

# **NORTHERN PACIFIC RAILWAY COMPANY**

## **Yellowstone Division**

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# **Special Instructions No. 11**

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

**Sunday, April 1, 1956**

**These Instructions constitute a part of the Time  
Table currently in effect.**

**Employes whose duties are in any way affected by  
the Time Table must have a copy of The Current  
Special Instructions and Current Time Table with  
them on duty.**

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**W. L. WOOD,  
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
Westward "B" and "BB" Manifests (603) .....	55 MPH
Other freight .....	50 MPH

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

Where automatic block and interlocking rules and signal indications require movement at restricted speed, such movement must be made prepared to stop short of train, obstruction or switch not properly lined and be on lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 MPH must not be exceeded.

The definition of Restricted Speed as designated on Page 8 of the 1945 edition of the Consolidated Code of Operating Rules will continue to apply except where automatic block and interlocking rules and signals govern as specified above.

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.

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.
and scale test car 254..... } Branch Lines .....	25 MPH.
Picking up train orders from operators.....	30 MPH.

Engines—	Handling trains	Running light
Classes—		
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 and Y-1 .....	40 MPH.	35 MPH.
S-4, T, T-1, W to W-5 inc. and Y-2 .....	50 MPH.	45 MPH.
Steam switch engines, without engine trucks, under all conditions.....	15 MPH.	15 MPH.
All other steam engines, backing up.....	30 MPH.	30 MPH.
(This restriction does not apply when engines are used as helpers not on head end of train.)		

Diesel-electric engines—		
No. 98 .....	35 MPH.	35 MPH.
400 and 600 series .....	45 MPH.	45 MPH.
No. 525 .....	60 MPH.	60 MPH.
100, 700 and 800 series .....	60 MPH.	60 MPH.
Nos. 500, 501 and 552-569, incl. ....	65 MPH.	65 MPH.
200, 6000 and 7000 series except 244, 245 .....	65 MPH.	65 MPH.
Nos. 550-551 .....	75 MPH.	65 MPH.
244, 245, 6500, 6600 and 6700 series.....	75 MPH.	65 MPH.
5400 series .....	55 MPH.	55 MPH.

Diesel-electric and gas-electric motor cars, in service or being towed:	
Cars B-3, B-12 and B-13 .....	55 MPH.
Cars B-6, B-11 and B-14 to B-26 incl.....	65 MPH.
Cars B-30 and B-40 .....	75 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 and Y-1 .....	30 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-2 inc.....	25 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-2 inc.....	30 MPH.

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

All A and Q classes .....	25 MPH.
All other classes steam engines .....	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 steam 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 engines may be handled dead in trains at not to exceed the authorized operating speed specified for such engines. 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.

Where there are no governing restrictions specified for double-headers in the special instructions for each subdivision, they will be governed by the most restrictive instructions applicable to a single engine when of the same class and to the heavier engine when of different classes.

Where doubleheader restrictions are specified, doubleheaders of different classes of engines will be governed by the restrictions applicable to doubleheaders of the heavier class.

When necessary to doublehead a diesel-electric engine with a steam engine, except in case of emergency, the steam engine must be placed behind the diesel engine.

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

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

To avoid possibility of fire or damage to traction motors, diesel-electric engines must not be permitted to pass over or to stand on cinder pits containing live fire or hot cinders.

Under no circumstances should diesel-electric engines pass through water which is deep enough to touch the bottom of the traction motor frame. When passing through water, movement must always be at very slow speed (2 to 3 MPH).

Where multiple-unit diesel-electric engines are used in freight service, both the fireman and the head brakeman shall not be absent at the same time from the leading cab while the train is under way on main track between stations.

Unit letters will be used in addition to engine numbers of all passenger and freight road diesels except Engines 6600 & 6601. When two or more diesel units are coupled in multiple unit operation, the number of the leading unit only will be displayed in accordance with the provision of Rule 24 and used in train orders as prescribed by Rule 206.

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 can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

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 shall 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 shall be extinguished, and the standard white headlight turned on dim until opposing train is into clear on siding.

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. Rule 19, figs. 2 to 9, inclusive, and Rule 19(b) of the Consolidated Code of Operating Rules and General Instructions, Edition of 1945, are supplemented as follows:

"When the rear unit of a train is equipped with built-in electric markers, or electric signal lamps, they must be lighted by day and by night to be considered markers, and the requirement for showing green to the front or direction of movement and green to the side will not apply. Train crews arriving at terminals must not extinguish the built-in markers, or electric signal lamps used as markers, until the train has been delivered to connecting crew or is clear of the main track and the switch is closed."

5. Rule 6(A) is modified to include the following variations of the letter "W" which indicate:

W (full-faced type)..... Water facilities for both steam and Diesel power.

W (capital type)..... Water facilities for steam power only.

w (small type)..... Water facilities for Diesel power only.

6. Rule 200—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.

7. Rule D-97 applies to all subdivisions.

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

9. 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.

Gas-electric and 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. All scale test cars must be placed immediately ahead of caboose.

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 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.
- (b) 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.
- (c) Such equipment when not prepared and carded shall be handled at speeds not to exceed 30 miles per hour.
- (d) Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.
- (e) 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.

When handling pile driver 25, it must be coupled to either the regular tender or a flat or gondola car with open end next to cab end of pile driver to provide proper clearance.

Open cars loaded with material which may shift, such as poles, pipe, timbers, etc., shall not be placed immediately next to diesel-electric engines nor to cabooses in 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. Locomotives and cars equipped with roller bearings shall not be allowed to stand alone without brakes being applied. Roller bearing failures on cars or locomotives 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.
12. Electric Switch Locks—Two types in service—To operate either type, unlock and open the door.  
On locks stenciled "FORCE DROP LOCK", turn lock handle to the plate reading "MOVE LEVER HERE AND WAIT FOR UNLOCK", then follow instructions in sections (a) (b) (c) (d). On other electric locks, follow instructions in sections (a) (b) (c) (d) after door is opened.
  - (a) If indicator shows proceed or "UNLOCKED":  
Turn lock handle to left until it rests on stop block.  
Line switch in usual manner and movement may be made at once.
  - (b) If indicator shows stop or "LOCKED" and no conflicting train movement is evident:  
Unlock time release box (if provided) and push the button to start time release. After time release has completed operation, indicator will normally show proceed or "UNLOCKED." Turn lock handle to left until it rests on stop block.  
Line switch in usual manner and movement may be made at once.
  - (c) After final movement over switch is made:  
Restore and lock switch in normal position.  
Turn electric lock handle to right until it rests on stop block.  
Close and lock doors of time release box (if provided) and electric lock.
  - (d) Exception—If indicator fails to show proceed or "UNLOCKED" after time release (if provided) has completed operation, and if electric lock is provided with emergency release located at left of indicator: Remove wire seal and operate emergency release lever.  
Wait three (3) minutes after operating emergency release lever, then line switch for movement in usual manner. Immediately notify train dispatcher so he may call signal maintainer to reset emergency release, as signals will remain at stop until repairs are made.

### 13. Spring Switches—

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.

Signal operation at spring switches equipped for switch key operation—The normal indication of main track signal 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.

When a train, light engine or any piece of equipment moves through a spring switch in such a manner as to throw the points, the conductor or a member of the crew shall observe if the signal governing movements in the opposite direction moves to the approach or the proceed position. If it remains in the stop position and there are no other train movements in evidence that would cause it to remain in that position, the dispatcher shall be notified from the nearest open telegraph office that the signal remained in the stop position and also, when practicable, the first opposing train cautioned.

### 14. 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 employes.  
 Great Falls on G. N. Ry., N. P. Ry. bulletins for G. N. employes.

### 15. 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.

### 16. Watch Inspectors—

Mandan—Arthur Hendrickson, L. T. Larson and Wickham Jewelers.  
 Dickinson—M. A. Scherffius.  
 Beach—D. Publitz.  
 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—** Maximum Speeds Permitted  
 Zone—Between  
 Mandan and Dickinson  
 Westward "B" and "BB" Manifests (603) ..... 55 MPH.  
 Other Freight ..... 50 MPH.  
 Passenger ..... 75 MPH.

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. Bridge and Engine Restrictions—

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.

Lyons—Spur.

Sweet Briar—Spur.

Judson—Stockyard track.

New Salem—Mercantile Co. Spur.

Eagle Nest—Spur.

Richardton—Elevator spur.

Taylor—Stockyard track.

Boyle—Spur.

Gladstone—Elevator track and house track.

Lehigh—Briquetting Co. Spur.

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

At Glen Ullin—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 trains will stop east of the east switch of the passenger siding and remain until the eastward train is stopped.

4. **At New Salem**, agent or operator 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 Gladstone**—The normal position of the west switch of the crossover is for the spur track.
6. **At Dickinson**, Second Subdivision instructions govern.
7. **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.

8. **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.
9. **Yard Limits**—Tracks between yard limit signs east of Mandan and west of Sunny operated as one yard.
10. **Register Stations**—Mandan and Dickinson.

## SECOND SUBDIVISION.

### (MAIN LINE)

1. **Speed Restrictions—** **Maximum Speeds Permitted**  
 Zone—Between  
 Dickinson and Glendive  
 Westward "B" and "BB" Manifests (603) .....55 MPH.  
 Other Freight .....50 MPH.  
 Passenger .....75 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.  
 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—**  
 Bridge 148A on siding at Medora  
 Engines classes A-2 to A-5 inc. and 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 the following tracks:  
 Dickinson—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.  
 Belfield—Spur south of siding. House track beyond a point 200 feet west of east switch and 900 feet east of west switch.  
 Rider—Spur.  
 Demores—Spur, beyond a point 400 feet from switch.  
 Chama—Elevator spur.  
 Beach—Elevator track.  
 Wibaux—House and elevator tracks.  
 Beaver Hill—Spur.  
 Hodges—Spur.  
 Iona—Spur, beyond a point 100 feet from switch.  
 At Dickinson and Beach—engines must not pass over the coal dock hopper.
3. **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.
4. **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.
5. **At Glendive,** Third Subdivision instructions govern.
6. **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.
7. **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.
8. **Register Stations—**Dickinson and Glendive.

## THIRD SUBDIVISION.

### (MAIN LINE)

1. **Speed Restrictions—** **Maximum Speeds Permitted**  
 Zone—Between  
 Glendive and Forsyth  
 Westward "B" and "BB" Manifests (603).....55 MPH.  
 Other Freight .....50 MPH.  
 Passenger .....75 MPH.  
 Westward Advance-warning sign located east of east switch at Kamm is 7450 feet in advance of the Reduce Speed sign.  
 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 Street .....30 MPH.

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., 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.

Marsh—Elevator track.

Fallon—Stockyard track and elevator track.

Terry—Elevator track, to west end of wool house.

Blatchford—Back track.

Benz—Pump house spur.

Shirley—Spur.

Miles City—Old sales yard, new sales yard 213 feet beyond tractor and equipment spur switch, house track beyond west end of freight house platform, city track beyond loading platform, Yellowstone spur beyond 985 feet west of the switch.

Fort Keogh—Spur.

Horton—North spur, Sand spur 300 feet west of switch.

Joppa—Back track.

Flynn—Spur.

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—No. 3 will use passenger siding.
4. **At Forsyth—**Fourth Subdivision instructions govern.
5. **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.
6. **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.
7. **Register Stations—**Glendive and Forsyth.

## FOURTH SUBDIVISION.

### (MAIN LINE)

1. **Speed Restrictions** **Maximum Speeds Permitted**  
 Zone—Between  
 Forsyth and MP 213 (east of Huntley)  
 Westward "B" and "BB" Manifests (603) .....55 MPH.  
 Other Freight .....50 MPH.  
 Passenger .....75 MPH.
- Both Tracks—**  
 MP 213 and Billings  
 Westward "B" and "BB" Manifests (603).....55 MPH.  
 Other Freight .....50 MPH.  
 Passenger .....75 MPH.  
 CB&Q diesel-electric engines  
 Freight .....50 MPH.  
 Passenger .....75 MPH.  
 Other CB&Q freight trains .....35 MPH.  
 Against the current of traffic  
 Freight trains .....49 MPH.  
 Passenger trains .....59 MPH.

2. **Bridge and Engine Restrictions—**  
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—Spur.  
Sanders—Beet spur.  
Hysham—Elevator track.  
Myers—Beet spur, stock track.  
Big Horn—Beet spur.  
Custer—House track.  
Waco—Stockyard spur.  
Bull Mountain—Spur.  
Pompeys Pillar—Elevator and stockyard spur.  
Worden—Stockyard track.  
Huntley—Stockyard spur.  
Commercial Spurs—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—**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—**Time of all trains applies at end of double track.
5. **At Huntley—**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.
6. **At Billings—**Fifth Subdivision instructions govern.
7. **Spring Switches—**  
At Forsyth, at east and west end of yard, equipped with facing point lock.
8. **Sidings—**  
Custer, north siding is westward; south siding is eastward.
9. **Register Stations—**  
Forsyth, Billings.  
Huntley, for trains to and from CB&Q Ry.

## FIFTH SUBDIVISION. (MAIN LINE)

1. Speed Restrictions	Maximum Speeds Permitted
Zone—Between	
<b>Both Tracks—</b>	
Billings and Park City	
Westward "B" and "BB" Manifests (603) .....	55 MPH.
Other Freight .....	50 MPH.
Passenger .....	75 MPH.
CB&Q diesel-electric engines	
Freight .....	50 MPH.
Passenger .....	75 MPH.
Other CB&Q freight trains .....	35 MPH.
Against the current of traffic	
Freight trains .....	49 MPH.
Passenger trains .....	59 MPH.
<b>Single Track—</b>	
Park City and Livingston	
Westward "B" and "BB" Manifests .....	55 MPH.
Other freight .....	50 MPH.
Passenger .....	75 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.

2. **Bridge and Engine Restrictions—**  
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, track No. 8 and tracks leading to the wye and wye tracks, and freight house leads.  
**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, and wye tracks.  
Spurling, beet spur.  
Young's Point, back track.  
Rapids, spur.  
Craver, stockyard track.  
Quebec, spur.  
Greycliff, industry track.  
Big Timber, Alfalfa spur and stockyard track.  
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 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.

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.

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

Through passenger trains will, unless otherwise instructed, use westward track between crossover 29th Street and crossover just east of the passenger station. All passenger trains entering the passenger station will be governed by signals from switchtender. Eastward passenger trains approach 29th Street prepared to stop and will proceed only on signal from switchtender.

Westward 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.

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 710.

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 call for the 29th Street crossover to westward main track with four (4) short blasts of the whistle; if destined Billings, will call for the yard with one (1) long and four (4) short blasts of the whistle, but must stop clear of 27th Street, unless proceed signal is received from switchtender.

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.

4. **At Yegen**—Trains may expect to find westward siding blocked at all times.
5. **Laurel Yard Limits**—Tracks between yard limit signs east of Mossmain and west of Laurel operated as one yard.
6. 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 signal in order to unlock electric switch lock at the far end of the crossover.
7. **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.
8. **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.
9. **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. 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.
10. **At Spurling**—Trains may expect to find westward siding blocked at all times.
11. **At Park City**—Time of all trains applies at end of double track.
12. **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.
13. **At Greycliff**—Westward trains holding main track to meet an eastward train will stop clear of overlap sign located 35 car lengths east of coal dock, to avoid giving approaching train two stop signals.
14. **At Big Timber**, crossing at McLeod Street west of passenger station must not be blocked for more than ten minutes.
15. **At Livingston**, Rocky Mountain Division instructions govern.
16. **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.

17. **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.
18. **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.
19. **Register Stations**—  
Billings,  
Laurel Yard for second class and inferior trains.  
Laurel, for first class trains.  
Livingston.
20. **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.
21. **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 ..... 25 MP
2. **Bridge and Engine Restrictions**—Steam engines heavier than Class W-3 not permitted.  
Wrecking cranes 45-48 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**—Steam engines heavier than Class 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 Subdivision.
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)

- 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.
- Bridge and Engine Restrictions**—Steam 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 bridge 49 Redwater River—  
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.
- Sidney Branch Junction**—Normal position of switch is for Seventh Subdivision.
- 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.
- Register Stations**—Glendive and Brockway.
- Clearance Exceptions**—At Brockway clearance will not be required except during assigned hours of telegraph service.

## NINTH SUBDIVISION. (ROSEBUD BRANCH)

- Speed Restrictions** Maximum Speeds Permitted  
Zone—Between  
Nichols and Cow Creek ..... 25 MPH.
- Bridge and Engine Restrictions**—  
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.
- 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.
- 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.
- Yard Limits**—Tracks between yard limit signs east of Colstrip and Cow Creek operated as one yard.
- Register Station**—  
Colstrip.
- Clearance Exceptions**—  
At Nichols, clearance will not be required.  
At Cow Creek, eastward trains will not require clearance.  
At Colstrip, eastward trains will secure clearance during assigned hours of telegraph service.

## TENTH SUBDIVISION. (BILLINGS & CENTRAL MONTANA BRANCH)

- Speed Restrictions** Maximum Speeds Permitted  
Zone—Between  
Billings and Shepherd ..... 15 MPH.

- Bridge and Engine Restrictions**—Steam engines heavier than Classes W or W-2 and wrecking cranes 45, 46, 47 or 48 not permitted.
- Register Station**—Billings.
- Clearance Exceptions**—At Shepherd eastward trains will require clearance.

## ELEVENTH SUBDIVISION. (LAKE BASIN BRANCH)

- Speed Restrictions** Maximum Speeds Permitted  
Zone—Between  
Hesper and Rapelje ..... 25 MPH.  
Diesel engine units weighing over 248,000 lbs. .... 20 MPH.
- Bridge and Engine Restrictions**—Steam engines heavier than Class W-2 and wrecking cranes 45, 46, 47 or 48 not permitted.  
Bridge 2 between Hesper and Molt, engines classes W, W-1, W-2 and W-4 ..... 20 MPH.
- Register Stations**—  
Hesper, Rapelje.  
Laurel Yard for extra trains.
- Clearance Exceptions**—At Rapelje, clearance will not be required except during assigned hours of telegraph service.

## TWELFTH SUBDIVISION.

### (ROCKY FORK AND CLARKS FORK BRANCHES)

- Speed Restrictions**— Maximum Speeds Permitted  
Zone—Between Freight Passenger  
Laurel and Fromberg ..... 35 MPH. 50 MPH.  
With diesel-electric engines ..... 40 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.  
At Fromberg, within yard limits,  
first class trains ..... Restricted Sp  
On west leg of wye at Red Lodge ..... 8 MPH.
- Bridge and Engine Restrictions**—Steam 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.
- 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 501B).  
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.
- At Silesia**—Normal position of Junction switch is for the Clarks Fork Branch.
- At Blum**—Trains may expect to find siding blocked at all times.
- 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  
Mission and Wilsall ..... 25 MPH.  
Diesel engine units weighing over 248,000 lbs..... 20 MPH.
2. **Bridge and Engine Restrictions**—Steam engines Classes Q5 and heavier and wrecking cranes 45, 46, 47 or 48 not permitted.  
Bridge 0, near Mission, Bridge 10 between Chadborn and Clyde Park and Bridge 15 between Clyde Park and Wilsall double header engines Classes W, W1, W2 and W4 not permitted. Trains handling wrecking cranes 41-44 inc. or pile driver 25.....15 MPH.  
**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 Station**—Wilsall.
4. **Clearance Exceptions**—At Wilsall clearance will not be required except during assigned hours of telegraph service.

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												
	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"	20'6"	12'0"	Br. 78.1
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"	Br. 167
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"	Coal Dock at Greycliff
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. 0, Yell. 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"	
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"	
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"	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"	20'6"	
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"	

e—Limit of load measurements based on 52' cars  
 a 42' truck centers.  
 Heights and widths in table allow 6 inches clearance.

## MAXIMUM CLEARANCES

Table is based on open car loading eq. of 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"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	12'0"	
M. L., Mandan to Dickinson.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	12'0"	
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"	12'0"	
M. L., Dickinson to Glendive.....	20'6"	20'6"	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"	20'5"	20'3"	20'1"	19'11"	19'8"	20'6"	20'6"	20'6"	20'6"	12'0"	Br. 78.1
M. L., Glendive to Forsyth.....	20'6"	20'6"	20'6"	20'5"	20'3"	20'1"	19'11"	19'8"	20'6"	20'6"	20'6"	20'6"	12'0"	
4th Subdivision.....	20'6"	20'6"	20'4"	20'2"	20'0"	19'10"	19'8"	19'6"	20'6"	20'6"	20'6"	20'6"	12'0"	Br. 167
M. L., Forsyth to Billings.....	20'6"	20'6"	20'4"	20'2"	20'0"	19'10"	19'8"	19'6"	20'6"	20'6"	20'6"	20'6"	12'0"	
5th Subdivision.....	19'8"	19'4"	19'0"	18'9"	18'9"	18'9"	18'7"	18'3"	20'6"	20'6"	20'6"	20'6"	12'0"	Coal Dock at Greycliff
M. L., Billings to Livingston.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	12'0"	
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"	12'0"	
Beach to Ollie.....	20'6"	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"	20'4"	20'2"	20'1"	20'6"	20'6"	20'6"	20'6"	12'0"	Br. 0, Yell. River
Glendive to Sidney.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'4"	20'2"	20'1"	20'6"	20'6"	20'6"	20'6"	12'0"	
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"	12'0"	
Glendive to Brockway.....	20'6"	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"	20'6"	12'0"	
Nichols to Cow Creek.....	20'6"	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"	20'6"	12'0"	
Billings to Shepherd.....	20'6"	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"	20'6"	12'0"	
Laurel to Rapelje.....	20'6"	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"	20'3"	20'2"	20'0"	20'6"	20'6"	20'6"	20'6"	12'0"	Br. No. 1.2 Yellowstone River
Laurel to Red Lodge.....	20'6"	20'6"	20'6"	20'6"	20'6"	20'3"	20'2"	20'0"	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"	20'6"	20'6"	12'0"	
Silesia to Bridger.....	20'6"	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"	20'6"	12'0"	
Mission to Wilsall.....	20'6"	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 RATING

Subdivision	District	CLASS OF ENGINES							
		A-2, A-3, A-4, A-5	W	W-1 W-2	W-3 W-5	Z-5	Z-6, Z-7, Z-8		
First Eastward.....	Dickinson to Mandan.....	.....	1775	1875	2675	5000	3800		
First Westward.....	Mandan to Dickinson.....	.....	1400	1500	2000	4000	3300		
Second Eastward.....	Glendive to Dickinson.....	.....	1400	1500	2000	4300	3300		
Second Westward.....	Dickinson to Glendive.....	.....	1400	1500	2000	4000	3300		
Third Eastward.....	Forsyth to Glendive.....	6200	4100	4200	5700	.....	.....		
Third Westward.....	Glendive to Forsyth.....	4500	2600	2700	4200	.....	.....		
Fourth Eastward.....	Billings to Forsyth.....	6200	4100	4200	5700	.....	.....		
Fourth Westward.....	Forsyth to Billings.....	4500	2600	2700	4200	.....	.....		
Fifth Eastward.....	Livingston to Billings.....	4500	2600	2600	4050	.....	6000		
Fifth Westward.....	Billings to Livingston.....	.....	1100	1200	1500	.....	.....		
Sixth Eastward.....	Ollie to Beach.....	.....	1100	1200	1500	.....	.....		
Sixth Westward.....	Beach to Ollie.....	.....	1100	1200	1500	.....	.....		
Seventh Eastward.....	Sidney to Glendive.....	.....	3750	4000	.....	.....	.....		
Seventh Westward.....	Glendive to Sidney.....	.....	3750	4000	.....	.....	.....		
Eighth Eastward.....	Brockway to Glendive.....	.....	1400	1500	1900	.....	.....		
Eighth Westward.....	Glendive to Brockway.....	.....	1400	1500	1900	.....	.....		
Ninth Eastward.....	Cow Creek to Nichols.....	.....	1650	1850	2300	.....	.....		
Ninth Westward.....	Nichols to Cow Creek.....	.....	1650	1850	2300	.....	.....		

# TONNAGE RATING

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## CLASS OF ENGINES

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

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

## TONNAGE RATINGS PER DIESEL UNIT BASED ON 50 TONS PER CAR

Subdivision	District	Engine Numbers									
		100-106 400-427 700-724 750 800-803	107-126	550-551 6500-6513 6550 6600-6601	244 245 6000-6006 6700 Series	5400-5410 500-501 552-569 6007-6020 6050	525 850-862	Gp-9 and F-9 Series			
First Eastward	Dickinson to Mandan	1090	1300	1450	1880	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	.....	.....	.....	.....	.....	.....	.....			
Fifth Westward	Billings to Livingston	1310	1560	1730	2250	2770	3630	3460			
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	.....	.....	.....	.....	.....	.....	.....			
Ninth Westward	Nichols to Cow Creek	1070	1270	1410	1840	2260	2970	2830			

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**TONNAGE RATINGS PER DIESEL UNIT BASED ON 50 TONS PER CAR**

Subdivision	District	Engine Numbers						Gp-9 and F-9 Series
		100-106 400-427 700-724 750 800-803	107-126	550-551 6500-6513 6550 6600-6601	244 245 6000-6006 6700 Series	5400-5410 500-501 552-569 6007-6020 6050	525 850-862	
Tenth Eastward	Shepherd to Billings	1070	1270	1410	1840	2260	2970	2880
Tenth Westward	Billings to Shepherd	630	750	830	1080	1330	1750	1670
Eleventh Eastward	Rapelje to Laurel	745	890	985	1280	1580	2070	1970
Eleventh Westward	Laurel to Rapelje	410	480	540	700	860	1130	1080
Twelfth Westward	Laurel to Red Lodge	1140	1360	1500	1960	2410	3160	3010
Thirteenth Eastward	Silesia to Bridger	745	890	985	1280	1580	2070	1970
Thirteenth Westward	Wilsall to Mission	745	890	985	1280	1580	2070	1970
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.

**A. B. RILEY,**  
Trainmaster.

**C. W. THOMPSON,**  
Ass't Supt.

**W. J. EYER,**  
Trainmaster.

**W. C. BREMIGAN,**  
Chief Dispatcher.

**C. M. GULLICKSON,**  
Trainmaster.