

member, a salary of twelve dollars, together with necessary traveling expenses, not exceeding two hundred dollars in any year for such expenses.

532.

Whenever the mine workings become so extensive that the mine foreman is unable personally to discharge his duties, the operator shall employ a sufficient number of competent persons or assistants who shall have like qualifications with the mine foreman; provided, that whenever any emergency arises whereby it is impossible for any operator to secure the immediate services of a certified or qualified [man] PERSON, he may employ any qualified and experienced [man] PERSON as mine foreman or assistant mine foreman for a period not exceeding thirty days, subject to the approval of the Bureau of Mines.

556.

(a) A qualified hoisting engineer shall be on duty continuously when [men] PERSONS are underground at shaft mines.

Hoists used for handling [men] PERSONS shall be equipped with overspeed, overwind, and automatic stop controls, unless a second engineer is on duty.

At the beginning of each shift and after the hoist has been idle, the hoisting engineer shall operate the cages up and down the shaft at least one round trip before hoisting or lowering [men] ANY PERSON. Similar procedures shall be followed in slope hoisting, except that an attendant may ride on the trip.

558.

(f) Where it is necessary for [men] ANY PERSON to cross conveyors regularly and where the width of conveyors or low roof introduces a hazard, suitable cross-over bridges shall be provided.

560.

[(6)] (B) Where hoists are used for handling [men] PERSONS in underground slopes, in pitching beds, or on slopes between two or more beds, the provisions governing hoisting or haulage mentioned heretofore shall apply. A permissible trip light shall be used on the rear of trips pulled, or pushed by a locomotive, on the rope-end car of trips pulled up slopes, and on the front of trips lowered into slopes or pushed. Trip lights need not be used during gathering operations at working faces.

561.

(a) All trips and all traffic equipment shall come to a complete stop before couplings are made by hand, unless a coupling hook is used. Standing cars on any track, unless held effectively by brakes, shall be properly blocked or spragged. Cars shall be secured effectively at working faces.

(b) On slopes and planes having a knuckle, there shall be a positive-acting stopblock, at or above the knuckle, and a detail. On entries going to the rise, a positive stop-lock (stopblock) or derail shall be placed out by the switch of the first active working place. On entries going to the dip, a positive-acting stopblock or derail shall be placed just out by the switch to the first active working place, and a stopblock shall be placed just in by the switch of the last active working place.

(a) All trips and all traffic equipment shall come to a complete stop before couplings are made by hand, unless a coupling hook is used. Standing cars on any track, unless held effectively by brakes, shall be properly blocked or spragged. Cars shall be secured effectively at working faces.