

Dispatchers Phone 4-4586

Always Be Careful

# BAMBERGER RAILROAD COMPANY

JULIAN M. BAMBERGER, President H. L. BALSER, Vice President and General Manager V. J. CROSSLEY, Superintendent of Transportation

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NORTH BOUND, Read Down						EMPLOYEES TIME TABLE No. 120		SOUTH BOUND, Read Up								
FIRST CLASS						Superseding Time Table No. 119		FIRST CLASS								
Pole Nos.	61	7	5	3	1	Distance from Salt Lake	In Effect at 2 a. m. Friday, May 30, 1952	Distance from Ogden	2	4	6	8	52	62	Siding Capacity	
	Daily Ex. Sundays	Daily	Daily	Daily	Daily Ex. Sundays and Holidays				Daily Ex. Sundays and Holidays	Daily Ex. Sundays and Holidays	Daily	Daily	Sundays and Holidays Only	Sundays and Holidays Only		Daily Ex. Sundays
0.0	9.00PM	5.05PM	(6) 3.00PM	(4) 10.30AM	6.25AM	0.0			(8) 8.10AM	(8) 10.05AM	(5) 1.10PM	5.25PM	9.10PM	10.30PM	Y	
2.48	(62) DT 9.06	(8) DT 5.12			6.31	2.8			83.45	8.00	9.56	12.57	(7) DT 5.12	(61) DT 9.00	10.22	Y
5.30	9.09	5.16	3.10	10.40	6.34	5.5			80.75	7.56	9.52	12.53	5.08	8.56	10.18	Y
5.46	9.10	5.17	3.11	10.41	6.35	5.75			80.5	7.55	9.51	12.52	5.07	8.55	10.17	Y
6.19	9.12	5.18	3.12	10.42	6.36	6.3			29.95	7.54	9.49	12.51	5.06	8.53	10.16	8
7.56	9.14	5.20	3.14	10.44	6.38	7.91			28.34	7.52	9.47	12.49	5.04	8.51	10.14	(2) 28
9.11	9.16	5.22	3.17	10.47	6.41	9.21			27.04	7.49	9.45	12.46	5.01	8.48	10.11	16
11.08	9.19	5.25	3.20	10.50	6.44	11.15			25.1	7.45	9.41	12.42	4.97	8.44	10.07	25
15.47	(62) 9.30PM	5.34	3.27	10.59	6.52	15.8			20.45	7.38	9.34	12.35	4.90	8.35	(61) 10.00PM	12
18.42		5.38	3.31	11.03	6.56	18.6			17.65	7.32	9.29	12.30	4.85	8.30		
20.30		5.40	3.34	11.05	7.00	20.4			15.85	7.29	9.26	12.27	4.82	8.27		(2) 16 Wye
22.40		5.44	3.38	11.10	7.05	22.6			13.59	7.25	9.21	12.22	4.77	8.22		48
26.42		5.51	3.44	11.16	(2) DT 7.11	26.7			9.55	(1) DT 7.18	9.16	12.16	4.71	8.16		8
28.42		5.54	3.47	11.19	7.14	28.7			7.55	7.15	9.13	12.14	4.67	8.14		Y
29.42		5.56	3.49	11.21	7.17	29.7			6.55	7.12	9.11	12.12	4.67	8.12		16
32.20		5.59	3.52	11.24	7.20	32.3			3.95	7.08	9.08	12.09	4.63	8.08		12
36.16	(52) 6.15PM	(6) 4.05PM	(4) 11.40AM	7.35AM		36.25			0.0	6.55AM	(1) DT 9.00AM	(9) 12.01PM	(5) 4.15PM	(7) 8.00PM		Y

\*See Special Instruction No. 64

Y—In siding capacity indicates a yard.

Other Spur Tacks 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	6:15 A. M. to 12:01 A. M.			
North Salt Lake	Daily	8:00 A. M. to 11:30 P. M.			
Bountiful	Daily except Sundays	7:00 A. M. to 9:45 A. M., 10:30 A. M. to 1:07 P. M., 3:15 P. M. to 5:01 P. M.			
Farmington	Daily except Sundays	7:00 A. M. to 9:29 A. M., 10:35 A. M. to 1:19 P. M., 3:20 P. M. to 5:29 P. M.			
Kaysville	Daily except Sundays	7:20 A. M. to 9:26 A. M., 10:45 A. M. to 1:25 P. M., 3:20 P. M. to 5:35 P. M.			
Layton	Daily except Sundays	7:00 A. M. to 9:21 A. M., 10:50 A. M. to 1:30 P. M., 3:10 P. M. to 5:10 P. M.			
Ogden	Daily	6:00 A. M. to 11:30 P. M.			

### TONNAGE RATING IN TONS

FROM	TO	570	502-503 550-551	526 525	530 528	FROM	TO	570	502-503 550-551	526 525	530 528
Salt Lake Jct.	7th South	1085	*900	*700	*600	Ogden	Arsenal	1085	650	550	450
7th South	So. Temple	1085	*450	*450	*450	Arsenal	Centerville	2000	1300	750	750
So. Temple	Parkin	1085	650	550	450	Centerville	Parkin	1085	650	550	450
Parkin	Farmington	2000	900	700	600	Parkin	Everett Ave.	2000	1300	750	750
Farmington	Sidney	1085	650	550	450	Everett Ave.	1st South	1085	*450	*450	*450
Sidney	Layton	2000	900	700	600	1st South	Salt Lake Jct.	1085	*900	*700	*600
Layton	Arsenal	1085	650	550	450						
Arsenal	Ogden	2000	1300	750	750						

\*In series-parallel position only.

These ratings may be increased or decreased by Dispatcher.

### SPECIAL INSTRUCTIONS

Superseding 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 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, Heating Plant, Salt Lake City, 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-five 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.

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.

27. Trains switching across the State Highway at Beck Street, and along Ninth South Street, Salt Lake City, will strictly observe Rule 103. No public crossing will be held more than five (5) minutes at any time, if there are conveyances or pedestrians to pass over.

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. Remittances should be in the hands of Auditors Office 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.

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 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.

### COMPANY 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