

**THE OGDEN UNION RAILWAY
AND DEPOT COMPANY**

RULES AND INSTRUCTIONS

FOR

ALL DEPARTMENTS

EFFECTIVE FEBRUARY 1, 1969

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THIS BOOK IS THE PROPERTY
OF THE

**The Ogden Union Railway
and Depot Company**

AND IS LOANED TO

NAME	OCCUPATION

Who hereby agrees to return it to proper officer when called for, or upon leaving the service.

The rules and instructions herein set forth govern the operation of The Ogden Union Railway and Depot Company.

They take effect February 1, 1969, superseding all previous rules and instructions not consistent therewith.

Special instructions may be issued by proper authority.

Employees in yard service of The Ogden Union Railway and Depot Company must obtain a copy of Operating Rules of the Union Pacific Railroad Company from the proper officer, and be conversant with and obey such rules. Such employees must also obtain a copy of and be governed by Union Pacific Safety Instructions.

Employees in yard service of The Ogden Union Railway and Depot Company will, when working under the jurisdiction of the Union Pacific Railroad Company, comply with instructions from the Union Pacific officers and supervisors.

Employees in yard service of The Ogden Union Railway and Depot Company will, when working under the jurisdiction of the Southern Pacific Company, comply with instructions from the Southern Pacific officers and supervisors.

Employees of railroads operating on tracks within the limits of the Ogden Union Railway and Depot Company's jurisdiction will be governed by the rules and instructions of their own railroad company insofar as such rules and instructions are not at variance with these rules and instructions.

W. D. LAMPRECHT, President.

G. A. CUNNINGHAM, Vice President.

NOTE: Where in these rules, in special rules, or in superintendent's bulletins or notices, the following terms appear, they will apply as follows:

CONDUCTOR—To conductors, engine foremen and yard pilots;

BRAKEMAN—To brakemen, switchmen and engine herders;

TRAINMEN—To conductors, brakemen, engine foremen, yard pilots, switchmen, and engine herders;

ENGINEER—To engineers and hostlers;

FIREMAN—To firemen and hostler helpers;

ENGINEMAN—To engineers, firemen, hostlers and hostler helpers;

FLAGMAN—Any employe who is assigned, or instructed, to furnish flag protection.

STANDARD CLOCKS

“Standard clocks are located at:

“S.P. telegraph office, Union Station;

“U.P. telegraph office, Union Station;
21st Street change room;

“33rd Street change room;

“‘YD’ telegraph office;

“‘RD’ telegraph office;

“28th Street change room;

“Riverdale change room;

“U.P. roundhouse;

“S.P. roundhouse;

“Conductors’ lobby, general yard office.

SIGNALS

7 (R). Switchtenders in giving signals must take position on the track on which the train or engine is moving and they must be prepared to stop any conflicting movement should a signal be acted upon by a crew other than the crew for which the signal was intended. Signals must be given in ample time to permit their proper observance.

8 (R). All movements at 32nd Street, Patterson Avenue, 29th St., Bridge Junction, Cecil Junction, are controlled by switchtenders who will use yellow flag by day, yellow light by night.

INSPECTION AND REPAIR PROTECTION

26 (U). P. F. E. Company employes will display blue signals on cars or trains on ice house cleaning track, or other tracks, while they are working on, under, or about such cars or trains. Special locks, in addition to

blue signal protection, will be used in some cases.

Where mechanical blue flag protection is in service at P. F.E. Icing Platform when blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected, must stop before passing blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains, so long as blue signals are displayed.

USE OF SIGNALS

30 (S). When mechanical force is on duty, engine bell must be rung continuously when switching repair tracks and shop tracks.

MOVEMENT OF TRAINS AND ENGINES

83 (R). Before starting trip to any point outside Terminal Limits, engine foreman will obtain from operator at telegraph office a check of register by telephone. Engine foreman must fill out register check, Form 2529, and deliver to engineer. Engine foreman will also obtain a line-up of other trains, a copy of which must be delivered to the engineer. The register check and line-up do not relieve yardmen and enginemen from providing protection when required by the rules.

84 (R). Trains must not leave Union Station without a signal from stationmaster or proper officer.

93 (T). Trains and engines may move against the current of traffic in yard limits without being preceded by a flagman except:

When on the time of a first-class train;
When the view is obscured by weather or other conditions.

Movement against the current of traffic must not be made by road crews or road engines unless instructed to do so by yardmaster, switchtender herder, or operator.

93 (W). Herder or other employe accompanying light engine or train into any track must be governed by instructions from yardmaster. In the absence of such instructions, herder or other employe must precede movement of train or engine around obscured curves and through cross-overs.

Herder or other employe accompanying engine to and from round house must precede the movement over working leads to protect movement against other trains and engines. In back-up movement of light engine, herder or other employe must ride or precede rear of unit.

93 (Y). When cars are pushed by an engine, except when switching either within or outside of yard limits, or when making up trains in yards, and even in above exceptions when conditions require, a member of the crew must take a conspicuous position on the leading car. By night he must display a white light.

JUNCTIONS AND RAILROAD CROSSINGS
98 (T).

Location	Railroad Crossed or Junction With	How Governed
21st Street	D. & R.G. W. frt. main track over O. U. R. & D., 5 tracks.	Dwarf signals. See Rule 98 (U).
Wall Ave. between Rushton & 21st Street	D. & R. G. W.-U. P.	Interlocking signals. See Rule 98 (Y).
Evona Branch connection with D. & R. G. W. to joint Sugar Works.	D. & R. G. W.-U. P.	Dual Controlled Switches are in service. Signals and switches are controlled by D. & R. G. W. Dispatcher & proper authority must be received from D. & R. G. W. Dispatcher for movement.
Cecil Jct.	U. P.-S. P.	Block signals and signal from switchtender. See Rule 104 (U).

98 (U). Color light dwarf signals govern movements over O. U. R. & D. and D. & R. G. W. crossings at 21st Street.

When a signal on O. U. R. & D. track displays Stop indication and no immediate conflicting movement is evident, a trainman or yardman must proceed to the crossing and if derails on D. & R. G. W. are in derailing position and signals governing conflicting route display Stop indication, he may then signal his train or engine to proceed over the crossing.

When a signal on D. & R. G. W. displays Stop indication after switches and derails are in proper position for D. & R. G. W. movement, D. & R. G. W. yardman at crossing, must inspect switches and derails to see that they are in proper position for movement and that signals governing conflicting route indicate Stop, before he may signal train or engine to proceed over crossing.

Limits extend between home signals, except signal governing eastward movements on eastward main track will indicate Stop when route is lined for D. & R. G. W. movement over crossings if track is occupied between D. & R. G. W. junction switch and signal governing westward movements on eastward main track.

Signals on O. U. R. & D. tracks normally indicate Proceed.

Signals on D. & R. G. W. tracks normally indicate Stop.

Derails are in service on D. & R. G. W. tracks only and are operated by pipe connection from switch stand located at control point at each crossing.

Electric time locks are in service at switch stand at each control point.

Where two tracks converge into one track over crossings, one signal will govern movement over crossing from such tracks.

Signal indications do not indicate position of switches located within limits of home signals, except that signals governing eastward movements on eastward main track will display Stop indication when either or both switches of cross-over east of crossing are not in normal position, and will display yellow indication when route is lined for movement to yard.

All D. & R. G. W. movements over crossing will be handled by a member of D. & R. G. W. crew, and when movements are completed, route must be restored for O. U. R. & D. movements by member of D. & R. G. W. crew.

If employe closing derails for D. & R. G. W. movement finds he is unable to complete operation and place switch stand lever in notch and hook hasp, split point derails must be spiked in closed position and derails inspected to see that they are not in derailing position before employe may signal train or engine to proceed over crossing.

98 (V). At 29th St., Patterson Avenue, 32nd St. and Bridge Junction, in addition to complying with all block signal and Stop sign indications, all trains and engines must be governed by signals from switchtender.

98 (Y). When a train or engine is stopped by a Stop indication of automatic interlocking signal governing movement over U.P.-D. & R. G. W. crossing at 21st Street

and Wall Avenue, a member of crew must proceed to crossing and may signal his train to proceed over crossing if there is no train or engine approaching on conflicting route. If a train or engine is between home signals on conflicting route, proceed signal must not be given until crew of train or engine on conflicting route understands movement to be made and acknowledges understanding that their train or engine will not be moved until train or engine which has been stopped by signal has completed movement over crossing.

99 (S). When yard engines go in on tracks, yardman following engine must remain at switch on lead to protect movement and line switches.

103 (X). Red wigwag signals at 12th St. road crossing near entrance to Defense Depot Ogden are not activated for use until a switch located in shanty just inside gate is set.

To avoid any hazard at this crossing, these signals must be operating before crews move over 12th Street crossing.

Switch crews using this crossing must be sure to turn electric switch in shanty before moving over crossing and when leaving, release lights by turning switch.

104 (U). At Cecil Junction, all switches and derails except on drill track 4 must be handled by switchtenders. Trains and engines on all tracks except drill track 4 must call for and receive signal from switchtender before proceeding.

104 (W). At Pillsbury Mill, cars left on lead must be left above derail and derail set

in derailing position.

At Pillsbury Mill, the second derail must be locked in derailing position except when cars or engines are moving in that location.

104 (Y). For movement through spring switch from Advance track to main track at Second Street, and through spring switch at east end of siding at Bridge Junction, the following will govern:

When signal governing movement to main track displays a proceed indication, a train or engine may move to main track without opening switch and without waiting three minutes;

When signal displays Stop indication, if conditions permit movement to main track, spring switch must be opened by hand, and after waiting three minutes, train or engine may proceed being governed by block signal rules. Switch must not be returned to normal position until after the leading wheels have passed the fouling point.

104 (Z). In connection with movement of trains through network at Bridge Junction, 29th St., Patterson Ave., and 32nd St., it will be responsibility of switchtender to know that all switches to be used are properly lined and locked prior to arrival of train.

109 (S). Bulletins affecting the movement or safety of trains or engines will be posted in bulletin books at the following locations:

Conductor's room;

U. P. telegraph office, Union Station;

U. P. roundhouse;

"RD" telegraph office;

"YD" telegraph office;

S. P. telegraph office;

S. P. roundhouse;

D. & R. G. W. yard office.

152 (R). SPEEDS SHOWN BELOW ARE MAXIMUM SPEEDS PERMITTED AND MUST NOT BE EXCEEDED:

Location	Maximum Speed Miles Per Hour	
	Psgr.	Fr.
At any point. (Except freight trains main line between 12th Street and Wall Avenue.)	30	15
When using crossovers or turnouts.	15	15
Over railroad crossings.	15	15
Switches Cecil Jct.	15	15
U.P. and S.P. Roundhouses & Shop Limits.	8	8
Over switches at 23rd and 26th Streets and in Union Station Passenger yard.	8	8
Wye. and Balloon Track, Patterson Avenue	10	10

GENERAL REGULATIONS

711 (T). Putting foot in power brake wheel to set brake, is prohibited. Feet are to be carefully set on brake platform and brake wheel set with hands.

722 (R). Employees are prohibited from getting on top of box or other house cars not equipped with a roof running board.

Employees may ride on roof of cars equipped with roof running board when necessary during switching operations, but must not cross from the roof of one car to another while in motion.

722 (S). Employes must not ride on moving cranes except in the cab.

TRAIN AND YARD SERVICE

800 (R). When using track where gates are in service, member of crew must see that gates are fastened open before movement is commenced. After movement is completed, gates must be closed and locked.

Employes must keep close lookout for insufficient clearance when using these gates.

802 (V). All tracks in Ogden Yard are on a descending grade (north) westward.

Train crews handling trains into Ogden Yard from north or west must set at least five (5) good hand brakes, or more if tonnage necessitates, on main body of trains ahead of caboose(s) after train has stopped in receiving track and air brakes have been set.

Train crews handling trains into Ogden Yard from the east must set at least five (5) good hand brakes, or more if tonnage necessitates, on main body of trains, immediately behind road power, after train has stopped in receiving track and air brakes have been set.

Southern Pacific and Union Pacific Utah Division Train crews handling trains into Riverdale Yard must set at least five (5) good hand brakes, or more if tonnage necessitates, on main body of trains ahead of caboose(s) after air brakes have been set.

Yard crews engaged in switching operations in Ogden Yard on tracks used in the makeup of trains, when the train is made up

and shoved together, there must be at least five (5) hand brakes applied to cars at the north or west end of such cars or tracks. These brakes must be set in addition to any which may have been set on cuts during switching operations.

When train is made up, hand brakes must not be released until road engine is coupled to train and train line charged.

When necessary to detach road engine in order to do switching after train is made up, yardmen must see that sufficient hand brakes are set to hold train.

On tracks other than those on which trains are being made up the hand brakes must be applied on at least five (5) cars at the north or west end of such cars. In cases of less than five (5) cars, sufficient hand brakes must be set to properly secure cars.

Cars and engines must be placed into clear on tracks at least one (1) car length.

As cars are assembled into tracks they must be coupled with other cars and not left in cuts uncoupled.

Single cars must not be cut off into clear tracks without first trying hand brakes to determine if it will hold car.

Cars must not be cut off without rider and allowed to couple into other cars unless there are at least five (5) hand brakes set on cars already in tracks.

802 (W). All tracks at Defense Depot Ogden classification yard at 12th Street are on descending grade to west. Cars placed on these tracks must be secured with at least three hand brakes.

802 (BB). Engines must not be moved

over live rails of track scales equipped with dead rails, and when moved over dead rails of track scales, a speed of 5 MPH must not be exceeded.

Sanders must not be used over track scales and engines or cars must not stand on dead rail over scale deck or platform of track scales.

Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with cars on scales, speed must not exceed 2 MPH and 4 MPH must not be exceeded over scales in any case.

Cars on live rail must not be moved by other cars or engines moving on dead rail, or vice versa. Cars must not be moved over scales with one truck on live rail and other truck on dead rail.

EXCEPTION: Engines may be moved over east yard track scale at a speed of not to exceed 4 MPH.

802 (CC). Passenger Yard tracks are on a descending grade to the north or west and when equipment is left, sufficient hand brakes must be set and wheels blocked to prevent roll-out.

809 (S). Doors of refrigerator cars and cars equipped with plug doors must be closed and fastened before being switched.

PASSENGER SERVICE

837 (R). Toilet doors must be closed and locked when trains are in Union Station Passenger Yard.

Gates must be in proper position on all passenger equipment being switched or standing in service in passenger yard.

837 (T). When passenger equipment is being switched, carmen, coach cleaners, electricians, baggagemen, mail clerks or other unauthorized persons must not ride on sides of cars nor on car steps.

TRACK RESTRICTIONS

896 (R). Engines of any class must not go on drop pit wheel track - over drop pit.

CLOSE CLEARANCES

900 (R). There are close clearances at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or car is close at—
Union Station Passenger Yard	Umbrella sheds.	Side.
	North end tracks 2 & 3.	Insufficient clearance for man riding side of cars when two movements made at same time.

900 (S). Umbrella sheds in Union Station passenger yard will not clear a man on side of car except when he is standing on sill step.

AIR BRAKES

1006 (R). Standard brake pipe pressures are as follows:

Switching or handling freight and mixed trains—90 pounds;

Switching or handling passenger trains—110 pounds.