

**BURLINGTON
NORTHERN
INC.**

**YELLOWSTONE
DIVISION**

**Special
Instructions
No. 1**

**IN EFFECT AT 12:01 A.M.
Mountain Standard Time
and
Central Standard Time**

Tuesday, March 3, 1970

**Asst. Vice President
Transportation
H. J. SURLES**

**Asst. Vice President
Operations
W. R. SHANNON**

**Superintendent
S. A. ANDERSON**

ALL SUBDIVISIONS

1. Speed Restrictions—	Maximum Speeds Permitted
Passenger trains	75 MPH.
Freight trains	65 MPH.

The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions.

All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise..... 12 MPH.

Engines running light or with caboose only 50 MPH. unless otherwise provided.

Equipment	Main Line	Branch Line
Ore cars	45 MPH.	20 MPH.
Scale test cars	35 MPH.	20 MPH.
Air dump cars (loaded)	35 MPH.	20 MPH.
Wrecking derricks	30 MPH.	15 MPH.
Loco cranes	30 MPH.	15 MPH.
Pile drivers	30 MPH.	15 MPH.
Clamshells & shovels	30 MPH.	15 MPH.
Jordan spreaders	30 MPH.	15 MPH.
Rotary plows, wedge plows & dozers....	30 MPH.	15 MPH.
Log trains	30 MPH.	15 MPH.

Diesel engines, wrecking cranes and other types of heavy work equipment must not be operated on subdivisions on which they have not been previously operated, until it is positively known that such movement can be made safely.

2. Movement of engines dead in trains:

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

Diesel units not equipped with alignment control devices:

GN	1 through 195
CBQ	9103 through 9106
	9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9310 through 9321
NP	99 through 177
	400 through 429
	500, 501, 525, 551, 555 through 558
	602, 603, 651, 700 through 724
	750, 800 through 803, 850 through 853
	900 through 912
SPS	11 through 55
	856 through 869

Diesel units equipped with coupler alignment lock blocks:

GN	550 through 599
CBQ	200 through 267, 270 through 287
	300 through 374, 400 through 411
	430 through 459
NP	200 through 375, 552 through 554
	562 through 569
SPS	60 through 84

All other Diesel units are equipped with alignment control couplers.

Maximum Speed Diesel Units Dead In Tow—

CBQ 9103 through 9106.....	30 MPH.
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292.....	50 MPH.
100 through 999.....	65 MPH.
9916 through 9993.....	79 MPH.

NP Engine 100	40 MPH.
400 series, 600, 700 series.....	45 MPH.
99 and 5400 series.....	55 MPH.
100 series (except 100) 525, 800 through 803..	60 MPH.
200 series, 300 series, 500, 501, 550 through 569, 850 series, 860 series, 900 series, 6000 series, 7000 series	65 MPH.
2500, 2800, 3300, 3600 series.....	70 MPH.
6500 series, 6600, 6700 series.....	75 MPH.
Budd cars B-30, B-31, B-32, B-40, B-41, B-42 on rear of train only.....	79 MPH.
GN 14 through 16, 77, 80 through 83, 98, 99, 102 through 110, 112 through 131, 134 through 136, 145 through 162, 165 through 170.....	50 MPH.
11 through 13, 17 through 23, 29 through 33, 100, 101, 163, 164, 186 through 195, 200 through 209, 271 through 276, 307 through 317, 448 through 474 even nos., 550 through 599, 600 through 678, 681 through 734, 900 through 915, 2000 through 2035, 3000 through 3040	65 MPH.
320 through 333, 350 through 385, 400 through 440, 500 through 503, 505 through 512, 679, 680 R.D.C. 2350, 2500 through 2544.....	79 MPH.
SPS 11, 22 through 28, 40 through 45, 50 through 55.....	50 MPH.
60 through 98, 154 through 327, 856, 869.....	65 MPH.
330 through 335, 150 through 153, 750, 800 through 806.....	79 MPH.

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

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

- Outfit cars
- Tie flat (GN X4800 to X4975, X4410)
- Scale test cars (next ahead of caboose)
- Wrecking derricks
- Pile drivers
- Loco cranes
- Rotary Snow Plows, dozers, wedge plows
- Jordan spreaders
- Air dump cars loaded or empty
- Log flats—NP 117002 to 117892

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivisions have curves of 6° or more on grades of 1% or more:

- 2nd Subdivision
- 10th Subdivision
- 13th Subdivision

5. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

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

40 ft. or less in length.....	220,000 lbs.
Over 40 ft. long.....	263,000 lbs.

EXCEPT: On mainline subdivisions cars at least 64'8" over strikers with minimum axle spacing of 6'0", minimum truck centers of 53'7" and minimum wheel diameter of 38".... 315,000 lbs.

7. Rule 223—Unless otherwise provided lights will not be displayed on train order signals on branch lines. Trains will be governed by the day indication of these train order signals.

8. Rules 200 and 83(B) and other rules pertaining to authority for and signature on train orders and clearances are modified to per-

mit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher. Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

FIRST SUBDIVISION

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
Jamestown and Mandan Against the current of traffic on double track	59 MPH.	49 MPH.
Except on curves between MP 94 and MP 96	55 MPH.	50 MPH.
Coal trains	50 MPH.	40 MPH.
Except Windsor to Jamestown.....		
At Jamestown, over Spring switch on Westward track at West end of Yard	30 MPH.	30 MPH.
At Bismarck, over street crossings, 3rd to 26th Streets, inc. engine or leading end of all trains	30 MPH.	30 MPH.
At Mandan westward all trains be- tween underpass at 6th Avenue NE and passenger station		Reduced speed.

2. At Jamestown—Train Order Signal at passenger station governs eastward Fargo Division trains originating at Jamestown Yard only.

3. At Eldridge—Dual control switch at end of double track is automatically operated. Normal position of switch is for eastward track.

When a train or engine is stopped by signal governing movement over this switch and no conflicting movement is evident, or when necessary to use this switch for switching purposes, it may be hand operated in accordance with rule 275A without permission or time limits from train dispatcher. Rules 275 and 276 are modified accordingly.

Time of all trains applies at end of double track.

4. Signal Overlap Signs—

At Pierce, sign governing westward trains located north of main track at MP 190. Westward trains holding main track to meet an opposing train will not pass Signal Overlap sign before arrival of opposing train to avoid placing intermediate signals in stop position for the opposing movement.

5. At Bismarck—Whistle signal 15 (i) will not be sounded at street crossings within the city limits, except in case of emergency. Train No. 29 will not block 5th Street Crossing and Train No. 30 will not block 3rd Street Crossing when making station stops unless otherwise advised by agent.

6. At Mandan—Second Subdivision instructions govern.

7. Special Track Circuit—

At Bismarck, Soo Line Interlocking, a special track circuit is installed on the main track over the crossing. Special circuit extends one car length either side of crossing. Cuts of three cars or less must not be left on this track circuit.

8. Spring Switches—

Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.

Unless otherwise specified, the normal position of spring switches is for main track.

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

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

Jamestown, at west end yard westward main track switch to yard, not equipped with facing point lock.

The normal position is for main track.

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

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

9. Sidings—

Windsor, north siding is westward; south siding is eastward. Medina, north siding is eastward; south siding is westward. Dawson, north siding is eastward; south siding is westward.

10. Automatic Interlocking Not Indicated at Station—

Bismarck, 2 miles east. Soo Line crossing.

11. Crossovers Not Indicated at Station—

MP 96 west of Jamestown.

12. Automatic Dual Control Switch—

Eldridge.

13. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H) movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.

14. Train Register Exceptions—

Jamestown Passenger Station—first class and extra passenger trains only.

SECOND SUBDIVISION

1. Speed Restrictions—

Zone—Between	Maximum Speeds Permitted
	Freight Trains
Mandan and Glendive Coal trains	50 MPH.
Except Beaver Hill to Wibaux, MP 169 (east of Beach) to Medora, Fryburg to Belfield, MP 81 (east of Richardton) to Hebron, New Salem to Mandan	40 MPH.
At Mandan, between the overhead viaduct west of the passenger station and the passenger station: Eastward first class trains	Reduced speed.
Movements on south run-around track and machine shop tracks will stop before crossing foot walk leading to pedestrian underpass.	
At Dickinson, over street crossings	25 MPH.
At Dickinson—Engines backing over foot crossing near Montana Dakota Power and Light Co. plant, must stop before passing over this crossing.	
At Beach, over first crossings east and west of passenger station	50 MPH.
At Demores westward Advance-warning sign located at east switch is 6000 feet in advance of the Reduce speed sign.	
At Glendive eastward Advance-warning sign located at east switch is 2200 feet in advance of the Reduce speed sign.	

2. At Mandan—When regular passenger trains meet, the eastward train will, unless otherwise instructed, use the passenger siding.

If an eastward passenger train is approaching the passenger station and has not come to a stop, westward passenger trains will stop east of the east switch of the passenger siding and remain until the eastward train is stopped.

3. At New Salem—agent or operator when on duty will open west switch of eastward siding and east switch of westward siding for trains entering siding when engine whistle signal 15 (j) is sounded, and will close west switch of eastward siding and east switch of westward siding behind trains entering or departing from those sidings.

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

5. At 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.

6. **At Beach**—Westward freight trains that stop to do station switching will stop east of first crossing east of passenger station to avoid blocking street crossings.
7. **At Glendive**—Third Subdivision instructions govern.
8. **Spring Switches**—Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Unless otherwise specified, the normal position of spring switches is for main track. When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made. Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
 - 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.
 - At Dickinson, at east lead switch, equipped with facing point lock.
 - At Medora, at east end of siding, equipped with facing point lock.
9. **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. Fryburg, north siding is westward; south siding is eastward.
10. **Yard Limits**—Tracks between yard limit signs east of Mandan and west of Sunny operated as one yard.
11. On this Subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
12. **At Mandan**—main track not protected by a continuous automatic block signal system. Trains leaving Mandan must provide rear end protection per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.

THIRD SUBDIVISION

1. **Speed Restrictions**—

Zone—Between	Maximum Speeds Permitted
Glendive and Billings	
Coal trains	50 MPH.
At Glendive —Engines must stop before backing over foot crossing between the yard office and round house.	
At Glendive, over Allard Street	30 MPH.
	Freight Trains
Westward	
Allard St. to Yard Office.....	10 MPH.
Eastward	
Barry St. Underpass to Yard Office....	10 MPH.

- At Miles City between Leighton Blvd. Crossing and Tongue River Bridge, all trains..... 20 MPH.
- At Colgate—Westward advance warning sign located at east switch of back track, is 5850 feet in advance of reduce speed sign.
- 2. **At Nichols**—Third Subdivision eastward trains meeting or waiting for westward trains at Eleventh Subdivision Junction switch at Nichols will hold main track and stop clear of the Eleventh Subdivision Junction switch.
- 3. **Sidings**—Glendive, the first track south of passenger station is main track; the second track is passenger siding. Fallon, auxiliary siding, on south side, capacity 80 cars may be used when necessary. Terry, north siding is eastward; south siding is westward. Miles City, the first track south of the main track is westward siding. The second track is eastward siding. Custer, north siding is westward; south siding is eastward.
- 4. **Spring Switches**—Instructions for operation of spring switches are posted at or near the spring switch and must be complied with. Unless otherwise specified, the normal position of spring switches is for main track. When the target of a spring switch shows "red" to an approaching train or engine, a trailing point movement actuating the spring switch points must not be made. Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.
 - 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.
 - At Forsyth, at east and west end of yard, equipped with facing point lock.
- 5. **Special Track Circuit**—At Miles City a special track circuit is installed on the main track over the Main Street underpass and extends one car length either side of underpass. Cuts of four cars or less must not be left on this track circuit.
- 6. **Train Register Exceptions**—Huntley, for trains to and from Sixteenth Subdivision.
- 7. **Clearance Provisions and Exceptions Rule 83(B)**—East Billings and Huntley. Between Laurel and Huntley Train order Authority not required for extra trains. At Other Locations in CTC Territory—Rule 83 (B) will not apply when authorized by the train dispatcher.
- 8. **At East Billings**—Rocky Mountain Division special instructions govern—
- 9. On this subdivision Rule 509 will not apply when signal governs movement over or through a spring switch. In Automatic Block Signal territory when a train or engine has been stopped by a signal governing movement over or through a spring switch and signal continues to display a stop indication, after complying with Rule 104 (H), movement may proceed at restricted speed through entire block. When stopped at leaving end of siding the indication may be due to an opposing train proceeding on an approach indication and every precaution consistent with train rights and condition of track ahead must be taken before proceeding.
- 10. **At Glendive**—main track not protected by a continuous automatic block signal system. Trains leaving Glendive must provide rear end protection Per Rule 99 until rear of train has passed the second automatic block signal beyond "beginning of ABS" sign in direction of movement.

FOURTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
McKenzie and Linton	30 MPH.
2. **Bridge and Engine Restrictions:**
 Diesel units and cars in excess of 248,000 lbs. between:
 Temvik and Linton 15 MPH.
3. **At McKenzie—**Yard limit sign does not apply on First Subdivision.
4. Sidings west of McKenzie will also be used as industrial tracks.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fourth Subdivision.
6. **Railroad Crossings Not Indicated at Station—**
 Moffitt—Soo Line crossing one mile west.

FIFTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mandan and MP 5	30 MPH.
MP 5 and Flasher	40 MPH.
Flasher and Mott	30 MPH.
2. **Bridge and Engine Restrictions:**
 Diesel units and cars in excess of 248,000 lbs. between:
 Mandan and MP 5 25 MPH.
 Flasher and Mott 25 MPH.
3. **At Mandan, Second Subdivision Instructions Govern.**
4. Sidings west of Mandan, will also be used as industrial tracks.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fifth Subdivision.

SIXTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Mandan and west switch of siding, Zap.....	40 MPH.
West switch of siding, Zap and Killdeer.....	30 MPH.
Glenharold: Trains unloading coal over hopper.....	3 MPH.
Trains using Loop Track.....	10 MPH.
Hazen and Truax	30 MPH.
At Hazen, First Crossing West of Depot (Central Ave.) —Westward Trains	15 MPH.
2. **At Mandan—**Second Subdivision Instructions Govern.
 At Mandan—Std. Oil Refinery track gate must be kept locked except when opened for switching.
3. **At Glenharold, Men not permitted to ride on cars over open pit.**
 Hand rail on walk over United Power unloading hopper will not clear man on side of car.
 Cars and engines not permitted beyond 577 feet from head block of switch on United Power Construction Spur.
4. **At Hazen, Siding extends between east switch and east crossover switch.**
 Track west of east crossover used for storage of cars.
 Cars left on House Track must be left not less than 150 feet west of passenger station.
5. **At Truax, tipples will not clear man on top and/or side of car.**
 Engines not permitted over scale or on tipple tracks.
6. **Retaining valves—**On Eastward freight trains retaining valves must be used on grades Truax to Hazen: handles to be turned

up to low pressure (horizontal) position beginning at head car as follows:

Trains of 8000 tons or over.....	20 Retaining Valves
Trains of 5000 to 8000 tons.....	15 Retaining Valves
Trains of 3000 to 5000 tons.....	10 Retaining Valves
Trains less than 3000 tons.....	No Retaining Valves

Retaining Valve handles must not be turned up until air brakes are all released following the terminal test of brakes at Truax and must be turned down following the stopping of train at the east switch of the east leg of wye at Hazen.

7. **Staff Operation:** Movement of all trains or engines in both directions between Hazen and Truax and between Beulah and South Beulah is governed by staff operation. Staff boxes located at the passenger station Beulah and at the wye tail track switch at Hazen, contain one staff in each box. Any train or engine leaving Hazen for Truax or Beulah for South Beulah must have this staff in their possession which will be their authority to move between these points. On return to Beulah or Hazen, staff must be placed in staff box and box locked.
8. **At Beulah, normal position of main track switch to South Beulah Mine is for the mine spur.**
 At Beulah, examine all inside switches on mine tracks before using. Engines must not pass under tipple tracks 2, 3 and 4. Tipples, slack bin over track 4 and car pullers between tipple tracks will not clear man on top and/or side of car. Inside switch of crossover west of stockyard must be left lined and locked for stockyard track. Private crossing east of storage track switch must not be blocked.
 At South Beulah, Engines must not pass under tipple. Tipple will not clear man on top or side of car.
9. **At Republic, examine all inside switches on mine tracks before using.** Engines must not pass under tipple. Tipple will not clear a man on top and/or side of car.
10. **Train Register Exception—**
 Beulah—for trains originating or terminating only.
11. All sidings except Stanton and Hazen will also be used as industrial tracks.
12. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Sixth Subdivision between Zap and Killdeer.

SEVENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Beach and Carlyle	25 MPH.
2. **Clearance Provisions and Exceptions Rule 83(B)—**
 Carlyle.
3. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Seventh Subdivision.

EIGHTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Glendive and Crane (MP 43).....	30 MPH.
Crane (MP 43) and MP 53.....	45 MPH.
MP 53 and Sidney.....	30 MPH.
Sidney and Snowden	40 MPH.
Newlon Jct. and Richey.....	40 MPH.
Sidney, over main street and third street N.E. crossings	15 MPH.
Glendive to Crane—Diesel Engine units and cars in excess of 248,000 lbs.....	20 MPH.

ELEVENTH SUBDIVISION

- Bridge and Engine Restrictions—**
At Sidney—engines must not be operated over the hoppers at Holly Sugar Corporation plant trestles.
- At Glendive—Eastward trains will get authority from train dispatcher before entering Third Subdivision.
- At Cecil engines or caboose will not clear mine tipple on spur.
- Train Register Exceptions—**
At Newlon Jct. westward Eighth Subdivision trains will not register.
- Clearance Provisions and Exceptions Rule 83(B)—**
Between Cecil Jct. and Cecil—Trains will not require train order or clearance and will be governed by Rule 93.
At Newlon Jct. westward trains originating.
Snowden, Trains for which this point is the initial station may proceed on authority of clearance under which such trains arrive.
- Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary between Newlon Jct. and Richey.
- At Snowden—Minot Division Instructions Govern—

NINTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Watford City and Fairview.....	25 MPH.
- Unless otherwise instructed, protection against following trains, as required by the Consolidated Code Rule 99, is not necessary on Ninth Subdivision.

TENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Glendive and MP 44 (between Rimroad and Circle)....	25 MPH.
MP 44 and Brockway	35 MPH.
- Sidney Branch Junction—**Normal position of switch is for Eighth 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.
- Clearance Provisions and Exceptions Rule 83(B)—**At Brockway clearance will not be required except during assigned hours of telegraph service.
- Unless otherwise instructed, protection against following trains as required by Consolidated Code Rule 99, is not necessary on the Tenth Subdivision.

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Nichols and Cow Creek	25 MPH.
Cow Creek and Big Sky.....	20 MPH.
- At Nichols—normal position of tail track switch is for East Leg of Wye.
- Between Cow Creek and Big Sky—tracks will be operated as one yard. Train and engine movements will be made in accordance with Rule 93.
- Trains handled by locomotives having no dynamic brake or when dynamic brake is not operating on all units use retainers as follows:
Trains of 50 to 75 cars, use 15 retainers.
Trains of 75 and more cars, use 20 retainers.
Retaining valve handles to be turned up on each alternating car from head end.
Trains must stop at Dowlin for inspection, when retainers are in use.
- Clearance Provisions and Exceptions Rule 83 (B)—**
At Nichols and Big Sky.
- Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Eleventh Subdivision.

TWELFTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Leeds and MP 71 (West of Sheyenne).....	30 MPH.
MP 50 and Jamestown	40 MPH.
Jamestown and Oakes	30 MPH.
At Carrington, between First St. South and Second St. North, all trains.....	25 MPH.
- Bridge and Engine Restrictions—**
250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
- At Jamestown, First Subdivision special instructions govern.
- Sidings will also be used as industrial tracks.
- Clearance Provisions and Exceptions Rule 83(B)—**
At Pingree, trains from Thirteenth Subdivision will not require a clearance if train order signal indicates proceed.
At Carrington, trains from Fourteenth Subdivision will not require a clearance if train order signal indicates proceed.
At Oberon and Leeds, regular trains will not require a clearance.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required between New Rockford and Leeds and between Jamestown and Oakes.
- Railroad Crossings Not Indicated At Station—**
Jamestown, 6.2 miles east.....M.C. Crossing
Minnewaukan, 6.0 miles west.....Soo Line Crossing
- At Oakes Fargo Division Instructions Govern—

THIRTEENTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Pingree and Wilton.....	30 MPH.
- Bridge and Engine Restrictions—**
250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
- Clearance Provisions and Exceptions Rule 83(B)—**At Pingree, trains from the Twelfth Subdivision will not require clearance if train order signal indicates proceed.
- Sidings west of Pingree will also be used as industrial tracks.
- Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Thirteenth Subdivision.

FOURTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
Carrington and Sykeston.....	20 MPH.
Sykeston and Heaton.....	25 MPH.
Heaton and Denhoff.....	30 MPH.
Denhoff and Turtle Lake.....	25 MPH.
2. **Bridge and Engine Restrictions—**
 Diesel units and cars in excess of 248,000 lbs:

Carrington and Sykeston.....	15 MPH.
Heaton and Denhoff.....	25 MPH.
Denhoff and Turtle Lake.....	15 MPH.

 250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
3. On Fourteenth Subdivision sidings used as industrial tracks.
4. **Clearance Provisions and Exceptions Rule 83(B)—**
 Carrington. Clearance not required if train order signal indicates proceed.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on Fourteenth Subdivision.

FIFTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
MP 0 and 2500 feet west of MP 3 (between Oberon and Josephine)	40 MPH.
2500 feet west of MP 3 and Esmond.....	25 MPH.
2. **Bridge and Engine Restrictions—**
 Diesel engine units and cars over 248,000 lbs, restricted to 15 MPH.
 250 ton wrecking derricks must be separated from engine by one car with gross weight not exceeding 177,000 lbs.
3. **Clearance Provisions and Exceptions Rule 83(B)—**At Oberon and Esmond regular trains will not require a clearance.
4. Sidings west of Oberon will also be used as industrial tracks.
5. Unless otherwise provided, protection against following trains as required by Consolidated Code Rule 99 is not required on the Fifteenth Subdivision.

SIXTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
Sheridan and M.P. 723.....	45 MPH.	
M.P. 723 and M.P. 757.....	49 MPH.	
M.P. 757 and Anita.....	45 MPH.	
Anita and Huntley.....	49 MPH.	
Curves between M.P. 705.0 and M.P. 706.2	35 MPH.	30 MPH.
Hardin: Engine or leading car over Center Street west of passenger depot	15 MPH.	15 MPH.
Hardin North Line — Maximum Speed	10 MPH.	

 An octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.
2. **Bridge and Engine Restrictions—**
 SD-24, SD-45, U25C, U28C and U38C engines:

Between Sheridan and M.P. 723.....	40 MPH.	40 MPH.
Between MP 757 and Anita	30 MPH.	30 MPH.

- 250 ton wrecking derrick and CBQ derrick 204620:
 Between Sheridan and Huntley..... 25 MPH.
 Hardin North LineNot permitted
 Other derricks 10 MPH.
- Except:
 Maximum gross wt. of cars handled on Hardin North Line Spur beyond M.P. 1.60 and on Fort McKenzie Spur must not exceed 220,000 lbs.
 Engine consist of passenger units must not exceed six (6) units in passenger or freight service.
 Engine consist of freight units must not exceed eight (8) units in freight or passenger service.
4. **Train Register Exceptions—**
 At Huntley, Trains will register when instructed to do so.
 5. **Clearance Provisions and Exceptions Rule 83(B)—**
 In addition to Clearance received at Sheridan for movement on Sixteenth Subdivision additional Clearance for movement on the Third Subdivision must be secured.
 Hardin North Line between M.P. 783.5 (Hardin) and M.P. 2.6 within yard limits.
 Billings: Trains must secure Sixteenth Subdivision clearance.

SEVENTEENTH SUBDIVISION

1. **Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted	
	Passenger Trains	Freight Trains
Edgemont and Sheridan.....	59 MPH.	49 MPH.
Curves between		
M.P. 520.7 and M.P. 521.0.....	35 MPH.	30 MPH.
M.P. 538.6 and M.P. 539.5.....	50 MPH.	
M.P. 562.8 and M.P. 564.2.....	50 MPH.	
M.P. 609.9 and M.P. 613.9.....	50 MPH.	45 MPH.
M.P. 675.2 and M.P. 676.2.....	50 MPH.	45 MPH.

 An octagonal yellow sign with horizontal black stripe displayed on the right of the track will indicate the beginning of slow track.
2. **Bridge and Engine Restrictions—**
 250 ton wrecking derricks and derrick CBQ 204620:
 Between Edgemont and Sheridan 25 MPH.
 Engine consist of passenger units must not exceed six (6) units in passenger or freight service.
 Engine consist of freight units must not exceed eight (8) units in freight or passenger service.
 SD-24, SD-45, U25C, U28C and U33C engines, not permitted on the following tracks:

Location	Local Name of Track
Sheridan	L-3 track beyond switch to No. 109 track
	M tracks beyond Grinell Street
	City 4 track
	City 2 track
	City 3 track
	Sugar factory spur
Fort McKenzie Spur.....	Bridge 0.48 to end of track
Kiewit	Power house lead, beyond R.R. Xing
Big Horn	Tail track beyond middle chute of stockyards
Hardin North Line	Main track beyond Bridge 2.09
3. **At Edgemont—**
 No. 12 track Edgemont yard will be used as a runaround track. All switches leading off this track must be lined back for run-

around track after being used, except will not apply to eastward or westward freight trains leaving yard.

4. **At Sheridan—Normal position east switch is for old main track.**
Freight trains approaching Sheridan from east must stop at Mill track switch and if no advance notice of track to be used and absence of a signal from yardman will proceed to yard office where brakeman will receive necessary instructions. Light engines approaching from east must stop east of First Street and then proceed without signal, heading in on independent lead opposite unloading platform.
5. **Clearance Provisions and Exceptions Rule 83(B)—**
Gillette—Operator on duty 8:00 A.M. to 4:00 P.M. and 6 P.M.-2 A.M. daily.
Unless otherwise provided, conductor or engineer or both, arriving at Gillette on all trains must deliver all clearance forms, train orders and messages to relieving conductor or engineer, or both. When operator on duty, trains must receive clearance in addition to receiving all clearance forms, train orders and messages held by conductor and engineer relieved.
6. **At Edgement Alliance Division Instructions Govern—**