

AVOID DAMAGE SWITCH CUSTOMERS CARS CAREFULLY

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at the time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 **TIMES AS GREAT**. Damage to freight or car can be avoided by always keeping coupling speed within the safe range—**NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

| | Car Coupled at | Units of Destructive Force |
|---|----------------------|----------------------------------|
| { | 1 mph | 1 |
| | 2 " | 4 |
| | 3 " | 9 |
| | 4 " | 16 |
| | | |
| { | 5 " | 25 |
| | 6 " | 36 |
| | 7 " | 49 |
| | 8 " | 64 |
| | 9 " | 81 |
| | 10 " | 100 |

Butte, Anaconda & Pacific Railway Company

SPECIAL INSTRUCTIONS NO. 4

EFFECTIVE 12:01 A. M.
MOUNTAIN TIME

AUGUST 16, 1970

No 21

For Information and Guidance
of Employes

NOTE IMPORTANT CHANGES

W. F. CONROY,
President and
General Manager

A. A. HOLLAND,
Superintendent of
Transportation

STANDARD CLOCKS

Anaconda

Butte

Rocker

Roundhouse
Dispatcher's Office

Freight Depot

Roundhouse

Employees governed by time service rules may while on duty wear one of the following approved type wrist watches:

Elgin, B. W. Raymond model 13/0 size, 23 jewels.

Ball, 1604B, stainless steel, 13/0 Ligne, 21 jewels.

Bulova Accutron, Railroad approved model, also Bulova 23J.

Hamilton, 505 R.R. Electric Special.

Employees off duty on account injury or sickness must secure release from doctor before reporting on for duty. Such employees must report weekly to their supervisor until released.

In case of injury to employees requiring ambulance in the Butte territory, call The Anaconda Company Telephone Operator —

Dial "0" on Company Line, or Bell Phone 723-4311 or

Dial 723-3132 — A-1 Ambulance Service

In the Anaconda territory, call the Emergency Hospital at the Smelter —

Bell Phone 563-5211, Company Extension 200
or

Dial 563-3434 (Police Station) for City Ambulance

Train and yard crews, and all other employees, must be on the alert at all times when switching or working over highway and street crossing in order to avoid delays of any kind to emergency ambulance, police and fire truck movements.

LOCATION OF STRETCHERS

- 1) Butte Freight Office.
- 2) Car Inspector's Shack—Rocker.
- 3) Anaconda Dispatcher's Office.
- 4) Changeroom—Anaconda Roundhouse.

FIRE PROTECTION

ANACONDA:

City Fire Dept. Bell Phone 563-5222
West Valley Fire Dept. 563-5612
..... or 563-5279
Opportunity Volunteer 797-3232

BUTTE:

City Fire Dept. 723-3201
Central Fire Control 792-9144
Centerville Volunteer 723-4311

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NOTE IMPORTANT CHANGES

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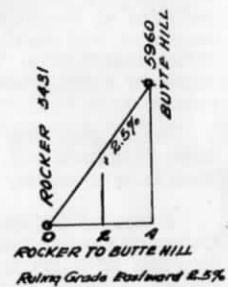
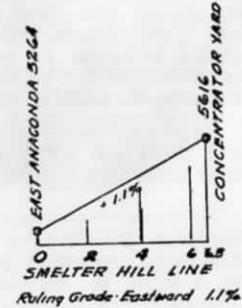
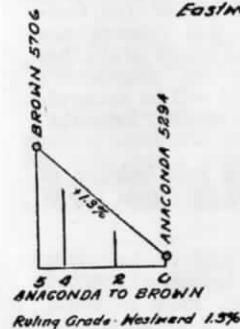
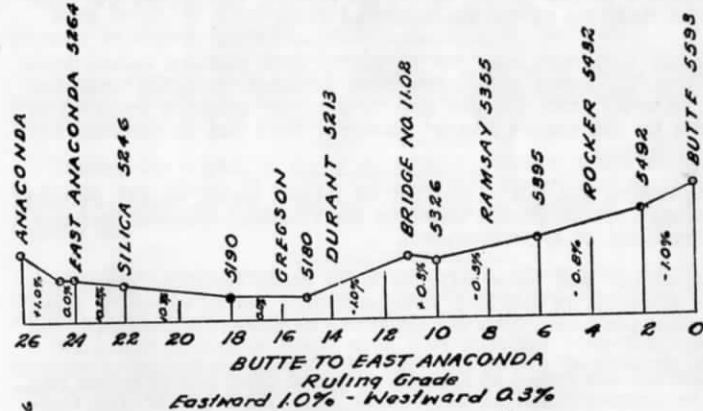
A. A. HOLLAND,
Superintendent of
Transportation

| Scales, Turntables, Wyes, Registers, Telephones | Distance from Butte | MAIN LINE | | | Distance from Anaconda |
|---|------------------------|-----------------------|-------------------------|----|---------------------------|
| | | STATIONS | | | |
| P | 0. | B | Butte 1.1 | D | 25.7 |
| P | 1.1 | | West Butte 2.8 | | 24.7 |
| P Y Z | 3.9 | | Rocker 2.9 | | 21.8 |
| | 6.8 | | Silver Bow 1 | | 18.9 |
| | 7.8 | | Ramsay 5.9 | | 17.9 |
| | 13.7 | | Durant 2.3 | | 12.0 |
| | 16.0 | | Gregson 5 | | 9.7 |
| | 21.0 | Automatic Block DA | Staton 3 | | 4.7 |
| P R Z | 24.0 | | East Anaconda 1.7 | DN | 1.7 |
| P T Y R | 25.7 | | Anaconda | | 0. |

ROCKER-BUTTE HILL LINE

| P Y Z | STATIONS | | Distance from Rocker |
|-------|-----------------|---------------------|-------------------------|
| | AUTOMATIC BLOCK | | |
| | | Rocker | 0. |
| | | Anselmo 1.2 | 3.7 |
| | | Central Lbr. 0.3 | 4.0 |
| | | Butte Hill 0.5 | 4.5 |

RULING GRADES OVER SYSTEM



SPECIAL INSTRUCTIONS

| LOCATION | Maximum Speed Miles per Hour |
|--|---------------------------------|
| | Frts. |
| At Any Point—Main Line | 30 |
| City Limits | Restricted Speed |
| Over and Between Bridges 11.02 and 12.48 | 25 |
| ROCKER— BUTTE HILL LINE | 20 |
| BROWN'S LINE | 15 |
| SMELTER LINE | 20 |

Road crews departing and arriving East Anaconda Yard will not exceed eight (8) miles per hour between Mile Post 23 and 24.

Main Line conductors on eastbound trains will prepare Form 140 (Consist of Train report) on one sheet. Show various stations where cars are set out. Leave this form, together with Butte waybills, in Section House at West Butte. Also, leave a duplicate copy of Form 140 with Milw. (Rocker) and U. P. B. N. (Silver Bow) waybills at Rocker Yard Office.

Eastbound road crews departing from the East Anaconda Yard will use the short crossover only.

Main Line conductors, in preparing Wheel Report 139, will book total number of BA&P loads and empties handled in each train, showing station numbers where picked up and set out. Foreign cars will be booked by individual car numbers.

Rocker yard foremen will be required to prepare wheel report (Form 139) on all cars handled between stations within yard limits.

Should a loaded ore car be set out enroute, conductors will comply with Rule 904 of the Consolidated Code.

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced, shipping tags and cards removed from the car and 'Dangerous' placards removed or replaced by 'Dangerous Empty' placards. Cars can be handled any place in train.

Passengers will not be carried on freight trains, except persons presenting a special permit issued by the President-General Manager, Vice President or Superintendent.

Dispatcher will issue order to train crews handling either the Jordan Spreader or the D-2 Wrecker Outfit not to exceed a speed of 20 miles per hour. This equipment to be placed in train near the caboose.

Bulletins are posted at Roundhouses and other report points and must be acknowledged in accordance with Rule 109 of the Consolidated Code. Train, engine and yard crews will acknowledge bulletins at Roundhouse. Yardmasters, train dispatchers and other employes will acknowledge bulletins at yard offices, dispatcher's office, and Rocker. The number of last bulletin read will be acknowledged by appropriate notation on back of timeslip under "Remarks" column.

When weighing cars, make cut at switch and pull balance of train over dead rail, never exceeding 3 MPH at any time over live or

The switch at the east end of No. 5 track, BN Yard, Butte, must be kept lined and locked for the Weed Concentrator.

Do not exceed twelve (12) miles per hour at any point within the Butte Concentrator area or in the Berkeley Yard of the Anaconda Company. Be alert for men and equipment on or about tracks at these locations.

Trainmen will work on north side of track when switching the Cement Plant at Butte Hill account of narrow shoulder over pipeline on that track.

Cars must be spotted clear of city sidewalks at all warehouses in Butte.

Extra trains on the B.A.&P. may be authorized to run by clearance card instead of train order. In such cases the clearance card will designate points between which the extra is authorized to run. All clearance cards will be numbered consecutively, the same series of numbers being used for cards as for orders.

Location of Yard Limits, designated by yard limit signs, as follows:

- 1) From M. P. 9 east is one yard.
- 2) From near M. P. 20 (Staton) west is one yard.

OPERATION OF CROSSING SIGNALS SOUTH MONTANA STREET, BUTTE

To activate signals for eastbound movements the push button switch located about 35 feet west of crosswalk on a stand post in locked cabinet must be depressed. Wait for dwarf signal to clear and then proceed. If for any reasons the signals are activated and the crossing not used, the starter button must be pressed again to stop signals.

Westbound movements over this crossing are automatic but it must be known that the Dwarf Indicator Light is clear before using the crossing.

Public crossings must not be blocked to exceed five (5) minutes.

Trains and engines approach all street crossings within the city limits of Butte and Anaconda with caution. All movements over public crossings must be fully protected.

Rule 21 of the Consolidated Code of Operating Rules is not applicable to trains operating on the B. A. & P. Railway.

When shoving cars ahead of engine from West Butte Yard to Burlington Northern, Butte, trainmen will use tail hose with air whistle on east end of leading car.

During the night, or foggy or stormy weather, when necessary to shove cars ahead of engine between Switchback and Stock Bins Yard, a lighted red fusee will be displayed on the front end of the leading car.

Derail on main track below lower switch, Stock Bins Yard, can be run through going into yard. Must be kept set for derail at all times, except when trains are passing over it.

Whenever a stop is made with cars standing over this switch, it must be definitely determined that the switch is properly lined and secured before a backward movement is made.

Keep Zinc Hole switch lined for the "Bug House" at all times when not in actual use.

Normal position of spring switch at end of double track on the Smelter Line will be for trains descending toward East Anaconda, but such trains must reduce speed, approach switch very carefully and observe that it is in proper position, with points fitting up safely before passing over switch.

Trains ascending toward High Line Yard will run through this spring switch, not exceeding fifteen (15) miles per hour.

After a train or engine has started through spring switch, a reverse movement must not be made unless switch has been set by hand to hold it.

The two main line switches, East Anaconda Yard, leading westward from Main Track to East Lead, together with cross-over switches used in connection with these tracks, may be left in either position, as will facilitate movement of trains and engines. The main line switches should be kept locked. Be governed accordingly and expect to find these switches in either position.

East and westbound crews will use Freight Main Track between East and West Anaconda Yards. Passenger Main Track between East and West Anaconda Yards will be used only when spotting cars or for emergency movements.

Shove cabooses to spot on Caboose Track when tying up.

Leave 15 foot opening between cars across all tracks just west of Wrecker House and another 15 foot opening between cars just west of Hose House, West Anaconda Yard.

When bad order cars are placed on repair tracks in the West Yards, all foreign cars are to be lined up on the east end of string and spotted as close as possible to the platform.

Ring engine bell freely when making moves at or near Wrecker House, Coach Yard Rip, West Yards, Anaconda.

Do not run engines onto Kelly Coal Trestle at West Yards in Anaconda. Arrangements have been made to leave three cars on Kelly Spur to aid in switching operations at this point.

All engines operating between Anaconda West Yards and Browns Quarry will keep headlights turned on.

Do not exceed five (5) miles per hour when pulling empties by car sprayer, East Anaconda Tipple Tracks.

When switching arsenic cars on the Stack Line, shove empty cars up switchback and do not operate any B. A. & P. locomotives over 60 pound rail in the Stack Yard.

EAST ANACONDA TIPPLE OPERATION

Regardless of instructions from tipple crews, B. A. & P. crews must comply with Rules 808 (C-D-E) and 809 of the Consolidated Code while spotting the Tipple.

When pulling cars from empty tracks at East Anaconda Tipple, Engine Foreman must have a man at the east end of cars to ascertain that it is safe to pull cars from each respective track.

The following trestles must not be used by engines:

- 1) Cement Plant Trestle—Butte Hill.
- 2) Kelly Coal Trestle—Anaconda.
- 3) Brick Yard Trestle—East Anaconda.
- 4) High Line Trestle—Smelter.
- 5) Stock Bins Yard—Smelter.

Ammonium Nitrate cars spotted at the Ramsay Powder Plant are protected by a blue flag placed approximately two car lengths west of cars. Plant employes only will place and remove blue flag.

INTERLOCKING PLANT AT SILVER BOW

B. A. & P. crews using the interlocking plant at Silver Bow will attempt to contact the operator at Silver Bow to determine if all overdue first class trains have arrived or left and the expected time of arrival and/or departure if they are late.

If there is insufficient time to make delivery ahead of expected time of arrival, wait at least five (5) minutes but not more than ten (10) minutes beyond time given, and then proceed with delivery according to interlocking signal indication.

If train should arrive while interlocker is being occupied, arrangements should be made to clear as promptly as possible.

Electric switch point heaters are in operation at:

- 1) Deraill at Concentrator Yard — Anaconda.
- 2) Switchback Siding and Coal Pile at Anaconda Smelter.
- 3) Various Tracks—East Anaconda Yard.

All trouble must be reported immediately to the Dispatcher's Office as this is the clearing house for all departments covering electrical trouble, mechanical trouble, derailments, wrecks, floods, fires, and any other unusual occurrences that unfavorably affect the operation of the Railroad.

Department heads, emergency crew foremen, trainmasters, yardmasters, section foremen, and all concerned must report as soon as possible.

The dispatcher or security watchman on duty can then keep management and other officials properly informed on such occurrences.

When dispatcher not on duty, all trouble must be reported immediately by telephone to the Security Watchman, Anaconda Company phone 254, Bell No. 563-2651.

Roller bearing failures on engines equipped with roller bearing boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and heavy oil added and plug replaced. Oil must never be added to a box that is blazing. In case of a hot box on a roller bearing car, oil should be added and the plug replaced; train should proceed at reduced speed and care exercised until it is apparent the box is running cool.

In addition, put a good coating of oil between the adapter and outer race. Car should be set out at first opportunity.

TONNAGE RATING FOR MOTIVE POWER

MAIN LINE—BUTTE TO ANACONDA

| | Diesel Locomotives | | | Four Units | Five Units |
|-----------|--------------------|--------|--------|---------------|---------------|
| | Single | Double | Triple | | |
| Eastbound | 1,500 | 3,000 | 4,500 | 6,000 | 7,500 |
| Westbound | 4,200 | 8,400 | 12,600 | 16,800 | 21,000 |

SMELTER HILL LINE

Ascending — Single Diesel—1350 tons; depending upon rail conditions and temperatures.

BUTTE HILL LINE

Single Diesel — 600 tons; Double Diesel — 1200 tons; depending upon rail conditions and temperatures.

DIESEL OPERATION

Diesel locomotives being towed dead in a train will be handled as follows:

- 1) Next to the engine.
- 2) Reverser will be locked in neutral position by enginemen as per paragraph 301 of Diesel Operating Instruction Manual.
- 3) Air brakes will be handled as per note at the end of paragraph 209 of the same Instruction Manual.
- 4) Isolation switch in start position.

Inspection of diesel locomotives traction motors shows burns on commutators caused by power being applied with locomotive standing still.

All concerned must be sure:

- 1) The generator field is off when pumping up trains.
- 2) The throttle is off when the locomotive is standing.
- 3) Not to reverse locomotive while in motion.
- 4) When starting trains to be careful that locomotive starts to move and does not stand still with heavy armature current flowing.
- 5) All enginemen will check battery amp meter and water temperature on diesel locomotives at least every hour and report any malfunction immediately.

The practice of rapidly speeding up diesel engines with the lay shaft lever will not be allowed.

It is necessary that enginemen on diesel locomotives frequently observe that battery ammeter is not showing discharge. If it does, check following:

- 1) Battery charging contactor is closed.
- 2) 150 amp. battery charging fuse is **GOOD**. Use fuse tester on engine.
- 3) Auxiliary generator field circuit breaker (in electrical control cabinet) must be on.
- 4) Auxiliary generator cutout switch (in electrical control cabinet) must be closed.

All deadhead locomotive units must be coupled to the operating units in train or yard movements.

Buss lines for diesel locomotives have been numbered for each unit. Please keep buss lines on locomotives they are marked for.

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

During freezing weather, diesel engines when shut off must have cooling water drained to winter level, and, if in judgment of crew, completely drained to prevent freezing and damage to engine.

When diesel propulsion engines are shut off, in addition to insuring air brakes are fully applied, blocking must be securely placed at front and rear of a traction wheel, and sufficient hand brakes fully applied throughout train to insure against movement in event air brakes leak off.

Air hoses on engines must be locked in the hose fastener when not in use.

Enginemen should inspect wheels on their locomotives at the beginning of each day's work when leaving ready track. They should determine that all wheels are turning properly and that there are no flat spots. If flat spots are detected, they must immediately notify the General Foreman or the locomotive inspector on duty.

Fire extinguishers on diesel locomotives are located in the nose compartment of each unit.

AIR BRAKE RULES

The Power Brake Law of 1958 is applicable on the B. A. & P. Railway.

All personnel affected by such rules and regulations must have pamphlet in their possession while on duty.

SPECIAL AIR BRAKE RULES

Trains descending from Butte Hill, Anaconda Smelter, and Brown's Line must have air brakes tested as prescribed by Rule 132.12 of the Power Brake Law—Initial Terminal Road Train Air Brake Test.

When car inspectors are not **immediately** available, train and yard crews will be required to make their own air tests in accordance with the rules.

Retainers to be used according to judgment of conductor and engineer.

Unnecessary emergency application of air brakes will not be permitted.

Your attention is called to Item 4, Page 226 of GP-9 Instruction Manual of Dynamic Braking, which requires a ten (10) second interval while going from motoring to dynamic braking.

RULES GOVERNING THE MOVEMENT OF TRAINS BY BLOCK SIGNALS

On the B. A. & P. Railway, block signals are of the two-color light aspect and are number plate blocks, except Signal R-8 and R-6 on the Butte Hill-Rocker Main Track.

A red indication will be governed by N. P. Automatic Block Signal Rules 240-A-1 and 240-A-2 of the Consolidated Code, 1967 Edition.

A yellow indication will be governed by restricted speed.

Block M-65 will be governed by N. P. Automatic Block Signal Rule 240-B of the Consolidated Code.

In reporting delays caused by block signals to B. A. & P. dispatcher, employes must indicate signal by number to assist maintenance forces in readily identifying the point of repair.

SMELTER HILL MAIN TRACK

The Concentrator Yard Indicator shows clear (GREEN) when no trains are above signal 11, and will indicate STOP when track is occupied above signal 11.

Trains, engines and rail cars may leave the Concentrator Yard on clear indication or under N. P. Rule 240-A-1, under flag, proceed to Signal No. 2, STOP, then line switch for Main Track, by means of push button control. Proceed on clear indication or comply with N. P. Rule 240-A-1, under flag, when signal No. 2 falls to clear. In the event that Power Switch fails, the switch can be manually operated. When Signal No. 2 is red, following hand operation, press push button to clear Signal No. 2. Should Signal 2 then fall to clear, follow N. P. Rule 240-A-1, under flag. After operating switch manually, switch should be returned to its normal position.

Trains and engines ascending to the Concentrator Yard will run through the derail spring switch, not exceeding 15 miles per hour, and after a train or engine has started through this spring switch, a reverse movement must not be made unless switch has been set by hand to hold it. Track cars which cannot run through switch, will stop and line it or set over.

NOTE:—No block signal protection is provided between the indicator and Signal No. 2.

Indicator at Signals No. 8 and No. 9 indicate to train on Switch Back Siding that the lap below Signal No. 7, or the Block between Signal No. 7 and No. 8, is occupied or clear.

Back Light on Signal 7 indicates when Block is occupied below Signal 8.

ROCKER-BUTTE HILL MAIN TRACK

The dwarf signals at Anselmo and Orphan Girl Ore display three indications: namely, RED, YELLOW and "S". When using these spurs to re-enter the main track, the switch may be opened only when the dwarf signal displays "S", and after opening switch, proceed only on YELLOW indication, but if RED, immediately close switch.

When using the Anselmo Central Lumber Spur, leave Main Line switch lined for Spur to hold block.

LOCATION OF DERAILS

BUTTE

(Map-Track No.)

B. N. (N. P.) Connection

| | |
|--|-------------|
| B. N. (N. P.) Connection, Main Line—150 Feet East of | |
| West Switch of North Siding | (Track 7) |
| North Siding—West End | (Track 17) |
| South Siding—West End | (Track 293) |
| Otisco Ore Spur—West End | (Track 517) |
| B. N. (N. P.) Connection, Main Line—25 Feet West of | |
| Nevada Street | (Track 7) |

DEPOT TRACKS

| | |
|--|------------|
| Western States Spur—100 Feet West of Maryland Ave. | (Track 20) |
| Western States Spur—60 Feet East of Maryland Ave. | (Track 20) |
| Freight House Track—West End | (Track 6) |
| Steele Warehouse Track—West End | (Track 5) |

WEST BUTTE

| | |
|--|-------------|
| North Siding No. 1—West End | (Track 24) |
| North Siding No. 2—West End | (Track 25) |
| South Siding No. 1—West End | (Track 28) |
| South Siding No. 2—West End | (Track 274) |
| South Siding No. 3—West End | (Track 313) |
| South Siding No. 4—West End | (Track 319) |
| South Siding No. 5—West End | (Track 449) |
| South Siding No. 6—West End | (Track 453) |
| Depot Jct.—185 Feet East of Switch Point | (Track 448) |

ROCKER

Rocker Mill High Line Track:

(Derail normally in off track position and to be placed in derailing position by B. A. & P. Pilot only while taking Burlington Northern trains to the C. M. St. & P. or visa versa).

| | |
|--|-------------|
| Tail of Wye—30 Feet North of Crotch Switch | (Track 45) |
| Low Line Transfer—West End | (Track 39) |
| North Siding No. 1—West End | (Track 55) |
| North Siding No. 2—West End | (Track 56) |
| North Siding No. 3—West End | (Track 57) |
| North Siding No. 4—West End | (Track 58) |
| North Siding No. 5—West End | (Track 327) |
| North Siding No. 6—West End | (Track 392) |
| North Siding No. 7—West End | (Track 332) |
| North Siding No. 8—West End | (Track 331) |
| South Siding No. 1—West End | (Track 37) |
| South Siding No. 2—West End | (Track 38) |

IMPORTANT TELEPHONE NUMBERS

ANACONDA

Bell

Company

| | | |
|--------------------------------------|---------------------------|---------|
| DISPATCHER'S OFFICE..... | 563-2831..... | 232 |
| MOTIVE POWER & CAR DEPARTMENT..... | 563-2651..... | 254 |
| SECURITY WATCHMAN..... | 563-2651..... | 254 |
| ANACONDA ROUNDHOUSE..... | 563-2711..... | 402 |
| GLENN KURTZ..... | Office - 563-2651..... | 254 |
| | Residence - 563-7193..... | — |
| A. A. HOLLAND..... | Office - 563-6339..... | 406 |
| H. E. ROBINSON..... | Office - 563-2831..... | 426-232 |
| | Residence - 563-8266..... | — |
| R. F. McCARVEL..... | Office - 563-2751..... | 353 |
| | Residence - 563-2253..... | — |
| J. F. YOUNG..... | Office - 563-2751..... | 353 |
| | Residence - 563-3256..... | — |
| T. F. DRISCOLL..... | Office - 563-5441..... | 426-223 |
| | Residence - 563-7133..... | — |
| CITY FIRE DEPARTMENT..... | 563-5222..... | — |
| CITY POLICE..... | 563-3434..... | — |
| SHERIFF'S OFFICE..... | 563-2561..... | — |
| WEST VALLEY FIRE DEPT..... | 563-5612..... | — |
| | or 563-5279..... | — |
| OPPORTUNITY VOLUNTEER FIRE DEPT..... | 797-3232..... | — |

BUTTE

| | | |
|--------------------------------------|---------------------------|---------|
| FREIGHT OFFICE..... | 792-7511..... | 285 |
| WEED CONCENTRATOR..... | 723-4311..... | 300 |
| A. A. HOLLAND..... | Office - 792-7511..... | 285 |
| | Residence - 792-1724..... | — |
| T. F. HICKEY..... | Office - 792-7511..... | 285 |
| | Residence - 792-4962..... | — |
| ROCKER SECTION FOREMAN..... | 792-5893..... | 260 |
| ROCKER ROUNDHOUSE..... | —..... | 252 |
| ROCKER YARD OFFICE..... | —..... | 251 |
| CENTRAL FIRE CONTROL..... | 792-9144..... | — |
| CENTERVILLE VOLUNTEER FIRE DEPT..... | 723-4311..... | 200-201 |

BUTTE HILL

(Map-Track No.)

Anselmo Mine Track No. 1—79 Feet Back of Switch (Track 527)
 Anselmo Passing Track—West End (Track 177)
 Cement Plant Track—160 Feet East of
 Point of Switch (Track 543)
 Butte Hill Yard—West Connection (Short Runaround)
 15 Feet East of Wyoming St. (Track 549)

SILVER BOW YARD

(Including Ramsay)

Siding No. 1—West End (Track 64)
 Siding No. 2—West End (Track 65)
 Siding No. 3—West End (Track 66)
 Siding No. 4—West End (Track 67)
 Siding No. 5—West End (Track 68)
 Powder Spur, 150 feet inside gate (Track 426)

STATON

Staton Siding—190 Feet West of Frog, East Switch (Track 80)

MILL CREEK

Mill Creek—Nicely Spur South Track—100 Feet from
 end of Track Derail for Nicely's use only.
 Private lock. Spot cars west of Derail.

EAST ANACONDA

Foundry Track (High Line)—700 Feet West of Frog (Track 101)
 Acid Plant Track—West End (Track 95)
 Brick Yard Track—East End (Track 398)
 Tipple Track—Wood Spur 200 Feet West of
 Crusher Building (Anaconda Co. Track)
 Acid Plant High Line Track—25 Feet North of Fence (Track 386)

WEST ANACONDA YARD—NORTH

House Track—East End (Track 570)
 Siding No. 1, North of Passing Track—East End 600 (Track 575)
 Montana Union Freight House Track—East End 500 (Track 576)

WEST ANACONDA YARD—SOUTH

Machine Track No. 1—East End (Track 134)
 Machine Track No. 2—East End (Track 135)
 Lead to Rip Track (Track 133)
 Main Track to Shops—East End (Track 122)
 Coal Chute Track—West End (Track 125)
 Coach Yard Rip Track—150 Feet West of East Switch (Track 118)
 Wrecking Crane Track—West End (Track 324)
 Siding No. 1 North—400 Feet West of Main Line Switch (Track 110)
 Siding No. 2 North—400 Feet West of Main Line Switch (Track 111)
 Siding No. 3 North—400 Feet West of East Switch (Track 113)

ANACONDA TO BROWN'S

(Map-Track No.)

Main Line—1,200 Feet West of West Switch
 of Shop Lead at Anaconda (Track 164)
 Main Line—100 Feet East of East Switch at Brown's (Track 164)

QUARRY YARD

North Track (Main)—125 Feet West of County Road
 Crossing (Track 284)
 North Track (Main)—165 Feet West of East Switch (Track 284)
 South Track—75 Feet West of County Road
 Crossing (Anaconda Co. Track)
 Loading Ramp—500 Feet West of Boiler Track Switch (Track 284)

SMELTER LINE

Copper Track, Main Line—50 Feet East of
 Switch of Copper Siding No. 2 (Track 248)
 Copper Siding No. 1—50 Feet East of Ferro-Mang.
 Loading Spur Switch (Track 249)
 Scrap Iron Track (Track 380)
 Long Siding—Lower End (Track 237)
 Ferro-Mang. Loading Spur 100 Feet East of East
 End of Old Converter Building (Track 554)

STOCK BINS YARD

Stock Bins Main Track—720 Feet Below
 Switch Stock Bins Yard (Track 252)
 Calcine Loading Spur (Iron Hole)—450 Feet
 Above Loading Shed (Track 466)
 Siding No. 3 Left (Sand Track)—
 100 Feet Below Sand Shed (Track 255)
 Phosphate High Line Track (Track 382)
 Zinc Reload Track No. 1 (Track 417)
 Zinc Reload Track No. 2 (Track 418)
 Custom Zinc Unloading Track 150 Feet
 West of Switch (Anaconda Co. Track)

CONCENTRATOR YARD

Track No. 4—North of Thaw Shed (Track 234)
 Track No. 5—North of Thaw Shed (Track 240)
 Zinc Hole Track—10 Feet Below Zinc Hole
 Passing Track Switch (Track 410)
 Main Smelter Line 1387 Feet Below
 Concentrator Yard (Track 234)
 Stack Track—300 Feet Below Switchback
 Switch (Anaconda Co. Track)
 At clearance points of receiving and
 delivery tracks—Stack Yard (Anaconda Co. Track)

**Note important data concerning Impaired
 Clearances starting on next page.**

IMPAIRED CLEARANCES

There are close clearances above and at the side of main and other tracks as shown below, and in addition thereto, at platforms, overhead structures, ore bins, buildings and other structures above and at the side of industry, yard, mine and other tracks, not shown below. Particular attention is directed to impaired clearances at various buildings, ore bins, etc., within the switching limits at Anaconda and Butte.

| LOCATION | STRUCTURE OR OBSTRUCTION | Clearance of Engine or Car Is Close at |
|---|--|--|
| At all stations M. P. 1 to M. P. 10 | Switch stands Metal cross spans | Side Top |
| West Butte to Anaconda Rocker—Sand Track Rocker—Roundhouse Track M. P. 11.02 M. P. 14.66 M. P. 23.24 M. P. 23.40 M. P. 23.64 M. P. 23.69 | Sand house and bins Roundhouse doors Bridge over B.N.—Main Track Trolley Pole at Rock Point Overhead flume Flume support—North side Overhead flume Overhead flume | Side Top and Side Side Side Side Side Side Side |
| Smelter Hill Line—Main Tracks M. P. -0.16—Both Tracks M. P. -0.21—Both Tracks M. P. -1.70—Up Hill Track | Overhead flume Overhead flume Trolley pole and rock cut | Side Side Side |
| Stock Bins South Side of Iron Hole Track | Retractable Ramp | Side |

IMPAIRED CLEARANCES

| | | |
|--|---|--|
| Rocker Line—Rocker to Butte Hill M. P.-0.26—Main Track Orphan Girl Ore Spur (70 ft. West) Anselmo Mine Tracks Anselmo Passing Track Central Lumber Spur M. P.-4.03—Main Track M. P.-4.05—Main Track M. P.-4.31—Main Track Montana Hardware Warehouse | Steel bridge over highway Cribbing Ore bins Cribbing Gate in fence Steps over air line Steps over air line Main street tunnel and cribbing Warehouse platform | Side Side Top and Side Top and Side Side Side Side Top and Side Side |
| Butte Hill—Main Track Butte Hill Yard Kelley Mine Kelley Mine High Line Mountain Con Mine Near Wyoming St. crossing (200 ft. West) Main Street Speculator Supply Spur Speculator Mine | Ore Bins—North Ore Bins—South Ramp Slime Plant, platform, cable tower Section coal shed Overhead trestle Cribbing | Top and Side Top and Side Top and Side Side Side Top and Side Side Side |

MAXIMUM CLEARANCES

NOTE—Length of load, 40 feet. Maximum width of load, independent of clearances, 11'6".

| LOCATION | LIMIT OF LOAD—MEASUREMENT | | | | | | | | | | Max. Height | Max. Width |
|--|---------------------------|-----------|-----------|-----------|------------|------------|------------|------------|-------------------|------------------|-------------|------------|
| | 8'0" Wide | 8'6" Wide | 9'0" Wide | 9'6" Wide | 10'0" Wide | 10'6" Wide | 11'0" Wide | 11'6" Wide | 11'6" Max. Height | 11'6" Max. Width | | |
| M. L.—Butte to Anaconda at any point (See Note) | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 16'0" | 15'6" | 12'0" | 20'0" | 11'6" | 11'6" | |
| M. L.—Rocker to Butte Hill Yard at any point | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 11'6" | |
| M. L.—Rocker to Butte Hill Yard Mont. St. Bridge | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 11'6" | |
| M. L.—Rocker to Butte Hill Yard Main St. Tunnel | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 16'0" | 15'6" | 12'0" | 17'0" | 17'0" | 11'6" | |
| M. L.—Anaconda to Browns at any point | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 17'0" | 20'0" | 11'6" | 11'6" | |
| Speculator Supply Spur, Butte Hill Cribbing at Speculator Mine | 18'0" | 18'0" | 18'0" | 18'0" | 17'0" | 17'0" | 17'0" | 17'0" | 18'0" | 18'0" | 10'0" | |
| Butte Hill Main St. Overpass | 16'0" | 16'0" | 16'0" | 16'0" | 16'0" | 16'0" | 16'0" | 16'0" | 16'0" | 16'0" | 11'6" | |
| Smelter Line, E. Anaconda to Concentrator Yard, at any point | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 18'0" | 11'6" | |

HEIGHT ABOVE TOP OF RAIL

NOTE: Bridge 11.02 (Pony Truss) width at top of rail — 13'; width 5'3" ATR — 14'6"; width 8½' ATR — 14'6"

HANDLING OF EXPLOSIVES

Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine or occupied caboose.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine or occupied caboose.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities, shall be placed near middle of train, but not nearer than 2nd car from engine or occupied caboose.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from both the engine or occupied caboose.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Terminal or pick-up points enroute must furnish proper written notice to conductor and engineer showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and applicable Consolidated Code Rules.

HOURS OF SERVICE ACT (See Note)

The provisions of the Hours of Service Act shall apply to any common carrier by rail and the term "employee" used herein shall be held to mean persons actually engaged in or connected with the movement of any train. Pertinent sections of the Act are reproduced for information and guidance of employees:

"It shall be unlawful for any common carrier, its officers or agents, subject to this Act to require or permit any employe subject to this Act to be or remain on duty for a longer period than sixteen (16) consecutive hours, and whenever any such employe of such common carrier shall have been continuously on duty for sixteen (16) hours he shall be relieved and not required or permitted again to go on duty until he has had at least ten (10) consecutive hours off duty. Further, no such employe who has been on duty sixteen (16) hours in the aggregate in any twenty-four (24) hour period shall be required or permitted to continue or again go on duty without having had at least eight (8) consecutive hours off duty.

"Provided, that no operator, train dispatcher or other employe who by the use of the telegraph or telephone dispatches, reports, transmits, receives, or delivers orders pertaining to or affecting train movements shall be required or permitted to be or remain on duty for longer period than nine (9) hours in any twenty-four hour period in all towers, offices, places, and stations continuously operated night and day, nor for a longer period than thirteen (13) hours in all towers, offices, places, and stations operated only during the daytime, except in case of emergency, when the employes named in this proviso may be permitted to be and remain on duty for four (4) additional hours in a twenty-four-hour period on not exceeding three (3) days in any week.

"Provided further, that the provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor when the delay was the result of a cause not known to the carrier or its officer or agent in charge of such employe at the time said employe left a terminal, and which could not have been foreseen. Also, the provisions of this Act shall not apply to the crews of wrecking or relief trains."

The Act covers only the service performed within a 24-hour period. The term "any 24-hour period" means a cycle of 24 consecutive hours. Therefore, when figuring total time on duty under the Act the calculation must be confined to service falling within a cycle of 24 consecutive hours.

When any part of an employe's service is subject to the provisions of the Act all service performed on the Railroad within the 24-hour period must be included when calculating total time on duty; even though a part of the service is not subject to the Act, the total service must not exceed the maximum permitted for the most restricted service performed. For example, if a locomotive engineer works as such for a number of hours and later is used in some other occupation on the railroad in the same 24-hour period, his total service in both capacities must not exceed 16 hours within the 24, which is the maximum permitted for an engineer.

Employes whose occupations are governed by the Act must comply with the provisions of Rule 703 in the Consolidated Code.

NOTE! In effect until December 26, 1970 at which time it will be superseded by revised act which appears on page 21.

HOURS OF SERVICE ACT

(To be placed in effect December 26, 1970
as amended by Public Law No. 91-169)

"(b) For the purposes of this Act —

"(1) The term 'railroad' includes all bridges and ferries used or operated in connection with any railroad, and also all the road in use by any common carrier operating a railroad, whether owned or operated under a contract, agreement, or lease.

"(2) The term 'employe' means an individual actually engaged in or connected with the movement of any train.

"(3) Time on duty shall commence when an employe reports for duty and terminated when the employe is finally released from duty, and shall include:

"(A) Interim periods available for rest at other than a designated terminal;

"(B) Interim periods available for less than four hours rest at a designated terminal;

"(C) Time spent in deadhead transportation by an employe to a duty assignment: **Provided**, that time spent in deadhead transportation by an employe from duty to his point of final release shall not be counted in computing time off duty;

"(D) The time an employe is actually engaged in or connected with the movement of any train; and

"(E) Such period of time as is otherwise provided by this Act.

"Sec. 2. (a) It shall be unlawful for any common carrier, its officers, or agents, subject to this Act—

"(1) to require or permit an employe in case such employe shall have been continuously on duty for fourteen hours, to continue on duty or go on duty until he has had at least ten consecutive hours off duty, except that, effective upon the expiration of the two-year period beginning on the effective date of this paragraph, such fourteen-hour duty period shall be reduced to twelve hours (effective 12-26-71); or

"(2) to require or permit an employe to continue on duty or to go on duty when he has not had at least eight consecutive hours off duty during the preceding twenty-four hours.

"Sec. 2 (b) In determining, for the purposes of subsection (a), the number of hours an employe is on duty, there shall be counted, in addition to the time such employe is actually engaged in or connected with the movement of any train, all time on duty in other service performed for the common carrier during the twenty-four-hour period involved.

"Sec. 2 (c) The provisions of this Act shall not apply to the crews of wreck or relief trains.

"Sec. 3 (a) No operator, train dispatcher, or other employe who by the use of the telegraph, telephone, radio, or any other electrical or mechanical device dispatches, reports, transmits, receives or delivers orders pertaining to or affecting train movements —

"(1) shall be required or permitted to be or remain on duty for more than nine hours, whether consecutive or in the aggregate, in any twenty-four hour period in any tower, office, station, or place where two or more shifts are employed; and

"(2) shall be required or permitted to be or remain on duty for more than twelve hours, whether consecutive or in the aggregate, in any twenty-four-hour period in any tower, office, station, or place where only one shift is employed.

"Sec. 3 (b) For the purpose of subsection (a), in determining the number of hours an employe is on duty in a class of service, and at a place, described in paragraph (1) and (2) of such subsection, there shall be counted, in addition to the time spent by him on duty in such service at such place, all time on duty in other service performed for the common carrier during the twenty-four-hour period involved.

"Sec. 5. (d) The provisions of this Act shall not apply in any case of casualty or unavoidable accident or the act of God; nor where the delay was the result of a cause not known to the carrier or its officer or agent in charge of the employe at the time said employe left a terminal, and which could not have been foreseen."

**SUPPLEMENT
TO
SPECIAL INSTRUCTIONS**

- No. 1 — Do not exceed 12 MPH in either direction between Arizona St. crossing and the Weed Concentrator at Butte.
- No. 2 — Rocker Yard Engine must stay west of road extras between West Butte and BN Yard at all times.
- No. 3 — Inbound road crews at East Anaconda will not double more than twenty (20) cars at the west end of the yard when yarding their train.
- No. 4 — The up-hill track is out of service between the Old Phosphate cross-over and the switchback.
- No. 5 — Effective December 15, 1970, the Kelly Coal Trestle, West Anaconda Yard, is out of service.

STATE OF NEW YORK

TO

THE PEOPLE OF THE STATE

IN SENATE

January 1, 1900

REPORT

OF THE

COMMISSIONERS OF THE LAND OFFICE

FOR THE YEAR 1899

ALBANY:

J. B. LIPPINCOTT & COMPANY, PRINTERS

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