

Dispatchers Phone 4-4586

Always Be Careful

# BAMBERGER RAILROAD COMPANY

JULIAN M. BAMBERGER, President and General Manager

V. J. CROSSLEY, Superintendent of Transportation

Always Be Careful

Dispatcher's Phone 4-4586

## NORTH BOUND—Read Down

### FIRST CLASS

Pole No.	FIRST CLASS												Distance from Salt Lake
	23	21	19	17	15	13	11	9	7	5	3	1	
	Daily	Daily	Daily Ex. Sundays and Holidays	Daily	Daily Ex. Sundays and Holidays	Daily	Daily Ex. Sundays and Holidays	Daily	Daily	Daily	Daily Ex. Sundays and Holidays	Daily	
0.0	9:00 <sup>AM</sup>	6:30 <sup>PM</sup>	6:00 <sup>PM</sup>	5:30 <sup>PM</sup>	5:00 <sup>PM</sup>	4:30 <sup>PM</sup>	4:00 <sup>PM</sup>	3:00 <sup>PM</sup>	1:30 <sup>PM</sup>	11:00 <sup>AM</sup>	8:00 <sup>AM</sup>	6:30 <sup>AM</sup>	0.0
2.48	9:07	6:37	6:07	5:37	5:07	4:37	4:07	3:07	1:37	11:07	8:07	6:36	2.8
5.39	9:11	6:41	6:11	5:41	5:11	4:41	4:11	3:11	1:41	11:11	8:11	6:40	5.5
5.16	9:12	6:42	6:12	5:42	5:12	4:42	4:12	3:12	1:42	11:12	8:12	6:41	5.70
9.19	9:13	6:43	6:13	5:43	5:13	4:43	4:13	3:13	1:43	11:13	8:13	6:42	6.3
7.56	9:15	6:45	6:15	5:45	5:15	4:45	4:15	3:15	1:45	11:15	8:15	6:44	7.91
9.11	9:17	6:47	6:17	5:47	5:17	4:47	4:17	3:17	1:47	11:17	8:17	6:46	9.21
11.04	9:20	6:50	6:20	5:50	5:20	4:50	4:20	3:20	1:50	11:20	8:20	6:49	11.19
13.07	9:23	6:53	6:23	5:53	5:23	4:53	4:23	3:23	1:53	11:23	8:23	6:52	13.1
15.47	9:29	6:59	6:29	5:59	5:29	4:59	4:29	3:27	1:59	11:29	8:29	6:57	15.3
18.42	9:33	7:03	6:33	6:03	5:33	5:03	4:33	3:31	2:03	11:33	8:33	7:01	18.6
20.30	9:35	7:05	6:35	6:05	5:35	5:05	4:35	3:34	2:05	11:35	8:35	7:04	20.4
22.40	9:40	7:10	6:40	6:10	5:40	5:10	4:40	3:38	2:10	11:40	8:40	7:08	22.66
26.42	9:46	7:16	6:46	6:16	5:46	5:16	4:46	3:44	2:16	11:46	8:46	7:14	26.7
28.42	9:49	7:19	6:49	6:19	5:49	5:19	4:49	3:47	2:19	11:49	8:49	7:17	28.7
29.42	9:51	7:21	6:51	6:21	5:51	5:21	4:51	3:49	2:21	11:51	8:51	7:19	29.7
32.20	9:54	7:24	6:54	6:24	5:54	5:24	4:54	3:52	2:24	11:54	8:54	7:22	32.3
36.12	10:10 <sup>PM</sup>	7:40 <sup>PM</sup>	7:10 <sup>PM</sup>	6:40 <sup>PM</sup>	6:10 <sup>PM</sup>	5:40 <sup>PM</sup>	5:10 <sup>PM</sup>	4:05 <sup>PM</sup>	2:40 <sup>PM</sup>	12:10 <sup>PM</sup>	9:10 <sup>AM</sup>	7:35 <sup>AM</sup>	36.20*

## EMPLOYEES TIME TABLE No. 117

Superseding Time Table No. 116  
In Effect at 2 a. m. Sunday, January 15, 1950

Station	Distance from Ogden
S. L. TERMINAL	0.0
KVIRETT	2.8
VAIL	5.5
NO. SALT LAKE	5.70
ORILL	6.3
PARKIN	7.91
BOUNTIFUL	9.21
CENTERVILLE	11.19
ROSDALE	13.1
FARMINGTON	15.3
SIDNEY	18.6
KAYSVILLE	20.4
LAYTON	22.66
CLEARFIELD	26.7
ARSENAL	28.7
SUNSET	29.7
ORCHARD	32.3
OGDEN Terminal	36.20*

## SOUTH BOUND—Read Up

### FIRST CLASS

Distance from Ogden	FIRST CLASS												Sliding Capacity
	2	4	6	8	10	12	14	16	18	20	22		
	Daily	Daily	Daily Ex. Sundays and Holidays	Daily Ex. Sundays and Holidays	Daily Ex. Sundays and Holidays	Daily	Daily	Daily	Daily	Daily	Daily		
0.0	6:35 <sup>AM</sup>	7:40 <sup>AM</sup>	8:10 <sup>AM</sup>	8:40 <sup>AM</sup>	10:05 <sup>AM</sup>	1:10 <sup>PM</sup>	4:05 <sup>PM</sup>	5:40 <sup>PM</sup>	6:40 <sup>PM</sup>	7:40 <sup>PM</sup>	10:10 <sup>PM</sup>	Y	
2.48	6:35	7:26	8:00	8:27	9:56	12:57	3:56	5:27	6:27	7:27	9:57	Y	
5.39	6:21	7:22	7:56	8:23	9:52	12:53	3:52	5:23	6:23	7:23	9:53	Y	
5.16	6:20	7:21	7:55	8:22	9:51	12:52	3:51	5:22	6:22	7:22	9:52	Y	
9.19	6:18	7:19	7:54	8:21	9:49	12:51	3:49	5:21	6:21	7:21	9:51	B	
7.56	6:16	7:17	7:52	8:19	9:47	12:49	3:47	5:19	6:19	7:19	9:49	(2)28	
9.11	6:14	7:15	7:49	8:16	9:45	12:46	3:45	5:16	6:16	7:16	9:46	16	
11.04	6:10	7:11	7:45	8:12	9:41	12:42	3:41	5:12	6:12	7:12	9:42	25	
13.07	6:07	7:08	7:42	8:10	9:38	12:40	3:38	5:10	6:10	7:10	9:40	26	
15.47	6:02	7:04	7:38	8:05	9:34	12:35	3:34	5:05	6:05	7:05	9:35	12	
18.42	5:58	6:59	7:32	8:00	9:29	12:30	3:29	5:00	6:00	7:00	9:30	(2)16 W	
20.30	5:55	6:56	7:29	7:57	9:26	12:27	3:26	4:57	5:57	6:57	9:27	48	
22.40	5:51	6:51	7:25	7:52	9:21	12:22	3:21	4:52	5:52	6:52	9:22	8	
26.42	5:46	6:46	7:18	7:46	9:16	12:16	3:16	4:46	5:46	6:46	9:16	Y	
28.42	5:43	6:43	7:15	7:44	9:13	12:14	3:13	4:44	5:44	6:44	9:14	Y	
29.42	5:41	6:41	7:13	7:42	9:11	12:12	3:11	4:42	5:42	6:42	9:12	16	
32.20	5:38	6:38	7:10	7:39	9:08	12:09	3:08	4:39	5:39	6:39	9:09	12	
36.12	5:30 <sup>AM</sup>	6:30 <sup>AM</sup>	7:00 <sup>AM</sup>	7:30 <sup>AM</sup>	9:00 <sup>AM</sup>	12:01 <sup>PM</sup>	3:00 <sup>PM</sup>	4:30 <sup>PM</sup>	5:30 <sup>PM</sup>	6:30 <sup>PM</sup>	9:00 <sup>PM</sup>	Y	

\*Make all local Flag Stops on Sundays and Holidays.

\*See Special Instruction No. 64.

Y—In sliding capacity indicates a yard.

Other Spur Tracks Capacity: Lagoon (3) 20 Loop

This Time Table is for the use and government of employees only, and is not intended for the information of the public, or as an advertisement of time of any train. The Company reserves the right to vary from it at pleasure.

#### LOCATION OF STANDARD CLOCK

Salt Lake Terminal Waiting Room

#### EQUIPMENT DEFECT REGISTER

Salt Lake Terminal Hostlers' Office

#### BULLETIN BOOK

Salt Lake Terminal Hostlers' Office

#### WATCH INSPECTORS

Anderson Jewelry Co., 2449 Washington Ave., Ogden  
Hubbard-Denn Jewelry Co., 217 South Main Salt Lake City

#### AGENTS ON DUTY

Salt Lake City	Daily	6:30 A. M. to 12:01 A. M.
North Salt Lake	Daily	7:30 A. M. to 10:30 P. M.
Bountiful	Daily except Sundays	7:00 A. M. to 9:45 A. M., 11:10 A. M. to 1:47 P. M., 3:30 P. M. to 5:16 P. M.
	Sundays	11:00 A. M. to 1:43 P. M.
Centerville	Daily except Sundays	7:00 A. M. to 9:41 A. M., 11:15 A. M. to 1:50 P. M., 3:15 P. M. to 5:12 P. M.
	Sundays	11:15 A. M. to 1:50 P. M.
Farmington	Daily except Sundays	7:00 A. M. to 9:29 A. M., 11:15 A. M. to 1:59 P. M., 3:30 P. M. to 5:29 P. M.
	Sundays	12:30 P. M. to 2:00 P. M.
Kaysville	Daily except Sundays	7:20 A. M. to 9:28 A. M., 11:25 A. M. to 2:05 P. M., 3:20 P. M. to 5:35 P. M.
	Sundays	11:25 A. M. to 2:05 P. M.
Layton	Daily except Sundays	7:00 A. M. to 9:21 A. M., 11:30 A. M. to 2:10 P. M., 3:10 P. M. to 5:10 P. M.
	Sundays	11:30 A. M. to 2:10 P. M.
Clearfield	Daily except Sundays	7:10 A. M. to 9:16 A. M., 11:35 A. M. to 2:16 P. M., 3:10 P. M. to 5:16 P. M.
	Sundays	11:35 A. M. to 2:16 P. M.
Ogden	Daily	6:00 A. M. to 11:30 P. M.

#### FLAG STOPS

In addition to stops shown on face of Time Table regular trains will stop at flag as follows:  
All regular trains at 25th St. and 30th St., Ogden. All locals at North Temple, 8th North, Burns, Stoker, Thomas, and Lagoon.

All locals at North Temple, 8th North, Cleverly, Burns, Stoker, Thomas, Chase, Glovers, Lagoon, Hess and Corydale.

No. 16 at Miller Floral.

Train Nos. 5, 7, 12, 23 and 16 will handle THRU BAGGAGE, EXPRESS AND COMPANY MAIL.

Trains Nos. 7, 12 and 16 will handle INTERMEDIATE AND THRU BAGGAGE, EXPRESS AND COMPANY MAIL.

Rush shipments of baggage and express may be handled on other trains where there is available space.

#### TONNAGE RATING IN TONS

FROM	TO	570	502-503 556-551	526	538	528	525-4 Coupled	525-30 Coupled	FROM	TO	570	502-503 556-551	526	538	528	525-4 Coupled	525-30 Coupled
Salt Lake Jct.	7th South	1085	*990	*100	*800	*1200	*1900		Ogden	Arsenal	1085	650	550	450	950	800	
7th South	So. Temple	1085	*450	*450	*450	*450	*450		Arsenal	Centerville	990	1300	750	750	1500	1000	
So. Temple	Parkin	1085	550	550	450	900	800		Centerville	Parkin	1085	650	550	450	900	800	
Parkin	Farmington	2000	900	700	600	1200	1000		Parkin	Everett Ave.	990	1300	750	750	1500	1000	
Farmington	Sidney	1085	650	550	450	900	800		Everett Ave.	1st South	1085	*450	*450	*450	*450	*450	
Sidney	Layton	2000	900	700	600	1200	1000		1st South	Salt Lake Jct.	1085	*900	*700	*600	*1200	*1000	
Layton	Arsenal	1085	650	550	450	900	800										
Arsenal	Ogden	2000	1000	750	750	1500	1200										

\*In series-parallel position only.

These ratings may be increased or decreased by Dispatcher.

## SPECIAL INSTRUCTIONS

Superceding operating rules which are inconsistent therewith.

1. Wires along the line of the Bamberger Railroad may carry ELECTRIC CURRENT. All employees, and especially trainmen working on the top of or about cars, are CAUTIONED to watch at all times for LOW, or LOOSE WIRES and are WARNED not to COME IN CONTACT with any wire either broken, hanging or otherwise.
2. Trolley pickups are on each car and locomotive. In case of fallen wire, other than high voltage, use trolley pickup to pick up wire, using due care not to come into contact with any wire.
3. On single track northbound trains will use east trolley wire and southbound trains will use west trolley wire. When electric freight locomotives use only one pole it should be the rear pole and the front pole should be hooked down and trolley switch open. These trolley switches must not be operated with either trolley up.
4. All trains carrying revenue passengers have equal right to enter block. Other trains must avoid occupying block at any time when it is known that a delay will be occasioned to trains carrying passengers. Also see special instruction No. 66.
5. Where meeting point is shown with (DT) after train number to meet, meet will be between place shown and end of Double Track, except where single track beyond is controlled by BLOCK SIGNAL or special instructions.
6. In case of block signal failure or when Double Track is used as Single Track, all meets shown are POSITIVE MEETS.
7. South bound trains have right over north bound trains on single track between 24th and 25th Street, Ogden; however, if on arrival at 25th Street, south bound train is not in sight, north bound train may proceed into terminal at reduced speed.
8. At meeting points on single track between trains of same class, south bound trains will take siding, unless otherwise specified by train order.
9. In case of blockade or power outage, south bound passenger trains will wait two (2) minutes, north bound passenger trains will wait three (3) minutes, and freight and work electric trains will wait five (5) minutes before using power.
10. In general highway crossing signals are so designed that they will not operate for a train making a reverse movement over a crossing or when a train is moving against the current of traffic therefore all said movements across said protected crossings must be made at slow speed. The south main track switch to O.S.L. Transfer near pole 212 must not be opened when a southbound train is moving between said switch and 8th North Street as the opening of said switch cuts out the flashing lights which precede the descending of the gates.
11. Call Dispatcher immediately
  - (a) At positive meet, if opposing train is not in sight,
  - (b) When train becomes ten minutes late or is held unduly by a signal. Also see Rules 509 and 520,
  - (c) After setting cars to Interchanges.
12. Report to Dispatcher at earliest opportunity all accidents; signal failures; and all conditions which are dangerous to train operation, including trolley trouble, or loss of a wheel or pole including the nearest pole number; also broken or damaged First Aid Kits and Boxes, and what contents were removed.
13. Stock on right of way, should be reported to Dispatcher from next phone and to opposing crew at the meeting point. A record of all such stock should be kept in Train Book.
14. Upon arriving at terminals, report to Dispatcher any delays, number of passengers handled, and for orders as to what cars to make up for next train. After train is made up, Operator or Hostler will open main switch and control switch, and will place control handle in indicator box.
15. Leave company telephone switch open when through talking. In case of emergency use nearest Bell Telephone and call Dispatcher, Salt Lake, 4-4586.
16. If unable to communicate with Dispatcher before leaving initial station, Train Operator of a regular train will proceed on time table rights, after observing Rule 83.
17. An extra pole will be kept on top of motor cars, and an extra wheel and harp in Train Operator's seat box. There should be an extra pole on the side of locomotive and an extra wheel and harp on inside of locomotive.

When damaged, secure old pole to the roof in order to preserve it. In case bayonet wheel and harp are changed, deliver old ones to Hostler at terminal.
18. IT IS VERY IMPORTANT THAT CHANGE OVER SWITCH FOR THREE-SPEED OPERATION FOR LOCOMOTIVES SHOULD NOT BE THROWN FROM EITHER POSITION TO THE OTHER, EXCEPT WHEN CONTROLLER IS IN THE "OFF" POSITION, AND MUST ONLY BE OPERATED BY SPECIFIC ORDER OF THE TRAIN OPERATOR.
  - (a) Position "Series" should be used during all heavy switching and all movements where large tonnage is involved. If conductor is in doubt regarding capacity of locomotive he will confer with the Train Operator.
  - (b) In case of a bad order motor requiring motor cut-out switch to be opened, locomotive should be operated with Change-Over Switch in position "Normal" only.
19. Controller should be "off" when trolley wheel is crossing all Trolley section breakers, marked "B."
20. Trolley cut-out switches at spur tracks must be left open when through using.
21. Derailing switches must be left set TO DERAIL, except when thrown to allow passage of trains. Cars must never be left BETWEEN the derailing switch and main line connection. Also see Rule 516.
22. Train crews will not switch cars beyond the west side of the scales at the Holley Mill under any circumstances on account of close clearance of the building beyond this point. Box cars will not be placed within building at east end of House track No. 2, Ogden Terminal Yard. Trainmen are also cautioned regarding close side clearance on northbound main line track at Lund Machy. Co. warehouse, 2nd West St. Salt Lake City. Auto Platform Salt Lake Freight yard, Ogden Freight Platform and at American Can spur, Ogden.
23. The speed of trains should be so restricted that absolute safety will be assured and the maximum speed will ordinarily be that to make the schedule, but in no case shall exceed a speed of seventy miles per hour for 100 class cars, 354 and 355, sixty miles per hour for 300 class cars, and thirty miles per hour for freight and work trains.
24. Trains will not exceed 25 miles per hour between 5th South, Bountiful, and Stoker; nor between Davis High School crossing and Cherry Street, Kaysville. Trains will not exceed 30 miles per hour over Spring Switches in either direction. Also see Rule 98.
25. After trailing through a spring switch, a reverse movement must not be made until it is known that both points have moved to proper position. Trains stopping on spring switch, while trailing through, must not make back up movements or take slack until switch has been thrown by hand. Running switches or dropping cars will not be permitted over spring switches. Sanders must not be used while engine is standing on, or passing over, spring switches.
26. When a switch is thrown, the employee setting it must see that both points have moved to the proper position. A switch must be fastened as soon as thrown either way; and when locked, the chain pulled to insure that lock is securely fastened.
27. If a rigid switch is run through, it is thereafter unsafe and must be protected. If an engine or car is run partly through a rigid switch, the movement must be continued.

Switches damaged in this way must be reported by phone to the proper authority and, when practicable, section foreman notified. They must be spiked unless section foreman takes charge.
28. Explosives must be handled in strict accordance with latest editions of Bureau of Explosives pamphlet B. E. 20 G. All Conductors of trains which handle explosives must secure copy of this pamphlet from Dispatcher and make themselves thoroughly familiar with the provisions thereof.
29. Freight Conductors will keep record of seals, vents and icing of all cars handled when picked up and set out, including this record on wheel reports.
30. Local freight crews will do all switching requested of them by Agents, unless otherwise instructed by Dispatcher.
31. Billing should accompany all shipments of freight from Agency points. Billing of shipments destined to non-agency points should be delivered to the station governing.
32. Express shipments from non-agency points may be handled without billing, but same must be reported to Express Agent upon arrival at Terminal.
33. No agent will check baggage on trains to arrive at any station when agent is not on duty.
34. All transportation must be cancelled at time of taking up tickets. Trainmen will acquaint themselves with the FORMS of tickets and passes approved for transportation on this Company's lines.
35. Employees riding on passes should not occupy seats to the exclusion of paying passengers.
36. Trainmen detaching coupons from commutation or mileage books must compare the number of coupon with the number on the cover of the book; if they are not the same, collect cash fare and take up the book with all remaining coupons therein and send to Auditor's office. Coupons are not to be honored for transportation except between stations named on ticket or cover. Detached coupons must not be honored for transportation. Covers of commutation and mileage books should be taken up when the last coupon therein is honored.
37. Trainmen must remit each day for tickets sold the previous day. These remittances should be in the hands of Salt Lake or Ogden Agent before 5:30 p. m.
38. None but authorized persons will be permitted to operate equipment except when special permission is obtained from Dispatcher.
39. In the interest of "SAFETY FIRST," all employees should refrain from all unnecessary conversation with Train Operators and must not stand in the front portion of the car when there is space within the car.
40. No person will be permitted to ride in a position that interferes with the view of Train Operator.
41. All minors are especially forbidden to stand or ride on platform or steps of moving cars, and it is the duty of Train Operators and other trainmen not only to order such persons to take seats or ride within the cars, but they shall see that such orders are carried out, using such force as is necessary to compel such minors to go inside the car.
42. Inside trap doors, that is, trap doors discharging between the tracks, shall be kept closed, and the outside trap doors, that is the trap doors discharging to the West on Southbound, and East on Northbound trains shall be used.
43. None but bona-fide employees will be carried between points within Ogden City or within Salt Lake City limits.
44. Passengers will not be carried on freight or work trains, except persons in charge of live stock, banana messengers, or persons with approved annual or trip passes, unless special permission is granted by Dispatcher.
45. Trainmen must use every effort to prevent passengers from disembarking while train is in motion.
46. If sander does not work properly or no sand in boxes Train Operator must report same before leaving terminal.
47. To make EMERGENCY STOP, especially if brake rigging is disabled,—
  - 300 Class Cars  
Move circuit breaker switch to "trip," then reverse controller.
  - 100 Class Cars  
Shut off controller, place reverse lever in reverse position. Do not again touch reverse lever nor controller until car has come to a complete stop.
48. Before coupling up overhead (lighting and heating) circuits between motors and trailers, pull trolley down. When there is more than one motor car in train, one set of these overhead couplers must be left disconnected, preferably between two trailers.
49. All employees involved in the movement of trains, who have been approved by the company's Oculist for service provided they are properly equipped with necessary glasses, will only be allowed to continue in service on the condition that they wear one pair of such glasses constantly while on duty and in addition thereto must have in their possession at all times an extra pair of similar glasses.
50. Train Operators must obtain a complete list of all witnesses to ALL accidents whether on train or near point of accident and report all matters connected with same. The unreported accident frequently becomes expensive, so be governed accordingly. Other available employees should aid in this and any other matters helpful to the company's interest.
51. In case of any serious accident Train Operator must note the distance from the place where the head end of the train stops to the place of the accident, and will include this in the accident report.
52. After an accident has occurred, when requested to give information, employees are instructed to advise everyone other than company officials "according to the rules of this company, we are not permitted to discuss accidents with anyone." This is for employees' protection, and also will save embarrassment of fellow employees. All employees should become thoroughly acquainted with FIRST AID RULES.
- 53(a). All locomotives are equipped with First Aid Kits, which are sealed under glass and will be used by breaking the glass in case of a severe accident.
  - (b) Medicine Boxes are maintained at the General Office, Salt Lake Yard, Dispatcher's office and shops.
  - (c) Contents of the First Aid Kits and Boxes must be carefully handled and kept in the best condition, free from all dust and dirt and other contamination. Instructions have been placed within the Boxes and should be carefully followed when used.
54. During layover, when not actually engaged in repairing or making up trains, Train Operator will remain at depot and assist in loading of passengers and express.
55. In severe cold weather air reservoirs should be drained and trolley left on the wire; center heater switch on 300 class cars being kept on, but all others being turned off.
56. Inbound trains have right over outbound trains at Salt Lake passenger terminal.
57. The departure and destination of all trains will be announced by Train Operator in the Ogden Terminal Waiting room, and also in the Salt Lake Terminal Waiting room when ticket agent is not on duty.
58. Salt Lake and Ogden yards are indicated by Yard Limit Boards.

59. B. R. R. will do its own switching to and from Utah Sand and Gravel pits, near 14th North street, Salt Lake, operating over trackage of the U.P.R.R. U. P. R. R. will have preference on this trackage at all times. Switch in U. P. R. R. track leading to Bamberger connection must be kept set for the traffic of the U. P. R. R. when not in actual use by the B. R. R.

60. When cars are set out a sufficient number of hand brakes must be set to hold cars; if brakes are inoperative, cars must be secured otherwise. When cars are set out on a grade they must be coupled, if practicable, and in addition to brakes being set, wheels must be blocked.

61. The delivering line is billed for winding up bottom dumps on coal cars when same are set to interchange with dumps not wound up. Coal empties must not be pulled out from any coal yard unless the dumps are properly wound up.

#### BLOCK SIGNALS

62. Interlockers at North Salt Lake Crossing of U.P. R.R. main line and at South Salt Lake Crossing of U.P.R.R. Provo Branch will be operated by Bamberger R.R. crews.

Care must be used not to delay U.P.R.R. trains. See U.P.R.R. current Time Table posted on inside of door of Interlocker cabins.

63. Trains will be governed by ABS indication at the Gravel Pit Crossing in Salt Lake City of Bamberger R.R. main line and U.P.R.R. Branch.

64. North bound track from Signal 275 to Pole No. 28.42 and from Signal 335 to "End of ABS" sign near 31st Street, Ogden is protected by ABS, covering north bound track movements only.

65. Overlaps are located:

(a) Between Pole No. 543 W and Signal 56, governing opposing ABS at Everett.

(b) Between Pole No. 610 E and Signal 63, governing opposing ABS at Bountiful.

(c) Between Pole No. 912 and Signal No. 93 governing opposing ABS at Centerville.

(d) Between Pole No. 1834 E and Signal 187, governing opposing ABS at Layton.

66. When a train occupies an Overlap, the entering signal at the opposite end of that block displays a Stop indication. An inferior train must not enter or remain unduly in an Overlap, as this will cause delay to opposing train which desires to enter that block.

67. Upon verbal permission of Dispatcher and without a form R train order, a train may run at medium speed against current of traffic to next facing signal outside of yard limits on double track within ABS territory, if dwarf signal on right-hand side of track to be used displays Proceed indication and if such movement will not delay a superior train. See rules 86, 87, 109, and 517.

68. The opening of North Switch in pocket track at North Salt Lake disconnects the Overlap and causes Signal 56 to display a Stop indication. While this switch remains lined for Pocket Track, train movements may be made irrespective of Signal 56, however, a train which has come out of the Pocket Track North Switch and desires to proceed through Vail Crossover to EAST track, either

(a) May go North on WEST track to clear Overlap and then return South across Overlap, when Signal 56 displays a Proceed indication, or

(b) May remain on Overlap and, after CLOSING Pocket Track North Switch, if switch indicator shows "Block Clear" will then operate push button which should clear Signal 56. If Signal 56 continues to display a Stop indication, train must be governed by Rule 509. Rule No. 516 must be strictly observed.

69. Opening of switch to the Farmers Feed spur, in the northbound track near pole No. 911 in Bountiful, disconnects the Overlap and causes Signal 93 to display a Stop indication. While this switch remains open, train movements may be made on this Overlap irrespective of time table special instruction No. 66. When switching is completed and Farmers Feed spur switch is closed, Signal 93 may be cleared either

(a) by train backing south to clear Overlap, or

(b) by operating push button at Pole No. 919,

which will clear Signal 93, if switch indicator shows that block is unoccupied. Otherwise trains will be governed by rule 502.

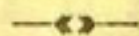
70. Automatic crossing gates, in conjunction with train controlled flashing light signals at 8th North Street, Salt Lake City and Easy Street, north of Layton, are equipped with flashing indicator lights. Flashing green light indicates gates should descend over highway before train reaches the crossing. Flashing yellow light indicates that gate mechanism is not functioning properly and trains must then approach crossing at reduced speed. When alternating electric power is off, gates will remain in upright position as train approaches crossing, however, lights should flash on battery. Train Operator should report promptly to Dispatcher any failure of these gates to function properly. Trains desiring to work within approach control sections of these gates will first clear crossing, then reverse movement without gate protection.

#### BLOCK SIGNAL RULES ARE REVISED AS FOLLOWS:

Rule 509. First sentence of second paragraph will read "If the signal remains at Stop, train operator must communicate with Dispatcher at once.

Rule 517, as revised 1-20-44, after "block" at the end of the second paragraph add "and is not required when a train moves from a track protected by a signal displaying a Proceed or Approach indication."

Rule 518 add "Do not open a switch when either switch indicator displays a "Block Occupied" indication.



#### COMPANY TELEPHONES

General Office (all offices)	Salt Lake 3-8895
Freight Office	3-8891
Dispatcher's Office, North Salt Lake	4-4586
Shops & Store Room, North Salt Lake	5-7010
J. M. Bamberger, Residence	3-3030
R. B. Needham, Residence	3-8562
H. L. Balsler, Residence	4-9202
H. I. Price, Residence	5-4033
E. O. Humphrey, Residence	5-8189
V. J. Crossley, Residence, North Salt Lake	3-5905
Bountiful Station	Bountiful 128
F. W. Ballard, Residence	Bountiful 473W
Farmington Station	Farmington 13
Sub-station	Farmington 66
Kaysville Station	Kaysville 55W
Layton Station	Kaysville 66
Clearfield Station	Kaysville 374J4
Arsenal Station	Ogden 6174
Ogden Freight Station	Ogden 5749
Ogden Passenger Station	Ogden 5747
A. A. Kersh, Residence	Ogden 2-2354

#### Chief Surgeon

Dr. Spencer Wright, Salt Lake 9-6671; Res. 3-3764

#### Assistant Surgeons

Dr. W. Harvey Moore, Salt Lake 9-6671; Res.	4-6988
Dr. Joel E. Trowbridge	Bountiful 552; Res. 304
Dr. G. D. Rutledge	Kaysville 13
Dr. Noall Z. Tanner	Layton 204J
Dr. E. R. Dumke, Ogden 5597; Res.	5003
Dr. D. C. Barker, Ogden 5597; Res.	2-8543
Dr. W. Frank Loomis, Ogden 5597; Res.	2-9423

#### Oculists

Dr. F. L. Stauffer, Salt Lake 3-4203; Res.	4-4691
Dr. Ralph W. Pugmire, Ogden 2-7537; Res.	2-2109

#### Hospitals

L. D. Hospital, Salt Lake City	9-8741
Dee Memorial Hospital, Ogden	5521
St. Benedict Hospital, Ogden	4666

Company prescriptions will be filled at Terminal Drug, Salt Lake City; and Owl Drug Company, Ogden.

#### Rules Governing the Operation of Trackage Used Jointly by the U. S. Government and the Bamberger Railroad at Arsenal and at Hill Field.

#### SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY

J1. All trains and engines shall move at a speed that will permit stopping within one-half the range of vision.

J2. Before shoving cars into any track, the person in charge of the movement must make certain that such movement can be made safely.

J3. All trains crews using this trackage must use extra care to avoid accident with other trains operating thereon.

J4. Bamberger Railroad freight and switching trains will have right over Government railroad trains on trackage covered by these rules.

J5. Interchange tracks will be used for inbound or outbound traffic as bulletined from time to time.

J6. Cars must not be left so that they will barely clear equipment moving past them on an adjoining track nor so that they will foul lead tracks or cross-over tracks. Leave them well into clear, so that a man on the side of a car or engine, or with his head out of the cab window of an engine, will pass safely.

J7. A train or engine must not foul a track until switches connected with the movement are properly lined, and when waiting to cross from one track to another and during the approach or passage of a train or engine on tracks involved, all switches connected with the movement must be secured in the normal position. Switches must not be restored to normal position until a movement is completed or clear of the main track involved.

J8. Yard engines will display the headlight to the front and rear by night. When not provided with a headlight at the rear, a white light must be displayed. During foggy weather, headlights should be used during daytime whenever necessary.

J9. When cars are pushed by an engine, a trainman must take a conspicuous position on the leading car.

J10. Conductors are responsible for the position of switches used by them and their trainmen, except where switch tenders are stationed. Switches must be properly lined after having been used.

J11. A switch must not be left open for a following train or engine unless in charge of a trainman of such train or engine.

J12. When practicable, the Train Operator must see that the switches near the engine are properly lined.

J13. When emergency repair work is to be done under or about cars in a train and a blue signal is not available, the Train Operator will be notified and protection must be given those engaged in making the repairs.

J14. Derailing switches must be left set TO DERAIL, except when thrown to allow passage of trains. Cars must never be left BETWEEN the derailing switch and main line connection.

J15. Switches which are provided with one-way lock must be kept locked in that position except when in use for a train movement.

J16. Trains will not block highway crossings any longer than to perform necessary switching movements.

J17. Ample warning by whistle or bell must be given to persons seen on or near the track, who might be struck by moving equipment.

J18. Only those qualified shall attempt to operate engines or switches.

J19. All persons must keep a safe distance from passing trains, engines, or cars to avoid injury from falling objects or projections on equipment.

J20. Before stepping on or crossing tracks, employees must look in both directions for approaching engines or cars.

J21. In going to or from, or in operating a switch stand, keep in clear of moving equipment.

J22. Keep all parts of body clear of switch stand lever, and feet in clear of weight on ground-throw stands.

J23. Air must be used on all cars.

J24. Check air on car before using same to brake with.

J25. Do not board approaching engines or cars from between rails.

J26. Employees must not go between nor in front of moving engines or cars to couple or uncouple them, to connect or disconnect air hose, to turn angle cocks or for any other purpose, except in an emergency.

J27. The use of hands or feet to adjust drawbars, knuckles or lockpins while cars or engines are about to couple is prohibited. Equipment must be stopped and spaced a safe distance before drawbars, knuckles, or lockpins are adjusted.

J28. Signals must not be given to move engine or cars while an employee is between or under them.

J29. On cars which are to be controlled by hand brakes, brakes must be tested before the cars are cut off, and employees must know how to operate the type of brake they are to use.

J30. When equipment is being moved by rope, chain or cable, employees must take extra precaution to keep in clear of flying parts in case of breakage.

J31. Coal empties must not be placed on interchange tracks unless the dumps are properly wound up.

J32. Conductors will keep record of seals, including prefix and number, of all cars handled when picked up and set out, including this record on wheel reports.

J33. Conductors shall obtain a complete list of all witnesses to ALL accidents and report all matters connected with same to their superiors. When responsibility for any accident is not admitted, it shall be determined by a joint board of inquiry to be selected by the Commanding Officer of the Depot and the General Manager of the Bamberger Railroad Company.

J34. Explosives must be handled in strict accordance with latest edition of Bureau of Explosives pamphlet B. E. 20 G. All conductors of trains which handle explosives must secure copy of this pamphlet and make themselves thoroughly familiar with the provisions thereof.

J35. Cars placarded "EXPLOSIVES" must not be cut off while in motion, and other cars must not be dropped against them.

J36. When handling cars placarded "EXPLOSIVES," they must be protected by a car between such car and the locomotive.

J37. Wires may carry ELECTRIC CURRENT. All persons, especially trainmen working on the top of or about cars, are CAUTIONED to watch at all times for LOW or LOOSE WIRES and are WARNED not to COME IN CONTACT with any wire either broken, hanging or otherwise.

J38. Both the conductor and the Train Operator are responsible for the safety of the train and the observance of the rules, and, under conditions not provided for by the rules, must take every precaution for protection.

J39. IN CASE OF DOUBT OR UNCERTAINTY, THE SAFE COURSE MUST BE TAKEN.