NORTHERN PACIFIC RAILWAY COMPANY

Yellowstone Division

Special Instructions No. 9

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

Sunday, January 1, 1950

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.

R. W. DAVIS,
Superintendent.

C. V. BERGLUND,
General Manager.

R. E. MATTSON,
General Superintendent of Transportation.

ALL SUBDIVISIONS.

1. **Speed Restrictions—**

Maximum Speeds Permitted:

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

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

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

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

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

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

All trains and engines, except as otherwise specified:

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

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

Coming from shops, under steam, to prevent running hot:

All A and Q and classes Z-6, Z-7 and Z-8	50 MPH.
S-4, T, T-1, W to W-5 inc., Y-2, Z-5	35 MPH.
Y, Y-1, Y-3	30 MPH.
Z-3, Z-4	25 MPH.

Main Line—With main and side rods removed:

All A and Q and classes Z-6, Z-7 and Z-8	30 MPH.
Z-5, S-4, T, T-1, W to W-5 inc., Y to Y-3 inc.	25 MPH.
Z-3, Z-4	20 MPH.

With main rods removed and side rods in place:

All A and Q and classes Z-6, Z-7 and Z-8	35 MPH.
Z-5, S-4, T, T-1, W to W-5 inc., Y to Y-3 inc.	30 MPH.
Z-3, Z-4	25 MPH.

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

All A and Q classes	25 MPH.
All other classes	20 MPH.

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

Steam switch engines, without engine trucks.....15 MPH.
Other engines .....20 MPH.

In the event the above speeds are in excess of 50% of the permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod parted from the crosshead and removed and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which the engines are to be moved, or the operating speed restriction for track or bridges for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified for engines coming from shops under steam.

Diesel-electric 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 doubleheaders 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.

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

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 diesel-electric multiple-unit engines are used to handle main line through passenger trains making few or no stops, the fireman will remain in the cab at all times while the train is in motion.

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.

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. Lights will not be displayed by night on train order signals on the 6th, 7th, 8th, 9th, 10th, 11th, 12th and 13th subdivisions except on the 12th subdivision, between Laurel and Fromberg. Trains will be governed by the day indication of these train order signals.

5. Rule D-97 applies to all divisions.

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

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

8. Test of hand brakes of gas-electric and diesel-electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise, as soon as possible after leaving initial station. On cars equipped with "Deadman's Control," conductor and engineer will cooperate in making test.

9. 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.

   Cranes or similar machines geared for self-propulsion moving on commercial billing, must not be handled in time freight trains. 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. Electric Switch Locks—To operate the lock, unlock and open the door:

    (a) If indicator shows proceed, turn lock handle to the left until it rests on stop block. Then line the switch in the usual manner and movement may be made at once.

    (b) If indicator shows stop, and no conflicting train movement is evident, unlock the time release box and push the button which starts the time release. After three minutes indicator will normally show proceed then turn the lock handle to the left and line the switch.

    (c) After final movement over the switch is made:
    Restore and lock switch in normal position.
    Turn the electric lock handle to the right until it rests on the stop block.
    Close and lock the door of the electric lock.

(d) Exception: If the electric lock is equipped with a wire seal emergency release, located at the left of the indicator, the seal must not be broken until after the time release has been operated and the electric lock fails to show proceed.

When emergency release is used, there must be a wait of three minutes before switch is lined for movement. After emergency release seal has been broken, immediately notify the train dispatcher so he may call the signal maintainer to reset the emergency release, as the signals will remain at stop until repairs are made.

12. Signal Operation at Spring Switches Equipped for Switch Key Operation—Unless otherwise provided, the normal position of the spring switch is for main track. The normal indication of main track 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.

13. 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.

14. 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.

Watch Inspectors—

Mandan—Arthur Hendrickson and L. T. Larson.
Dickinson—M. A. Scherffius.
Beach—D. Bublitz.
Glendive—Peter Barkema.
Miles City—Lyle Hawkins.
Forsyth—Ed Weamer.
Billings—The Jewel Box.
Laurel—C. L. Calloway.
Livingston—Riley Jewelry Co.

FIRST SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Mandan and MP 8 (East of Lyons)	50	65
MP 8 and Dickinson	50	75

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

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—**

Engines Classes A-2 to A-5 inc. and Z-5 to Z-8 inc. over all yard tracks and sidings .....15 MPH.
Bridge O, Heart River, Mandan, engines classes A-2, A-3, A-4 and A-5 and double header classes A and A-1 and single header Z-5, Z-6, Z-7 and Z-8 .....10 MPH.
Double header engines classes Z-5, Z-6, Z-7 and Z-8 not permitted.

Double header engines classes W-3 and W-5 .....20 MPH.

Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc. not permitted on the following tracks:

Mandan, Caboose track; sand house spur; oil spur and storeroom track; beyond 200 feet below tail of wye switch; rip tracks Nos. 4 and 5, pink rip track; wheel rip and short rip; Porter Bros. spur; pump house; team tracks; Missouri Valley spur; Mercantile Lumber Company's spur.

Sweet Briar—Spur.
Judson—Stockyard track.
New Salem—Mercantile Co. Spur.
Glen Ullin—Coal dock track.
Eagle Nest—Spur.
Richardton—Elevator spur.
Taylor—Stockyard track.
Boyle—Spur.
Gladstone—Birdsal elevator spur, stockyard 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 Dickinson,** Second Subdivision instructions govern.

6. **Spring Switches—**

At New Salem, at west switch of westward siding, equipped with facing point lock and switch key signal operation.

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

7. **Sidings—**

Mandan, the first track south of passenger station is main track; the second track is passenger siding.
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.
Dickinson, first track south of passenger station is main track; the second track is passenger siding.

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

9. **Register Stations**—Mandan and Dickinson.

SECOND SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Dickinson and Glendive	50	75

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.

At Wibaux—trains which dispatch mail without stopping ..... 20 MPH

2. **Bridge and Engine Restrictions—**

Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc. over all yard tracks and sidings ..... 15 MPH.

Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted on the following tracks:

Dickinson—Stockyard track; elevator spur north of freight house; freight house track west of unloading platform; material spur; Track No. 11, south yard; light plant spur; brick yard spur; Heaton Lumber Co. spur.
South Heart—Elevator track.
Zenith—Elevator spur.
Belfield—Spur south of siding. House track beyond a point 200 feet west of east switch and 900 feet east of west switch.
Medora—Stockyard track.
Rider—Spur.
Demores—Spur, beyond a point 400 feet from switch.
Chama—Elevator spur.
Beach—Elevator track; Stockyard track beyond a point 400 feet east of switch.
Wibaux—House and elevator tracks.
Beaver Hill—Spur.
Hodges—Back track.
Iona—Spur, beyond a point 100 feet from switch.
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 Medora, at east end of siding equipped with facing point lock and switch key signal operation.

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.

Beaver Hill, north siding is eastward; south siding is westward.
Glendive, the first track south of passenger station is main track; the second track is passenger siding.

8. **Register Stations**—Dickinson and Glendive.

THIRD SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Glendive and Forsyth	50	75

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

At Glendive—Engines must stop before backing over foot crossing between the yard office and round house.

At Terry—Trains which dispatch mail without stopping ..... 20 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., over all yard tracks and sidings .....15 MPH.

Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., not permitted on following tracks:

Glendive—Yard tracks north of main track, oil spur, stock car sand spur, car repair tracks, coal dock hopper tracks and sand house tracks.

Colgate—Spur.
Marsh—Elevator track.
Conlin—Spur.
Fallon—Stockyard track and elevator track.
Terry—Elevator track.
Blatchford—Back track.
Benz—Pump house spur.
Shirley—Spur.
Fort Keogh—Spur.
Horton—North spur.
Joppa—Back track.
Flynn—Beet spur.

At Miles City—Engines, Classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted on the 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 the road crossing 300 feet west of the switch.

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

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

3. **At Glendive**—End of automatic block for eastward trains is at a point over the pedestrian underpass, just west of freight house.

4. **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 Owens, at east 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**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Forsyth and MP 213 (east of Huntley)	50	75
Both tracks		
MP 213 and Billings	50	75
CB&Q engines, class M-2, with disc wheels	40	40
CB&Q diesel-electric engines	50	----
Other CB&Q freight trains	35	----

2. **Bridge and Engine Restrictions—**

Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., over all yard tracks and sidings .....15 MPH.
Bridge 182 at Waco, engines classes Z-5 to Z-8 inc.....20 MPH.

Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., not permitted on following tracks:

Forsyth—House track, electric light spur, laundry spur, stockyard track west of east chutes.

Finch—Old elevator spur.

Sanders—Beet spur.

Hysham—Elevator track, between elevator and unloading ramp.

Big Horn—Beet spur.

Custer—House track.

Waco—Stockyard spur.

Bull Mountain—Beyond east end of sugar beet loading platform on spur.

Pompeys Pillar—Elevator and stockyard spur.

Worden—Stockyard track.

Huntley—Stockyard spur.

Commercial Spurs—Howard, Maudru, Niler, Fee, Nibbe, Pearl, Knox, Wyne, Hirsch and Brick Yard spur.

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

3. **At Nichols**—Eastward trains holding main track to meet a westward train, will stop before reaching battery chutes about the middle of the siding, to avoid giving approaching train two stop signals.

The crossover switch east of the telegraph office leading to the Ninth Subdivision is the Ninth Subdivision Junction switch. Fourth subdivision eastward trains meeting or waiting for westward trains at Ninth Subdivision Junction switch at Nichols will hold main track and stop clear of the Ninth Subdivision Junction switch.

4. **At Huntley**—Normal position of double track switch is for westward track.

The automatic 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.

5. **At Billings**—Fifth Subdivision instructions govern.

6. **Spring Switches—**

At Forsyth, at east and west end of yard, equipped with facing point lock.

7. **Sidings—**

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

8. **Register Stations—**

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

FIFTH SUBDIVISION.

(MAIN LINE)

1. **Speed Restrictions**

Zone—Between	Maximum Speeds Permitted Freight and mixed	Passenger
Both Tracks—		
Billings and Park City	50	75
CB&Q engines class M-2 with disc wheels	40	40
CB&Q diesel-electric engines	50	....
Other CB&Q freight trains	35	....
Single Track—		
Park City and Livingston	50	75

At Billings, between crossover at east end of auxiliary freight tracks and 29th street, first class trains..Restricted Speed
Over 27th, 28th, and 29th streets .....10 MPH.

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

At Columbus, between Patton Street and crossing just west of passenger station .....35 MPH.

At Livingston, freight trains will not pull down so as to obstruct view of passenger trains approaching highway crossing at east end of yard.

2. **Bridge and Engine Restrictions—**

Engines classes A-2 to A-5 inc., and Z-5 to Z-8 inc., over all yard tracks and sidings .....15 MPH.

Engines classes A-2 to A-5 inc. and Z-5 to Z-8 inc., not permitted on the following tracks:

Billings, on all yard tracks except the regular train yard tracks, tracks to the roundhouse, 500 feet on east end of track No. 8 and tracks leading to the wye and wye tracks, 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.
Park City, house track.
Young's Point, back track.
Rapids, spur.
Craver, stockyard track.
Quebec, spur.
Greycliff, coal dock track and industry track.
Reynolds, spur.
Big Timber, on all industry tracks and spurs except the house track east of the crossover switch and stockyard track.
Dehart, spur.
Carney, spur.
Springdale, stockyard track beyond the frog at the east end and 525 feet beyond the frog at the west end.
Elton, spur.
Mission, spur.

On all tracks, precaution must be taken when two engines classes Z-5 to Z-8 inc. pass, or when they pass other large engines.

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

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

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

At Livingston—No movement will be permitted simultaneously with engines classes Z-4 to Z-8 inc. from or to No. 6 or scale track, to the leads north and south of No. 6 track east of subway, account short clearance due to overhang.

Engines classes A-2 to A-5 inc. not permitted on scale track or shop lead, and engines classes Z-5 to Z-8 inc. not permitted on north track Bridge 115.

3. **At Billings**—Tracks will be designated as follows, numbering southward from passenger station:

Track No. 1—Depot track.
Track No. 2—WESTWARD MAIN TRACK.
Track No. 3—EASTWARD MAIN TRACK.
Track No. 4—Westward auxiliary freight track.
Track No. 5—Eastward auxiliary freight track.

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

Trains stopping for meals, will notify the yardmaster in addition to notifying the train dispatcher as required by Rule 710.

Through freight trains stopping at Billings for meals will use auxiliary freight tracks.

Westward freight trains terminating in new yard at Billings will use westward auxiliary freight track.

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

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

Westward freight trains destined west of Billings when using westward auxiliary freight track will call for the 29th Street crossover to westward main track with four short blasts of the whistle; if destined Billings, will call for the yard with one long and four short blasts of the whistle, but must stop clear of 27th Street unless proceed signal is received from switch tender.

Eastward freight trains will stop clear of crossover from the eastward main track to the roundhouse lead west of 29th street, unless proceed signal is received from switch tender.

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

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

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

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

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

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

7. **At Mossmain**—Trains entering or leaving Laurel yard, or entering Fifth Subdivision from the east leg of the wye may operate electric switch locks on the time of first class trains if the indicator shows "proceed". If indicator does not show "proceed" and a first class train is due or overdue, the movement must be protected as prescribed by Rule 99.

8. **At Laurel**—The automatic 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.

9. **At Park City**—Switch at end of double track is an automatically operated dual control switch, normal position is for eastward track.

East switch of siding must not be lined for westward trains on the westward main track to enter siding until engine has passed westward home signal at end of double track, and it is ascertained that dual control switch is properly lined for movement.

10. **At Boulder Pit**—Engines must not pass the west loading chute account hump in track and close clearance.

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

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

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

Derail, east leg of wye, Mossmain.
Derail, west leg of wye, Mossmain.

At each end of crossover, between main tracks, leading to west leg of wye, Mossmain.

At west end of crossover from yard to eastward main track, Mossmain.

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

14. **Spring Switches—**

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

15. **Sidings—**

Columbus, Greycliff, Big Timber and Springdale—north siding is eastward; south siding is westward.

16. **Register Stations—**

Billings.
Laurel Yard for second class and inferior trains.
Laurel, for first class trains.
Livingston.

17. **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.

18. **Clearance Exceptions—**

At Laurel, Fifth subdivision trains originating at Laurel Yard will not require a clearance if train order signal indicates proceed.

At Mossmain, G. N. trains enroute to Billings will secure clearance from train dispatcher by telephone if clearance has not been furnished prior to arrival at Mossmain.

At Mission, trains originating will not require a clearance.

SIXTH SUBDIVISION.

(OLLIE BRANCH)

1. **Speed Restrictions**

Zone—Between	Maximum Speeds Permitted
Beach and Ollie	25 MPH.

2. **Bridge and Engine Restrictions**—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.

2. **Bridge and Engine Restrictions**—Engines heavier than Classes Q-5, Q-6 or W-2 and wrecking cranes 45, 46, 47 or 48 not permitted.
   At Sidney, engines must not be operated over the hoppers at Holly Sugar Corporation plant trestles.

3. **At Glendive**—Eastward trains will get authority from train dispatcher before entering Third 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)

1. **Speed Restrictions** Maximum Speeds Permitted
   Zone—Between
   Glendive and MP 28 (between Lindsay and Rimroad)..35 MPH.
   MP 28 and MP 44 (between Rimroad and Circle).....25 MPH.
   MP 44 and Brockway .....35 MPH.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 and wrecking cranes 45 to 48 inc. not permitted.
   Bridge 49, Redwater River ..... 10 MPH.
   Heavy Car Restrictions over bridges—
   Cars with total weight exceeding 214,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.
   Cars with total weight exceeding 169,000 pounds must be separated from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.
   Cars less than 30 ft. long with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.

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

NINTH SUBDIVISION.

(ROSEBUD BRANCH)

1. **Speed Restrictions** Maximum Speeds Permitted
   Zone—Between
   Nichols and Cow Creek ..... 25 MPH.

2. **Bridge and Engine Restrictions**—
   Engines classes A-2 to A-5 inclusive and Z-5 to Z-8, inclusive, over all yard tracks and sidings ..... 15 MPH.
   Engines classes A-2 to A-5, inclusive, and Z-5 to Z-8, inclusive, not permitted on NWI Co. track from Cow Creek Yard to mine pits.

3. **At Nichols**—Train order signal does not govern Ninth Subdivision trains.

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

5. Retaining valves will be used on coal trains Colstrip to Nichols, to be turned up at Colstrip and not turned down until stop is made at Nichols.

   Trains of 50 cars or less, not used.

   Trains of 51 to 60 cars, use 15.

   Trains of 61 to 75 cars. use 20.

   Trains of 76 or more cars, use 25, on each alternating car from head end.

   If wheels run hot, retainer on that car to be turned down and the one on the next car turned up.

   Trains must stop at Dowlin for inspection.

6. **Yard Limits**—Tracks between yard limit signs east of Colstrip and Cow Creek operated as one yard.

7. **Register Station**—
   Colstrip.

8. **Clearance Exceptions**—
   At Colstrip and Nichols clearance will not be required except during assigned hours of telegraph service.

   At Cow Creek, eastward trains will not require clearance.

TENTH SUBDIVISION.

(BILLINGS & CENTRAL MONTANA BRANCH)

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

2. **Bridge and Engine Restrictions**—Engines heavier than Classes W or W-2 and wrecking cranes 45, 46, 47 or 48 not permitted.

3. **Register Station**—Billings.

4. **Clearance Exceptions**—At Shepherd eastward trains will not require clearance.

ELEVENTH SUBDIVISION.

(LAKE BASIN BRANCH)

1. **Speed Restrictions** Maximum Speeds Permitted
   Zone—Between
   Hesper and Rapelje ..... 25 MPH.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-2 and wrecking cranes 45, 46, 47 or 48 not permitted.

   Bridge 2 between Hesper and Wickett, engines classes W, W-1, W-2 and W-4 .....20 MPH.

3. **Register Stations**—
   Hesper, Rapelje.
   Laurel Yard for extra trains.
   Laurel for Nos. 201 and 202.

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

TWELFTH SUBDIVISION.

(ROCKY FORK AND CLARKS FORK BRANCHES)

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted Freight and Mixed	Passenger
Laurel and Fromberg	35 MPH.	50 MPH.
With diesel-electric engines	40 MPH.	
When handling coal	25 MPH.	
Fromberg and Bridger	25 MPH.	30 MPH.
When handling coal	20 MPH.	
Bridger and one half mile west of MP 8 (between Golden and Belfry)	20 MPH.	20 MPH.
One half mile west of MP 8 and MP 11 (between Golden and Belfry)	10 MPH.	10 MPH.
MP 11 and Belfry	20 MPH.	20 MPH.
Bridger and Belfry, engines backing	15 MPH.	15 MPH.
Silesia and Joliet	35 MPH.	35 MPH.
Joliet and Red Lodge—descending	20 MPH.	30 MPH.
ascending	30 MPH.	35 MPH.

At Fromberg, within yard limits, first class trains ..... Restricted Speed.
At Bridger, on mine spurs ..... 8 MPH.
At Belfry on west leg of wye ..... 3 MPH.
West leg of wye at Red Lodge ..... 8 MPH.

2. **Bridge and Engine Restrictions**—Engines heavier than Class W-5 and CB&Q Class O-4, not permitted.

Bridges 19 between Joliet and Boyd and 29 between Boyd and Roberts. Engines classes W-3 and W-5 ..... 20 MPH.
Wrecking cranes 45, 46, 47 or 48 ..... 15 MPH.
Heavy Car Restrictions:
Cars with total weight exceeding 214,000 pounds, or cars 30 feet or longer, with total weight exceeding 169,000 pounds, coupled to engine or tender, or cars less than 30 ft. long with total weight exceeding 169,000 pounds when in groups or coupled to engine or tender ..... 20 MPH.

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

4. **At Silesia**—Normal position of Junction switch is for the Clarks Fork Branch.

5. **At Belfry**—Northern Pacific crews will make set out on east siding which holds 56 cars, and must set up at least 5 hand brakes on east end and with the slack bunched. Cars left on beet track must also have slack bunched and five hand brakes set.

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

When trains are directed by train order to meet at Joliet, Boyd, Roberts and Fox, westward trains will take siding, except that eastward light engines will take siding. Eastward freight trains will stop at Roberts to cool wheels and inspect train.

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

7. **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.

8. **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.

9. **Register Stations**—Laurel Yard for second class and inferior trains originating.

Laurel, for first and second class and inferior trains from the Fifth Subdivision.

Fromberg, Bridger, Belfry and Red Lodge.

THIRTEENTH SUBDIVISION.

(SHIELDS RIVER BRANCH)

1. **Speed Restrictions—** Maximum Speeds Permitted

Zone—Between

Mission and Wilsall ..... 25 MPH.

2. **Bridge and Engine Restrictions**—Engines Classes Q5, W3, and heavier and wrecking cranes 45, 46, 47 or 48 not permitted.

Bridge 0, near Mission, Bridge 10 between Chadborn and Clyde Park and Bridge 15 between Clyde Park and Wilsall double header engines Classes W, W1, W2 and W4 not permitted.

Heavy Car Restrictions:

Cars with total weight exceeding 214,000 pounds must be separated from each other and from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds. Cars with total weight exceeding 169,000 pounds must be separated from engine or tender with one car 40 ft. long with total weight not over 169,000 pounds.

Cars less than 30 ft. long with total weight exceeding 169,000 pounds must be separated from each other and from engine of 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	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"	11'6"	
2nd Subdivision	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"	11'6"	
3rd Subdivision	M. L., Glendive to Forsyth	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
4th Subdivision	M. L., Forsyth to Billings	18'7"	18'6"	18'5"	18'4"	18'2"	17'11"	17'8"	17'6"	17'4"	18'7"	11'6"	Big Horn Tunnel
5th Subdivision	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"	11'6"	
6th Subdivision	Beach to Ollie	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
7th Subdivision	Glendive to Sidney	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
8th Subdivision	Glendive to Brockway	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
9th Subdivision	Nichols to Cow Creek	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
10th Subdivision	Billings to Shepherd	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
11th Subdivision	Laurel to Rapelje	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
12th Subdivision	Laurel to Red Lodge	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	Bridge No. 1.2 Yellowstone River
12th Subdivision	Silesia to Bridger	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	
13th Subdivision	Mission to Wilsall	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	20'6"	11'6"	Bridges No. 0, 10 and 15

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	Max. Height	Max. Width	
1st Subdivision	M. L., Mandan to Dickinson	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
2nd Subdivision	M. L., Dickinson to Glendive	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
3rd Subdivision	M. L., Glendive to Forsyth	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
4th Subdivision	M. L., Forsyth to Billings	17′2″	17′0″	16′9″	16′7″	16′4″	16′0″	15′9″	18′7″	11′6″	Big Horn Tunnel
5th Subdivision	M. L., Billings to Livingston	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
6th Subdivision	Beach to Ollie	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
7th Subdivision	Glendive to Sidney	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
8th Subdivision	Glendive to Brockway	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
9th Subdivision	Nichols to Cow Creek	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
10th Subdivision	Billings to Shepherd	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
11th Subdivision	Laurel to Rapelje	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
12th Subdivision	Laurel to Red Lodge	20′6″	20′6″	20′6″	20′6″	20′6″	20′4″	20′3″	20′6″	11′6″	Bridge No. 1.2 Yellowstone River
12th Subdivision	Silesia to Bridger	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	20′6″	11′6″	
13th Subdivision	Mission to Wilsall	20′6″	20′6″	20′6″	20′4″	20′1″	19′10″	19′7″	20′6″	11′6″	Bridges No. 0, 10 and 15

TONNAGE RATING

Subdivision	District	CLASS OF ENGINES							
		A-2, A-3, A-4, A-5	W	W-1 W-2	W-3	W-5	Z-5	Z-6, Z-7, Z-8	Diesel 6000 H P
First Eastward	Dickinson to Mandan	....	1775	1875	2675	2900	5000	3800	7500
First Westward	Mandan to Dickinson	....	1400	1500	2000	2225	4000	3300	5250
Second Eastward	Glendive to Dickinson	....	1400	1500	2000	2225	4300	3300	5250
Second Westward	Dickinson to Glendive	....	1400	1500	2000	2225	4000	3300	5250
Third Eastward	Forsyth to Glendive	6200	4100	4200	5700	5700	....	....	....
Third Westward	Glendive to Forsyth	4500	2600	2700	4200	4200	....	....	....
Fourth Eastward	Billings to Forsyth	6200	4100	4200	5700	5700	....	....	....
Fourth Westward	Forsyth to Billings	4500	2600	2700	4200	4200	....	....	....
Fifth Eastward	Livingston to Billings	....	....	....	....	....	....	....	....
Fifth Westward	Billings to Livingston	4500	2600	2600	4050	4050	....	6000	....
Sixth Eastward	Ollie to Beach	....	1100	1200	1500	....	....	....	....
Sixth Westward	Beach to Ollie	....	1100	1200	1500	....	....	....	....
Seventh Eastward	Sidney to Glendive	....	3750	4000	....	....	....	....	....
Seventh Westward	Glendive to Sidney	....	3750	4000	....	....	....	....	....
Eighth Eastward	Brockway to Glendive	....	1400	1500	1900	2100	....	....	....
Eighth Westward	Glendive to Brockway	....	1400	1500	1900	2100	....	....	....
Ninth Eastward	Cow Creek to Nichols	....	....	....	....	....	....	....	....
Ninth Westward	Nichols to Cow Creek	....	1650	1850	2300	2500	....	....	....

TONNAGE RATING

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

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

W. C. SMITH,
Ass't Supt.

A. W. HOFFMAN,
Ass't Supt.

J. F. PETERSON,
Trainmaster.

A. G. WILK,
Trainmaster.

I. W. BREWER,
Trainmaster.

J. P. THORPE,
Chief Dispatcher.