

220-13

Ogden, October 27, 1944

Special Notice No. 159
Enginemen No. 83

Road and Yard Engineers:

Herewith revised mileage routes covered by locomotives from roundhouse leads to trains and designated main track switch for freight trains to enginehouse leads and from trains (Passenger) to enginehouse lead.

This supercedes Special Notice No. 24 of February 25, 1943.

V. M. Petterson

	<u>Miles</u>	<u>Miles</u>
	<u>Run</u>	<u>Allowed</u>
<u>Engine Freight Crews Arriving Ogden from West</u>		
1 Designated main track switch, to east end of icing platform cut off. Moves ahead to switch, then returning to round house relief track.	2.07	2
<u>Engine Passenger Crews Arriving Ogden from West</u>		
2 Depot east to cross over, back to passenger relief track.	1.20	1
<u>Engine Passenger Crews Departing Ogden Westward</u>		
3 Roundhouse passenger lead, out engine track to train at point near viaduct.	0.39	None
<u>Engine Freight Crews Departing Ogden Westward</u>		
4 Roundhouse lead at water column, heads forward to switch leading to yard track from west end, then backs coupling to train.	0.40	None
<u>Engine Freight Crews Departing Ogden Westward When Receiving Train in New Yard. (Riverdale)</u>		
5 Roundhouse enginehouse lead, to train when located in new O. U. R. & D. Yard, Riverdale.	1.7	2
<u>Freight Crews Arriving Montello from West</u>		
6 Designated yard track switch, to water column, down eastward track over to cross over #1, back through east engine lead to enginehouse relief track.	2.3	2
7 Designated yard track switch, to water column, down eastward track over east yard switch opposite signal 6631, back through #2 track, back east engine lead to engine house relief track.	2.8	3
8 Designated main track switch, down main line to switch east end of yard leading to north siding, then return to Engine house relief track. 18490	3.62	4
9 Designated yard track switch, down main line to water column opposite club house.	0.89	None
<u>Engine Passenger Crews Arriving Montello from West</u>		
10 Oil and water column opposite club house, down to main track switch, back down on #2 track over on to engine lead to engine house relief track.	1.9	2

		<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Freight Crews Arriving Montello from East</u>			
11	Designated yard track leading to north siding uncoupling, moves forward over eastward main track through yard switch opposite signal, 6631, back to enginehouse lead to relief track.	1.4	1
12	Designated yard track switch, heads in on #1 track proceeding through engine house relief track.	1.4	1
13	Designated yard track switch, to oil column east end of club house.	1.0	1
<u>Engine Passengers Crews Arriving Montello from West</u>			
14	Water column opposite Club House, uncoupled, moves forward to yard, switches back on #1, 2 and 3 to roundhouse lead to enginehouse track.	1.9	2
<u>Engine Passenger Crews Arriving Montello from East</u>			
15	Water column opposite freight house, uncouples, moves forward to cross over opposite tool house, backs down to enginehouse lead, then proceeds to engine house relief track.	.095	None
16	Water column opposite freight house, uncouples, moves forward to West Yard Switch, returns over track #3 to roundhouse lead, then proceeds to enginehouse relief track.	1.4	1
<u>Engine Montello Helper Crews East Bound</u>			
17	Helpers returning from west bound help, designated yard track, onto #3 track west yard to engine lead, then back to engine relief track.	.095	None
18	Helpers returning from west bound help designated yard track switch, when tracks #1, 2 and 3 blocked by train in yard, necessary go down main line over to east yard switch, then back over through #2 track to engine house lead.	2.3	2
19	Designated main track switch, down main line to switch east end of yard leading to north siding, then returns to engine house relief track.	3.5	4
20	Helpers making help from Lucin or Lemay designated yard track switch, to oil column, proceeds ahead on west bound track to first cross over, returning on eastward main track through yard switch, then back to engine house lead to relief track when engine and crew cutting out.	3.4	3

		Miles Run	Miles Allowed
<u>Engine Montello Helper Crews East Bound(Cont.)</u>			
21	Helpers returning from westbound help, designated track switch, when #2 and 3 west blocked head in on #1 track through # 1 on to back lead switch, back on east engine lead to enginehouse.	1.32	1
22	Helper engines running through from designated yard, back switch to oil column, located at east end of club house.	1.56	2
23	Helpers making help from Lucin or Lemay (engine on head end) designated yard track switch to oil column, moves westward to first cross over, backing down eastward main line to oil column, where engine is serviced, then proceeds light eastward track to end of train on westward main line, coupling to train.	2.4	2
<u>Engine Montello Helper Crews Westbound Freight</u>			
24	Roundhouse lead, moves around west leg of wye, out east leg down engine lead through No. 1 and 2 track east yard, over yard switch east yard, then moves westward coupling to rear of(75 car train)	1.63	2
25-	Roundhouse lead, moves around west leg of wye out east leg, down east engine lead through track #1, 2 or 3, on eastward main line to east yard to switch leading to latter track, couples to rear of train in yard or on eastward main track.	1.36	1
<u>Engine Montello Helper crews Westbound Passenger</u>			
26	Roundhouse lead, moves around west leg of wye, out east leg down east engine lead to yard track to east main track, moving westward on eastward track to cross over opposite oil platform, then backs to train opposite west water column on west main track.	2.29	2
27	Roundhouse lead, around west leg of wye, out east leg down east engine lead to yard track to east main track, moving westward on east bound track to cross over, onto westward main track beyond signal #6615, back to train at west water column. (This move made when eastward trains fouling eastward track.)	2.49	2
<u>Engine Wells Helpers Crews Eastbound Freight</u>			
28	Roundhouse lead, eastward over roundhouse lead to link track, back through #1 track into track #1, to west end of yard to point opposite signal 6064, then eastward to rear of train.	1.53	2

	<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Wells Helpers Crews Eastbound Passenger</u>		
29 Roundhouse lead, eastward over roundhouse lead to link track through #1 lead, then eastward on No. 1 lead to main eastbound track switch, then back up westward to head of train on West water column 3956.	0.73	None

Engine Wells Helper Crews into Wells from East Help

30 Designated main track switch, back through cross over to eastward main track to oil buffer, main switch heads through No. 1 lead to link track switch back through link track into roundhouse lead, then westward on roundhouse lead to relief track. (Note) Engine not turned to wye when making this move account engine backing from Moor. This is customary move.	0.47	None
31 Designated main track switch, back through cross-over onto eastward main track east to east leg of wye, turning to West leg of Wye, then to relief track.	1.08	1

Engine Freight Crews Arriving Carlin from West

32 Designated yard track switch, east over No. 2 track back down No. 8, then heads to roundhouse relief track opposite sandhouse.	1.35	1
33 Designated yard track switch, to east end of ice platform, ices cars, then moves ahead some cars to clear rear of train off main line distance, main track switch to where train first came to rest.	1.61	2
34 Designated main track switch, to east end of ice platform, cuts engine off train, goes forward to crossover at point 1024, then back down ice house track over to track No. 8 to incoming roundhouse lead.	3.48	3
35 Designated main track switch, to east end ice house track (South), cuts engine off train, goes forward to cross over at point east cross over, then backs down ice house, main line track 13 or 14 to track No. 8 to incoming lead.	3.6	4
36 Designated main track switch, to east end of track No. 13 or 14, cuts engine off train, goes forward to cross over, returns through tracks 13 or 14 or main line if unoccupied to track No. 8 to incoming lead.	3.6	4

Engine Passenger Crews Arriving Carlin from West

37 Western Pacific passenger station, to east end of yard, back over detour to S. P. side, down main line over onto track No. 8, then to roundhouse relief track.	3.52	4
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		<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Freight Crews Arriving Carlin from East</u>			
38	Designated main track switch, down main line to West switch, backs onto No. 8 track to engine house relief track.	1.48	1
39	Designated main track switch, down track No. 2, cuts engine off train, proceeds, then backs through track No. 8 onto engine house relief track.	1.28	1
40	Designated main track switch, down track No. 3, cuts engine off train, proceeds, then backs through track No. 8 onto engine house relief track.	1.17	1
41	Designated main track switch designated for 13 and 14, down tracks 13 and 14, cut engine off train, proceeds through track No. 8 onto west engine house lead.	1.70	2
42	Designated Main track switch, down track 3 or 4 to Marys Creek, back onto and through track No. 8 into engine house lead.	2.00	2
43	Designated main track switch designated for trains entering north and south icing tracks, cut off, then through No. 8 track into engine house lead.	1.70	2
<u>Engine Passenger Crews Arriving Carlin from East</u>			
44	S. P. water column, down main line, then backs onto track No. 8, then into engine house relief track.	1.22	1
<u>Engine Freight Crews Departing Carlin Westward</u>			
45	Roundhouse west engine lead, down through track No. 8, back onto train on track No. 3.	0.47	None
46	Roundhouse west engine house lead, down through track No. 8, back onto train on track No. 2	0.52	None
47	Roundhouse west engine house lead, down through track No. 8, back on main line (switch shanty) onto train.	0.71	None
48	Roundhouse west engine house lead, back down through track No. 8 onto train on tracks 13 and 14 at point opposite storage oil tank.	0.67	None
49	Roundhouse west engine house lead, back down through No. 8 to train on ice tracks at point at 100' west of Ice Ho Platform.	0.73	None

		<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Passenger Crews Departing Carlin</u>			
<u>Westward</u>			
50	Roundhouse west engine house lead, west over track No. 8 to main line, back on main line onto depot spur at point opposite water column and couples to train.	1.22	1
<u>Engine Freight Crews Departing Carlin Eastward</u>			
51	Roundhouse east engine house lead, moves eastward to initial switch entering yard from the east, then backs onto train on main line.	0.36	None
52	Roundhouse east engine house lead, moves eastward to initial switch entering yard from east, then backs onto train on track No. 2 or 3.	0.32	None
53	Roundhouse east engine house lead, over ice house track to diversion switch, back to head end of train which is at the extreme end of ice platform.	1.59	2
54	Roundhouse east engine house lead, out main track to diversion switch to ice house track, back to head end of train when necessary to double train.	2.42	2
55	Roundhouse west engine house lead, to track No. 8, then eastward to initial switch entering yard from east, then back onto train on main line.	0.75	None
56	Roundhouse west engine house lead, to track No. 8, then eastward to initial switch entering yard from east, then back onto train on track No. 2 or 3.	0.71	None
57	Roundhouse west engine house lead, to track No. 8, then eastward to ice house track to diversion switch, back to head end of train which is at extreme end of ice platform.	2.82	3
58	Roundhouse west engine house lead, to track No. 8, out main track to diversion switch to ice house track, back to head end of train when necessary to double train.	2.81	3
<u>Engine Passenger Crews Departing Carlin Eastward</u>			
59	Roundhouse east engine house lead, out S. P. main track over W. P. detour, back on W. P. main line to train at W. P. Station.	3.20	3
60	Roundhouse west engine house lead, to track No. 8, over to main track, over W. P. detour, back on W. P. main line at W. P. Station.	3.59	4

		<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Freight Crews Arriving Imlay from East</u>			
61	Designated main track switch, into No. 2 track in yard onto lead track, roundhouse lead to engine house relief track.	0.86	None
62	Designated main track switch, into No. 2 track in yard, then turns engine on wye back to roundhouse lead.	1.62	2
63	Designated main track switch, into No. 2 track in yard, through bottle neck to track No. 8, then back over west drill lead to engine house relief track.	1.61	2
64	Designated main track switch, into No. 2 track, Thru bottle neck to track No. 8 to end, then back around wye to engine house relief track.	2.31	2
65	Designated main track switch, down main line to crossover into track No. 7 west of depot, back on drill track to east engine house lead to relief track.	1.32	1
66	Designated main track switch, down westward main to crossover between west main and west drill at west end of track No. 7, back over drill to engine relief track.	1.76	2
67	Designated main track switch, down westward main to west end of west drill, then back over west drill lead to engine house relief track.	2.90	3
<u>Engine Freight Crews Arriving Imlay from West</u>			
68	Designated main track switch, down eastward main to crossover east of freight house, over crossover from eastward main into No. 1 track, back to No. 1 switch, then eastward to enginehouse lead back to relief track.	2.00	2
69	Designated main track switch, down eastward main to crossover east of freight house, over crossover from eastward main onto No. 1 track, back to No. 1 switch, then eastward over drill lead to west engine house lead, then around wye to west engine house lead to relief track.	2.69	3
70	Designated main track switch, down eastward main to crossover at east end of east drill, then back through drill to engine house relief track.	3.89	4
71	Designated main track switch, down eastward main to crossover at east end of east drill, then back through drill around wye, then to engine house relief track.	4.65	5

		<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Freight Crews Arriving Imlay from West</u>			
72	Designated main track switch, heads in over crossover to west end of west drill, through drill track into No. 8 track back to lead to west engine house lead to relief track.	1.14	1
<u>Engine Freight Crews Departing Imlay Westbound</u>			
73	Engine house lead, backs over east switch of engine house lead west over lead to No. 1 track switch, back through No. 1 over crossover to westward main to train.	.060	None
74	Engine house lead, backs over east switch of engine house lead and onto No. 7 track, and over crossover from No. 7 to westward main and back to train.	.058	None
75	Engine house lead, backs to westerly switch joining outside engine house lead west, over engine house lead, over drill track, over crossover from west drill to west main, then back to train at point at end of station.	.096	None
76	Engine house lead, over past switch of engine house lead, back over lead to track No. 1 switch, then east through No. 1 to crossover to westward main, then back west on eastward main to train at yard office.	.075	None
<u>Engine Freight Crews Departing Imlay Eastbound</u>			
77	Engine house lead, backs to west engine house switch, then eastward over lead to No. 1 switch, through crossover to westward main to eastward main, couples to train opposite station building.	0.94	None
78	Same as above if required to turn on wye	1.47	1
79	Engine house lead, back to west engine house switch, then eastward over track No. 7 switch, then back on No. 7 to train opposite club house.	0.66	None
80	Same as above if required to turn on wye.	1.16	1
81	Engine house lead, heads east over engine house lead, down to east end of drill track, through crossover to eastward main, then back to train clear of crossover.	1.46	1
82	Same as above if required to turn on wye.	2.08	2
83	Engine house lead, heads east to lead, backs onto lead thru No. 1 switch, then heads forward on No. 1 to crossover to westward main, thru crossover to eastward main, then back to train opposite freight house.	1.01	1
84	Same as above if required turn on wye.	1.44	1

		<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Freight Crews Arriving Sparks from East</u>			
85	Designated main track switch, to west crossover switch, then backs down over westward track to crossover onto eastward main track, then into inbound roundhouse lead to relief track.	2.35	2
86	Designated main track switch, continues into train yard, cuts off, backs down on westward main track to crossover onto eastward main track, then into inbound roundhouse lead to relief track.	2.04	2
87	Designated main track switch, continues into train yard tracks No. 1 to 7 Inc., cuts off, then down westward main track to crossover onto eastward main track, then into roundhouse lead to relief track.	2.04	2
<u>Light Engines Freight Sparks from East</u>			
88	Designated main track switch, to engine house relief track.	2.04	2
<u>Engine Passenger Crews Arriving Sparks from East</u>			
89	Depot Dispatchers office, down to main track to switch opposite ticket office on eastbound main, leading into roundhouse relief track at oil column.	1.14	1
<u>Engine Freight Crews Departing Sparks Eastward</u>			
90	Engine house lead on east leg of wye, eastward on outbound engine lead to initial switch east end of yard, returns over eastward main track crossovers onto P.F.E. icing track at east end of icing platform.	1.12	1
91	Engine house lead on east leg of wye, eastward on outbound engine lead to initial switch east end of yard, returns over eastward main track crossover, returns and couples to trains on tracks No. 1 to 9 at point opposite east end of icing platform.	1.11	1
92	Engine house lead on east leg of wye, eastward on outbound engine lead to initial switch east end of yard, returns over eastward main track crossover to train at point opposite Signal Repair Shop.	1.40	1
93	Engine house lead on west leg of wye, down outbound engine lead to initial switch east end of yard, returns over eastward main track to point opposite west end of ice house.	1.61	2
94	Engine house lead on east leg of wye, eastward on outbound engine lead to switch, returns over main track to train at point opposite tool house.	1.13	1

		<u>Miles Run</u>	<u>Miles Allowed</u>
<u>Engine Freight Crews Arriving Mina from Sparks</u>			
95	Designated main track switch, proceeds east to initial yard switch from west, backs down roundhouse lead, then forward into roundhouse.	0.84	None
<u>Engine Crews Departing Mina from Sparks</u>			
96	Roundhouse, backs engine around wye, forward to main line, backs to train at point near station.	1.15	1
<u>Engine Freight Crews Arriving Westwood from Wendel</u>			
97	Designated main track switch, to track No. 3 leading to main line, uncouples, runs light around wye, back on main line to oil spur at oil spout.	2.72	3
<u>Engine Freight Crews Departing Westwood for Wendel</u>			
98	Oil column, forward to initial switch east end of yard, then back on track No. 3 to train.	0.58	None
<u>Engine Freight Crews Departing Alturas to Wendel</u>			
99	Roundhouse, backs over switch to west leg of wye, down No. 1 track to switch at west end of yard, then back to train.	1.46	1
<u>Engine Passenger Crews Departing Alturas for Sparks</u>			
100	Roundhouse, back on main line to train on siding opposite station, couples to train.	1.15	1
<u>Engine Freight Crews Arriving Westwood from Wendel</u>			
101	Designated main track switch, to Track No. 3 leading to 2.72 main line, uncouples, runs light around wye, back on main line to oil spur at Oil Spout.	2.72	3
102	Oil column, ahead to initial switch east end of yard, back to track No. 3 to train.	0.58	None
<u>Engine Freight Crews Departing Wendel to Westwood</u>			
103	Roundhouse, backs over west leg of wye to train at point opposite stock corral.	0.40	None
<u>Engine Helper Crews Returning Alturas from Help</u>			
104	Designated main track switch, down main line or siding to east leg of wye, turns on wye, then to roundhouse relief track.	2.06	2
<u>Engine Freight Crews Arriving Alturas from Wendel N.W.</u>			
105	Designated main track switch, down main line on siding, stops opposite yard office, cuts off, turning engine on wye, then to roundhouse.	2.06	2

		<u>Miles</u> <u>Run</u>	<u>Miles</u> <u>Allowed</u>
<u>Engine Passenger Crews Arriving Alturas</u> <u>From Sparks</u>			
106	Depot moves entire train around wye located in Alturas, back to station, places train on spur opposite station, cuts off train engine to roundhouse.	2.86	3
<u>Engine Helper Crews Departing Alturas for Wendel</u>			
107	Roundhouse, backs to west leg of wye, then forward, coupling rear of train.	0.48	None
<u>Engine Freight Crews Arriving Wendel from Alturas O.S.</u>			
108	Designated main track switch, over main line to west end of yard, cuts off, proceeds to initial switch at extreme west end of yard, then backs over main line to leg of wye, turning, then to relief track.	2.84	3
<u>Engine Freight Crews Arriving Wendel from Sparks N.W.</u>			
109	Designated main track switch, over main line track, comes to rest at point at east initial switch, proceeds, heading into relief track.	1.22	1
<u>Engine Freight Crews Arriving Wendel from Westwood</u>			
110	Designated main track switch, to crossover at West, back up to leg of wye, turns engine, then to relief track.	1.22	1
<u>Engine Freight Crews Departing Wendel for Alturas</u>			
111	Roundhouse, backs engine over west leg of wye onto train at point near stock corral on main line.	0.40	None
112	Roundhouse, turns engine on wye, heads down to westend initial switch, backs to train.	1.79	2
<u>Engine Freight Crews Departing Hazen</u>			
113	Engine house relief track, backs down on track No. 7 to coach track, couples to crash.	0.20	None
<u>Engine Freight Crews Arriving Hazen</u>			
114	Designated main track switch, to caboose track, then to relief track.	.055	None
115	Designated main track switch, in on east leg of wye, uncouples, back on track No. 2 track to engine house relief track.	1.15	1