CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

HENRY A. SCANDRETT, WALTER J. CUMMINGS,
GEORGE I. HAIGHT, Trustees

ROCKY MOUNTAIN DIVISION

SPECIAL RULES No. 2

Taking effect Sunday, April 28, 1940

Superseding Special Rules No. 1

Employes whose duties are in any way affected thereby, must have a copy of these rules with them while on duty.

N. A. MEYER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

A. C. KOHLHASE,
Superintendent.

N. A. RYAN,
General Manager.

OPERATING RULES

STANDARD TIME

G-2. Employes designated in Rule 2 must submit their watches for semi-annual examination and semi-monthly comparison and must have their watches cleaned at least every 18 months.

SIGNALS

G-7(A). The last sentence of Rule 7(A) is hereby modified to read: "When backing a train or shoving cars (unless the movement of the cars is controlled by a back-up air-brake hose in charge of a trainman), the disappearance from view of the trainman or light by which signals are given, must be construed as a stop signal."

G-11. On Lines East of Mobridge, five minute fusees should be used in Automatic Block System territory, and ten minute fusees should be used in other territories; on Lines West of Mobridge, ten minute fusees should be used.

Under Rule 11, restricted speed must be observed for at least one mile.

G-14. In complying with Rule 14(1), the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the engine so that the signal will consume not less than 10 seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to highway traffic thus avoiding unnecessary annoyance to residents.

G-15. Under Rule 15, restricted speed must be observed for at least one mile.

G-22. Except in helper territory, when necessary to double-head trains, the smaller engine should be placed ahead and in case of passenger trains, the regular passenger engineman should take charge of the leading engine and handle the air. Small engines having insufficient air-pump capacity to properly handle long trains, should not be used for double-heading purposes on such trains.

Under Rule S-90, when doubleheading a passenger train and the leading engine is not equipped with communicating signal, the engineman of the engine next to the train must answer signal 16 (l) with signal 14(n) and the engineman on the leading engine must immediately reply with the same signal, 14(n).

G-26(A). A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

MOVEMENT OF TRAINS

X-83(A). At Alberton, Nos. 15 and 16 when not displaying signals for a following section, may register by register ticket.

At Lewistown, during the hours that the operator is on duty, eastward freight trains when not displaying signals for a following section, may register by register ticket.

At Falls Yard, during the hours that the operator is on duty Nos. 115, 403 and 404 when not displaying signals for a following section, may register by register ticket.

G-91. In territory not operated under Automatic, Manual or Controlled Manual Block system, operators must display train order signal immediately after the departure of a train and not permit any train to follow until ten minutes after the departure of that train except that after the departure of a train carrying passengers, he must not permit another train to follow until such train has passed the next open train order office or he is authorized to do so by the train dispatcher, provided that when means of communication have failed, the train so held may be permitted to proceed on its right or schedule, 10 minutes after the departure of the train with a Clearance Form A properly filled out and bearing notation:

"No._____left at_____M. and has not passed_____."

When its right or schedule permits it to proceed, the train receiving this Clearance Form A may proceed, but at restricted speed until it is known that the preceding train has passed the next open office.

G-91(A). Except in Automatic or Controlled Manual Block System territory, when a train is passed by a passenger train at a station where no block signal is in service, it may, after waiting 10 minutes, proceed on its right or schedule but at restricted speed until it is known that the passenger train has passed the next open office.

G-93(A). Within yard limits, trains carrying passengers must be protected at all times as prescribed by Rule 99; other trains and yard engines must, during foggy or stormy weather or where the view is obscure, be protected in the same manner. Yard limits will be designated by yard limit signs or by special instructions.

G-93(B). Trains must approach the passenger station at subdivision terminals prepared to stop expecting to find other trains occupying the main track and move only as the way is seen to be clear.

G-95. When signals are displayed to an intermediate station of a schedule, the first section will display the signals to the regular stop of the train at that station whether it be on the main track or some other track; following sections must clear the main track at the entrance switch of the siding at that station unless otherwise directed by train order or unless Rule 93 permits them to use the main track.

When signals are displayed to the terminal of a schedule on a subdivision, all sections have the same right as the regular train has when no signals are displayed.

G-D-97. When a clearance is issued authorizing an extra train to move with the current of traffic, the point to which this movement is authorized will be endorsed on the clearance in the form "To_____," filling in the name of the station, in addition to the number of the clearance.

The authority for train movement will thus be restricted to the point named without the necessity of annulling the clearance in each case.

G-98(A). To line a crossing gate for any line, it must be swung its full movement over and at right angles to the track of the conflicting line. Crossing gates must be locked in their normal position after having been used. Where speed restrictions are shown over certain crossings, the speed may be increased after the engine or the leading car has passed over the crossing.

Where Home signals operate in conjunction with the gate, and the Home signal displays a Stop-indication for an approaching train or engine and no conflicting train or engine movement is evident, a trainman shall proceed to the crossing and after having made certain that the gate is properly set against the conflicting line, may signal his train to proceed over the crossing. Movements under such conditions must be made at restricted speed and must be protected against conflicting movements.

G-102(A). When trains that have one or more cars with inoperative air-brakes on the rear, are standing on ascending grades, the hand brakes must be set on such cars.

X-102(A). Westward trains doubling between Bruno and Loweth will pull rear end of train just west of safety switch which is located about 1 mile west of Bruno; the air brakes must be set with full service application before the train is cut to make the double. The rear trainman will line the safety switch to derail position and then secure the rear of the train with hand brakes. After the locomotive has coupled to the rear portion of the train, the safety switch must be relined for the main track.

G-103. Protection must be provided by a member of the crew on the ground in advance of the cars at road or foot crossings not protected by signals or gates manually controlled or by a watchman under the following conditions to prevent injury:

(a) While coupling cars standing at or near crossing.

(b) While pushing cars over crossings, except when the leading car is equipped with a back-up air-brake hose or pipe and whistle in charge of a trainman.

(c) While engine movements are made onto crossing when switching where the view of the men on the engine is obstructed.

When the view at road or street crossings, not protected by signals or gates manually controlled or by a watchman, is obstructed by standing cars handled by road or yard crews, a member of such crew will, when practicable, take a position on the crossing and be prepared to warn highway traffic of approaching trains.

In switching movements, when it becomes necessary for a car or engine to get onto a street crossing that is ordinarily protected by signals, gates or flagman and such protection is not in operation, a member of the crew must be on the crossing in advance of the approaching equipment to provide the necessary protection.

G-103(B). Where crossing signals which operate by control switches are in service at street or highway crossings, the control switches must be operated by a trainman and the signals must be put in operation 20 seconds before a back-up or a switching movement is made that will foul the crossing; the signals must be cut out when the movement has cleared the crossing and when

engines or cars are left standing in the circuit. Control switches are equipped with switch locks and must be kept locked when not in use.

G-104. After opening or closing a switch, except one that is equipped with a cam lock, the lock must be placed in the staple.

When a switch equipped with a cam lock is thrown for a siding or other track, care must be exercised to see that the hand lever is placed into the receiving notch of the stand plate. When the stand is equipped with a hook, the hook must be placed in the staple. After such switch is relined to its normal position, the switch lock must be placed in the staple.

Enginemen will be held responsible for running through switches.

G-109. Where crews operate over more than one division and a bulletin board for the adjoining division is also maintained at the initial station of the crew's run, the bulletins of the adjoining division must also be receipted for by showing the initials of the division preceding the bulletin number.

G-D-152. Trains moving against the current of traffic must approach all crossovers prepared to stop.

MOVEMENT BY TRAIN ORDERS

G-200 B. When a yellow signal is displayed below the red signal on a Swift or a Semaphore train order signal, the indication and name is the same as shown for Rule 200 B.

G-204. The station name of the train dispatcher's office from which a train order is received, must be shown on the date line.

G-204(A). Operators must deliver copy of train orders and clearances to flagmen on passenger trains.

G-211. When a "19" train order is addressed to an operator, he must send his name immediately following the repetition of the order.

G-214. After an operator repeats a train order that is not addressed to himself, he will give his initials and office signal.

X-221(A). At Butte, all trains must obtain Clearance Form A before proceeding.

G-221(B). When trains are to pick up "19" train orders, the speed must be reduced sufficiently to insure getting the order; in no case will the train exceed 30 miles per hour while passing the person who is delivering the order.

G-221(E). At a train order office where there is no train order signal but where rules require all trains to obtain Clearance Form A, the operator will respond N.S. (no signal) instead of S.D.

G-221(F). When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

FORMS OF TRAIN ORDERS

Z.

When it is desired to remove the circumstances under which a train may be overtaken by another train for a given time, the following form of order will be used:

(1) All westward trains except No. 91 wait at B until 11:10 A.M.

Under this order, No. 91 cannot be overtaken by another train between B and C nor at C before 11:10 A.M.

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(2) All westward trains except No. 91 wait at B and at all stations between B and H until 2:01 P.M.

Under this order No. 91 cannot be overtaken by another train between B and H nor at H before 2:01 P.M.

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(3) All westward extra trains wait at A and at all stations between A and Z until 6:30 P.M.

Under this order, no westward extra can leave A or any station between A and Z before 6:30 P.M. and, therefore, the westward regular train that receives the order cannot be overtaken by an extra train between the points named before the time specified in the order.

This may be modified as follows:

(4) All westward extra trains wait at A and at all stations between A and H until 11:10 A.M., at H and at all stations between H and O until 4:30 P.M. etc.

The "wait" should not include a station immediately preceding a station at which Rule 93 applies.

DEFINITIONS

Controlled Manual Block System.—A series of consecutive blocks governed by block signals, controlled by continuous track circuits, operated manually upon information by telegraph, telephone or other means of communication, and so constructed as to require the cooperation of the signalmen at both ends of the

block to display a Proceed or Permissive Block Signal.

Centralized Traffic Control System.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

MANUAL BLOCK SYSTEM

G-307. Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "clear."

G-317. When a train, other than a passenger or mixed train, is inside the outer switches at certain block stations indicated by time-table or special instructions, it may be reported as arrived provided the operator has seen the markers or is notified by the conductor that all of his train is inside the switches. Following trains may be given a Proceed indication or a Clearance Form A showing block *clear*, except that if a first class train is to enter the block it must have a train order and a Clearance Form A showing block *occupied*. Trains, other than first class trains accepting and moving under Proceed indication or Clearance Form A showing block *clear*, must approach the designated station at restricted speed.

G-318. Rule 318 will be used only in two or more track territory. A train may be permitted to follow a train other than a passenger train into a block under permissive indication or Clearance Form A when so directed by the train dispatcher.

G-345. Manual Block System Rules will apply when trains are run against the current of traffic in Automatic Block System territory.

G-365(B). To permit a train to go to a closed block station or a siding between two open block stations to be passed by other trains the following form of train order must be used: "No._____ may enter the block at_____ahead of No. _____." The trains receiving this order will run according to the rules.

AUTOMATIC BLOCK SYSTEM

G-501(B). The definition of Medium Speed is one-half of the authorized maximum instead of 30 miles per hour.

G-509(A). Under Rule 509(A), when the train dispatcher knows there is no opposing train movement involved, he will authorize the train or engine to proceed in the following form: "You may proceed at restricted speed to the next signal." If the train dispatcher does not positively know there is no opposing train movement involved, he will issue authority to proceed in the following form: "You may proceed under flag protection to the first signal that displays a Proceed-indication." These instructions must be repeated by the conductor or the engineman to insure correct understanding and entry must be made by the train dispatcher in his train order book.

G-509(C). (Note) Permissive marker is distinguished by letter *G* on a yellow sign 15 inches square located on the right hand side of the signal mast almost immediately above the number plate.

G-516. At meeting points, when the Stop and Proceed signal at the entrance of the siding displays a Stop then Proceed at Restricted Speed-indication, the train having right to the main track may proceed without stopping, but at restricted speed, to clearance point of switch used by the opposing train, if the opposing train can be seen entering the siding.

X-516. At Roland and Penfield, when trains meet and westward train takes siding, the eastward train should not pass the eastward automatic signal at the west switch until the westward train has arrived.

At Drummond and Huson, when trains meet and the westward train takes siding, the eastward train should not pass the eastward automatic signal at the west switch until the westward train is in the clear on the siding. At Drummond and Huson, if the eastward train takes siding, it should not foul the main track until the rear end of westward train passes the west switch. These instructions are necessary to prevent delays over the automatic interlocking.

At Sappington, when trains meet and the eastward train takes siding, the westward train should not pass the westward automatic signal at the east switch until the eastward train is in the clear on the siding. If the westward train takes siding, it shall not foul main track until the rear end of the eastward train passes the east switch.

G-520. Manual Block System Rules will apply when trains are run against the current of traffic.

G-521. In Automatic Block System territory, and at other points where electric switch protection signals are used, when, due to ice or other unusual conditions, extraordinary effort has been exerted to operate hand throw switches, the electrical connections may have become damaged to the extent that the signals

do not function properly and thereby create a hazardous condition. Prompt action must be taken under such conditions to guard against accident. See Rules F and 101(A).

INTERLOCKING

G-601(B). Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-601(G). The definition of Slow Speed is one-quarter of the authorized maximum instead of 15 miles per hour.

G-672. At railroad crossings protected by Automatic signals, the speed may be increased after the engine or the leading car has passed over the crossing.

X-672. At Sinclair, the normal position of the movable point frogs and the smashboard is against movements on the C. M. St. P. & P. When the Automatic crossing signal displays a Stop-indication for an approaching train and the smashboards are in the normal position, and no train movement is evident on the N. P., a trainman shall go to the crossing and operate the hand-throw levers to operate the moveable point frogs and the smashboards; then, after assuring himself that the route is properly lined, he may signal his train to proceed over the crossing. Trains must not exceed 20 miles per hour over the crossing.

As soon as the train has cleared the crossing, the frogs and smashboards must be restored to their normal position.

At Huson, the normal position of the moveable point frogs is against movements on the C. M. St. P. & P. When the Automatic crossing signal displays a Stop-indication for an approaching train and no train movement is evident on the N. P., a trainman shall go to the crossing and operate the hand-throw levers to operate the moveable point frogs; then, after assuring himself that the route is properly lined, he may signal his train to proceed over the crossing. Trains must not exceed 20 miles per hour over the crossing.

As soon as the train has cleared the crossing, the frogs must be restored to their normal position.

At Sappington and Drummond, trains must not exceed 20 miles per hour over the crossing. See Rule 672.

G-D-673. On two or more tracks, trains or engines moving against the current of traffic, when approaching and passing through interlocking limits, must move at restricted speed prepared to stop at Dwarf signals displaying Stop-indication. The indications of these signals can be seen at a distance of approximately 600 feet in clear weather.

GENERAL REGULATIONS

G-715. Each employe is required to look after and be responsible for his safety and to exercise the utmost caution to prevent injury to himself, to fellow employes and to the public or damage to property, particularly in the switching of cars and in the movement of trains.

G-715. (a) Trainmen with work equipment must keep at least 20 ft. away from all loads suspended vertically by magnets, buckets or hooks supported by cables.

(b) There must always be sufficient boom clearance before a crane, ditcher or shovel operator is requested to move the boom or machine.

(c) Every effort must be made to keep all men out of and away from boom cars; booms may swing 24 inches each way from their center position to allow for track curvature.

(d) Trainmen should avoid being in the cab of a locomotive crane or ditcher because there are so many moving parts that cannot always be guarded.

(e) Trainmen should remain away from the line of pull as far as possible because the cables may break even with a light load.

(f) Booms or supporting cables must be kept clear of power lines, signal or telephone wires, or other wires, and such wires must not be touched if broken; trainmen must not raise such wires to clear the boom or machine.

(g) Before a work train is moved, the operator of work equipment in the train must be notified.

(h) When work equipment is to make a backward movement or over a street or highway crossing, proper assistance must be given the operator especially when he has a view from only one side of the machine.

(i) When the propelling gears under self-propelling work equipment are disengaged, such equipment should be moved only with an engine.

(j) A locomotive crane should not be handled as the rear car of any train except in case of emergency.

(k) While an engine is being coaled by a clam shell and crane, all persons must remain out of the cab of the engine.

(l) No person is permitted to stand on the open deck of a machine while the crane is swinging.

(m) Adequate protection must be provided where cranes may swing over paralleling tracks.

(n) Where flagging equipment is assigned to work equipment and it becomes necessary to use it, the flagging equipment must be returned to the work equipment promptly.

(o) Cranes must be brought to a stop, the engine stopped and the swing or rotating mechanism locked while trains are passing on adjacent track.

While crane is traveling under its own power, the boom must be lowered except when moving short distances with a load. When being hauled in a train the boom must be lowered onto the boom rest and counterweight blocked to relieve the strain on the center pin.

(p) When work equipment is stored for the night, it must be placed so that it cannot be moved as it may have been left in gear.

(q) Care must be exercised when boarding work equipment because the sill steps and grab irons may have become bent while dumping or loading rock. The Safety Appliances must be kept clear at all times.

(r) When piloting work equipment that is being propelled by its own power, trainmen must station themselves at a hand brake on cars being handled to stop the crane and cars in an emergency.

(s) Flat cars containing top-car-ditchers must not be occupied by trainmen.

(t) Trainmen should avoid the proximity of overhead wires under which a boom-type machine is working so that they will be in the clear if the boom should cause any wires to fall to the ground.

(u) In electrified territory, attention is directed to the instructions contained in Form 3170 SPECIAL RULES AND INSTRUCTIONS COVERING ELECTRICAL OPERATION.

G-718. Employes injured in an accident or employes, whether on duty or not, who witness an accident in which a person is injured or killed, may voluntarily furnish information to a person in interest as to the facts incident to the injury or death of any employe, but must not furnish information to anyone or as testimony in Court which in substance shall contradict the information furnished by such employes to the representatives of the Railroad Company; provided, however, that nothing herein contained shall be construed to void any contract, rule or regulation with respect to any information contained in the files of the Railroad Company or other privileged or confidential reports. Such contradictory information invites needless and expensive litigation, precluding the possibility of effecting amicable settlement with mutual respect and good will. Any violation of this rule shall be deemed sufficient cause for dismissal.

All persons seeking information regarding an accident should be referred to the General Adjuster.

Employes are forbidden to solicit any claim against the Railroad Company for attorneys or others.

G-718(A). Whenever an employe is injured while on duty and is physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

G-728. The following supersedes Rule 728: If track is found to be impassable, or is to be made impassable, flagmen must be sent out in both directions. At a distance of 500 feet from the obstruction, the flagman must place a red flag by day, and in addition, a red light by night on the engineman's side. Two torpedoes must be placed 10 rail lengths beyond the red signal. A yellow flag by day, and in addition, a yellow light by night, must be placed 1¼ miles beyond the red signal where they can be plainly seen by an approaching train. Two torpedoes must be placed 10 rail lengths beyond the yellow signal. The Flagman will then return to the yellow signal and remain there until he is relieved or recalled by his foreman. On the approach of a train, the flagman will give *Reduce Speed* signal as per Rule 12 (b) until acknowledged by the engineman in accordance with Rule 14 (g). Trains stopped by the red signal must be governed by signal or instructions from the foreman in charge, who, in giving such signal, must use a yellow flag by day and a yellow light by night.

Should a train approach before the flagman has placed the yellow signal 1¼ miles beyond the red signal, the flagman must give *Stop* signal as per Rule 12 (a).

On two or more tracks, the required protection must be provided in both directions on the obstructed track.

G-728(A). If track is found to be impassable and the track force is too small to provide flagmen, the signals and torpedoes must be placed in the same manner as provided for in Rule G-728,

except that the yellow flag must be stretched between two staffs at right angles to the track and 3 feet or more above the rail on the engineman's side, and the yellow light must be placed 3 feet or more above the rail and on the engineman's side and where there is an unobstructed view for a quarter of a mile beyond. Trains finding these yellow signals may proceed at restricted speed to the red signal and there be governed by Rule 727.

G-729. Employes are prohibited from:

(a) Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

(b) Standing on top of high cars while passing under bridges or through tunnels.

(c) Getting on the end of an engine or of a car as it approaches them.

(d) Going between moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

(e) Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

(f) Kicking or holding drawbar in position to make a coupling with an approaching car or engine.

(g) Following other dangerous practices.

G-730. When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-731. Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineman must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-732. Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-733. Employes are prohibited from riding:

(a) On engine footboard between engine and car when cars are being pushed.

(b) On leading footboard while coupling engine to cars.

(c) On engine pilot.

(d) On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

(e) On ends of cars containing lading which may shift.

(f) On engine pilot or footboards or on sides or ends of cars while going in or out of depressed tracks.

(g) On forward footboard of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

(h) In the gangway of engines.

G-734. Except in case of accident or when necessary to perform work on the engine that must be attended to immediately, enginemen and firemen are prohibited from going out the side or front of cab of engines that are in motion. When necessary to go outside, extreme caution must be exercised to prevent injury.

G-735. When descending the gangway steps, employes must face the engine.

G-736. Employes on a standing or moving train should remain in the clear sufficiently to prevent being struck by objects that might be protruding from a train on an adjacent track.

G-737. Sacks hung on mail cranes create insufficient clearance. Employes on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

G-738. Stepping on track rails is prohibited except where necessary to obtain secure footing.

G-739. When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-740. Lighting enginemen's torches by holding them in the firebox is hazardous and must not be permitted.

G-741. Employes whose wages are attached by garnishee proceedings are subject to discipline. The assignment of wages is prohibited.

G-742. The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

X-743. The wires on the trolley and transmission line poles and supports carry high voltage. Contact with them either by person or equipment is liable to cause fatal injury or damage to property. THEY MAY BE HANDLED ONLY BY THOSE WHO HAVE RECEIVED SPECIFIC AUTHORITY TO DO SO.

If wires are found hanging down or any part of the trolley or transmission system deranged in such a way that a person might come in contact with the wires, the train dispatcher must be notified from the first point of communication.

If conditions are such that train or equipment is unable to pass without touching the wires, the train dispatcher must be notified and he will give necessary instructions.

In case of fire, extinguishers filled with carbon tetra-chloride only should be used if it is possible for the extinguishing liquid to come in contact with the wires.

In case of electric shock, resulting in apparent unconsciousness, application of the Prone Pressure Method of Resuscitation must proceed immediately; the knowledge of this method is required of all persons having duties within the electrified zone.

Freight trainmen will not be required to ride on top of train in electrified territory unless some real emergency condition exists, which, in the judgment of the conductor of the train, would require special attention from some member of the crew located on top of the car. These instructions are not to be considered as relieving trainmen from the necessity of getting on top of cars while switching operations are carried on when conditions require. However, in no case must trainmen get on top of car where, on account of lack of clearance, there is danger of contacting any part of energized trolley system.

G-744. Whenever passenger train service is disarranged, the station master or station agent will inform the public by posting in a conspicuous place at the station (or otherwise, where posting of a notice is not practicable) and by announcement to passengers when purchasing tickets, the probable length of time of interruption, and when it is expected that service will be restored.

When unusual or serious delay occurs to a passenger train, the conductor shall notify the passengers, either directly or through the agency of trainmen and Pullman employes, regarding the cause and the approximate length of time the train will be delayed, except at night, when, of course, passengers should not be awakened to give them this information.

When delays occur at points where it is safe for passengers to get out for exercise, luncheon, etc., they should be given such information as will enable them to take advantage of the opportunity.

Special arrangements should be made when, on account of delays to passenger trains not having dining cars, passengers would otherwise be materially inconvenienced.

TRAIN AND YARD SERVICE

G-802. When cars are left on any track, a sufficient number of hand brakes must be set to keep the cars from moving; where hand brakes are not sufficient to hold them, the wheels must also be blocked.

X-802. At Straw, Wright, Piper, Orange, Baxter, Armells, Agawam, Potter, Matthews, Gallatin Gateway and Belgrade the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X-805. When practicable, locomotive cranes, Jordan spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with the heavy end in the direction the train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

Scale Test Cars	First to Fourth Subdivisions, Inc.		Fifth to Fifteenth Subdivisions, Inc.	
	On Tangent Track 30M.P.H.	On Curves 30M.P.H.	On Tangent Track 25M.P.H.	On Curves 25M.P.H.
Wrecking Cranes, Rotary Snowplows, Loco. Cranes, Pile-driver, Ditchers, Steam Shovels, Jordan Spreaders.	30M.P.H.	25M.P.H.	25M.P.H.	20M.P.H.

Trains handling wrecking derrick must not exceed 20 miles per hour on Fifth, Sixth, Seventh, Eighth, Ninth, Eleventh, Twelfth, Thirteenth and Fifteenth subdivisions.

G-806. Work trains handling workmen or outfit cars occupied by workmen, must not exceed 25 miles per hour.

Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-807. When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission.

X-814. The instructions referred to in the following are contained in the Air Brake and Signal Instruction Book Form 2697 revised April, 1936:

(a) Brake pipe test as per Rules 38 and 85-A must be made when the train has parted for any reason except at points where "Outgoing test" is required in accordance with Rules 34, 39, 80-A and 87.

In electrified territory, the use of retaining valves and the testing of brakes before starting descent is not required except when necessary to hold the train with air brakes in which case Rules 90-A, 139, and 140 will govern.

Enginemen on freight trains must adjust the brake pipe feed valve pressure to 90 pounds and have the brake pipe charged to this pressure as per Rule 139 before commencing descent of mountain grade. When there is no stop to be made at summit of mountain grade, enginemen will adjust the brake pipe pressure to 90 pounds, 2 miles before reaching the summit and trainmen on the rear end must note that the pressure is being raised as indicated by the caboose gauge as per Rule 104.

(b) When leaving cars on sidings, instructions in paragraph 89 will apply. When the locomotive is detached from the train, instructions in paragraph 91-A will apply. When helper power is in the train, in addition to the use of hand brakes, the engineman on the helper engine nearest the head end (when there is more than one helper in the train) will cut in the brake valve on his engine and keep the brake pipe charged to 75 pounds on a descending grade and to 60 pounds on an ascending grade. When the road engine is again attached to the train, the engineman on the helper engine will cut out the brake valve on his engine. Brakepipe test as per paragraphs 38 and 85-A must be made before proceeding.

(c) If regeneration fails, the train must be brought to a stop immediately as per paragraph 140, all available retainers turned up and brake pipe pressure fully restored before proceeding.

(d) Paragraphs 97 and 128 do not apply on mountain grade.

(e) Trainmen must watch closely for excessive heating of wheels and if any are found, the train must be brought to a stop and remain standing a sufficient length of time to allow the wheels to cool.

(f) With no helper at the rear of the train and a backing movement is made during the ascent of the grade, the brake-pipe test as per paragraphs 38 and 85-A must be made before the backing movement begins; the brake-pipe pressure must be fully restored, a sufficient number of hand brakes applied on the rear of the train to properly control the slack, and a man stationed within reach of the Conductor's valve

in order to stop the train promptly in case of emergency. If there is a helper in the train when the backing movement is to be made, the following will govern:

When the engineman on the road engine applies the brakes for brake-pipe test, he will cut out the brake valve on his engine and when the test has been completed, the engineman on the helper engine nearest the rear end will cut in the brake valve on his engine, fully recharge the brake pipe to 70 pounds and control the air brakes during the backing movement; electric locomotives should be operated in series regeneration during the backing movement.

When the backing movement has been completed, the engineman on the helper engine will make a full service application of the train brakes and cut out the brake valve on his engine; the engineman on the road engine will cut in the brake valve on his engine and release the brakes. Trainmen must know that the brakes on the rear end of the train are released before the train starts.

(g) On descending grade, when the power goes off the line, freight trains must be brought to a stop immediately. If the power does not come on the line again within one minute from the time the train has come to a stop, the engineman will so advise the forward trainman who will immediately start to apply a sufficient number of hand brakes on the head end of the train to alone hold the train unless signalled otherwise by the engineman. The enginemen on the road and helper electric engines will apply hand brakes and keep the independent brake valve in application position.

When the power again comes on the line, the engineman on the road engine will recharge the brake pipe and then give two long sounds of the engine whistle as a signal for trainmen to release hand brakes; he will then make a brake application of the train brakes and hold them applied while the hand brakes are being released.

(h) On ascending grade when a train stops under conditions where it is apparent that the power has gone off the line, trainmen on the rear end of freight trains should watch the caboose air gauge closely and if the brake pipe pressure falls to 40 pounds, they must apply a sufficient number of hand brakes on the rear of train to alone hold the train. When the power again comes on the line, the engineman will recharge the brake pipe and give two long sound of the engine whistle as a signal to release hand brakes; he will then make a brake application of the train brakes and hold them applied while the hand brakes are being released (The reason for applying the air brakes while the hand brakes are being released it that it may not be possible to release the hand brakes otherwise).

(i) When the power goes off the line, passenger trains must be brought to a stop. If the power does not come on again within 10 minutes from the time the train has come to a stop, the engineman will so advise the trainmen who will immediately apply hand brakes on the train, except when Westinghouse electric engines are used and the storage batteries are charged sufficiently to keep up the air pressure in which case, the train may be handled to the foot of the grade with the air brakes. The conductor must get in communication with the train dispatcher before the train is moved.

Enginemen will apply hand brakes on the engine and release the independent brake. The air compressor should be shut down and everything possible done to conserve air pressure and to avoid discharge of batteries. The air compressor should be started often enough to maintain a sufficient supply of air pressure to operate the pantograph.

When the power again comes on the line, the train line should be recharged, the automatic brakes applied and hand brakes released; before proceeding, the air-brake test as per paragraphs 58 and 108 must be made.

Trains will normally regenerate:

Westward:

Donald to one-half mile east of Newcomb.
Roland to Avery.

Eastward:

East Portal to one mile west of Haugan.
East switch Henderson to one mile west of St. Regis.
Donald to Piedmont.
Loweth to Lennep.

G-815. The provisions of Rule 815 also apply to transfer movements within yards.

X-815. When cars are handled in switching movements on the main track, the air-brake must be cut in and be in working order on all cars, unless the engine is on down-grade end of cars so handled.

G-817. The back-up air-brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment when it may be operated by a trainman or a yardman.

G-817(A). The air-brake must be cut in and in working order on cars that are being coupled to occupied passenger train equipment, also while switching wrecking derricks, steam shovels, pile drivers, occupied outfit cars, or occupied passenger equipment.

G-819. The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by Special Rule or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

G-820. (a) The speed of trains handling Lidgerwood unloaders must not exceed a maximum of 15 miles per hour.

(b) The speed of trains handling scale test cars must not exceed a maximum of 30 miles per hour.

(c) The speed of Class I engines must not exceed a maximum of 25 miles per hour.

(d) The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of 60 miles per hour.

(e) Class K-1 engines must not be used on passenger trains except in case of extreme emergency, and then these engines must not exceed 45 miles per hour.

(f) When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be 10 miles per hour less than the maximum shown for passenger trains in that territory.

X-820. When a wedge plow is being pushed ahead of an engine, the speed must not exceed 25 miles per hour.

Trains handling rotary snow plows must not exceed 20 miles per hour on Eleventh subdivision and 15 miles per hour on Twelfth, Thirteenth and Fifteenth subdivisions.

The speed of passenger trains when handled or helped by Class N-3 engines must not exceed a maximum of 50 miles per hour.

Class S-2 engines when running light must not exceed 45 miles per hour.

G-821. Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Rule or bulletin.

The speed of passenger trains must not exceed 25 miles per hour, other trains 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-822. The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-824. That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters *R.S.* and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters *R.S.* and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

G-825. When a signal that indicates the position of a Spring switch displays a Stop-indication for an approaching train or engine, in addition to observing other rules, no movement must be made over the switch until the points have been examined and found to be fully closed, in proper position and secured. Rule 513 and the third paragraph of Rule 514(A) do not apply at a Spring switch.

When a Spring switch has not been lined for a trailing movement that has started through it, no reverse movement shall be made nor slack taken until after the engine and all of the cars have passed through the switch, unless the switch is thrown by hand. Switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through. When thrown by hand, the switch must be relined to its normal position and locked after the movement through it has been completed.

Water must not be wasted from engine nor sand used while passing over Spring switches.

The speed of all trains or engines using the straight track at turnouts where Spring switches are in service, must not exceed 25 miles per hour when moving against the point, unless otherwise provided.

X-825. Location of Spring switches, normal positions and signal governing:

Station	Location	Normal position	Signal governing
Harlowton	West switch	For main track	Automatic
Three Forks	West switch	For main track	Automatic
Butte	East wye switch	For main track	Automatic
	West wye switch	For main track	Automatic
Deer Lodge	East switch	For main track	Automatic
Drexel	West switch	For main track	Automatic
East Portal	East switch	For main track	Automatic
	West switch	For main track	Automatic

The west switch Harlowton, west switch Three Forks, east switch Deer Lodge and the west switch at Drexel are equipped with mechanical locking devices and normal speed over the switches is permitted.

At Butte, the west wye switch must be locked while a movement is being made toward the passenger station; the switch must be relined to its normal position and locked after the movement through it has been completed. This switch is equipped with two locks.

G-826. When dead engines are being switched, they must be brought to a stop before being cut off.

G-827. (a) Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider.

(b) Engines with side rods removed from one side only, must not be hauled in trains.

(c) When dead engines with side rods disconnected are hauled in trains, the speed must not exceed 15 miles per hour and there must be at least 8 cars between engines so hauled.

(d) When dead engines with side rods in position are hauled in trains, the speed must not exceed 25 miles per hour.

(e) Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

(f) Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

(g) Conductors will notify enginemen when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

(h) Engines with side rods off and main rods connected when working steam, running light or in a train, must not exceed 15 miles per hour.

(i) Engines (other than Mallet type) with side rods in position and one main rod removed, running light or hauling cars, must not be run at a speed exceeding 25 miles per hour.

(j) The speed of Mallet type engines, working steam, with one main rod removed, must not exceed 20 miles per hour.

(k) Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G-828. Gas-Electric motor cars should not be hauled dead in trains unless disabled. While being moved, they must be in charge of a qualified motorman or other employe who is familiar with the power plant equipment. When necessary to haul such cars dead in trains, they should be hauled on the rear of the slower passenger trains when this is practicable, or on the rear of short freight trains.

G-829. While Gas-Electric motor cars are tied up at terminals, they should not be handled in switching movements. When it becomes necessary to move them, it should be done only under their own power, unless otherwise authorized by the superintendent.

G-831. The following cars, loaded or empty, will be hauled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

1. Bad order cars.
2. Wood underframe flat cars.
3. Switch rear "S.R." cars.

X-831. In placing passenger equipment with buffers in freight trains, such cars must not be placed between freight cars equipped with top pin lifter couplers unless the top pin lifter couplers have a direct connected uncoupling rod (not a chain) and provided the coupler heights are such that the buffer will not come in contact with the lock lifter or the uncoupling rod.

Express refrigerators or passenger cars equipped with U. C. brake equipment, when handled in freight trains, should be handled on head end of train.

All passenger cars equipped with L. N. brakes can be handled on either head or rear end of freight trains.

G-832. Train and engine employes are expected to be at their homes or in their caboose and the caller will not be expected to look elsewhere for them.

G-833. Unless specifically instructed by the superintendent or chief dispatcher to the contrary, or when protection to the train or engine is necessary, conductors, trainmen, flagmen, enginemen, firemen, and yardmen shall not remain on duty in excess of 16 consecutive hours nor in excess of 16 hours in the aggregate in any 24-hour period. After being on duty 16 consecutive hours, they must have 10 consecutive hours off duty, and after being on duty 16 hours in the aggregate in any 24-hour period, they must have not less than 8 consecutive hours off duty. The time *on duty* includes all time from the time required to report for duty until the time actually released from duty.

X-838. The speed of engines except Class I or K, when running backward, either light or handling trains, must not exceed 30 miles per hour on tangent track and 20 miles per hour on curves. Class I or K engines when running backward, either light or handling trains, must not exceed 20 miles per hour on tangent track and 15 miles per hour on curves.

Speed to be reduced further when local conditions require.

PASSENGER SERVICE

G-881. Toilets in passenger cars must be locked before such cars are placed at terminal stations, on approaching terminals, and at intermediate stations where the trains stop for any length of time.

G-882. The first sentence of Rule 882 is hereby modified to read: "Side doors and trap doors of vestibules on other than suburban passenger trains must be kept closed between stations when the train is in motion except when necessary to check signals or to inspect the train. When arriving at stations at which passengers are to be received or discharged, the side door may be opened immediately before the train stops so that preparations may be made to promptly handle the passengers."

Unless otherwise provided, electric light connectors, which are taken down on cars that are set out, must be kept with the train and not left with the car that is set out.

G-885(A). When a mail apartment or R.P.O. car in a train becomes bad order enroute and it is apparent that serious delay to passengers, mail, and express, can be prevented by setting out the bad order car, that should be done; in such case or when necessary to transfer passengers to another train due to an accident or other cause, arrangements must also be made to transfer such U. S. Mail as should receive prompt handling. Conductors should confer with the R.P.O. clerk in charge with a view of transferring only the important letter, registered, and daily paper mail and leaving the less important parcel post and bulky mail (which in the judgment of the R.P.O. clerk can be held under proper protection) to follow on later trains. The R.P.O. clerks should be given as much advance notice as possible to afford them an opportunity to tie out the mail that is in the process of distribution and to determine which mail should be transferred.

X-885. The Postal Laws require that U. S. Mail that is on hand up to the departure of the train must be loaded before the train will be permitted to depart. In case a connecting line train arrives before the departure of our train, from the same depot, our train must hold for the U. S. Mail.

G-887. Traveling electricians ride on certain passenger trains to take care of defects that may develop enroute on air-conditioned cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the electrician requests the return of the blue flag.

FREIGHT SERVICE

G-900. It is the duty of agents to break and apply seals to way cars but conductors must see that the cars are sealed before leaving a station where the cars were opened.

At stations where agents are not employed, the conductors will

break seals, noting seal record on waybills, and will have the cars resealed at the first open station. At stations where agents are not on duty, the conductors will break and apply seals to cars and will leave a record of seals removed and applied.

A report must be made on train and switch lists of all cars that require weighing, re-icing, or ventilation. Heated cars must be given the required attention.

Cars containing bonded freight must always be carded and secured by customs locks or seals which may be removed only by customs officer.

G-D-900. Particular care must be exercised to prevent doors or other projections from striking passing trains.

G-901. When a train has cars containing live stock, the conductor will designate on his train list (Form 540) the time and date that each car was loaded or last reloaded, as the case may be, and in instances where the waybill shows that a *36-Hour Request* has been signed, he will show that information also.

Conductors of trains handling livestock, including emigrant movables, must consult the wishes of the persons in charge pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. When the outside temperature is 70 or above, trainmen will shower hogs as often as may be necessary and avoid as much as possible getting the water on the backs of the hogs.

G-903. When cars with any defects are picked up or set out, the conductor must make a record of the defects on Form 975, and attach a copy of same to the waybill. When such cars are picked up at a junction point with another railroad, the report to the superintendent and car foreman should show the name of the station from which the car was taken.

G-904. Slip bills for empty cars must be handled with as much care as regular waybills. Empty cars must not be billed without authority from the chief dispatcher. When cars are made empty in trains, the conductor will report them to the chief dispatcher for disposition.

G-911. When computing tonnage, 2 tons should be added to the tare weight of loaded refrigerator cars *that are under refrigeration* to cover the ice in the bunkers.

ENGINE MEN

G-920. Enginemen will keep flagman's day and night signals in cabs for use in emergency. Engine should be provided with not less than six torpedoes and six fusees.

G-921. When a foreign line train is detoured, the foreign line engineman must handle the engine but the engineman pilot will instruct him in regard to track conditions, signals, and other matters that affect the operation of the train.

G-922. Coal must be so placed on tenders that it cannot roll off and must be kept off the gangway and the steps.

G-922(A). Except in switching movements, when it becomes necessary for an engineman to close the throttle while the fireman has the fire door open, he should first warn the fireman to get away from the open door or to close it.

STATION AGENTS

G-950. Unauthorized persons must not be permitted to offer any articles for sale on the Company's premises.

G-970(A). Agents will seal all cars loaded at their station, break seals, reseal way cars, and keep a complete record. Before going off duty, the requisite number of seals will be left under lock available for conductors who will leave a record of seals applied and removed.

OPERATORS

G-982. In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-983. The last sentence of Rule 983 is hereby modified to read: "These transfers must be filed with the station records."

G-992. Agents, operators, and train dispatchers, who, by the use of the telegraph or telephone, dispatch, report, transmit, receive or deliver orders pertaining to or affecting train movements shall not remain on duty for a longer period than 9 hours in any 24 hour period in all towers, offices, places and stations continuously operated night and day nor for a longer period than 13 hours in such places operated only during the day time except on definite instructions from the chief dispatcher.