

**Union Pacific - Western Pacific  
Joint Pamphlet No. 1**

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**Rules for Joint Operation  
Between  
Smelter and Salt Lake City**

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**Effective Sunday,  
May 7, 1967,  
at 12:01 A.M. Mountain Time**

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The rules herein set forth govern the joint operation of the Union Pacific and Western Pacific between Smelter, Utah and Salt Lake City, Utah.

Except as specifically provided herein, employees will be governed by the rules of the company by which they are employed, whether operating on the tracks of the Union Pacific or those of the Western Pacific.

Special instructions may be issued by proper authority.

**D. F. WENGERT**  
Vice President—Operation  
Union Pacific Railroad Company

**L. D. MICHELSON**  
General Manager  
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## GENERAL

Union Pacific and Western Pacific main tracks, as shown below, are designated as two main tracks and will be used jointly by Union Pacific and Western Pacific trains and engines:

Union Pacific main track between westward Stop signal near 9th West and South Temple, Salt Lake City, and eastward Stop signal at Smelter, UP MP 766.2.

Western Pacific main track between westward Stop signal near 9th West and South Temple, Salt Lake City, and eastward Stop signal at Smelter, WP MP 911.2.

Union Pacific and Western Pacific controlled sidings at Garfield and Union Pacific controlled siding at Buena Vista may be used by trains or engines of either company.

Trains or engines using Union Pacific tracks will be governed by Union Pacific rules contained herein. Trains or engines using Western Pacific tracks will be governed by Western Pacific rules contained herein. Except for these rules, employes of each company will be governed by the rules and special instructions of the company by which they are employed.

## DEFINITIONS

### UNION PACIFIC

**RESTRICTED SPEED**—Proceed prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train, but a speed of 15 miles per hour must not be exceeded.

(Reduce Speed, Resume Speed Signs)

**Rule 10 (J).** Reduce Speed sign showing by figures the maximum speed permitted, placed on engineer's side of track, indicates that the track 2,500 feet distant is in condition for a speed of not more than indicated by the sign.

**Example:** 60-45 will indicate maximum speed of 60 MPH for passenger trains, 45 MPH for freight trains.

Resume Speed sign placed on engineer's side of track, indicates that the Reduce Speed location has been passed.

The entire train must pass over the designated location at the specified speed.

Such speed restrictions will also be shown in time-table or bulletin.

### WESTERN PACIFIC

**RESTRICTED SPEED**—A speed that will permit stopping short of another train, obstruction or switch not properly lined, and looking out for broken rail, not exceeding 15 miles per hour.

**YARD SPEED**—A speed, according to conditions, prepared to stop within one-half the range of vision and short of a train, engine, cars, misplaced switch, derail or other obstruction, or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman.

**MEDIUM SPEED**—A speed not exceeding 35 miles per hour.

(Speed-Control Boards)

**Rule 10 (J).** Speed-control boards that prescribe reduction in speed will be located to the right of track in the direction of approach 4,000 feet in advance of point of restriction.

Speed-control boards that authorize an increase in speed will be located at the point where higher speed is permissible and speed may be increased accordingly as soon as rear of train has passed such speed-control board.

The higher number on white oval speed-control board indicates the maximum permissible speed of passenger trains whose consist includes conventional passenger car equipment, and the lower number indicates the maximum permissible speed for freight trains. Where but one number is shown, it indicates the maximum permissible speed for both conventional passenger and freight trains.

Yellow round speed-control boards indicate the maximum permissible speed of Diesel-powered streamlined passenger trains as designated by special instructions in the time-table or by bulletin. Yellow round speed-control boards will be displayed on the same post below the white oval speed-control board, or on separate posts.

# MOVEMENT ON SIDINGS

## UNION PACIFIC

### Rule 105 (Second paragraph)

Trains using any track other than a main track must move at restricted speed, and when using a siding, if view is obstructed, flagman must be sent ahead.

## WESTERN PACIFIC

### Rule 105 (First paragraph)

Unless otherwise provided, trains and engines using siding or other inside track not protected by signals must proceed at yard speed.

### SIGNAL INDICATIONS

In the following illustrations of signal indication, colors are indicated as follows:

- R—Red
- Y—Yellow
- G—Green
- FY—Flashing Yellow
- L—Lunar

### UNION PACIFIC

Rule	ASPECTS	NAME	INDICATION
240A		STOP	Stop.

With or without letter "A" plate.

240B		STOP AND PROCEED	Stop, then proceed at restricted speed to next home signal.
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With number plate.

240E		APPROACH	Proceed prepared to stop at next signal. Train exceeding 30 miles per hour must immediately reduce to that speed.
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With or without letter A or number plate.

### WESTERN PACIFIC

Rule	ASPECTS	NAME	INDICATION
292		STOP	Stop.


291		STOP AND PROCEED	Stop, then proceed at restricted speed.
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291 Number Plate


285		APPROACH	Proceed, preparing to stop at next signal. Trains exceeding medium speed must at once reduce to that speed.
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**UNION PACIFIC**


**WESTERN PACIFIC**

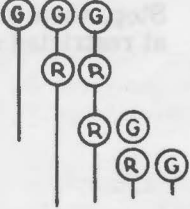
Rule	ASPECTS	NAME	INDICATION
240F		<b>ADVANCE APPROACH</b>	Proceed on route indicated prepared to pass next signal at not exceeding 40 miles per hour.

Rule	ASPECTS	NAME	INDICATION
282		<b>APPROACH MEDIUM</b>	Proceed, approaching next signal at medium speed.


282A		<b>HIGH APPROACH</b>	Proceed, approaching next signal not exceeding 50 miles per hour.
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284		<b>ADVANCE APPROACH</b>	Proceed, approaching next signal at prescribed turn-out speed. Trains exceeding medium speed must at once reduce to that speed.
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281		<b>CLEAR</b>	Proceed.
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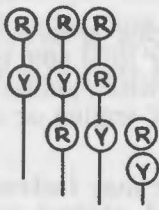
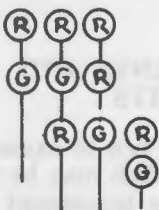
240G		<b>CLEAR</b>	Proceed on main route.
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With or without letter A or number plate.

240H		<b>RESTRICTING</b>	Proceed on route indicated at restricted speed.
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287		<b>DIVERGING RESTRICTING</b>	Proceed on diverging route at restricted speed, except observe Rule 105 where applicable. Observe prescribed speed through turnout.
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## UNION PACIFIC

Rule	ASPECTS	NAME	INDICATION
240J		DIVERG- ING APPROACH	Proceed on diverg- ing route prepared to stop at next sig- nal.
	<p>With or with- out letter A or number plate.</p>		
240K		DIVERG- ING CLEAR	Proceed on diverg- ing route.
	<p>With or with- out letter A or number plate.</p>		

### UNION PACIFIC STOP SIGNALS

**Rule 267.** When a train or engine is stopped by a Stop signal and no conflicting train movement is evident, member of crew must communicate with dispatcher or operator and be governed by his instructions. If authorized to proceed, clearance Form C must be copied by a member of the crew and delivered to the engineer. After complying with Rule 528, train or engine may then proceed at restricted speed to next signal, but, when so instructed by dispatcher or operator, flagman must be sent ahead.



When flagging from a Stop signal, train or engine must wait ten minutes after flagman has started ahead, then proceed at restricted speed following flagman to next point of communication or to the next signal displaying Approach, Advance Approach, or Clear indication.

**Exceptions:** Clearance Form C will not be required as authority to proceed from a Stop indication when movement is leaving main track or leaving CTC territory or for movement entirely within yard limits.

When instructed by dispatcher or operator to send flagman ahead and no brakeman is available to provide protection, train will move forward until leading wheels are one car length past Stop signal, wait ten minutes and then proceed at restricted speed to next signal.

When stopped by a Stop signal and communication has failed, train or engine must not proceed, except when not standing between Stop signals at a station, train or engine must move forward under flag protection to a point where they will be between Stop signals at a station, clearing main track when practicable.

## WESTERN PACIFIC

Rule	ASPECTS	NAME	INDICATION
286		DIVERG- ING APPROACH	Proceed on diverg- ing route, ap- proaching next signal prepared to stop. Observe pre- scribed speed through turnout.
283		DIVERG- ING CLEAR	Proceed on diverg- ing route. Observe prescribed speed through turnout.

### WESTERN PACIFIC STOP SIGNALS

**Rule 509.** When a train or engine is stopped by a "Stop" indication and such indication does not change promptly to a proceed indication:

(A) Communicate with train dispatcher.

1. If train dispatcher knows there is no opposing train in the block, or at sidings that there is no train in the block between absolute signals, instructions may be issued under Form B and train or engine must move at restricted speed until rear of train passes next governing signal displaying a "Proceed" indication.

2. When dispatcher is not positive that there are no opposing movements involved, he may instruct the conductor or engineer to proceed under flag protection.

(B) If there is a lack of communication and stop signal does not bear the letter "A", train or engine may proceed under flag protection without authority from the train dispatcher.

When proceeding under flag protection under any of the above conditions and signal in advance can be seen displaying a "Proceed" indication, and view of track is clear to such signal, train or engine may pick up flagman. The movement must not exceed restricted speed until the rear of train passes next signal displaying a "Proceed" indication.

When train or engine is stopped by a stop signal bearing the letter "A", it must stay until authorized to proceed, either under Form B authority or by dispatcher authority to flag. The procedure under (A) and (B) must be repeated at each "Stop" indication.

Western Pacific Rule 510 (A) does not apply on Union Pacific tracks.

**Rule 528.** When authorized to proceed from a Stop indication of a signal governing movement over remote control or dual control switches and hand operation of switches is not necessary, selector lever on switches over which movement is to be made must be placed in HAND position, and even though switch points appear to be in proper position, before making first movement over switch the switch operating lever must be moved back and forth until switch points are seen to move with movement of lever. Switch must then be lined for route to be used. Selector lever may be restored to MOTOR position as soon as any part of train passes the signal.

**Rule 510 (A)** When a train is moving under Form B authority, it may pass a Stop-and-Proceed signal (Rule 291) without stopping at Restricted Speed.

**Rule 546.** When a train or engine is authorized to pass a Stop signal as prescribed by Rule 509, trainmen or enginemen must examine the switch points and observe them until leading wheels of engine or car have passed over switch points.

If conditions require, dispatcher may instruct trainmen or enginemen to place dual control switch in hand throw position before movement over the switch is made, and thereafter be governed by rules covering hand operation of dual control switches.

### SWITCHING MOVEMENTS AND WORKING LIMITS

**Rule 547.** Switching movements not to exceed (one) initial and (one) reversal of direction may be made by signal indication. In each case, the movement must be completed beyond the opposing absolute signal. The foregoing is not to conflict with a reverse movement as prescribed by Rule 548.

When work is to be done by any train or engine within a block or blocks requiring movements in both directions and such movements are not to be made by signal indication, authority must be obtained from train dispatcher who will specify working limits, and when necessary, time limits.

Before granting work authority, train dispatcher must know that there is no train approaching the work area in the block, or blocks, to be used and he must protect the end of working limits by stop indications and apply tags to appropriate controls. Thereafter, tags must not be removed or signals cleared until train or engine reports work completed, except that tags may be raised, but not removed from controls, to clear signals away from the working limits, to code a diverging route movement that is not included in the working limits, or to place signal at stop.

When practicable train or engine granted work authority should be given signal to enter working limits.

Train or engine holding working limits may permit another train or engine to work within its working limits after a definite understanding is had between conductor of each train and train dispatcher advised of this fact. Conductors must instruct their engineers of understanding reached and provide necessary protection. When more than one train is working within the same limits all moves must be made at restricted speed. Conductor of train which has entered working limits of train holding working authority must clear out to the conductor of that train when leaving such working limits. The conductor of the train holding the working authority is strictly responsible for knowing the other train is clear of the working limits before releasing working limits.

**(Rule 547 Continued)**

When train or engine requests working limits, employe will state his name, occupation, location and train or engine number, and will repeat working limits and, if specified, time limits, to the train dispatcher who will then give his "OK." Train dispatcher must make written record of such authorization.

Within working limits, unless main track is continuously occupied, a main track switch left open or dual control switch left in hand throw position, renewed authority must be secured from train dispatcher before returning to main track.

Train dispatcher must be notified when work is completed.

When time limit is specified, train or engine must report work completed by the time stated. When additional time is required, it must be authorized by train dispatcher before expiration of previous time limit.

While occupying working limits, train or engine may move in either direction without flag protection.

Within working limits, signal displaying aspect per Rule 291, and absolute signals at other than dual control switches, may be passed without stopping. Indications of absolute signals at dual controlled switches within working limits must be respected, except when switch is in hand throw per Rule 545. Working limits may be entered by authority of train dispatcher without signal indication.

**Rule 548.** If it becomes necessary to reverse the movement of a train or engine in T.C.S. (CTC) territory, such reverse movement must be made under flag protection to the next absolute signal, except when the absolute signal can be seen displayed for a reverse movement and the intervening track is seen to be clear, or when a portion of the train or engine stops on switch points of a dual controlled switch after having passed an absolute signal displaying a "PROCEED" indication, and rear of train or switch cut is between absolute signals at a station.

**Rule 529.** After passing a signal governing movement over a remote control or dual control switch, if train or engine stops before entire movement has passed next opposing signal and makes a reverse movement out of that block, no forward movement may be made into that block except on signal indication or as provided by Rule 267.

**Special Rule 529 (R).** Referring to Operating Rule 529:

When a train has moved on signal indication beyond the leaving signal at a station, either on main track or siding, and it is necessary to make a reverse movement, a member of crew must so advise dispatcher.

Dispatcher must block switch and signal levers, and must not change position of the switch, clear a signal for a conflicting movement, or remove marker blocks until he has been advised verbally by a member of the crew that his train has backed clear of the insulated joints at the signal.

**SPECIAL INSTRUCTIONS APPLYING TO EMPLOYES OF BOTH RAILROADS**

**CLEARANCES**

Trains of either railroad, having received clearance at their initial station on their own railroad, need not receive additional clearance to enter joint track at Smelter or Salt Lake City, but will be governed by the indications of the signals at those locations.

**CROSSOVERS AND TURNOUTS**

Two crossovers at Smelter are No. 20 turnout. Maximum permissible speed through these turnouts is 35 MPH.

East crossover at W.P.-U.P. Jct., near 10th West, Salt Lake City, is No. 14 turnout. Maximum permissible speed through this turnout is 20 MPH.

West crossover at W.P.-U.P. Jct., near 10th West, Salt Lake City, is No. 10 turnout. Maximum permissible speed through this turnout is 10 MPH.

**MOVEMENTS CONTROLLED BY SWITCH TENDERS**

**Special Rule 104 (X).** At Salt Lake City, eastward trains and engines on *main track* must stop to clear Fifth North Street unless proceed signal is received from switch tender.

Unless otherwise directed, trains and engines moving to North Yard tracks from *Freight Line* must stop on straight track to clear Fourth North Street crossover, unless proceed signal is received from Fifth North switch tender.

Road engines moving from diesel shop lead must sound whistle signals as follows:

- Diesel shop to passenger depot..... o ——
- Diesel shop to Thirteenth North..... o o o o
- Diesel shop to east or west lead,  
Fifth North ..... ——

**CLOSE CLEARANCES**

**Special Rule 900 (R).** There are close clearances above and 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 Clearance of engine or car is close at:	
	Obstruction	Viaduct
North Temple Street	Side and top.	