# Bamberger Railroad Company

## NORTH ROUND—Read Down

<table>
<thead>
<tr>
<th>FIRST CLASS</th>
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<tr>
<td>Time</td>
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## SOUTH ROUND—Read Up

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<tr>
<th>FIRST CLASS</th>
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**Note:** The table contains information regarding train schedules and stops, with columns for different times and classes. The details are too specific to be summarized here.
SPECIAL INSTRUCTIONS
Superceding operating rules which are inconsistent therewith.

1. Wires along the line of the Bangor and Aroostook Railroad may carry ELECTRIC CURRENT. All employees, and especially passengers, should be warned not to touch wires, or any object whatever which may come in contact with any wire.

2. Trolley pickups are on each car and locomotive. In case of accident, passengers must not touch pickup, but run 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 for twenty-five miles between Westfield and South Canaan Stations. When electric freight locomotive uses west trolley wire it will be done at a high voltage, turn trolley pickup to pick up wire, due care not to come into contact with any wire.

4. All trains carrying revenue passengers have equal right to enter block. Other trains must give way 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 (DF) after train number, the trains will be on separate tracks. The meeting point will be between places shown and end of Double Track, except where single track is continued beyond by BLOCK SIGNALS.

6. In case of block signal failures or when Double Track is used as Single Track, all meets shown are

7. South bound trains have right of way northbound trains on single track between 24th and 25th Street, Ogden, on account of the traffic on southbound track.

8. The right of way switch between trains of same class, south bound trains will take sides, unless otherwise specified by train order.

9. In case of blockade or power outages, southbound passenger trains will be delayed at all places between southbound and northbound passenger trains will wait three (3) minutes, and if they have not cleared, they 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 crossing, although the train making a crossing is moving against the current of traffic therefore all said movements will be considered right of way. Exception will be made at slow speed. The short main south track to W.S. Take extra track here 212 must not be opened when southbound trains are moving between main switch and 6th Street as the opening of said switch will be held in view, the heating lights which proceeds the descending of the gate.

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

(c) After setting cars to Interchanges.

12. Report to Dispatcher at earliest opportunity all accidents involving passenger trains, as they are dangerous to train operation, including trolley trouble, or loss of a wheel or pole including the rear end pole number; also broken or damaged First Aid Kits and Boxes, and contents were removed.

13. Stock on right of way, should be reported to Dispatcher together with description to meet the point. A record of all such stock should be kept in Train Book.

14. Upon arriving at terminals, report to Dispatcher all 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 Headlin will open main switch and control switch, and will place control handle in indicator box.

15. Leave company telephone switch open when through talking.

16. If unable to communicate with Dispatcher, before leaving station, Train Operator of a regular train shall exceed on time table and all leagues, except as shown.

17. There will be an extra pole on the side of locomotive and an extra switch and hard on inside of locomotive. At least one conductor's and railroad agent's car is to be kept in a position that will make it possible for the Train Operator and make themselves thoroughly familiar with the provisions thereof.

18. Freight Conductors will keep record of seals, vented cars, and when pickup and set out, including this record on report.

19. Local freight cars will be all switching requested of them by Agents, unless otherwise instructed by Dispatcher.

20. Billing shall accompany all shipments of freight from Agent's points. Billing of shipments destined to non-agency points shall be delivered to the station agent.

21. For the purpose of this and all other orders, each pair of such glasses will be delivered at the station agent.

22. Train crews will not switch cars beyond the west side of the third track. Train operators will be furnished with instructions on crew. Running switches and cross sections at Savin Hill and from Newton Station to the east side of the third track.

23. The ability to operate over the second track as shown, is required of all cars so equipped with necessary, always to be equipped with one pair of such glasses constantly while on duty and in addition thereof must have in their possession at all times the pair of similar glasses.

24. All trains above will be operated by special order, and as far as possible, all trains will be switched to the track in the station agent's yard which will be the track in which the passenger agent's car is to be placed.

25. Local freight cars will be all switching requested of them by Agents, unless otherwise instructed by Dispatcher.

26. No agent will check baggage on trains to arrive at any station when agent is on duty.

27. To that end, Trainmen will be furnished with instructions on crew. Running switches and cross sections at Savin Hill and from Newton Station to the east side of the third track.

28. Trainmen will be furnished with instructions on crew. Running switches and cross sections at Savin Hill and from Newton Station to the east side of the third track.

29. Employees riding on passenger cars, unless otherwise instructed by Dispatcher, must be left open when through using.

30. Trainmen detached coupons from commutation or mileage books must compare the number of coupon with that which is on the book; if these do not agree, each must have a third person present when they are signed.

31. Trainmen must comply with instructions in this and all other instructions in the event of accidents.

32.派 of passengers, ordered by special order, and as far as possible, all trains will be switched to the track in the station agent's yard which will be the track in which the passenger agent's car is to be placed.

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40. In the interest of "SAFETY FIRST," every employee should refrain from all unnecessary conversation while the train is in motion. The conversation of the entire front portion of the car when there is space within the car.

41. Persons will be permitted to ride in a position that interferes with the view of Train Operator.

42. All miners are especially forbidden to stand or ride on platform or steps of moving cars, and it is the rule of the company that other trains be carried out, using such force as is necessary to compel such miners to go inside the car.

43. Inside trap doors, the trap doors discharging into the tracks shall be kept closed, and the outside trap doors, that is the trap doors discharging to the tracks shall be kept closed.

44. Persons will not be carried on freight or work trains, except persons in charge of live stock, stock men, and other persons approved by their agent's 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. The departure and destination of all trains will be shown by lights. A flag or other signal will not be required when train is in motion.

47. To make MEETING STOP, especially if brake rigging is difficult, more circuit breaker switch to "trip" then reverse controller.

48. All trains will be operated as instructed by special order, and as far as possible, all trains will be switched to the track in the station agent's yard which will be the track in which the passenger agent's car is to be placed.

49. All trains above will be operated by special order, and as far as possible, all trains will be switched to the track in the station agent's yard which will be the track in which the passenger agent's car is to be placed.

50. Train Operators must have the complete list of all accidents which occurred on or near the line, and report all accidents connected with

51. In case of any serious accident, Train Operator must be notified before the end of the train stops to the place of the accident, and will include this in the accident report.

52. When the accident report has been requested to give information, employees are instructed to advise everyone other than company officials about the accident, to be careful in discussions to discuss accidents with anyone. This is for the protection of our company's reputation.

53. Medication Boxes are maintained in the General Office, each district, and every department.

54. During layover, when not actually engaged in engine operation, the operator will remain at depot and assist in loading of passengers and freight.

55. In severe cold weather air reservoirs should be drained and trolley wire left on the wire; center heater switch on 200 class cars being kept on, but all others being turned off.

56. Indebted trains have right of way over outbound trains at Salt Lake passenger terminal.

57. The departure and destination of all trains will be shown by lights. A flag or other signal will not be required when train is in motion.

58. Salt Lake and Ogden yards are indicated by Yard Line Board.
which will clear Signal 93, if switch indicator shows that block is unoccupied. Otherwise trains will be governed by rule 602.

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, when equipped with flashing indicator lights, Flashing green light indicates gates should descend and the highway be closed; when train reaches the flashing yellow light indication that gate mechanism is not functioning, gates will not move and train must approach crossing at reduced speed. When alternating electric power is off, gates will remain in upright position. If in train approaching crossing, however, lights should flash on battery. Train Operator should instruct crossing guard to close gates if operation is certain that such movement can be made safely.

71. All trains crews using this traffic which may use our courtesy on approach to other trains operating thereon.

72. All trains railroad freight and switching trains will have right over Government railroad trains at all crossings.

73. Interchange tracks will be used for inbound or outbound traffic as outlined from time to time.

74. Cars must not be left so that they will clear clear equipment moving past them on an adjoining track or so that they will foul leads or tracks or cross tracks of same side of car or engine, or with this end out of the cab window of an engine, will pass safely.

75. A train or engine must not foul a track until the proper lead tracks or sidings are properly held, and when waiting to cross from one track to another and during the approach of a train engine on tracks involved, all switches close to the movement must be secured in the normal position. A train or engine must not be restored to the normal position until a movement is completed or cleared.

76. 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 day, yard engines, headlights should be used during daytime whenever necessary.

77. When cars are pushed by an engine, a trainman must notify the switchman of the leading car's position on the leading car.

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

79. When practicable, the Train Operator must see that the switch engines near the engine are properly lined.

80. When emergency repair work is to be done on a train, a train and a blue signal is not available, the Train Operator must see that the movement is properly protected before those engaged in making the repairs.

81. Derailing switches must be left set to KEEP DERAIL, except when thrown to allow passage of train or engine. In between the derailing switch and main line controls.

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

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

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

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

86. All persons must keep a safe distance from moving trains and the area to avoid injury from falling objects or projections on equipment.

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

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

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

90. Air must be used on all cars.

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

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

93. Employees must not go nor be in front of moving engine or cars to couple or uncouple them, to control turnout, to change turn and others.

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

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

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

97. When equipment is being moved by rope, chain or cable, employees must take extra precaution to see that rope, chain or cable is not caught.

98. Coal embers must not be placed on interchange tracks unless the drawbars are properly wound.

99. Conductor to keep record of seals, including connections, etc. when picked up and set out, including this record on wheel reports.

100. Conductors shall obtain a complete list of all written orders. All accidents and reports must be connected with name to their superiors. When reports are made, they must be filed by a Joint Committee of Inquiry to be joined by the General Manager and the General Manager and the General Manager and the General Manager of the railroad.

101. Explosives must be handled in strict accordance with the strictest rules of safety. ALL accidents and reports must be connected with name to their superiors. When reports are made, they must be filed by a Joint Committee of Inquiry to be joined by the General Manager and the General Manager of the railroad.

102. Explosives must be handled in strict accordance with the strictest rules of safety. ALL accidents and reports must be connected with name to their superiors. When reports are made, they must be filed by a Joint Committee of Inquiry to be joined by the General Manager and the General Manager of the railroad.

103. Case placed explosives "EXPLOSIVES" must not be dropped, or in other cases, must not be dropped against them.

104. When handling cases placed "EXPLOSIVES" must not be dropped, or in other cases, must not be dropped against them.

105. Wires may carry ELECTRIC CURRENT. All persons, especially trainmen, working on the top of cars and on trains and on trucks and cars for LOW or LOW WIRING and are WARNED not to work on cars with any wire either broken, banged or otherwise.

106. 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.

107. In CASE OF DOUBT OR UNCERTAINTY, THE SAFE COURSE MUST BE TAKEN.