operate these switches by hand in emergencies, key to special locks and permission to operate switches by hand must be secured from the operator. Key must be returned to operator immediately after it has been used.
Westward 5th Subdivision trains entering 12th Subdivision and eastward 12th Subdivision trains entering the 5th Subdivision will use the interlocked crossovers west of the passenger station. Movements from 5th Subdivision will be governed by interlocking signals at "Begin CTC" signs east of passenger station. Movements from 12th Subdivision will be governed by interlocking signal located just east of First Avenue underpass.
Trains or engines using west leg of wye track must obtain permission from the Dispatcher before entering long lead.
 9. At Big Timber, crossing at McLeod Street west of passenger station must not be blocked for more than ten minutes.
 10. At Livingston, Rocky Mountain Division instructions govern.
 11. Switches equipped with electric switch locks—
Mossmain—Derails east and west legs of wye, switches each end of crossover between main tracks at west leg of wye, west end of crossover from yard to eastward track.
Laurel—house track and elevator track, east end of crossover east of yard office.
Park City—house track.
Columbus—west switch of house track and both switches of non-controlled siding.
Big Timber—both switches non-controlled siding.
Springdale—house track switch.
Mission—siding switch.
 12. 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.

EIGHTH SUBDIVISION.

(REDWATER BRANCH)

13. **Sidings—**
Columbus, non-controlled auxiliary siding on south side, capacity 118 cars and Big Timber, non-controlled siding on north side, capacity 99 cars may be used when so directed by train dispatcher.
14. **Register Stations—**
Billings.
Laurel Yard for extra trains originating or terminating.
Laurel for first class trains and passenger extra trains.
Livingston.
15. **Register Exceptions—**
At Billings, extra trains will register by Form 608.
At Laurel passenger trains may register by Form 608.
16. **Clearance Exceptions—**
At Billings—Trains other than first-class, passenger extras, or trains originating will not require 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 Carlyle | 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 Carlyle clearance not required. | |
| 6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Sixth Subdivision. | |

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 caboose 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—
Between Cecil Jct. and Cecil—Trains will not require train order or clearance and will be governed by Rule 93.
At Newlon westward trains originating will not require clearance. | |

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. |
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.
7. Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on the Eighth Subdivision.

NINTH SUBDIVISION.

(ROSEBUD BRANCH)

- | 1. Speed Restrictions | Maximum Speeds Permitted |
|--|--------------------------|
| 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 Subdivision 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. | |
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Ninth Subdivision.

(BILLINGS & CENTRAL MONTANA BRANCH)

3. At Laurel—Train order signal does not govern CB&Q trains.
5th Subdivision instructions will govern.

4. **At Silesia**—There is no superiority of trains between east switch of siding and east switch of industry track. First class trains must move at restricted speed within these limits.
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**—There is no superiority of trains between junction switch with CB&Q and east yard limit sign. First class trains must move at restricted speed within these limits.
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. **Register Stations**—Laurel Yard for extra trains originating or terminating.

Laurel for first class trains and extra trains.
Silesia, Fromberg, Bridger and Red Lodge.

- 11. Register Exceptions—**
At Laurel, and at Fromberg during assigned hours of telegraph service, trains may register by Form 608. A check of register on Form 602 may be issued by operator when authorized by the train dispatcher, either instead of, or in addition to, train order check.

At Silesia, trains will not register unless directed by train order to do so. Signals will not be displayed to or taken down at Silesia.

12. **Clearance Exceptions**—At Laurel all westward CB&Q trains secure NP and CB&Q clearance at Laurel.

At Fromberg—Eastward CB&Q trains will not require clearance if train order signal indicates proceed.

At Bridger and Red Lodge clearance required only during assigned hours of telegraph service.

13. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Twelfth Subdivision between Silesia and Red Lodge.

(LAKE BASIN BRANCH)

- | 1. Speed Restrictions
Zone—Between | Maximum Speeds Permitted |
|---|---------------------------------|
| Hesper and Rapelje | 25 MPH. |
| Diesel engine units and cars weighing over 248,000 lbs..... | 20 MPH. |
|
2. Bridge and Engine Restrictions— | |
| Wrecking cranes 45 to 48 inc. | Not Permitted |
|
3. Register Stations— | |
| Hesper, Rapelje. | |
| Laurel Yard for extra trains. | |
|
4. Clearance Exceptions—At Rapelje, clearance will not be re-
quired except during assigned hours of telegraph service. | |
|
5. Unless otherwise instructed, protection against following trains,
as required by Consolidated Code Rule 99, is not necessary on
the Eleventh Subdivision between Hesper and Rapelje. | |

(ROCKY FORK AND CLARK'S FORK BRANCHES)

- | | |
|---|-------------------------------|
| 1. Speed Restrictions— | Maximum Speeds |
| Zone—Between | Freight Passenger |
| Laurel and Fromberg | 40 MPH. 50 MPH. |
| When handling CB&Q
Derrick 204620 | 15 MPH. |
| Fromberg and Bridger | 25 MPH. 30 MPH. |
| Silesia and Joliet | 35 MPH. 35 MPH. |
| Joliet and Red Lodge—descending | 20 MPH. 30 MPH. |
| ascending.. | 30 MPH. 35 MPH. |
| On west leg of wye at Red Lodge | 8 MPH. |
|
2. Bridge and Engine Restrictions— | |
| Wrecking cranes 45 to 48, incl., over bridges except
Bridges 19 and 29 | 15 MPH. |
| 2500 series engines over Bridges Nos. 19 and 29 | 20 MPH. |
|
Heavy Car Restrictions: | |
| Bridges 19 and 29 between Joliet and Roberts
Wrecking cranes 45-48, incl., and cars over 35 ft.
long weighing between 220,000 lbs. and 263,000
lbs. in groups of two or more | 10 MPH. |
| Cars under 35 ft. long weighing between 177,000
lbs. and 220,000 lbs. in groups of two or more | 20 MPH. |
| If above cars are not coupled together, the restriction does not apply. | |

THIRTEENTH SUBDIVISION.

(SHIELDS RIVER BRANCH)

- Speed Restrictions—**
Zone—Between **Maximum Speeds Permitted**
Mission and Wilsall 25 MPH.
Diesel engine units and cars weighing over 248,000 lbs. 20 MPH.
- Bridge and Engine Restrictions—**
Wrecking cranes 45 to 48 incl. over bridges.....15 MPH.
- Register Station—Wilsall.**
- Clearance Exceptions—**At Mission and Wilsall clearance not required.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Thirteenth Subdivision.

Not a limit of load measurements based on 52' cars with 42' track 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												
	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.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	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"	20'6"	12'0"		
3rd Subdivision.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	12'0"	Br. 78.1, Tongue River	
4th Subdivision.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	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"	20'6"	20'6"	12'0"	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"	12'0"		
7th Subdivision.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	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"	12'0"		
9th Subdivision.....	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"	12'0"		
11th Subdivision.....	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"	20'6"	20'6"	20'6"	20'6"	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"	12'0"		
13th Subdivision.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	12'0"		

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"	20'4"	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"	20'4"	20'3"	20'6"	12'0"	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"	12'0"	
7th Subdivision.....	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"	12'0"	
9th Subdivision.....	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"	12'0"	
11th Subdivision.....	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"	20'6"	20'6"	20'3"	20'2"	20'0"	20'6"	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"	12'0"	
13th Subdivision.....	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	Ruling Grade	Unit Numbers							
			99-106 400-427 700-724 750 800-803	107-177	550-551 556 6500-6513 6550-6553 6600-6601	244-245 260-263 267 6000-6005 6051-6052 6700 Series	5400-5410 500-501 552-555 557-569 6007-6020 6050	540-863 900-917	200 Series Except 244, 245, 260, 263, 267 300 Series 7000 Series	
First Eastward	Dickinson to Mandan	0.78	1090	1300	1450	1880	2320	3040	2980	3960
First Westward	Mandan to Dickinson	1.00	780	980	1040	1350	1660	2180	2080	3300
Second Eastward	Glendive to Dickinson	1.00	780	980	1040	1350	1660	2180	2080	3300
Second Westward	Dickinson to Glendive	1.00	780	980	1040	1350	1660	2180	2080	3300
Third Eastward	Forsyth to Glendive	0.42	1530	1820	2020	2630	3240	4250	4050	5620
Third Westward	Glendive to Forsyth	0.50	1310	1560	1730	2250	2770	3630	3460	4980
Fourth Eastward	Billings to Forsyth	0.42	1530	1820	2020	2630	3240	4250	4050	5620
Fourth Westward	Forsyth to Billings	0.50	1310	1560	1730	2250	2770	3630	3460	4980
Fifth Eastward	Livingston to Billings									
Fifth Westward	Billings to Livingston	0.50	1310	1560	1730	2250	2770	3630	3460	4980
Sixth Eastward	Carlisle to Beach	2.10	380	460	510	660	810	1070	1020	1550
Sixth Westward	Beach to Carlisle	2.10	380	460	510	660	810	1070	1020	1550
Seventh Eastward	Sidney to Glendive	0.40	1530	1820	2020	2630	3240	4250	4050	5800
Seventh Westward	Glendive to Sidney	0.40	1530	1820	2020	2630	3240	4250	4050	5800
Eighth Eastward	Brookway to Glendive	1.00	745	890	985	1280	1580	2070	1970	3300
Eighth Westward	Glendive to Brookway	1.00	745	890	985	1280	1580	2070	1970	3300
Ninth Eastward	Cow Creek to Nichols									
Ninth Westward	Nichols to Cow Creek	0.65	1070	1270	1410	1840	2260	2970	2830	4100

TONNAGE RATINGS PER DIESEL UNIT

Subdivision	District	Ruling Grade	Unit Numbers						200 Series Except 244, 245, 260, 263, 267	2500 Series
			99-106 400-427 700-724 800-803	107-177	550-551 556 6500-6513 6550-6553 6600-6601	244-245 260-263 267 6000-6005 6051-6052 6700 Series	5480-5410 500-501 552-555 557-559 6007-6020 6050	525 850-863 900-917		
Tenth Eastward.....	Shepherd to Billings.....	0.52	1070	1270	1410	1840	2260	2970	2830	4860
Tenth Westward.....	Billings to Shepherd.....	1.25	630	750	830	1080	1330	1750	1670	2710
Eleventh Eastward.....	Rapelle to Laurel.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Eleventh Westward.....	Laurel to Rapelle.....	1.00	745	890	985	1280	1530	2070	1970	3300
Twelfth Westward.....	Laurel to Red Lodge.....	1.90	410	480	540	700	860	1130	1080	1830
Thirteenth Eastward.....	Silesia to Bridger.....	0.40	1140	1360	1500	1960	2410	3160	3010	5800
Thirteenth Westward.....	Wilsall to Mission.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Thirteenth Westward.....	Mission to Wilsall.....	1.00	745	890	985	1280	1530	2070	1970	3300

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.

R. C. WEBB,
Ass't Supt.

P. M. DAVISON, JR.,
Trainmaster.

C. M. GULLICKSON,
Trainmaster.

H. W. JOHNSTONE,
Trainmaster.

R. M. TOPPINS,
Chief Dispatcher.