



SALT LAKE CITY AREA TIMETABLE #5

Effective 0900C Monday, December 07, 2015

C. A. Scott, Executive Vice President - Operations
K. H. Hunt, Vice President - Transportation
S. K. Keller, Vice President - HDC & Network Operations
G. N. Garrison, Vice President - Northern Region
C. A. Wilbourn, Vice President - Southern Region
R. M. Castagna, Vice President - Western Region
G. D. Workman, Vice President - Engineering
J. C. Estes, Chief Mechanical Officer
T. F. Jacobi, Vice President - Operating Systems & Practices
R. N. Doerr, Vice President - Safety & CSO

This document supersedes:

Union Pacific Railroad Salt Lake City Timetable 4 effective Oct 10, 2011

EXPLANATION OF CHARACTERS

Symbol Represents	Symbol Represents
123.45 MILE POST FOR SUB LIMITS ARE IN BOLD AND ITALICIZED	+ HEAD - END RESTRICTION ONLY
ABS AUTOMATIC BLOCK SIGNAL	(R) REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
ACS AUTOMATED CAB SIGNAL	(#) HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATC AUTOMATIC TRAIN CONTROL	# HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATS AUTOMATIC TRAIN STOP	@ HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
CTC CENTRALIZED TRAFFIC CONTROL	\$ HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
RL RESTRICTED LIMITS	% DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
TWC TRACK WARRANT CONTROL	& HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
DT DOUBLE TRACK	(@) WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
#MT MULTIPLE MAIN TRACK - # (number MT's)	(&) HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY
! SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR	(*) WHEEL DOWN INDICATOR - TALK ON DEFECT ONLY
(A) AUTOMATIC INTERLOCKING	
B BASE RADIO STATION	
D DRAW BRIDGE	
(G) GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE	
G GATE-NORMAL POSITION AGAINST THIS SUBDIVISION	
(M) MANUAL INTERLOCKING	
(S) STOP SIGN	
T TURNING FACILITY	
(X) RAILROAD CROSSING AT GRADE	
X CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES	
Y YARD LIMITS	
(Z) MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED	
(11-2) SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES	
(11-3) SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES	
N NORTHWARD	
S SOUTHWARD	
E EASTWARD	
W WESTWARD	
C CENTER	

Track Diagram Color Codes		
CTC	ABS	TWC
ATC	ACS	ATS
9.14 / 9.15	9.14.2	
YL / RL / NON-SIGNALED		

OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	19	Livonia	PB-27039
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	All Area 3 Hole Singles	PB-27038
5	Sunset	PB-27024	13	Chicago	PB-27032	0	3" Binder	PB-27019
6	Denver	PB-27025	14	St. Louis	PB-27033	0	Area Tabs (19 Each)	PB-27018
7	North Platte	PB-27026	15	North Little Rock	PB-27034	0	System Special Instructions	PB-27015
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035	99	UPRR TRAINING TT	PB-27099

Operating Practices

C. E. Copeland, General Director - Operating Practice - Ph 402-544-8842

S. L. Foresman, Sr. Director - Operating Practice and Rules - Ph 402-544-3219

J. K. Bahr, Director - Field Training Exercises (FTX) - Ph 402-544-6133

Rules Manager	Phone Number	Timetable Area
Rick Carver	402-501-4310	Dallas/Ft Worth - Houston - Livonia - North Little Rock - Salina - San Antonio
TJ Weisbeck	402-544-4620	Chicago - Council Bluffs - Iowa - Kansas City - North Platte - St. Louis - Twin Cities
Robbie Goldman	801-212-3815	Denver - Portland - Salt Lake City - Sunset
Rob Hunter	909-685-2826	Los Angeles - Roseville

For emergencies call RMCC 1-888 UPRR COP or 1-888-877-7267

SALT LAKE CITY AREA

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SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
13TH SOUTH		PROVO	10	CECIL JCT.	UL001	LAKESIDE	38
18TH NORTH MT 1 & MT 2	UZ027	SALT LAKE	20	CEDAR	UW042	GREEN RIVER	2
2ND SOUTH		PROVO	10	CEDAR CITY	CI333	CEDAR CITY	51
31st STREET		EVANSTON	24	CENTERVILLE	UZ018	SALT LAKE	20
6TH WEST - GRANT TOWER	UZ030	PROVO	10	CHAMPLIN	UZ138	LYNNDYL	48
7TH SOUTH MT 1		PROVO	10	CHASE	CX563	CIMA	58
900 WEST		LYNNDYL	48	CIMA	CX559	CIMA	58
9TH WEST		PROVO	10	CISCO	KP953	GREEN RIVER	2
ACOMA	CX328	CALIENTE	52	CLEAR LAKE	UZ182	LYNNDYL	48
AGATE	KP947	GREEN RIVER	2	CLEARFIELD MT 1	UZ002	SALT LAKE	20
ALAZON	UX244	SHAFTER	44	CLIFSIDE	UX177	SHAFTER	44
ALAZON	UX244	LAKESIDE	38	CLIVE	UX104	SHAFTER	44
ALTAMONT	WX904	EVANSTON	24	COLTON	UW093	PROVO	10
AMERICAN AZIDE		CEDAR CITY	51	COLTON	UW093	PLEASANT VALLEY	8
AMERICAN FORK	UP062	PROVO	10	CORINNE	UD906	MALAD	36
APEX	CX461	CALIENTE	52	COULAM	UN078	OGDEN	34
ARCH		CANE CREEK	6	CRESTLINE	CX319	CALIENTE	52
ARDEN	CX490	CIMA	58	CRUCERO	CX609	CIMA	58
ARIMO	UN105	OGDEN	34	CRUZ	UZ203	LYNNDYL	48
ARINOSA	UX133	SHAFTER	44	DAWES	CX570	CIMA	58
ARROWHEAD	CV703	MEAD LAKE	56	DAYTON	UN071	OGDEN	34
ASPEN	WX902	EVANSTON	24	DEETH HOLD MT 2	UX258	LAKESIDE	38
BALCH	CX601	CIMA	58	DELLE	UX079	SHAFTER	44
BARRO	UX123	SHAFTER	44	DELTA	UZ164	LYNNDYL	48
BASIN	CX616	CIMA	58	DESERT	UW016	GREEN RIVER	2
BECKS MT 3	UZ026	SALT LAKE	20	DEVIL'S SLIDE	WX961	EVANSTON	24
BERYL	CX286	CALIENTE	52	DEWEY	UN036	OGDEN	34
BLACK ROCK	UZ214	LYNNDYL	48	DIKE	CX466	CALIENTE	52
BLACKS FORK	WX833	EVANSTON	24	DOWNY	UN095	OGDEN	34
BLOOM	UZ198	LYNNDYL	48	DRY LAKE	CX450	CALIENTE	52
BORAX	CX517	CIMA	58	DUNN	CX626	CIMA	58
BOULDER JCT.	CX486	BMI	57	DURHAM	KP900	GREEN RIVER	2
BOULTER	UZ109	LYNNDYL	48	E. HELPER XOVER		GREEN RIVER	2
BOYD	CX368	CALIENTE	52	E. MILFORD	CX235	LYNNDYL	48
BRANT	CX550	CIMA	58	EAST CLEARFIELD		SALT LAKE	20
BRENDEL	KP983	GREEN RIVER	2	EAST GRANGER	WX844	EVANSTON	24
BRENDEL	KP983	CANE CREEK	6	EAST RIVERDALE		EVANSTON	24
BRIDGE JCT.	UY994	SALT LAKE	20	EAST ROPER		PROVO	10
BRIDGER	WX886	EVANSTON	24	EAST SUMMIT		PROVO	10
BRIGHAM CITY	UN021	OGDEN	34	EAST YERMO	CX649	CIMA	58
BRIGHAM CITY	UN021	MALAD	36	ECCLES	CX349	CALIENTE	52
BROWN	CX324	CALIENTE	52	ECHO	WX952	EVANSTON	24
BRYAN MT 2	WX830	EVANSTON	24	ELBA	KP964	GREEN RIVER	2
BUENA VISTA MT 2	UZ034	LYNNDYL	48	ELBURZ	UX275	LAKESIDE	38
BURMESTER	UX061	SHAFTER	44	ELGIN	CX375	CALIENTE	52
C.V. SPUR	UW065	GREEN RIVER	2	ELKO (Amtrak)	UX293	LAKESIDE	38
CACHE JCT.	UN049	CACHE VALLEY	37	ELORA	CX566	CIMA	58
CACHE JCT.	UN049	OGDEN	34	EMKAY	UW928	CANE CREEK	6
CALADA	CX526	CIMA	58	EMORY	WX943	EVANSTON	24
CALIENTE	CX353	CALIENTE	52	END UPRR MAIN TRACK		MALAD	36
CARP	CX394	CALIENTE	52	ERDA	UZ057	LYNNDYL	48
CARTER	WX875	EVANSTON	24	ERIE	CX504	CIMA	58
CASTILLA	UW132	PROVO	10	ETNA	CX358	CALIENTE	52
CASTLE GATE	UW078	PROVO	10	EVANSTON	WX917	EVANSTON	24
CECIL JCT.	UL001	EVANSTON	24	FARRIER	CX420	CALIENTE	52
CECIL JCT.	UL053	OGDEN	34	FAUST	UZ090	LYNNDYL	48
				FIELD	CX631	CIMA	58
				FLOY	KP989	GREEN RIVER	2

SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
FLY-OVER		EVANSTON	24	LOFGREEN	UZ103	LYNNDYL	48
FORD	UD912	MALAD	36	LOGAN	UC224	CACHE VALLEY	37
FRANKLIN	UC244	CACHE VALLEY	37	LOGANDALE	CV710	MEAD LAKE	56
FRUITA	KP911	GREEN RIVER	2	LOW	UX092	SHAFTER	44
GALT	CX405	CALIENTE	52	LUCIN	UL103	LAKESIDE	38
GARFIELD		LYNNDYL	48	LUND	CX272	CALIENTE	52
GARLAND	UD918	MALAD	36	LUND	CX272	CEDAR CITY	51
GARNET	CX456	CALIENTE	52	LYNN	UW080	PROVO	10
GENEVA	UP072	PROVO	10	LYNNDYL	UZ147	LYNNDYL	48
GILLULY	UW110	PROVO	10	LYNNDYL	UZ147	SHARP	16
GRAND JUNCTION	KP898	GREEN RIVER	2	MACK	KP918	GREEN RIVER	2
GRANGER	WX847	EVANSTON	24	MALAD	UD952	MALAD	36
GRANT TOWER	UZ030	LYNNDYL	48	MANIX	CX635	CIMA	58
GRASSY	UW035	GREEN RIVER	2	MARSH		LAKESIDE	38
GREEN RIVER		EVANSTON	24	MAULE AVE.		CIMA	58
GREEN RIVER	UW004	GREEN RIVER	2	MAXWELL	UW071	GREEN RIVER	2
GROOME	UL071	LAKESIDE	38	McCAMMON	IY038	OGDEN	34
HALLECK MT 1	UX271	LAKESIDE	38	McINTYRE	UZ121	LYNNDYL	48
HAMPTON	WX866	EVANSTON	24	MEAD LAKE (Simplot Yard)	CV717	MEAD LAKE	56
HAYDEN	CX574	CIMA	58	MESA	UP057	PROVO	10
HEIST	CX297	CALIENTE	52	MIDVALE MT 2	UP040	PROVO	10
HELPER	UW075	GREEN RIVER	2	MIDVALE XOVER		PROVO	10
HELPER	UW075	PROVO	10	MILFORD	CX236	CALIENTE	52
HENDERSON (PE Yard)	CN810	BMI	57	MILFORD	CX236	LYNNDYL	48
HOGUP	UL062	LAKESIDE	38	MILLIS	WX913	EVANSTON	24
HOLBORN	UL159	LAKESIDE	38	MINNEOLA RD.		CIMA	58
HOLT	UC220	CACHE VALLEY	37	MOAPA	CX430	CALIENTE	52
HONEYVILLE	UN030	OGDEN	34	MOAPA	CX430	MEAD LAKE	56
HOT SPRINGS	UN009	OGDEN	34	MODENA	CX303	CALIENTE	52
HOYA	CX410	CALIENTE	52	MONTELLA (Hold Signal)	UL121	LAKESIDE	38
HYRUM	UC218	CACHE VALLEY	37	MOOR	UL167	LAKESIDE	38
INDUSTRIAL PARK		CALIENTE	52	MOORE	CX541	CIMA	58
IRON SPRINGS	CI321	CEDAR CITY	51	MORGAN	WX968	EVANSTON	24
IRONTON		PROVO	10	MOUNDS	UW052	GREEN RIVER	2
ISLEN	CX338	CALIENTE	52	MURDOCK	UZ228	LYNNDYL	48
IVANPAH	CX545	CIMA	58	NARROWS	UW121	PROVO	10
JACKSON	UL087	LAKESIDE	38	NIPTON	CX535	CIMA	58
JEAN	CX512	CIMA	58	NORTH SALT LAKE	UZ024	SALT LAKE	20
JERICO	UZ128	LYNNDYL	48	NUCOR	UD931	MALAD	36
JOSHUA	CX555	CIMA	58	OGDEN	UY993	EVANSTON	24
JUAB	JP133	SHARP	16	OGDEN WYE	UY993	SALT LAKE	20
KELSO	CX577	CIMA	58	OLA	UX160	SHAFTER	44
KERENS	CX587	CIMA	58	ORANGE ST.	UZ032	LYNNDYL	48
KNOLLS	UX113	SHAFTER	44	OWENS AVE.	CX477	CALIENTE	52
KYLE	CX379	CALIENTE	52	PARLEY	UP148	SHARP	16
KYUNE	UW088	PROVO	10	PAYSON	UP092	SHARP	16
LAKE POINT	UZ049	LYNNDYL	48	PEHRSON	UZ096	LYNNDYL	48
LAKESIDE	UL048	LAKESIDE	38	PEQUOP	UL151	LAKESIDE	38
LAKOTA MT 1	UP074	PROVO	10	PERU	WX825	EVANSTON	24
LAS VEGAS	CX479	CIMA	58	PIGEON	UL097	LAKESIDE	38
LAS VEGAS	CX479	CALIENTE	52	PILOT	UX169	SHAFTER	44
LATIMER	CX262	CALIENTE	52	PIPE MILL	UP068	PROVO	10
LEE		CANE CREEK	6	PLEASANT VIEW		OGDEN	34
LEITH	CX384	CALIENTE	52	POTASH	UW936	CANE CREEK	6
LEMAY	UL080	LAKESIDE	38	PRESTO	UC242	CACHE VALLEY	37
LEROY	WX891	EVANSTON	24	PRESTON	UC251	CACHE VALLEY	37
LITTLE MOUNTAIN	UL015	LAKESIDE	38	PRICE	UW068	GREEN RIVER	2
LM BRYAN		LYNNDYL	48				

SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
PROMONTORY POINT	UL024	LAKESIDE	38	UPTON	CX241	CALIENTE	52
PROVO	UP076	PROVO	10	UTAH INDUSTRIAL PARK	UL013	LAKESIDE	38
PROVO		SHARP	16	UTAH RY JCT.	UW077	PROVO	10
RANDALL		OGDEN	34	UTALINE	KP932	GREEN RIVER	2
READ	UZ223	LYNNDYL	48	UTE	CX439	CALIENTE	52
RICHMOND	CX342	CALIENTE	52	UVADA	CX312	CALIENTE	52
RIO	UW125	PROVO	10	VALCAM	UW718	PLEASANT VALLEY	8
RIVERDALE	WX990	EVANSTON	24	VALLEY	CX470	CALIENTE	52
RIVERTON	UP049	PROVO	10	VALLEY PASS	UL143	LAKESIDE	38
ROPER	UP002	PROVO	10	VAN	UZ173	LYNNDYL	48
ROX	CX415	CALIENTE	52	VENTOSA	UX220	SHAFTER	44
RUBY	KP922	GREEN RIVER	2	VERNE	WX854	EVANSTON	24
RUBY	UX230	SHAFTER	44	VIGO	CX399	CALIENTE	52
SAGE	UX201	SHAFTER	44	VISTA	UW023	GREEN RIVER	2
SAGERS	KP969	GREEN RIVER	2	WAHSATCH	WX928	EVANSTON	24
SALDURO	UX143	SHAFTER	44	WANN	CX474	CALIENTE	52
SALT LAKE CITY		LYNNDYL	48	WARNER	UZ065	LYNNDYL	48
SALT LAKE CITY (North Yard)	UZ029	SALT LAKE	20	WASH	UW060	GREEN RIVER	2
SANDS	CX595	CIMA	58	WELLINGTON	UW062	GREEN RIVER	2
SANDS AVE.	CX484	CIMA	58	WELLS	UX240	SHAFTER	44
SCOFIELD	UW715	PLEASANT VALLEY	8	WELLS	UL175	LAKESIDE	38
SEVEN MILE	UW921	CANE CREEK	6	WELLSVILLE	UC214	CACHE VALLEY	37
SHAFTER	UX192	SHAFTER	44	WENDOVER	UX151	SHAFTER	44
SHALE	KP927	GREEN RIVER	2	WEST CLEARFILED		SALT LAKE	20
SHARP	UP128	SHARP	16	WEST HELPER		PROVO	10
SILVER ZONE	UX186	SHAFTER	44	WEST SUMMIT		PROVO	10
SKYLINE (End of Track)	UW720	PLEASANT VALLEY	8	WESTERN ELECTRIC		CEDAR CITY	51
SLOAN	CX498	CIMA	58	WESTON	UN065	OGDEN	34
SMELTER	UZ047	LYNNDYL	48	WESTWATER	KP937	GREEN RIVER	2
SMELTER	UX047	SHAFTER	44	WHEELON	UN045	OGDEN	34
SMITHFIELD	UC232	CACHE VALLEY	37	WHITEHOUSE	KP959	GREEN RIVER	2
SOLITUDE	KP996	GREEN RIVER	2	WILLARD	UN014	OGDEN	34
SP JCT.	UN002	OGDEN	34	WOODSIDE	UW030	GREEN RIVER	2
SP NORTH SALT LAKE MT 3		SALT LAKE	20	WYOMING AVE.		CIMA	58
SPHINX	UW010	GREEN RIVER	2	YERMO	CX650	CIMA	58
SPRING GLEN	UW073	GREEN RIVER	2	ZANE	CX281	CALIENTE	52
SPRING VALLEY	WX898	EVANSTON	24				
SPRINGVILLE CROSSOVER	UW146	PROVO	10				
SPRUCE	UX211	SHAFTER	44				
ST. JOHN	UZ077	LYNNDYL	48				
STARR	UP107	SHARP	16				
STEWART AVE.		CALIENTE	52				
STINE	CX363	CALIENTE	52				
STOCKTON	UZ070	LYNNDYL	48				
STRAWBERRY	WX978	EVANSTON	24				
STRONG	UZ157	LYNNDYL	48				
SUMMIT MT 1	UW100	PROVO	10				
SWAN LAKE	UN085	OGDEN	34				
THERMO	CX251	CALIENTE	52				
THOMPSON	KP976	GREEN RIVER	2				
TIMPIE	UX072	SHAFTER	44				
TINTIC	UZ114	LYNNDYL	48				
TOOMEY	CX645	CIMA	58				
TREMONTON	UD920	MALAD	36				
TRENTON	UN057	OGDEN	34				
TROPICANA AVE.		CIMA	58				

GREEN RIVER SUBDIVISION (0735)

Radio Display: Grand Jct. to Helper: 054-054- *78							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST ▲ BT	Sta. #s Siding Capacity	
450.0		CTC		GRAND JUNCTION	BT	KP898 N4560	
450.1			RG450	(1.1)			S12670
451.1			RG451	DURHAM		!	KP900 5080
452.2			RG452	(7.6)			
458.7			RG459	FRUITA		!	KP911 E6220
459.9			RG460				
461.3			RG461	(9.6)			W6730
468.3			RG468	MACK		!	KP918 7700
469.9			RG470	(4.0)			
472.3			RG472	RUBY		!	KP922 7570
473.9			RG474	(5.2)			
477.5			RG477	SHALE		!	KP927 4540
478.5			RG478	(5.0)			
482.6			RG482	UTALINE		!	KP932 6070
483.9			RG484	(4.4)			
486.9			RG487	WESTWATER		!	KP937 9890
488.9			RG489	(10.4)			
497.5			RG497	AGATE		!	KP947 7510
499.1			RG499	(6.2)			
503.7			RG504	CISCO		!	KP953 6890
505.2			RG505	(6.1)			
509.8			RG510	WHITEHOUSE		!	KP959 6140
511.1			RG511	(5.3)			
515.0			RG515	ELBA		!	KP964 5490
516.2			RG516	(4.8)			
519.9			RG520	SAGERS		!	KP969 7760
521.4			RG521	(7.4)			
527.3			RG527	THOMPSON		!	KP976 7210
528.8			RG529	(6.0)			
533.3			RG533	BRENDEL		!	KP983 5100
534.3			RG534	(6.4)			
539.7			RG540	FLOY		!	KP989 5890
540.9			RG541	(6.5)			
546.2			RG546	SOLITUDE		!	KP996 7810
547.8			RG548	(8.3)			
554.5			RG554	GREEN RIVER		!	UW004 7060
555.8			RG556	(6.4)			
560.9			RG561	SPHINX		!	UW010 6090
562.1			RG562	(6.0)			
567.0			RG567	DESERT		!	UW016 6020
568.2	RG568	(6.8)					
573.7	RG574	VISTA		!	UW023 6050		
575.0	RG575	(7.3)					
581.0	RG581	WOODSIDE		!	UW030 6310		
582.4	RG582	(4.9)					
585.9	RG586	GRASSY		!	UW035 6210		
587.2	RG587	(6.6)					
592.4	RG592	JEDAR		!	UW042 5940		
593.7	RG594	(9.5)					
602.0	RG602	MOUNDS		!	UW052 8930		
603.9	RG604	(8.1)					
610.1	RG610	WASH		!	UW060 11240		
612.3	RG612	(2.3)					
612.4	RG612	WELLINGTON		!	UW062 6180		
613.7	RG614	(3.4)					
615.8	RG616	C.V. SPUR			UW065		
		(1.7)					
617.5	RG617	PRICE		!	UW068 10790		
619.6	RG620	(3.9)					
621.4	RG621	MAXWELL		!	UW071 6350		
622.8	RG623	(3.9)					
625.3	RG625	SPRING GLEN			UW073		
		(0.3)					
625.6	RG626	E. HELPER XOVER		X			
		(0.8)					
626.4		HELPER		BT	UW075		
(176.4)							

SI-01 MAIN TRACK AUTHORITY		
CTC between: Entire subdivision.		
SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
450.0 and 626.4		
(Except as Below).....		
450.0 and 451.5.....	79	60
451.5 and 460.0.....	50	50
460.0 and 461.0.....	70	60
461.0 and 468.9.....	65	55
468.9 and 471.2.....	65	55
471.2 and 472.2.....	45	40
472.2 and 477.6.....	50	45
477.6 and 479.1.....	55	45
479.1 and 479.7.....	45	40
479.7 and 481.8.....	50	45
481.8 and 486.1.....	50	45
486.1 and 486.9.....	50	45
486.9 and 490.2.....	70	60
490.2 and 492.7.....	60	55
492.7 and 495.3.....	70	60
495.3 and 501.7.....	70	60
501.7 and 502.4.....	50	45
502.4 and 509.2.....	70	60
509.2 and 511.8.....	55	50
511.8 and 521.8.....	70	60
521.8 and 523.0.....	50	40
523.0 and 523.9.....	40	35
523.9 and 525.7.....	45	40
525.7 and 526.8.....	40	35
526.8 and 527.6.....	50	45
527.6 and 534.5.....	55	45
534.5 and 535.8.....	55	45
535.8 and 540.2.....	65	55
540.2 and 543.5.....	65	55
543.5 and 544.2.....	55	45
544.2 and 546.7.....	70	60
546.7 and 547.2.....	70	60
547.2 and 550.4.....	70	60
550.4 and 552.4.....	70	60
552.4 and 554.3.....	70	60
554.3 and 555.5.....	70	60
555.5 and 575.0.....	70	60
575.0 and 581.1.....	70	60
581.1 and 582.8.....	50	45
582.8 and 582.2.....	79	50
582.2 and 584.8.....	79	50
584.8 and 585.9.....	55	45
585.9 and 587.7.....	70	50
587.7 and 589.7.....	79	50
589.7 and 595.1.....	40	35
595.1 and 598.3.....	70	60
598.3 and 599.4.....	45	40
599.4 and 602.2.....	70	60
602.2 and 606.7.....	55	45
606.7 and 609.2.....	70	60
609.2 and 614.0.....	65	55
614.0 and 617.4.....	70	60
617.4 and 618.7.....	70	60
618.7 and 619.8.....	40	35
619.8 and 622.6.....	60	50
622.6 and 623.8.....	55	50
623.8 and 624.7.....	45	40
624.7 and 625.1.....	35	30
625.1 and 626.4.....	30	25

GREEN RIVER SUBDIVISION (0735)

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding Grand Jct between MP 450.0 and CP RG451.....	20
Turnout: CP RG616 to west leg of wye...	10
2. Dual Control Switch Turnouts (No Exceptions)	
3. Misc. Speed Restrictions	
Co-op Loop Track, CV Spur.....	5
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS
Two main tracks between MP 626.4 and CP RG625

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
% 454.2	% 523.1	(#) 578.9
# 454.7	% 525.3	% 584.1
% 456.6	(#) 530.1	% 588.8
% 463.8	% 531.1	% 591.2
% 466.4	% 536.4	(#) 592.2
# 467.6	% 537.9	% 596.2
% 471.0	% 542.7	% 599.4
% 475.9	% 544.7	(#) 606.1
(#) 479.0	# 549.0	% 608.5
% 480.8	% 550.0	% 615.8
% 485.3	& 551.0 *	% 623.7
(#) 490.0	% 552.2	(#) 624.2
% 491.6	& 557.2 *	
% 495.0	% 557.9	
% 501.5	(#) 563.1	
% 507.5	% 563.5	
(#) 508.3	% 565.3	
% 513.0	% 570.0	
% 518.0	% 572.3	
(#) 519.0	% 577.0	

* Blue strobe light at MP 552.4 indicates the shifted load or dragging equipment detector at MP 551.0 has been tripped. This is in addition to the verbal radio alarm.

* Blue strobe light at MP 555.9 indicates the shifted load or dragging equipment detector at MP 557.2 has been tripped. This is in addition to the verbal radio alarm.

SI-08 RULES ITEMS
Rule 8.20: On auxiliary tracks equipped with derails, when practicable leave cars or locomotives within 100 feet of the protecting derail. When cars are set out on a siding where grade is sufficient to cause unsecured cars to move, derail protection must be provided.
Signal Aspects: Following signal indication changes are in effect for Green River Subdivision:
Rule 9.2.4: Advance Approach is changed to read: "Proceed prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."
Rule 9.2.10: Diverging Advance Approach is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH and be prepared to stop at second signal."

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #S
Pabco	462.5	. . .
Gary	463.8	KP913

SI-11 INDUSTRIAL LEADS
Grade Crossings:
On all industrial leads, movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

Castle Valley Industrial Lead: (0736) from main track MP 615.8, station number UW065. Extends 2.6 miles to Savage Loop Track and Co-op Loop Track.
 Maximum Gross Weight: 134 Tons
 Radio Channel: 023-023
 Speed Restrictions:
 Co-op Loop Track 5 MPH
 4 MPH when passing over weigh in motion scale.

Sunnyside Industrial Lead: (0738) from main track MP 603.9. Extends 17.5 miles to Sunnyside. Maximum Gross Weight: 134 Tons
 Radio Channel: 054-054, dispatcher call-in *78.

Track out of service between MP 14.5 and MP 17.5.

Permanent derail on industrial lead at MP 9.0.

Maximum speed between:
 MP 0.0 and MP 11.9 20 MPH
 MP 11.9 and MP 14.5 10 MPH

Use retainers on all loads:
 Sunnyside to Columbia Jct.

When dynamic brake is inoperative, use retainers on all cars Columbia Jct. to Banning.

Business Tracks:		
Banning	5.0	UW805
Columbia Jct.	13.2	UW813
Sunnyside	17.5	UW818

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS
No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS
Repeater Signals designated by letter "R" located at Grand Jct. MP 449.2 and MP 450.1 indicate aspect of the next Absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect, the next Absolute signal will display a STOP indication. Repeater signal aspects are for information only.
Protection When Leaving Equipment Unattended: When leaving equipment unattended in siding, unless equipment has been secured by MofW, leave properly secured equipment as follows: Whitehouse and Sphinx: Leave equipment just west of the west house track switch. Line and lock switch for house track. The derail in house track will protect equipment in siding. Floy: Leave equipment just east of spur track switch. Line and lock spur track switch for spur. This will protect equipment in siding.

GREEN RIVER SUBDIVISION (0735)

SI-14 MISC. INSTRUCTIONS Continued...

Helper: Dispatcher 78 controls movements from MP 625.3 (Spring Glen), west.

Dispatcher 78 controls dual-controlled derail governing eastward movements to Snake Lead. Eastward trains from Coal Yard must communicate with Dispatcher 78 when ready to depart and must occupy release section for one minute before derail can be positioned to enter Snake Lead. Derail will automatically return to derailing position when trailing car has cleared the release section.

The power must be taken off and the derail hand-operated prior to making a westward trailing movement when the derail is in the derailing position.

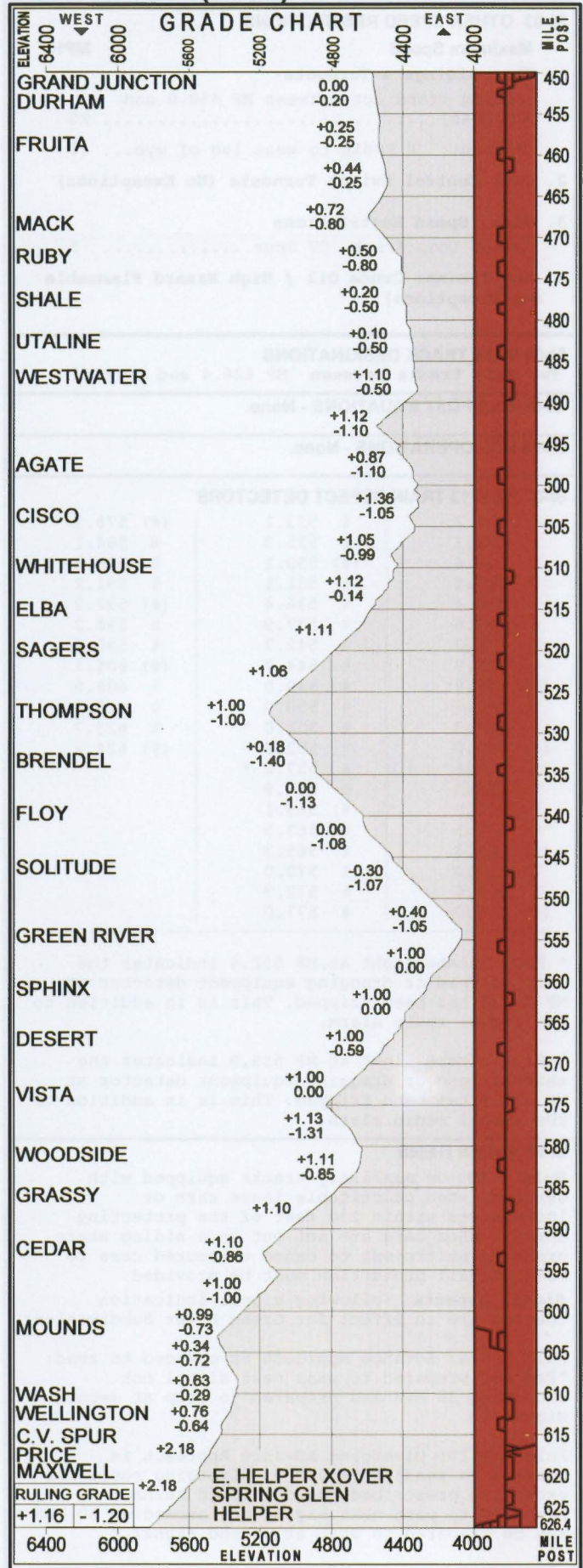
Eastward trains departing on No.1 Yard Lead must occupy release section located 500 feet in advance of Absolute signal for one minute before dual-controlled switches can be positioned for departure.

D Street Crossing at Helper: At Helper, signs reading "Beginning D Steet Crossing" have been placed approximately 1200 feet east of the crossing at MP 626.9 and west of the crossing at MP 627.2 on both sides of track to indicate crossing signal activation. This area must not be occupied by head end of westward trains or rear end of eastward trains for other than helper placement or removal and normal switching operations. Should it become necessary for train movement to stop within these locations for other than a very short duration, the crossing must be occupied by the train to prevent vehicular and pedestrian traffic from using the crossing.

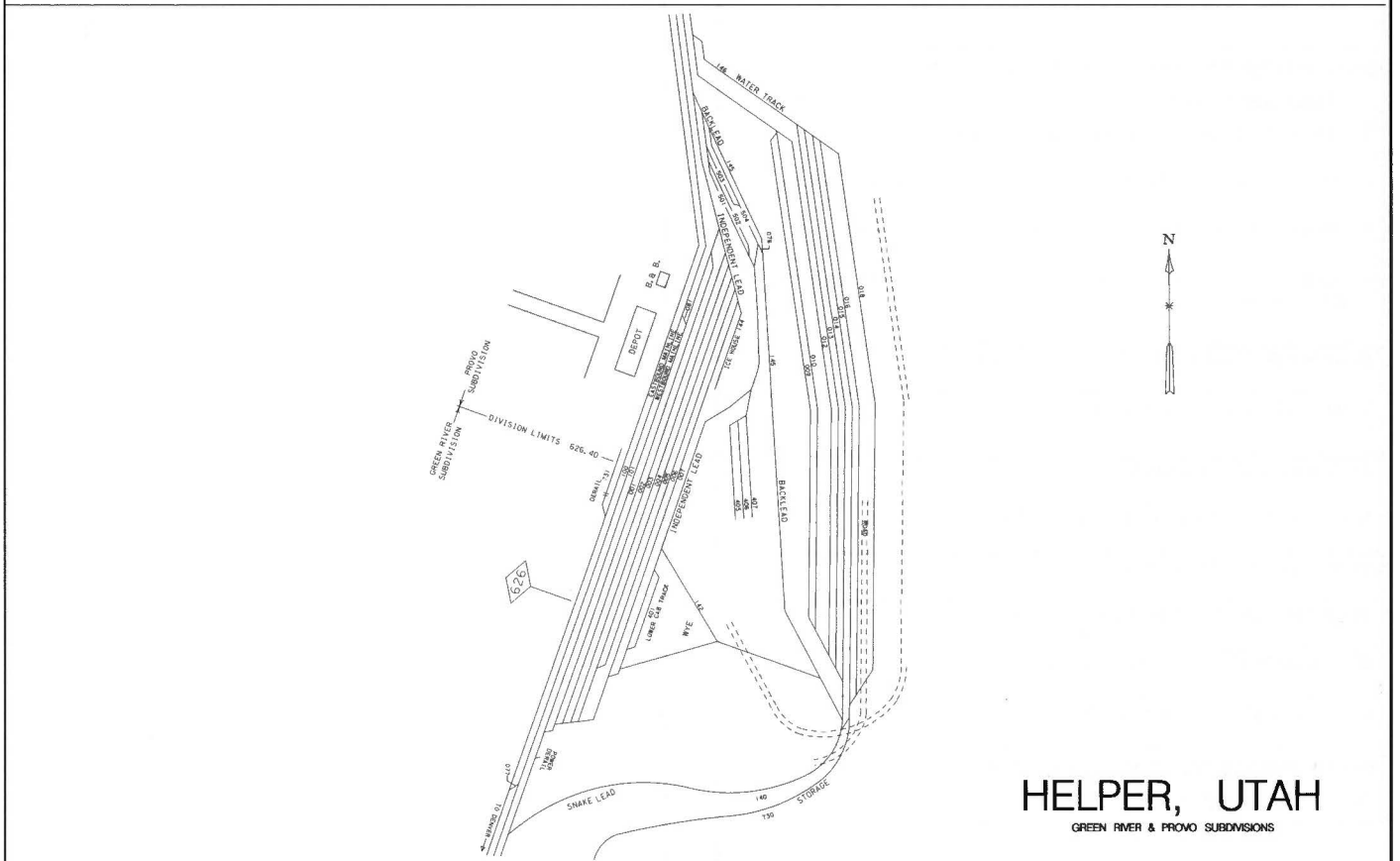
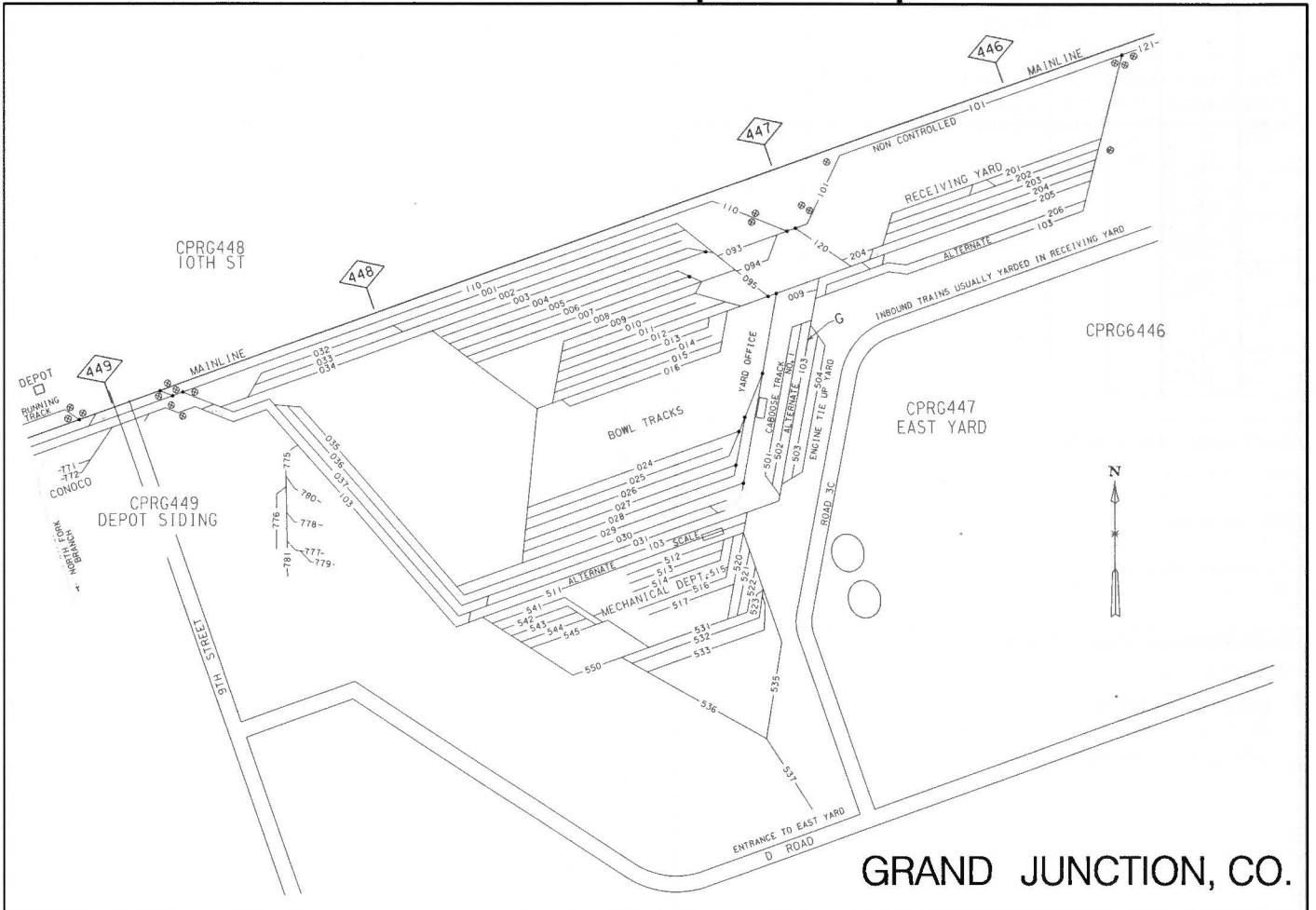
Coorstek Industrial Spur: The Coorstek Industrial Spur that leaves the main track at MP 451.7 and crosses River Road has wayside signals connected with the traffic signals. Trains must approach these signals prepared to stop. When signal displays clear for train, (approximately 7 seconds after signal lights), traffic signals for highway traffic will be red and train movement may proceed. If wayside signal displays dark or red, this is an indication that highway traffic signals have not been set to stop and train movement must be preceded by a flagman over the highway crossing. If cars or units are left in either approach of the crossing for over two (2) minutes, highway traffic signals will return to green and any train movement through the highway crossing must be preceded by a flagman. The approach circuits extend approximately 225 feet from each side of the highway crossing. Train movements over highway should be continuous and the crossing must not be blocked by standing equipment when it can be avoided.

6-Axle Locomotives not allowed on Industrial Tracks between MP 459.0 and MP 469.0.

Set Out Tracks				
MP	Name	Track	Access Direction	Length
613.3	Wellington	Siding	East	1375
621.9 622.7	Maxwell	Siding	Both	4013



Grand Jct. and Helper Area Maps

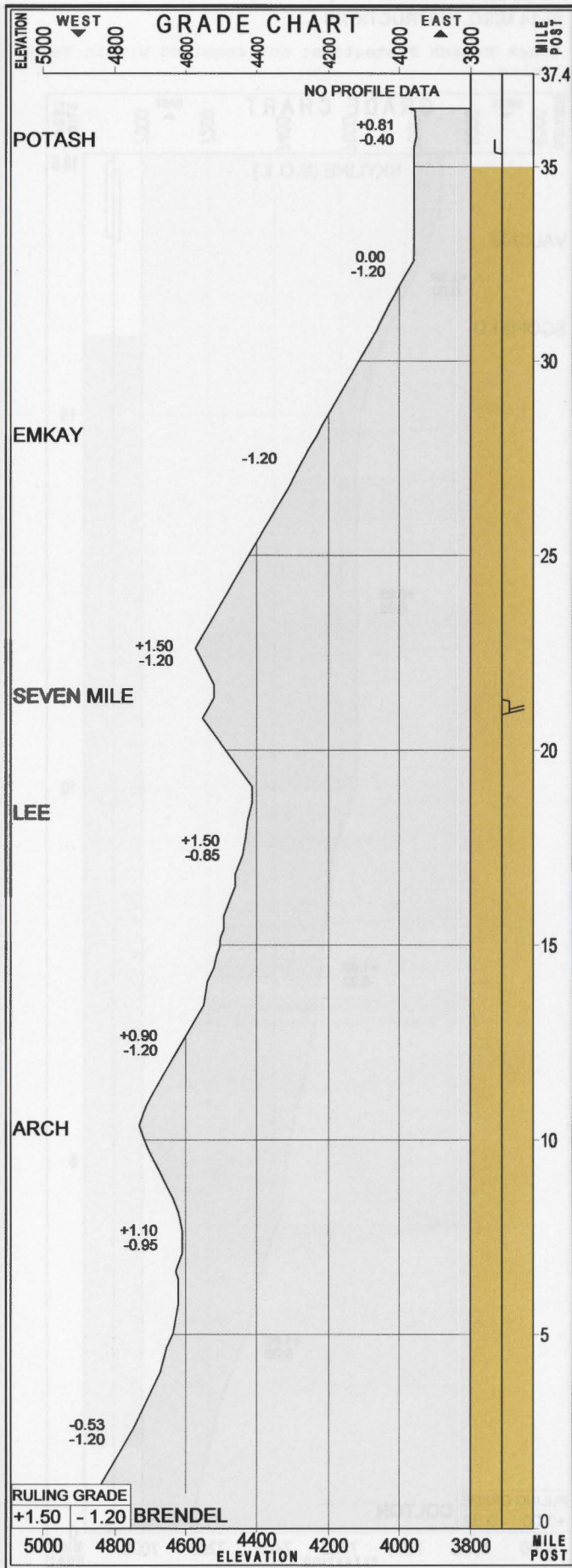


CANE CREEK SUBDIVISION (0737)

Radio Display: Entire Subdivision: 014-014 - *78						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST Stations / Control Points	EAST ▲	Sta. # #s
35.6		YL		POTASH (7.7)		UW936
28.1		TWC		EMKAY (6.6)		UW928
21.4				SEVEN MILE (2.9)		UW921
21.1				LEE (8.1)		
18.4				ARCH (10.3)		
10.3				BRENDEL		KP983
0.0						
-0.2						
(35.7)						
SI-01 MAIN TRACK AUTHORITY						
Yard Limits: MP 35.6 and MP 35.0. TWC between: MP 35.0 and MP -0.2. Intrepid Mining: Movements beyond MP 35.6 are on trackage of Intrepid Mining. End of Track at MP 37.4.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mileposts						
35.6 and -0.2						
(Except as Below) 40						
35.6 and 35.0..... 10						
35.0 and 28.5..... 15						
28.5 and 23.5..... 20						
23.5 and 22.4..... 15						
22.4 and 14.1..... 30						
0.5 and -0.2..... 25						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts (No Exceptions)						
2. Dual Control Switch Turnouts (No Exceptions)						
3. Misc. Speed Restrictions (No Exceptions)						
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS						
MP -0.2 = MP 533.3 Green River Sub						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS - None.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
SI-11 INDUSTRIAL LEADS - None.						
SI-12 TONNAGE RESTRICTIONS/TPOB						
Maximum Gross Weight: 143 Tons.						

SI-13 TRAIN MAKE-UP RESTRICTIONS No additional restrictions to system requirements.
SI-14 MISC. INSTRUCTIONS Emkay: Permanent hand throw derail is located on main track at Emkay, MP 28.5. Normal position for derail is in the non-derailing position except when equipment is left on the main track at that location. All movements must approach this derail prepared to stop and line derail for proper position, unless train has been issued Work Between authority (Not Joint) and derail has previously been traversed. Track Breach Protection: Not required within Yard Limits at Potash.

CANE CREEK SUBDIVISION (0737)



MILE POST	RESTRICTIONS
37.4	
35	
30	
25	
20	
15	
10	
5	
0	

PLEASANT VALLEY SUBDIVISION (0746)

Radio Display: Entire Subdivision: 014-014- *78						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST Control Points	Sta. #s Siding Capacity
18.5		YL		SKYLINE (End of Track) (1.0)	Y	UW720 Yard
17.5				VALCAM (2.3)	Y	UW718 Yard
15.2		TWC		SCOFIELD (15.2)		UW715
0.0		YL		COLTON	Y	UW093

(21.1)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 16.0 and MP 1.0.
Yard Limits between
MP 18.5 and MP 16.0;
MP 1.0 and MP 0.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
18.5 and 0.0	
(Except as Below).....	20
18.5 and 1.0 W.....	15

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings.....	10
2. Dual Control Switch Turnouts (No Exceptions)	
3. Misc. Speed Restrictions (No Exceptions)	
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 16.9	% 8.1	% 2.0
% 14.0	% 6.4	% 0.6
% 10.9	% 5.1	
% 9.5	% 3.5	

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

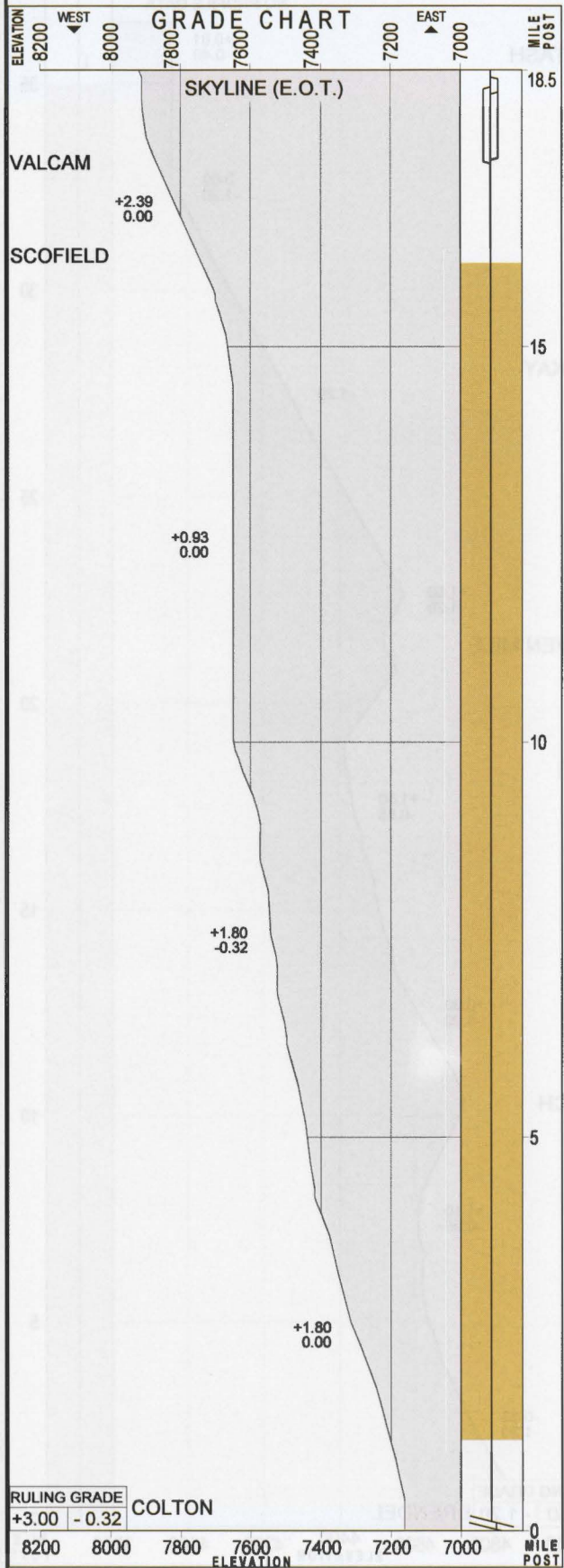
Maximum Gross Weight: 143 Tons.
Between Skyline and Colton: If dynamic brake is inoperative or train exceeds 500 Tons Per Dynamic Brake Axle, retainers must be set on all cars.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Track Breach Protection: Not required within Yard Limits.



PROVO SUBDIVISION (0740)

		Radio Display:						
		Helper to Ironton: 023-023- *78						
		Ironton to Midvale: 042-042- *48						
		Midvale to Grant Tower: 057-057- *48						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST	Sta. #s	Siding Capacity	
626.4		CTC 2MT		HELPER (0.8)	BT	UW075		
627.2 627.3			RG627	WEST HELPER (1.6)	X			
628.8 658.9 630.4			RG629	UTAH RY JCT. (1.6)	X	UW077		
632.7 632.9			RG632	CASTLE GATE (2.3)		UW078		
638.9 640.0			RG639 RG640	LYNN (6.2)	X	UW080		
644.8 644.9			RG645	KYUNE (5.9)		UW088	C5230	
649.9 650.1			RG645	COLTON (5.1)	X	UW093		
651.4			RG650	EAST SUMMIT (1.5)	X			
651.8 651.9			RG652	SUMMIT MT 1 (0.4)		UW100	7840	
659.8 661.5			RG652	WEST SUMMIT (8.0)	X			
672.1 672.3			RG660 RG662	GILLULY (12.3)	!	UW110	C7900	
676.6 676.7			RG672	NARROWS (4.5)	X	UW121		
684.8 684.9			RG677	RIO (8.2)	X	UW125		
695.8 695.9			RG685	CASTILLA (11.0)	X	UW132		
698.3 698.6			RG696	SPRINGVILLE CROSSOVER (2.5)	X	UW146		
700.8 709.9			RG699	IRONTON (2.5)		XT		
701.1 705.7			RG701	PROVO (4.9)		XBT	UP076	
707.1			RG706	LAKOTA MT 1 (1.4)			UP074	
708.4			RG707	GENEVA (1.3)	X		UP072	5975
714.1 715.9			CTC	RG708	PIPE MILL (5.7)		UP068	
719.8 721.5			RG714	AMERICAN FORK (5.7)	!	UP062	8820	
726.7 728.3			RG720 RG722	MESA (6.9)	!	UP057	8500	
734.3 734.5			RG727	RIVERTON (7.6)	!	UP049	7793	
735.8 736.2			CTC	RG735	MIDVALE MT 2 (1.5)	T	UP040	Yard
736.4 740.5			RG736	MIDVALE XOVER (4.3)		X		
740.7 740.8			RG741	EAST ROPER (1.5)		X		
742.0			RG743	ROPER (1.5)		T	UP002	Yard
743.4 735.8			RG743	13TH SOUTH (1.2)	X			
744.6			RG744	7TH SOUTH MT 1 (0.5)				
745.1 745.3			RG745	2ND SOUTH (0.6)	X			
745.7	C783	6TH WEST - GRANT TOWER (0.1)			UZ030			
745.8	C782	9TH WEST						

(119.4)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
626.4 and 745.8		
(Except as Below)	75	60
626.4 and 638.7 W.....	30	30
626.4 and 638.7 E.....	30	25
638.7 and 639.9.....	30	30
639.9 and 644.5.....	35	35
644.5 and 650.3.....	65	60
650.3 and 651.6.....	60	60
651.6 and 654.3 W.....	40	25
651.6 and 654.3 E.....	40	30
654.3 and 665.3 W.....	30	25
654.3 and 665.3 E.....	30	30
665.3 and 666.8.....	45	35
666.8 and 667.7.....	35	35
667.7 and 670.8.....	40	35
670.8 and 672.7.....	55	35
672.7 and 674.3.....	30	25
674.3 and 682.2.....	40	35
682.2 and 688.2 MT 1.....	50	45
688.2 and 692.7 MT 1.....	60	50
692.7 and 695.7 MT 1.....	50	50
695.7 and 696.7 MT 1.....	60	50
682.2 and 696.1 MT 2.....	50	40
696.1 and 696.7 MT 2.....	60	50
696.7 and 700.0.....	60	50
700.0 and 701.0.....	50	50
701.0 and 702.0.....	40	40
702.0 and 708.4 MT 1.....	60	40
708.4 and 716.3.....	60	40
716.3 and 717.3.....	45	45
717.3 and 721.6.....	75	45
721.6 and 723.0.....	45	40
723.0 and 724.5.....	60	60
724.5 and 727.8.....	70	60
730.4 and 731.4.....	60	60
731.4 and 734.4.....	70	60
734.4 and 734.5.....	50	50
734.5 and 740.8.....	70	60
740.8 and 745.2.....	30	30
745.2 and 745.7 MT 1.....	25	25
745.2 and 745.8 MT 2.....	25	25

HATU OVORP
PROVO

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Kyune, Summit and Midvale.....	10
2. Dual Control Switch Turnouts	
CP RG629: crossover.....	15
CP RG685: crossover.....	40
CP RG696: crossover.....	50
CP RG699: crossover, MT 2 to UPRR wye..	10
CP RG701 and RG737: crossovers.....	30
CP RG708.....	50
CP RG736: turnout.....	15
CP RG745: west crossover	20
3. Misc. Speed Restrictions	
All wye tracks at Provo.....	10
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
 MP 626.4 Helper and CP RG708;
 CP RG735 and CP C783 MT 2;
 CP RG735 and CP C782 MT 1.

SI-05 MILEPOST EQUATIONS

End Provo subdivision MP 745.6 = MP 782.5 Lynndyl subdivision.

SI-06 RCL OPERATIONS

Remote Control Area: Provo:
 Provo: MP 752.6 and MP 750.0, Provo Subdivision;
 Sharp: MP 748.9 to MP 752.8, Sharp Subdivision.

Remote Control Zones: Provo:

Yard: Provo Yard
 Zone Status Contact:
 Yardmaster or RCO
 Radio Channel: 009-009

Zone 1: MT 3 (Trk. 125) MP 751.9 to MP 752.6 at the compass north end of UP Yard.

Zone 1 is equipped with activation signs. A Zone is active when the sign is in the upright and locked position for the approaching movement. Authority to enter an active Zone is permitted only after complying with rule 6.7 A, entering a Remote Control Zone. If Zone sign is in the down position, the Zone is inactive and entry is permitted under rule 6.28.

SI-06 RCL OPERATIONS Continued...:

Remote Control Area: Roper:
 MP 745.0 to East Roper MP 740.7, Provo Subdivision;
 to MP 782.9 on the Salt Lake Subdivision;
 to MP 776.0 on the Lynndyl Subdivision.

Remote Control Zones: Roper Yard:

Zone Status Contact:
 Yardmaster or RCO
 Zones 1, 2, 21, 22, and 3 on channel 087-087
 Zones 5 thru 9 on channel 074-074

Remote Control Zones 30th South:

Zone 1: Inbound East Roper (trk. 112)
 MP 740.9 to MP 741.3
 Zone 2: Outbound East Roper/Middle Lead (trk. 113) MP 739.7 and MP 741.3
 Zone 21: Milcreek:
 On lead from trailing clearance point of trk. 27 to trk. 32 (including switches) MP 741.3 to MP 741.4
 Zone 22: Milcreek:
 On lead from trailing clearance point of trk. 33 to trk. 50 (including switches) MP 741.3 to MP 741.4
 Zone 3: West Lead East Roper (trk. 114)
 MP 740.9 to MP 741.3

Note: Zone 21 and/or Zone 22 must be used in conjunction with Zone 2 to be relieved of point protection.

Remote Control Zones 21st South:

Zone 5: UP Runner (trk.133)
 MP 743.3 to MP 742.6
 Zone 6: RG Runner/East Lead (trks. 177/134)
 MP 743.3 to MP 742.2
 Zone 7: Middle Lead Roper North (trk.118)
 MP 742.6 to MP 741.9
 Zone 8: Industrial Lead Roper North (trk.119)
 MP 742.5 to MP 742.3
 Zone 9: Davis Cut-Off/Shadow Lead (trk.024)
 MP 742.6 to MP 742.0
 Zone 10: On the WP Runner (trk.777)
 MP 743.3 and MP 742.2.

See Utah Service Unit Superintendent Bulletin for detailed RCL operation information.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 627.9	% 674.4	(#) 711.7
% 629.5	& 677.2	% 711.4
(#) 630.7	% 679.0	% 712.8
% 634.6	% 681.8 *	% 718.0
% 637.1	& 685.0	% 723.2
% 641.9	# 685.3	% 725.2
% 643.2	% 686.7	(#) 730.7
% 647.4	% 688.5	% 732.3
# 647.5	% 690.4 Mt 2	% 739.2
% 653.3	% 692.3 Mt 1	% 738.0
% 655.6	% 693.2 Mt 2	% 744.3
% 657.5	(#) 696.9	
% 658.9	% 702.6	
% 662.2	% 703.5	
% 663.0	% 704.2	
% 665.6	% 705.7 Mt 2	
% 668.0	& 705.7	
# 668.1	& 708.4	
% 669.6	% 709.8	

* Blue strobe light at MP 680.4, indicates the dragging equipment detector at MP 681.8 has been tripped. This is in addition to the radio alarm.

PROVO SUBDIVISION (0740)

SI-08 RULES ITEMS

Following Signal Indication: changes are in effect for the Provo Subdivision:

Rule 9.2.4 Advance Approach indication is changed to read: "Proceed prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

Rule 9.2.10 Diverging Advance Approach indication is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH and prepared to stop at second signal."

Rule 1.14: Movements from Union Pacific Railroad track may be made onto Utah Transit Authority trackage between the hours of 0000 to 0500. Crews must obtain verbal permission from UTA Rail Traffic Control and obtain any track restrictions. If Union Pacific crews need to make moves prior to the hours stated above they may contact UTA Rail Traffic Control to check for an alternate time frame.

Movements over UTA trackage will be governed by the General Code of Operating Rules, current UTA Timetable and UTA System Special Instructions.

Unless otherwise specified by UTA, trains and engines may only occupy UTA trackage after receiving:

1. Permission from UTA Controller (dispatcher) and
 2. A copy of the current UTA track bulletins.
- Telephone numbers for UTA Control Room are:
 Warm Springs Rail Traffic Control - (801) 287-5455 or (801) 287-5454.

Rule 5.8.4:
 SSI Item 9: Applies on main track and sidings at and between:
 MP 701.07 (200 West) and MP 701.73 (900 West);
 Between:
 MP 706.37 (800 South) and MP 744.42 (800 South).

Rule 6.32.2:
 Procedure 2 in effect when operating on UTA track between MP 752.5 and MP 753.0.

Rule 8.20: On auxiliary tracks equipped with derails, when practicable leave cars or locomotives within 100 feet of the protecting derail. When cars are set out on a track where grade is sufficient to cause unsecured cars to move, derail protection must be provided.

Rule 38.1.5: Passenger trains must make a running air test as follows:
 * Westward trains before passing MP 651.9
 * Eastward trains before passing MP 650.1

Rule 32.1: Grade Securement: Unless train is secured between CP RG652 and CP RG650, do not tie up and leave a train unattended between Helper and Castilla without derail protection.

Rule 34.5.5: If retainers are required, the district DSLE must be contacted before train is allowed to operate with retainers set. Unless the DSLE instructs otherwise, the DSLE must be on board the train when retainers are in use.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Detour	665.3	UW114
Sutro	690.7	UW139
Sampler	737.5	UP037

SI-11 INDUSTRIAL LEADS

Grade Crossings:

On all industrial leads, movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

Tintic Industrial Lead: (0741)

Off main track at CP RG696.
 Extends 5.5 miles from MP 0.0 to MP 5.5.
 Maximum Gross Weight: 134 Tons
 Radio Channel: 068-068
 Maximum Speed MPH
 0.0 and 5.5.....20

Business Tracks	MP	Sta.#'s
Kirby	2.6	UP083
Spanish Fork	3.6	UP085

Provo Industrial Lead: (0758)

Off main track at CP RG706 Lakota Jct.
 Extends 13.8 miles to Cutler, westward;
 Maximum Speed 20 MPH.
 Maximum Gross Weight: 143 tons
 Radio Channel: 068-068

Business Tracks	MP	Sta.#'s
Cutler	P771.7	UP058
Lehi	P769.3	UP059
American Fork	P766.4	UP062
Pleasant Grove	P763.0	UP065
Hardy W.....	P761.8	UP067
Pipemill	P760.9	UP069

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

Freight Trains exceeding 80 TPOB and 200 TPDBA must not exceed speeds listed between the following locations:

Milepost	MPH
651.4 and 654.1 W.....	15+
654.1 and 665.6 W.....	20
665.6 and 682.0 W.....	25
638.9 and 627.3 E.....	20

On descending grades between Helper and Castilla:
 A train that exceeds 500 TPDBA must stop and not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers set on all cars.

If it becomes necessary to use a 13-15 pound brake pipe reduction to balance the grade, train speed must not exceed 15 MPH. If a 15 pound brake pipe reduction will not balance the grade at 15 MPH, train must stop and sufficient hand brakes applied to prevent movement. Trains stopped to comply with these instructions must not proceed except as instructed by a DSLE.

SI-13 TRAIN MAKE-UP RESTRICTIONS

TUNNEL RESTRICTIONS:

All double stack containers, all tri-level autoracks, and loads in excess of 19 feet 6 inches above top of rail are prohibited between Lynn and Kyune on MT 1 and MT 2.

"EXCEPTION: Any High/Wide load that has a Protection Notice covering the movement through the area may be moved as cleared by the notice."

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Provo: The switch from Coal Track 1 to the wye must be left lined for Coal Track 1. The UPRR main track switch (west end) will be lined normal for the coal tracks.

Roper Yard: Before entering Roper Yard, contact Tower Yardmaster for yarding instructions. All trains entering Roper Yard must use Radio Channel 092-092.

Roper and Provo Yards: Power switches equipped with solar panels have clearances that are close. These solar panels have a clearance that does not meet the minimum clearance standards.

East Mesa: Trains must not depart without receiving a clear signal or a job briefing with the train dispatcher that movement is cleared to East American Fork.

Yard Assignment Radio Information:

Between MP 699.0 and MP 702.0, yard assignments, locals and trains performing switching movements will use Radio Channel 012-012.

Exception: Employee(s) using Track Breach Protection must remain on channel 042-042.

SI-14 MISC. INSTRUCTIONS Continued...

Union Pacific - UTA Operating Procedures:

Union Pacific - UTA Emergency Notification System: The UPRR and the UTA have different radio systems. Each railroad will respond to emergency calls on their radio system and will communicate to the adjacent railroad dispatcher by a dedicated emergency line on their consoles. These dedicated lines have both an audible (call-in tone) and visual (strobe light) indication to ensure an immediate response. Both UPRR and UTA Dispatcher will use the dedicated line to coordinate safe train movement during emergency situations.

UPRR-UTA Emergency Notification Responsibilities:

Union Pacific train crews will initiate a 911 call from radio key pad, when the following occurs on the Provo Subdivision Main Track 1 either direction when trains have an undesired emergency, hotbox detector notification, dragging equipment notification, crossing accident etc. or other conditions that may foul UTA Main Track.

Protection for employees walking disabled trains: Once train crews make contact with UPRR - UTA, all UTA trains are to reduce to restricted speed, until the following occurs:

Conductor or Employee In Charge has contacted the command centers for both railroads that the disabled train is not foul of UTA Main Track and other issues do not exist, hazmat spill etc. Conductor or Employee In Charge has completed inspection of train between Main Track 1 on the Provo Subdivision and UTA Main Track. Once a UTA train has passed the disabled train, normal train speed may resume.

UPRR-UTA Maintenance of Way - Form B Requirements:

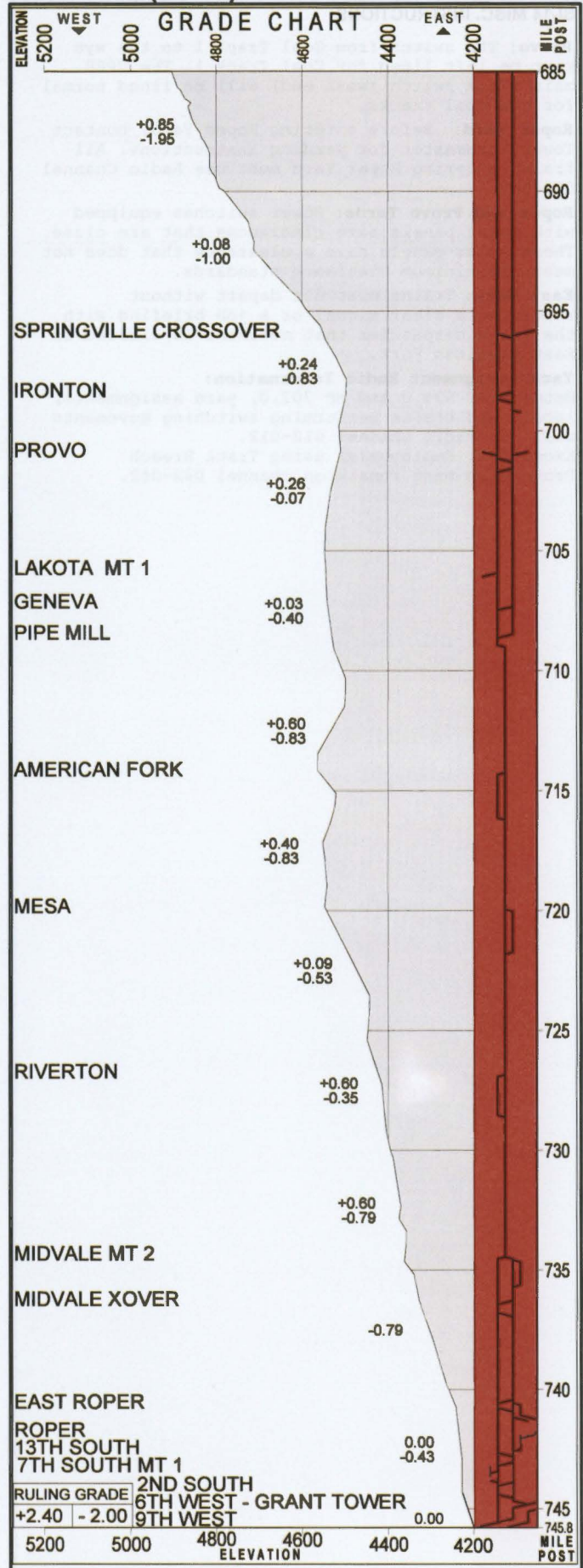
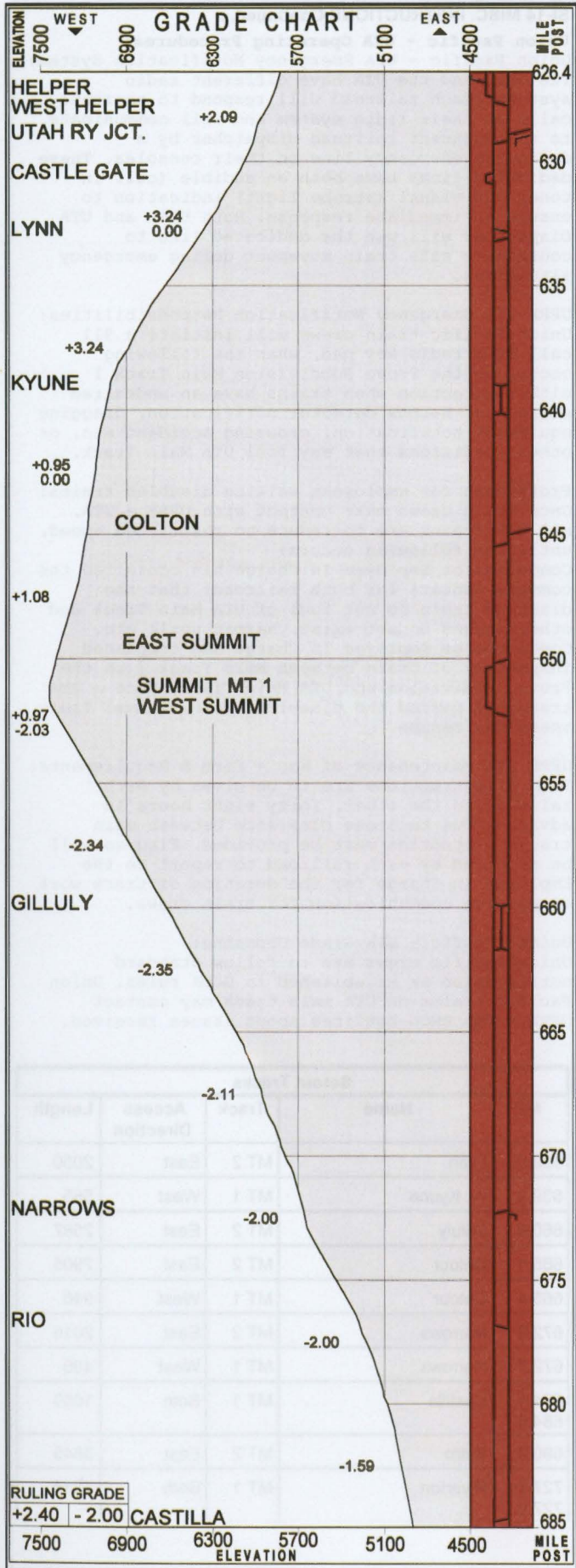
Form B instructions are to be given by each railroad to the other, forty eight hours in advance. Due to close clearance between main tracks protection must be provided. Flagmen will be provided by each railroad to report to the Employee In Charge for the duration of track work to provide communication for train crews.

Union Pacific - UTA Grade Crossing:

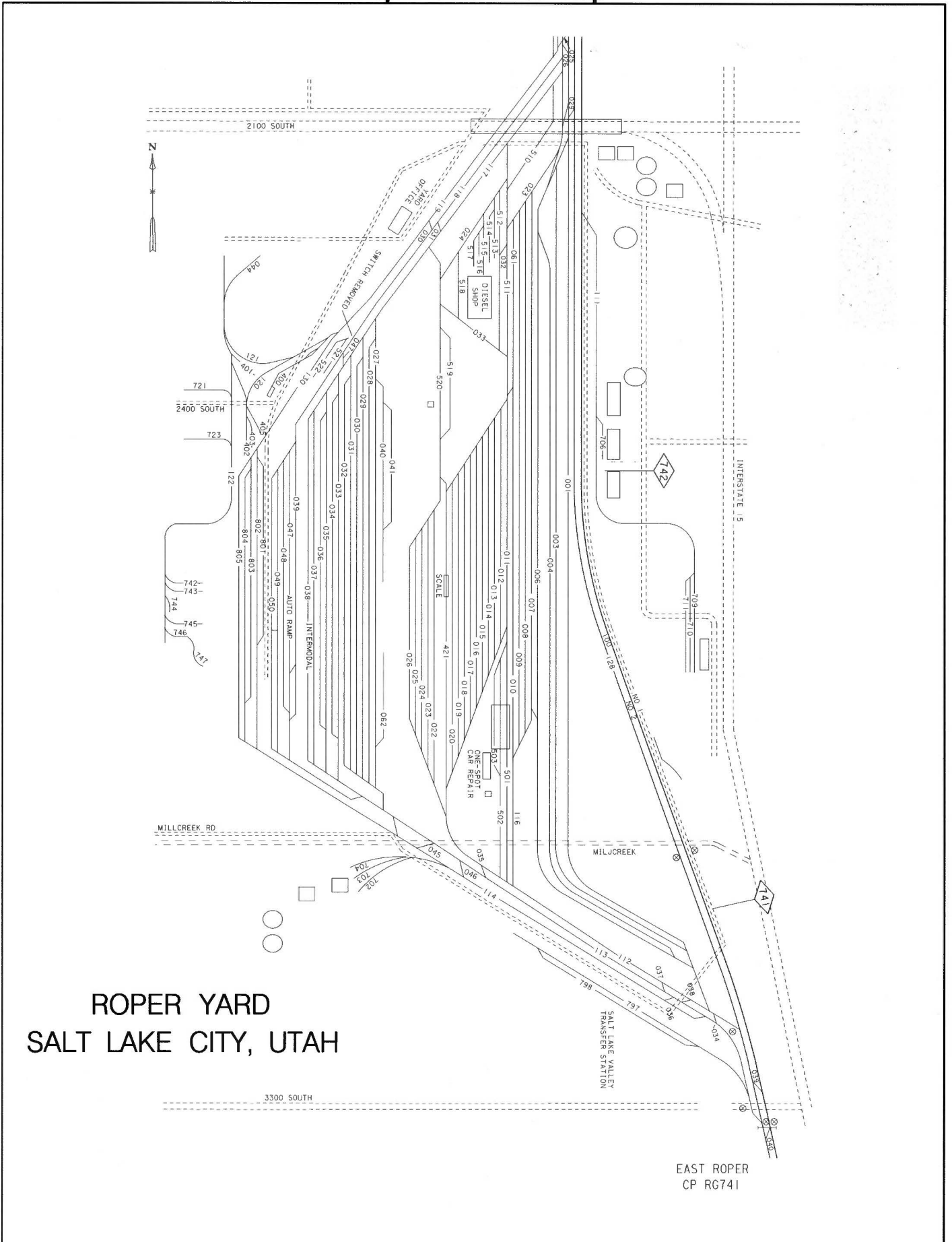
Union Pacific crews are to follow standard notification as established in GCOR rules. Union Pacific trains on UTA main track may contact UPRR - UTA RMCC hotlines about issues received.

Setout Tracks				
MP	Name	Track	Access Direction	Length
632.0	Lynn	MT 2	East	2050
639.9	W. Kyune	MT 1	West	565
660.8	Gilluly	MT 2	East	2587
665.1	Detour	MT 2	East	2905
665.4	Detour	MT 1	West	946
672.3	Narrows	MT 2	East	2016
672.7	Narrows	MT 1	West	496
684.4	Castilla	MT 1	Both	1050
684.6				
690.3	Sutro	MT 2	East	3845
727.7	Riverton	MT 1	Both	1214
727.9				

PROVO SUBDIVISION (0740)



Roper Yard Area Map



ROPER YARD
SALT LAKE CITY, UTAH

EAST ROPER
CP RG741

SHARP SUBDIVISION (0757)

Radio Display: Provo to Lynndyl: 042-042- *48							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST Control Points	Sta. #s / Siding Capacity	
P748.9	[Track Diagram]	CTC	C749	PROVO (11.8)	T		
P737.1			C738	PAYSON (14.2)	!	UP092	6102
P735.8			C735				
P722.9			C723	STARR (21.2)	!	UP107	6085
P721.6			C721				
P701.7			C702	SHARP (5.0)	!	UP128	13,436
P699.1			C700				
P696.7			C696	JUAB (15.5)	!	UP133	6082
P695.4			C695				
P681.2			C681	PARLEY (15.5)	!	UP148	6242
P679.9	C680						
P665.7	C666	LYNNNDYL	!	UZ147	6404		
P664.2	C664						

(88.7)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
P748.9 and P664.2	
(Except as Below)	50
P733.5 and P732.6.....	30
P694.4 and P692.6.....	35
P692.6 and P691.8.....	30
P686.2 and P676.4.....	30
P676.4 and P674.8.....	35
P667.2 and P666.3.....	35
P666.3 and P664.2.....	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Parley Siding.....	20+
Sidings with 20+ maximum speed when departing after headend occupies main track.....	30
2. Dual Control Switch Turnouts (No Exceptions)	
CP C700, W. Sharp.....	15
3. Misc. Speed Restrictions	
All wye tracks at Provo.....	10
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Areas:

Provo Yard: MP 752.6 and MP 750.0;
MP 748.9 to MP 752.8 on the Sharp Subdivision.

Remote Control Zones:

Provo Yard: Zone 1 is equipped with activation signs. A Zone is active when the sign is in the downward and locked position for the approaching movement. Authority to enter an active Zone is permitted only after complying with rule 6.7 A, entering a Remote Control Zone. If Zone sign is in the upright position, the Zone is inactive and entry is permitted under rule 6.28.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) P743.7	(#) P709.0	% P679.0
(#) P727.8	(#) P690.2 *	(#) P671.0

* When Train Defect Detector at MP P690.2 indicates a defect, eastward trains must immediately reduce speed to 5 MPH until head end of train is at MP P694 before stopping to inspect train.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Spanish Fork	P744.4	UP085
Nephi	P711.5	UP118
Martmar	P676.1	UP153

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Provo:

All yard assignments, locals and trains performing switching at Provo will use radio channel 012-012.

Exception: Employee(s) using Track Breach Protection must remain on Radio Channel 042-042.

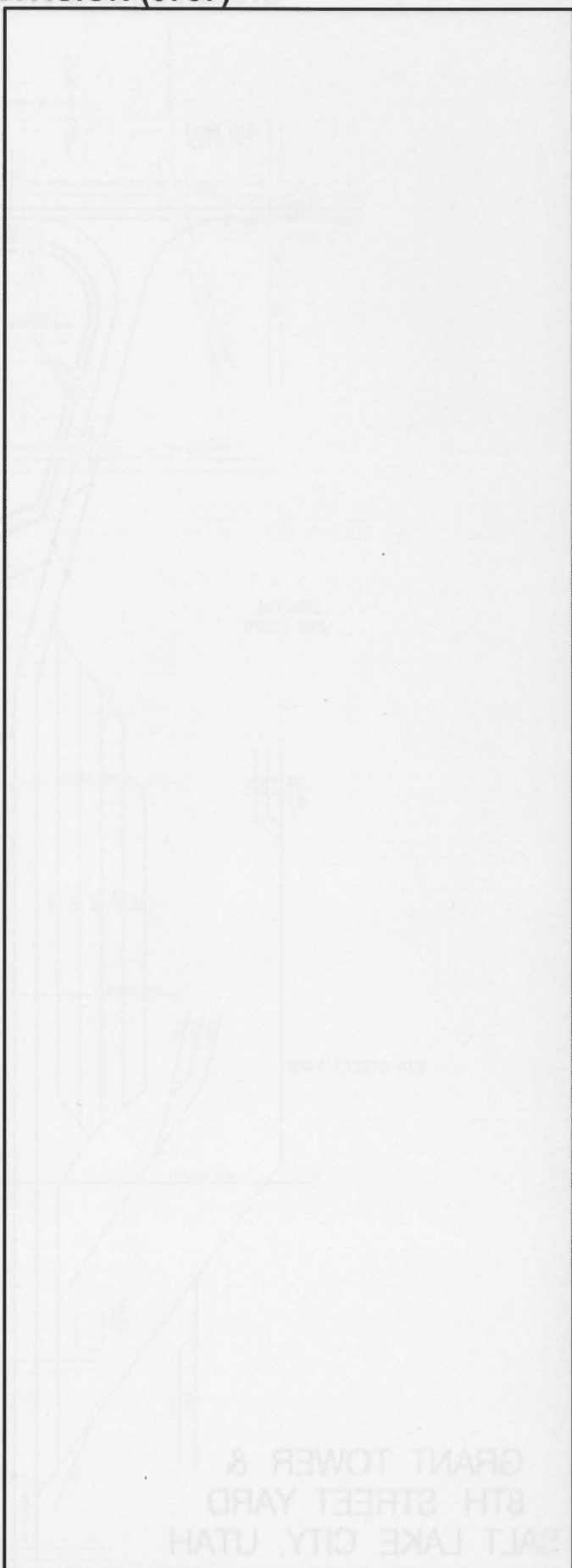
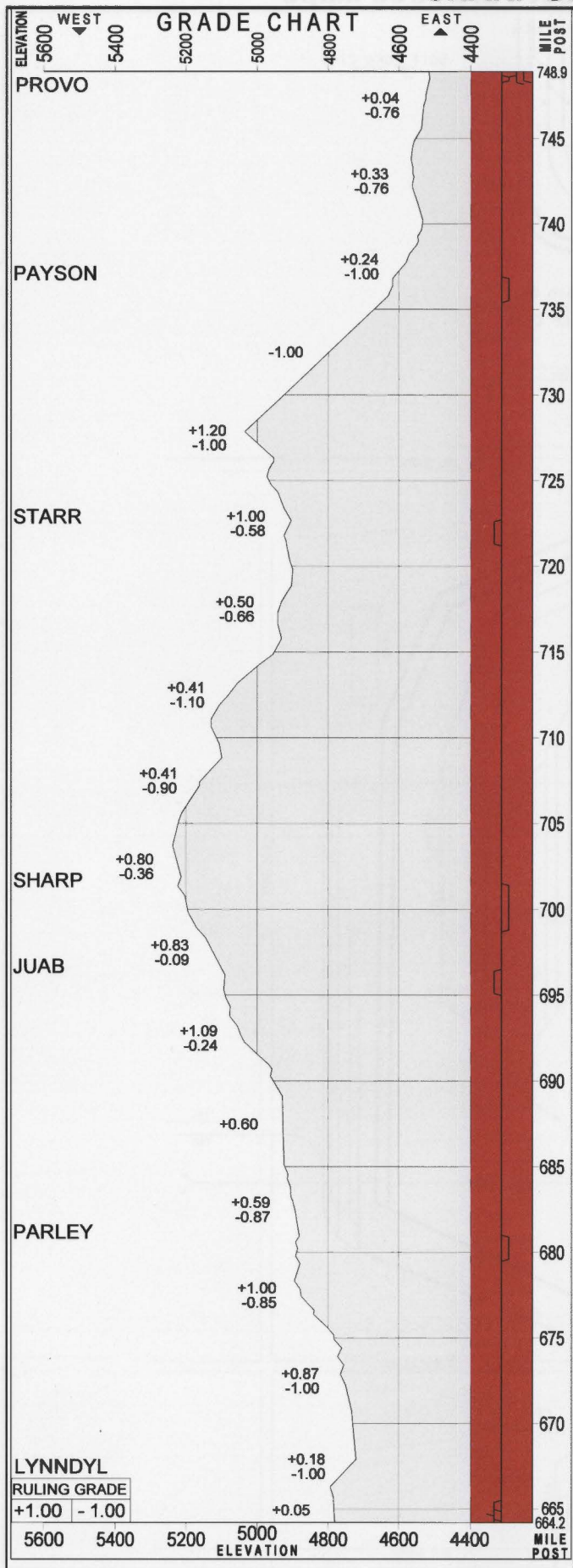
Normal position of all switches on west leg of wye are for west leg of wye.

Normal position at east end of Pipe Plant lead for SP Connection. No units are permitted to operate on Pipe Plant Highline beyond sign at underpass.

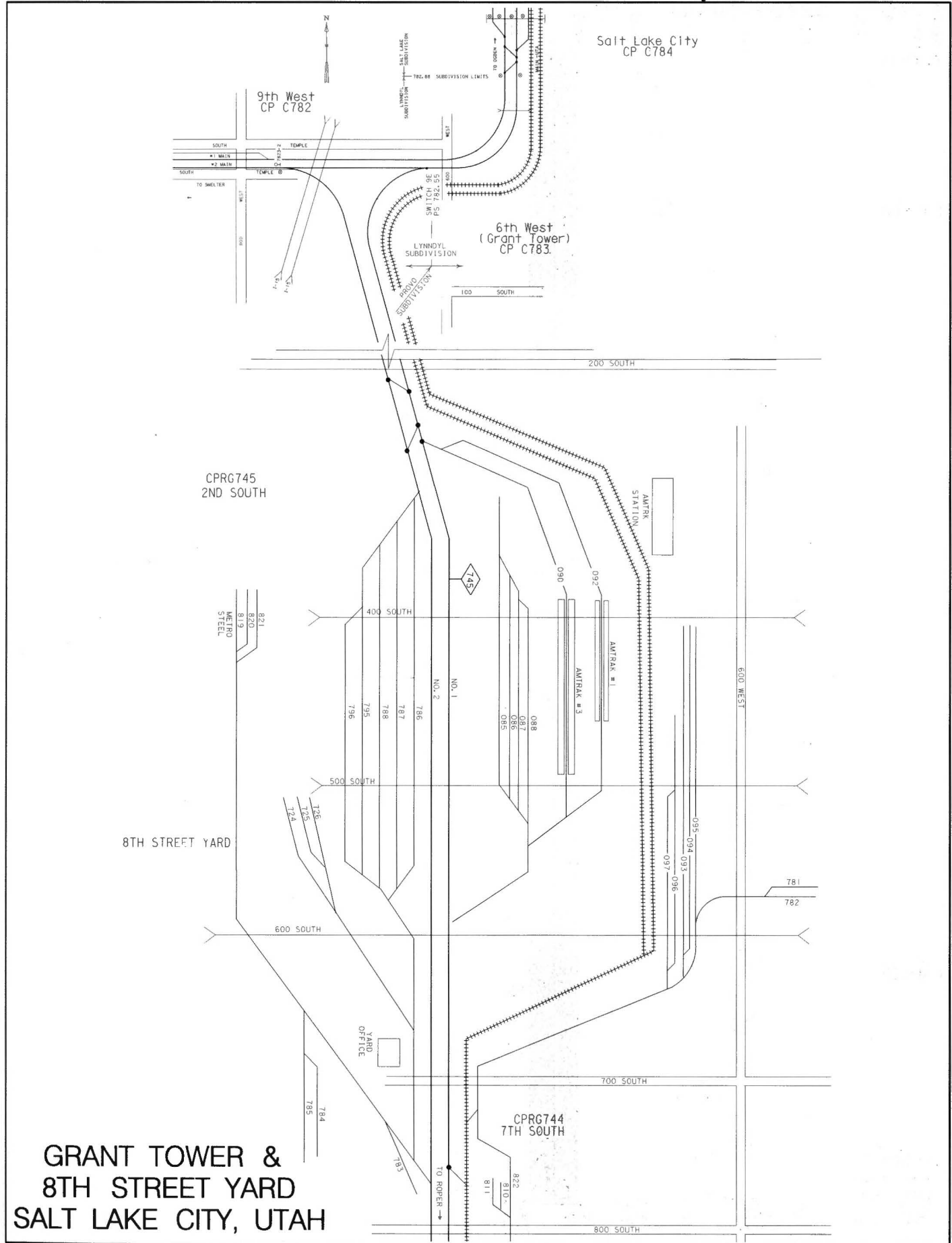
Normal position of switch from Utah Yard to UP lead at MP 752.6 is lined for UP lead.

Set Out Tracks				
MP	Name	Track	Access Direction	Length
736.8 736.7	Payson	Main	Both	761
722.0	Starr	Siding	West	844
680.3	Parley	Siding	East	845

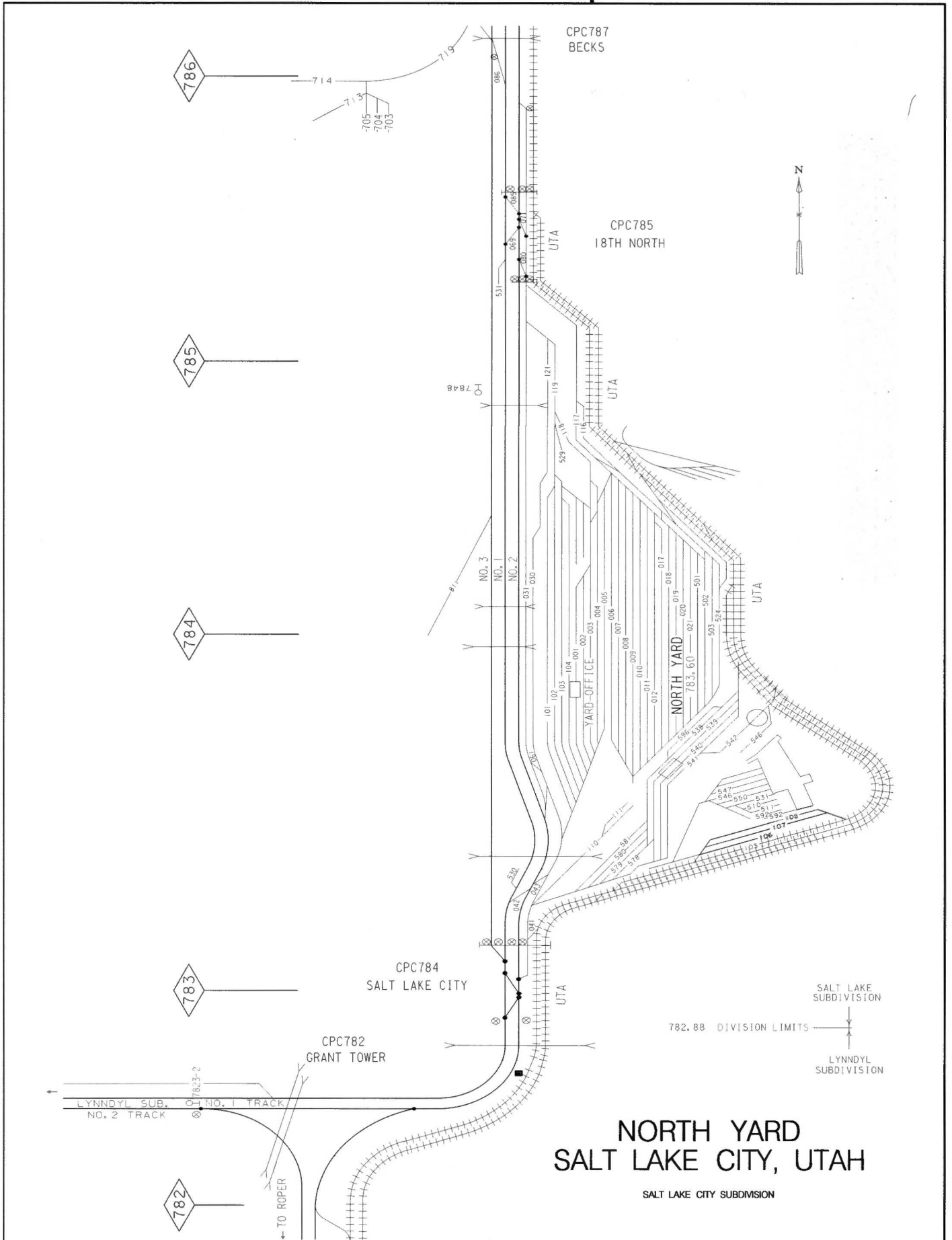
SHARP SUBDIVISION (0757)



Grant Tower & 8th Street Yard Area Maps



North Yard Area Map



SALT LAKE SUBDIVISION (0747)

Radio Display: Ogden Wye to N. Salt Lake CP788: 027-027- (*11) N. Salt Lake CP788 to Salt Lake City: 057-057- (*48)							
Mile Post	Track Layout	Rule 6.3	CP #s	▼ WEST Stations / Control Points	EAST ▲	Sta. #s Siding Capacity	
818.4 818.2		CTC 2MT	C819	OGDEN WYE (0.4)	BT	UY993 Yard	
817.8 817.7 811.6			C817	BRIDGE JCT. (6.2)	X	UY994	
811.6 811.3			C811	EAST CLEARFIELD (2.2)	X		
809.4 809.3			C809	CLEARFIELD MT 1 (2.0)	BT	X	UZ002
807.4 807.1			C807	WEST CLEARFILED (13.8)	X		
793.6 793.3			C793 C793	CENTERVILLE (5.6)	X	X	UZ018
788.0			C788	NORTH SALT LAKE			UZ024
787.9			CTC 3MT	(0.4)	X		
787.6				C789	SP NORTH SALT LAKE MT 3 (1.5)		
786.1				C787	BECKS MT 3 (0.5)		UZ026
785.6 785.5 785.4 785.3				C785	18TH NORTH MT 1 & MT 2 (2.5)	X	UZ027
783.1 783.0 782.9				CTC 2MT	C784	SALT LAKE CITY (North Yard)	BX

(35.1)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire Subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
818.4 and 782.9		
(Except as Below).....	79	70
818.4 and 817.9.....	40	30
812.2.....	70+	70
807.2.....	70+	70
806.1.....	70+	70
798.2 and 796.4..	70	60
792.4 and 792.2.....	70	60
787.9 and 787.0.....	70	70
787.0 and 782.5.....	40	40
787.9 and 783.1 MT 3.....	30	30

SI-03 OTHER SPEED RESTRICTIONS

- MPH**
- 1. Thru Sidings & Turnouts (No Exceptions)**
 - 2. Dual Control Switch Turnouts**
 CP C817 between MT 1 &
 MT 2 at MP 817.8, CP C811, CP C807,
 CP C793, CP C788..... 40
 CP C819, CP C817 between MT 1 &
 MT 2 at MP 817.6, CP C809..... 15
 - 3. Misc. Speed Restrictions**
 CP C817 and Shasta Lead..... 15
 MP 818.0 to Evanston Sub. via North or
 South leg of Wye..... 10
 Salt Lake Diesel Facility - Trk.38..... 15
 - 4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)**

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks: between CP C819 and CP C788
Three main tracks: between CP C788 and CP C784.
 North track is designated MT 3.
 Center track is designated MT 1.
 South track is designated MT 2.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Area: North Yard: 18th North,
 MP 785.0 to MP 783.0 entrance to Grant Tower.
 North Yard: to MP 783 on the Lynndyl Subdivision.

Remote Control Zones:

Zone Status Contact:
 Yardmaster or RCO.
 Radio Channel: 053-008 or 050-018

North Yard

Zone 1: East Lead (Trk.117) MP 785.0 to MP 784.7
 Zone 4: New Extension (trk.130) MP 783.0 to
 MP 783.7.

See Utah Service Unit Superintendent Bulletin for
 detailed RCL operation information.

Remote Control Areas - Ogden Terminal:

See instructions on Evanston Subdivision.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 784.9 Mt 3	% 797.3	% 813.9
@ 788.7 *	@ 799.7	% 816.3
% 791.8	% 803.9	
% 795.4	% 805.5	

* Detector at MP 788.7 transmits on both channel
 027-027 and 057-057.

SI-08 RULES ITEMS

Rule 1.47, Part C, Item 2: Radio Transmission,
 not in effect between Ogden MP 818.2 and Salt
 Lake MP 782.9 including North Yard.

Rule 9.13.1. Clearfield: First move must be made
 on signal indication unless otherwise authorized
 by control operator when setting out or picking
 up at CP C809. All movements over the dual
 control switches from MT 1 to the north leg of
 the Wye or to the East Pass extension must be
 made with switches in hand operation when a
 return movement over the switches is necessary.

Rule 5.8.4: Item 9 of the System Special
 Instructions applies at and between:
 300 North, MP 782.88 and I-15, MP 817.86.

SALT LAKE SUBDIVISION (0747)

SI-09 FRA EXCEPTED TRACKS - None.		
SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Pioneer	789.2	UZ022
Woods Cross	791.3	UZ022
SI-11 INDUSTRIAL LEADS		
Grade Crossings:		
On all industrial leads, movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.		
Syracuse Industrial Lead: (0748)		
Originates MP 809.3. Extends 2.1 miles from Clearfield to Barnes.		
Maximum Gross Weight: 134 Tons		
Radio Channel: 089-089		
Business Tracks		
Freeport Center	0.6	UZ002A
Barnes	2.1	UB602
Woods Cross Industrial Lead: (0734)		
Off MT 3 at MP 787.7. Extends 4.5 miles from North Salt Lake to Woods Cross.		
Maximum Gross Weight: 134 Tons		
Radio Channel: 057-057		
Public xing at 5th St. MP 753.6, be governed by Rule 6.32.2.		
Business Tracks		
Woods Cross	753.7	UZ021
Evona Industrial Lead: (0752)		
3.2 miles Ogden to Sugar Works Plant.		
Maximum Gross Weight: 134 Tons		
Radio Channel: 067-067		
Business Tracks		
Evona E.....	0.7	UV700
Relico E.....	1.0	UV702
Sugar Works	3.2	UV703
Hill Field Industrial Lead: (0749)		
6.8 miles Ogden to Arsenal.		
Maximum Gross Weight: 134 Tons		
Radio Channel: 089-089		
Maximum Speed MPH		
(Except as Below).....15		
4.4 and 4.8.....10		
6.0 and 6.8.....10		
Business Tracks		
Orchard W.....	2.6	UH102
Arsenal	6.7	UH106
SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum Gross Weight: 158 Tons.		
SI-13 TRAIN MAKE-UP RESTRICTIONS		
No additional restrictions to system requirements.		

SI-14 MISC. INSTRUCTIONS
ACS Test Loops Eastward:
On MT 1 & MT 2, MP 784.4 to MP 785.3;
Tracks 103 & 104, MP 785.2 to 785.3;
On Bypass Track between CP C817 and MP 991.0
Evanston Sub.
Salt Lake North Yard: Power switches equipped with solar panels have clearances that are close. These solar panels have a clearance that does not meet the minimum clearance standards.
Union Pacific - UTA Operating Procedures:
Union Pacific - UTA Emergency Notification System:
The UPRR and the UTA have different radio systems. Each railroad will respond to emergency calls on their radio system and will communicate to the adjacent railroad dispatcher by a dedicated emergency line on their consoles. These dedicated lines have both an audible (call-in tone) and visual (strobe light) indication to ensure an immediate response. Both UPRR and UTA Dispatcher will use the dedicated line to coordinate safe train movement during emergency situations.
UPRR-UTA Emergency Notification Responsibilities:
Union Pacific train crews will initiate a 911 call from radio key pad, when the following occurs on the Salt Lake Subdivision MT 2 either direction when:
Trains have an undesired emergency, hotbox detector notification, dragging equipment notification, crossing accident etc. or other conditions that may foul UTA main Trk.
Protection for employees walking disabled trains:
Once train crews make contact with UPRR - UTA, all UTA trains are to reduce to restricted speed, until the following occurs.
Conductor or Employee In Charge has contacted the command centers for both railroads that the disabled train is not foul of UTA main trk. and other issues do not exist, hazmat spill etc.
Conductor or Employee In Charge has completed inspection of train between MT 2 Salt Lake Subdivision and UTA main trk.
Once a UTA train has passed the disabled train, normal train speed may resume.
UPRR-UTA Maintenance of Way - Form B Requirements:
Form B instructions are to be given by each railroad to the other, forty eight hours in advance. Due to close clearance between main tracks protection must be provided.
Flagmen will be provided by each railroad to report to the Employee In Charge for the duration of track work to provide communication for train crews.
Union Pacific Wide Loads:
Due to close clearance on the Salt Lake Subdivision MT 2 and UTA main trk, all UPRR trains carrying wide loads must be routed on MT 1, Salt Lake Subdivision.
Union Pacific - UTA Grade Crossing:
Union Pacific crews are to follow standard notification as established in GCOR rules. Union Pacific trains on UTA main track may contact UPRR - UTA RMCC Hotlines about issues received.

SALT LAKE SUBDIVISION (0747)

SI-14 MISC. INSTRUCTIONS Continued...

Union Pacific - UTA Operating Procedures:

Movements from Union Pacific Railroad track may be made onto Utah Transit Authority trackage between the hours of 0000 to 0400. Crews must obtain verbal permission from UTA Rail Traffic Control and obtain any track restrictions. If Union Pacific crews need to make moves prior to the hours stated above they may contact UTA Rail Traffic Control to check for an alternate time frame.

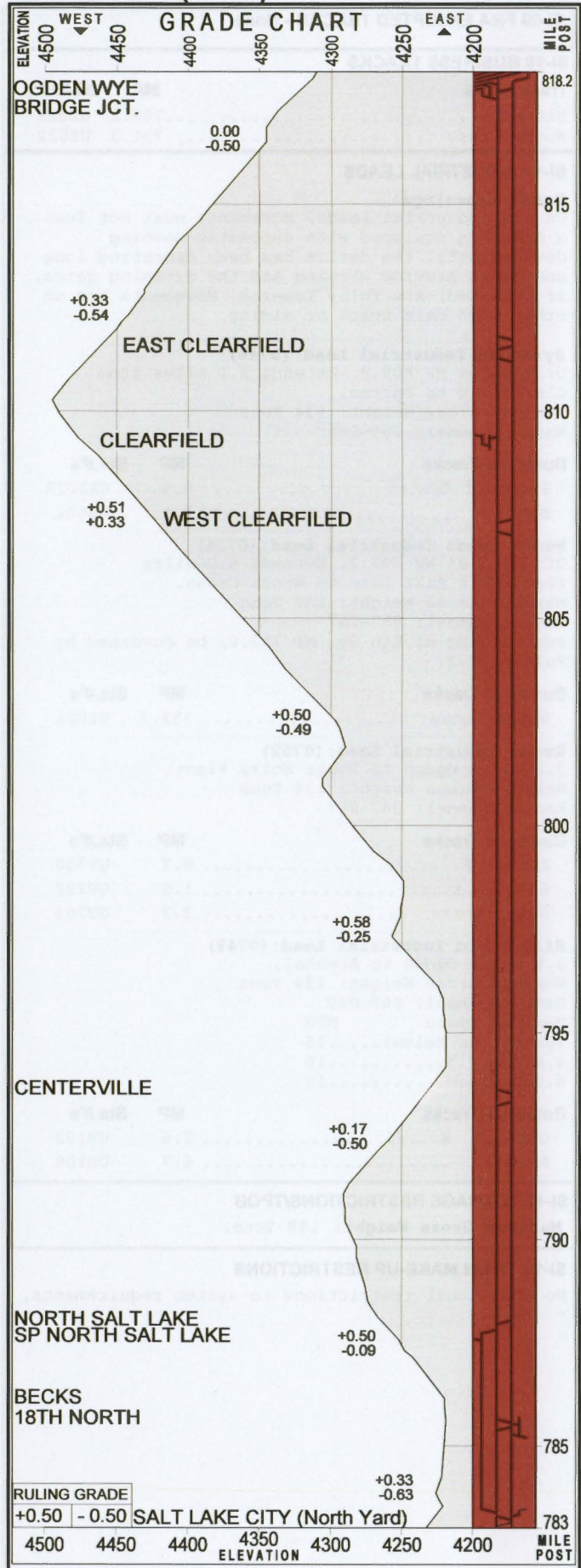
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1. Permission from UTA Controller (dispatcher) and
2. A copy of the current UTA track bulletins.

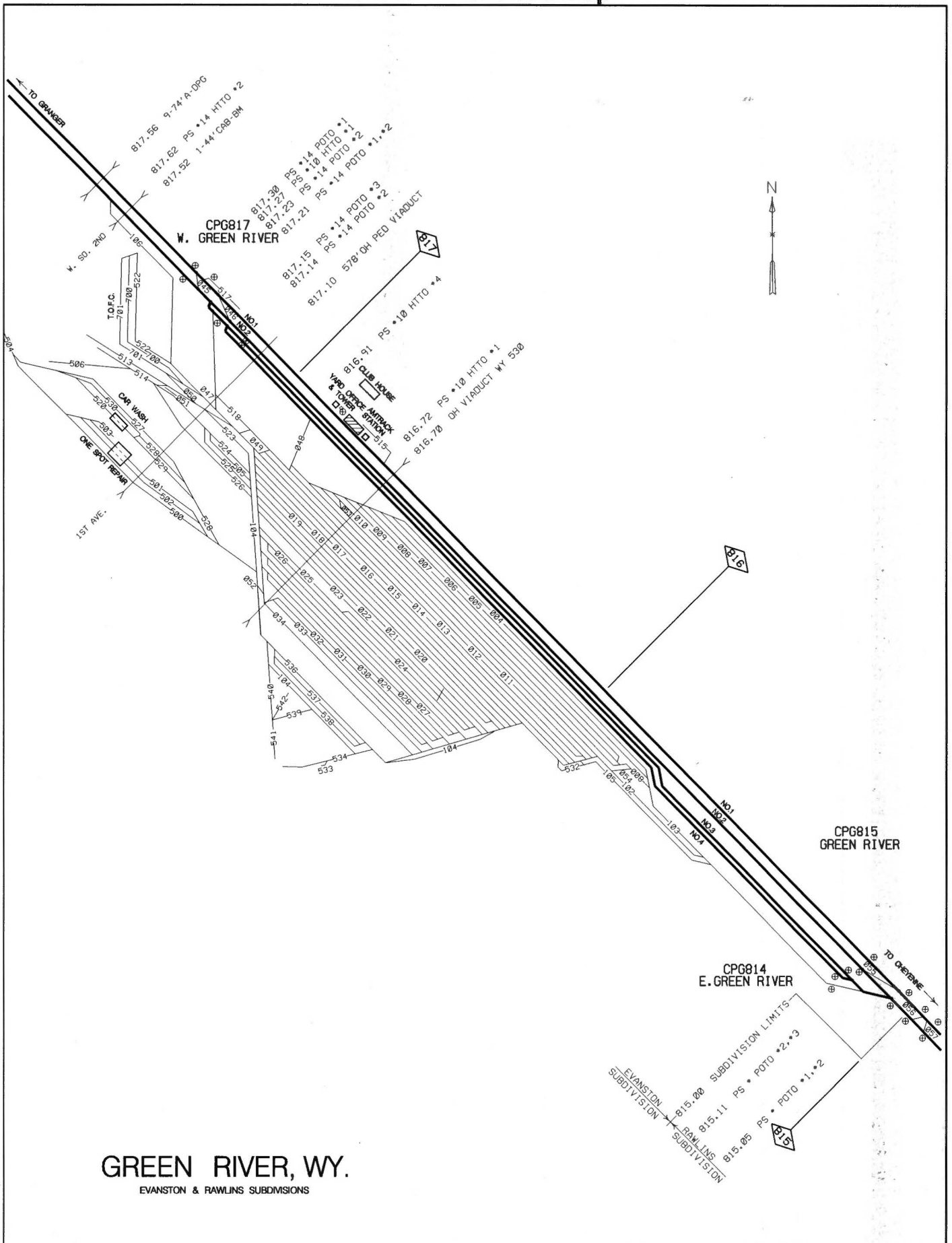
Telephone numbers for UTA Control Room are:
 Warm Springs Rail Traffic Control (801)287-5455
 or (801)287-5454.

Set Out Tracks

MP	Name	Track	Access Direction	Length
785.4	18th North	MT 2	East	455
783.3	North Yard	MT 1	West	307



Green River Area Map



EVANSTON SUBDIVISION (0265)

Radio Display: Green River to Cecil Jct: 027-027- *11									
Green River to Granger: (Locals while switching)- 038-038									
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST Stations / Control Points	EAST Stations / Control Points	Sta. #'s	Siding Capacity		
816.9		CTC2MT ACS	G817	GREEN RIVER					
817.2					(2.0)		WX817		
817.3				G819	CP G819				
819.3					(5.5)				
824.8				G825	PERU		X	WX825	
825.0					(5.3)				
830.1				G830	BRYAN MT 2			WX830	
830.3					(3.0)				
833.1				G833	BLACKS FORK		X	WX833	
833.2					(10.8)				
833.3		G844	EAST GRANGER		X!	WX844			
833.4			(2.6)						
843.9		G847	GRANGER		XT!	WX847	N13456		
844.0			(6.6)						
846.5									
846.7									
846.8									
847.0									
847.1									
853.1		DT ABS ACS		VERNE			WX854	C6040	
854.4				G860	CP G860 EWD				
859.8					(3.9)				
863.7				G864	CP G864 WWD				
					(2.3)				
866.0					HAMPTON			WX866	C1913
866.5					(8.3)				
874.3					CARTER			WX875	C6522
					(1.4)				
875.7				G876	CP G876 WWD				
			(0.6)						
876.3		G876	CP G876 EWD						
			(8.8)						
885.1			BRIDGER			WX886	C6378		
886.4			(3.9)						
889.0		G889	CP G889 EWD						
			(0.3)						
889.3		G890	CP G890 WWD						
			(1.2)						
890.5			LERROY			WX891	C1079		
890.9			(6.4)						
896.9			SPRING VALLEY			WX898	C689		
897.1			(3.1)						
900.0		CTC2MT ACS	G900	ASPEN		X	WX902		
900.2					(4.6)				
904.6		G905	ALTAMONT		X	WX904	S4825		
			(7.6)						
904.9									
912.2		DT ABS ACS		MILLIS			WX913	C1501	
912.7					(3.6)				
915.8				G915	CP G915 WWD				
					(0.3)				
916.1					EVANSTON		T	WX917	N9088 S8979
917.3					(3.1)				
917.9		G919	CP G919 EWD						
919.1			(7.3)						
919.2			WAHSATCH			WX928	C4662		
926.5			(1.8)						
927.6		G928	CP G928 WWD						
928.3			(3.2)						
931.5			FLY-OVER						
			(4.7)						
936.2		G936	CP G936 EWD						
			(6.1)						

942.3		DT ABS ACS	G942	CP G942 WWD					
					(0.1)				
942.4					EMORY			WX943	C5665
943.6					(9.8)				
952.2				G952	CP G952 EWD				
					(0.4)				
952.6					ECHO			WX952	C6628
954.0					(7.9)				
960.5					DEVIL'S SLIDE			WX961	C5791
961.6					(1.1)				
961.6		G962	CP G962 WWD						
			(3.6)						
965.2		G965	CP G965 EWD						
			(2.8)						
968.0			MORGAN			WX968	C6285		
969.4			(7.5)						
975.5		G975	CP G975 WWD						
			(2.0)						
977.5		CTC 2MT	G978	STRAWBERRY		X	WX978		
977.8					(11.0)				
988.5			CTC 3MT	C988	EAST RIVERDALE		X		
988.7						(1.1)			
989.6				C990	RIVERDALE			WX990	Yard
989.7					(1.7)				
991.3		C992	31st STREET						
991.4			(1.3)						
992.6	CTC 2MT		OGDEN		BT	UY993	Yard		
				(1.0)					
993.2			C993	CECIL JCT.			UL001		
992.3									
993.6									

(176.3)

SI-01 MAIN TRACK AUTHORITY

CTC between:

- CP G817 and CP G847;
- CP G900 and CP G905;
- CP G978 and CP C993;
- Ogden Wye - South Leg Only.

ABS Rule 9.14/9.15 between:

- CP G847 and CP G900;
- CP G905 and CP G978.

ACS between:

- CP G817 and CP G978.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH	
	PSGR	FRT
817.3 and 993.6		
(Except as Below)	79	70
817.3 and 818.2.....	40	30
818.2 and 823.6.....	60	50
823.6 and 828.4.....	65	60
833.6 and 834.1.....	70	60
844.8 and 845.4.....	65	65
849.9 and 850.2.....	70	60
860.1 and 862.5.....	65	60
866.7 and 874.5.....	65	60
878.2 and 880.1.....	65	60
880.1 and 885.0.....	55	50
885.0 and 896.7.....	65	60
896.7 and 901.7.....	50	45
901.7 and 903.6.....	45	40
903.6 and 908.6.....	50	45
908.6 and 915.6.....	65	60
915.6 and 919.1.....	50	45
919.1 and 926.5.....	55	50
926.5 and 928.8 MT 1.....	40	35
928.8 and 935.8 MT 1.....	30	30
935.8 and 939.4 MT 1.....	45	40
939.4 and 942.9 MT 1.....	50	45
942.9 and 951.7 MT 1.....	45	40
951.7 and 952.5 MT 1.....	35	35
926.5 and 941.6 MT 2.....	50	45
941.6 and 951.2 MT 2.....	45	40
951.2 and 952.5 MT 2.....	35	35
952.5 and 954.5.....	50	45
954.5 and 963.1.....	55	50
963.1 and 965.1.....	35	30
965.1 and 974.1.....	55	50
974.1 and 978.7.....	45	40
978.7 and 980.3.....	35	30
980.3 and 981.0 MT 1.....	40	35
981.0 and 983.5 MT 1.....	45	40
983.5 and 988.7 MT 1.....	50	45
988.7 and 993.6 MT 1.....	40	40
980.3 and 983.8 MT 2.....	40	35
983.8 and 988.7 MT 2.....	50	45
988.7 and 993.6 MT 2.....	40	40
988.7 and 991.5 MT 3.....	40	40
991.5 and 992.0 MT 3.....	30	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Center Sidings.....	10
2. Dual Control Switch Turnouts	
CP G825, CP G833, CP G844, CP G847, CP G900, CP G905, CP G978, CP C988 (except between MT 3 and yard lead).....	40
CP C990, CP C992, CP G817 between main track and yard lead, CP G835 between Running Track & Allied Spur.....	15
3. Misc. Speed Restrictions	
All hand-operated center siding switches.....	15
Running track CP G835 and CP G839.....	10
Blacks Fork Running Track between MP 830.0 and MP 835.0.....	20
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS

Four main tracks at:
CP G817 (Rawlins Sub.)

Two main tracks between:
CP G817 and CP C988

Three main tracks between:
CP C988 and CP C993

SI-05 MILEPOST EQUATIONS

At Ogden:
Evanston sub MP 992.6 = MP 0.00 Ogden sub.

SI-06 RCL OPERATIONS

Remote Control Area: Ogden Terminal between
CP C988 East Riverdale and CP C993 Cecil Jct.

Remote Control Zones: Ogden Yard:
Zone Status Contact:
Yardmaster or RCO:
Radio Channel 089-089

Zone 1 - East Drill MP 990.7 to MP 988.9
Zone 2 - West Drill MP 990.0 to MP 988.9
Zone 3 - Pork and Beans (trk. 101)
MP 991.8 to MP 817.65 (Bridge Jct)

See Utah Service Unit Superintendent Bulletin for
detailed RCL operation information.

Remote Control Area: Green River Yard

Remote Control Zones: Green River Yard - See
Rawlins Subdivision instructions in North Platte
Area Timetable.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 819.3	% 834.9	@ 925.6 Mt 2
% 821.4	(@) 837.6 Mt 1	@ 936.9 Mt 1
(@) 822.0 Mt 2	(#) 843.9	(#) 955.1 Mt 1
% 823.1	@ 853.3	@ 958.6 Mt 2
% 827.1	@ 867.7	@ 968.8 Mt 1
@ 827.4	@ 884.1	@ 986.2
% 828.5	(#) 890.5 Mt 1	
% 830.1 Mt 1	@ 909.1 Mt 1	
% 831.8	(#) 910.6 Mt 2	

EVANSTON SUBDIVISION (0265)

SI-08 RULES ITEMS

Rule 6.24: Trains must keep to the left between MP 931.5 and CP G978.

Rule 6.29.1: Employees inspecting a passing train are not required to communicate train condition unless they observe a condition affecting the safety of their train between Green River and Granger only.

Rule 8.20: Evanston Sidings: Derails at both ends of sidings must be left in the derailing position except when necessary to permit movement. This applies even when siding is clear of equipment.

Rule 30.3.1 / 30.5: Before departure from Big Island, General Chemical, Texas Gulf, FMC plant yards and Blacks Fork Yard, an air brake test must be made as required by Rule 30.3.1 (Initial Terminal Air Brake Test) or 30.5 (Transfer Train Movement Air Test).

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Solvay	830.7	WX831
Big Island	834.1	WX834
Westvaco	838.0	WX838
Texas Gulf Soda	842.5	WX843
Verne	854.0	WX854
Echo	953.3	WX952

SI-11 INDUSTRIAL LEADS

Grade Crossings:
On all industrial leads, movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

Solvay Industrial Lead: (0267)
Off MT 2 at MP 830.7.
Extends 9 miles, MP 0.0 to MP 9.0.
Max. gross weight: 134 tons
Radio Channel: 038-038

Stauffer Industrial Lead: (0266)
Off MT 1 at MP 834.1 and extends 10.2 miles; MP 0.0 and MP 10.2.
Maximum Gross Weight: 143 tons
Radio Channel: 038-038
Air brakes must be cut in and operative on all cars handled.

General Chemical Industrial Lead: (0268)
Off MT 2 at MP 835.1 and extends 2.4 miles
Max. Gross Weight: 134 tons
Radio Channel: 038-038
Air brakes must be cut in and operative on all cars handled.

Texas Gulf Soda Industrial Lead: (0269)
Off MT 1 at MP 842.5.
Extends 5.2 miles; MP 0.0 to MP 5.2
Max. Gross Weight: 134 tons
Radio Channel: 038-038

Maximum Speed
0.0 and 3.6 - 20 MPH
3.6 and 4.8 - 15 MPH
4.8 and 5.2 - 5 MPH
Air brakes must be cut in and operative on all cars handled.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

On descending grades
between Wahsatch MP 928 and Echo MP 953, and on MT 2 between MP 981 and East Riverdale MP 987, the following table must be used to determine the maximum allowable speed taking into account the freight train's TPOB and tons per axle of operative dynamic brake.

Maximum FRT speed on descending grade between MP928-MP987 - 40 MPH, unless otherwise restricted.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100	500 or less	No restrictions
	500+ to 750	Max FRT Speed -10
100 to 130	300 or less	No restrictions
	300 to 500	Max FRT Speed -5
	500+ to 750	Max FRT Speed -10
130 +	500 or less	Max FRT Speed -10
	500+ to 750	Max FRT Speed -15

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage is reduced or retainers on all cars are placed in operative position. When it is necessary to use retainers, the train must not proceed except as instructed by the district DSLE.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

EVANSTON SUBDIVISION (0265)

SI-14 MISC. INSTRUCTIONS

ACS between:

CP C992 and CP C988 (MT 1 and MT 2);
Bypass Track from MP 991.0 eastward.

ACS Test Loops:

- MT 1 and MT 2 westward, MP 817.5 and MP 818.25;
- Blacks Fork Running Track just west of CP G830, MP 830.2;
- Blacks Fork Running Track just east of CP G833, MP 833.1;
- Blacks Fork Running Track on west lead MP 833.1;
- MT 1 and MT 2 eastward, MP 992.9 to CP C992;
- MP 917.5 eastward and westward pass Evanston;
- Bridge Jct. CP C817 to MP 991.0 eastward on Bypass Track and
- CP C990 to CP C988 (MT 1, MT 2, and Running Tracks) eastward;
- MP 818.2 Salt Lake Subdivision and CP C988 (MT 1 and MT 2);
- MT 1 and MT 2 eastward, MP 993.1 to MP 992.

Green River:

Yardmaster call in tone *12 on road and yard channels.

Altamont and Aspen Tunnels:

Employees eligible to work on the Evanston Subdivision and through the Aspen and Altamont tunnels are required to receive annual training for emergency escape devices (EEDs) via E-Learning.

In The Event of a Stall or Other Unforeseen Stop Within a Tunnel:

Comply immediately with GCOR Rule 1.43. If stopped due to any condition that may have resulted in a derailment, consider any hazardous materials that may be involved and apply instructions within Form 8620, Section VIII. Use emergency escape devices (EEDs) to aid in the evacuation if necessary. (See EED location and storage information below). If an imminent danger to crew warrants an immediate evacuation of the tunnel, locomotives may be detached without complying with Rule 1.43 A.(4), and moved outside the tunnel. If locomotive(s) will not move under their own power, crew members may walk to safety using the EEDs provided. Immediately upon exiting the tunnel, contact the train dispatcher to make arrangements to properly secure the train.

Emergency Escape Device (EED) Information: The Altamont tunnel (MT 1) has 16 portals cut into the side of the tunnel. The Aspen tunnel (MT 2) has 12 portals. Except the end portals on both tunnels, each portal contains a steel storage box that contains two (2) emergency escape devices. The boxes are not secured to facilitate access in time of emergency.

Clarification of track numbering at STRAWBERRY.

Westward at STRAWBERRY passing ENTERING CTC sign, the north track is MT 1 the south track is MT 2.

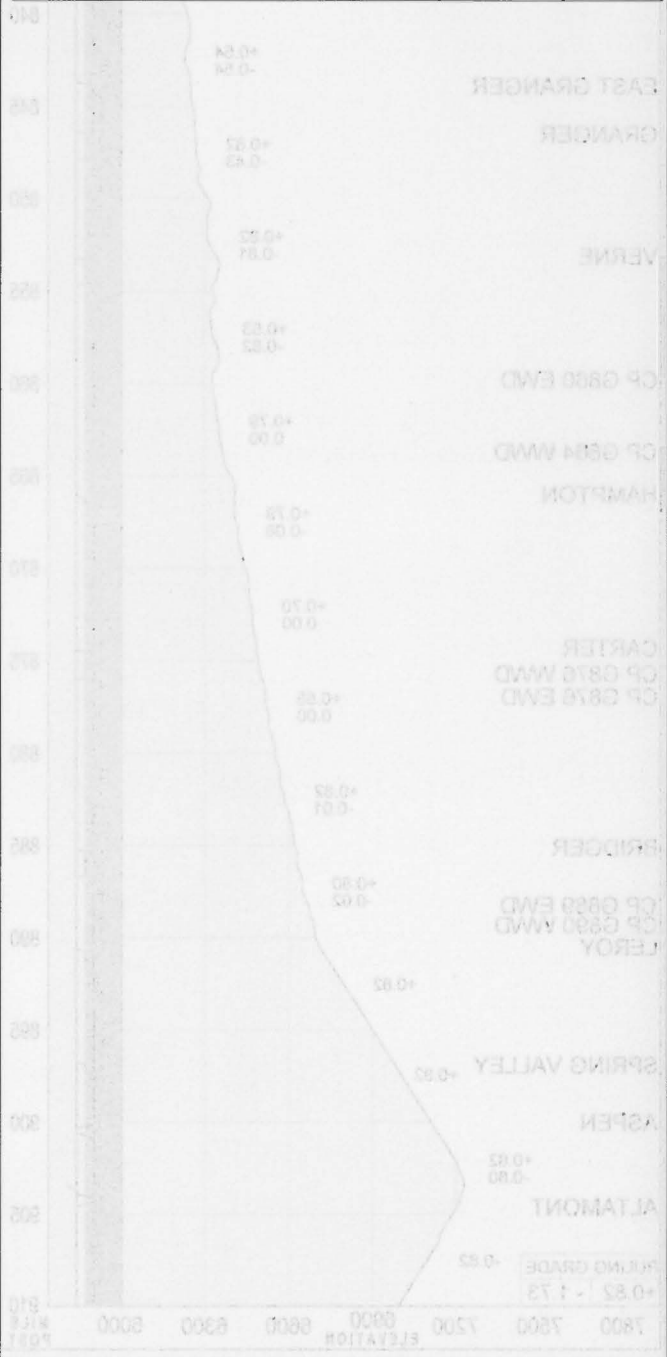
Eastward at STRAWBERRY passing LEAVING CTC sign, the north track is MT 2 the south track is MT 1.

Ogden:

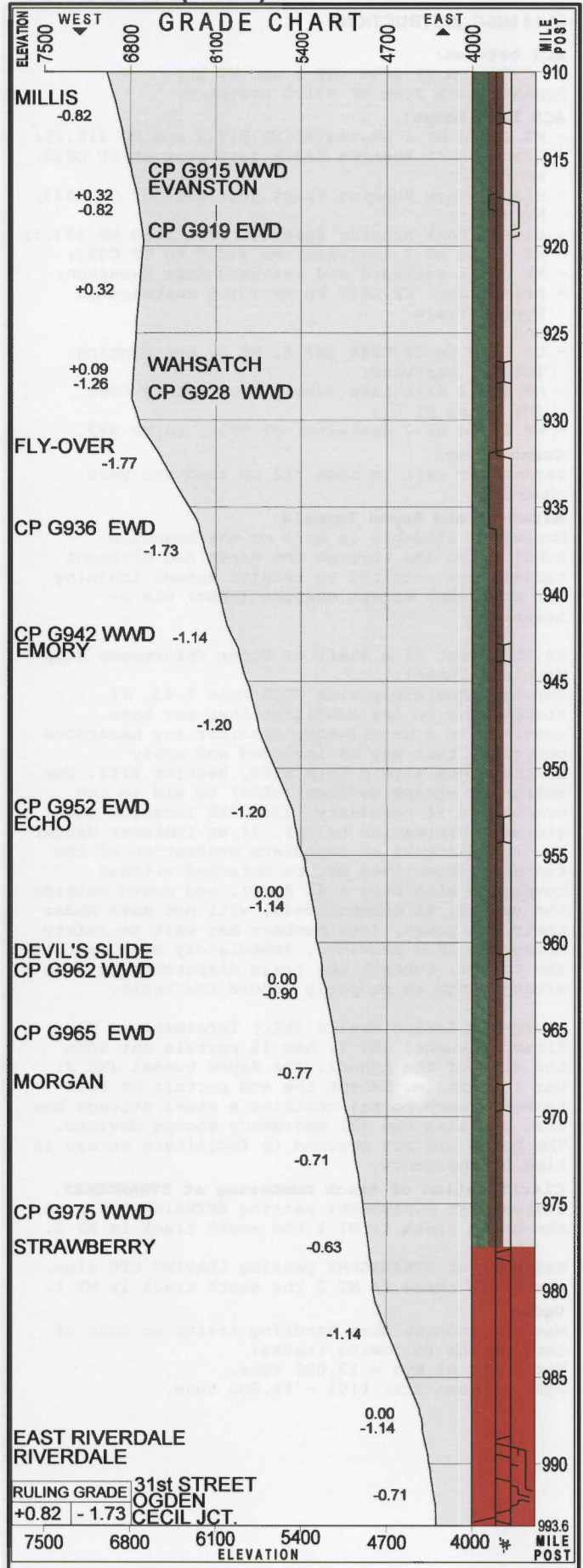
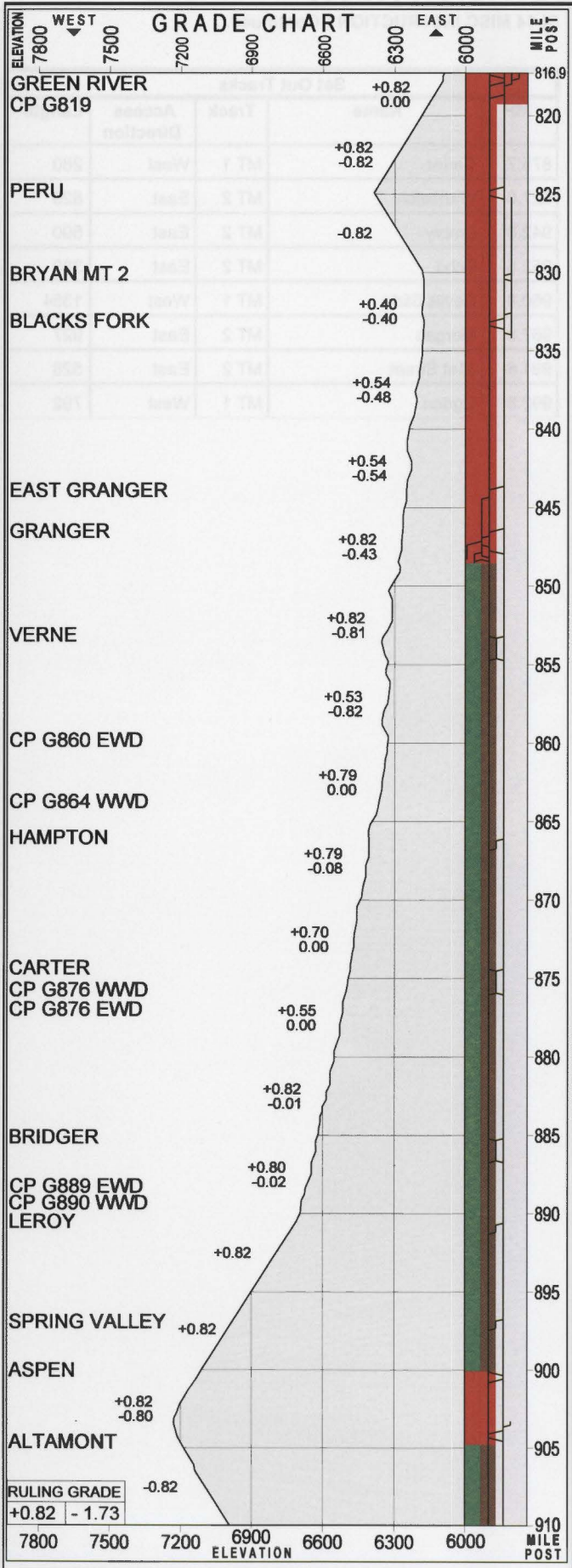
Maximum tonnage when handling trains or cuts of cars on the following tracks:
North Leg of Wye - 13,000 tons.
Pork & Beans Trk. #101 - 16,000 tons.

SI-14 MISC INSTRUCTIONS Continued...

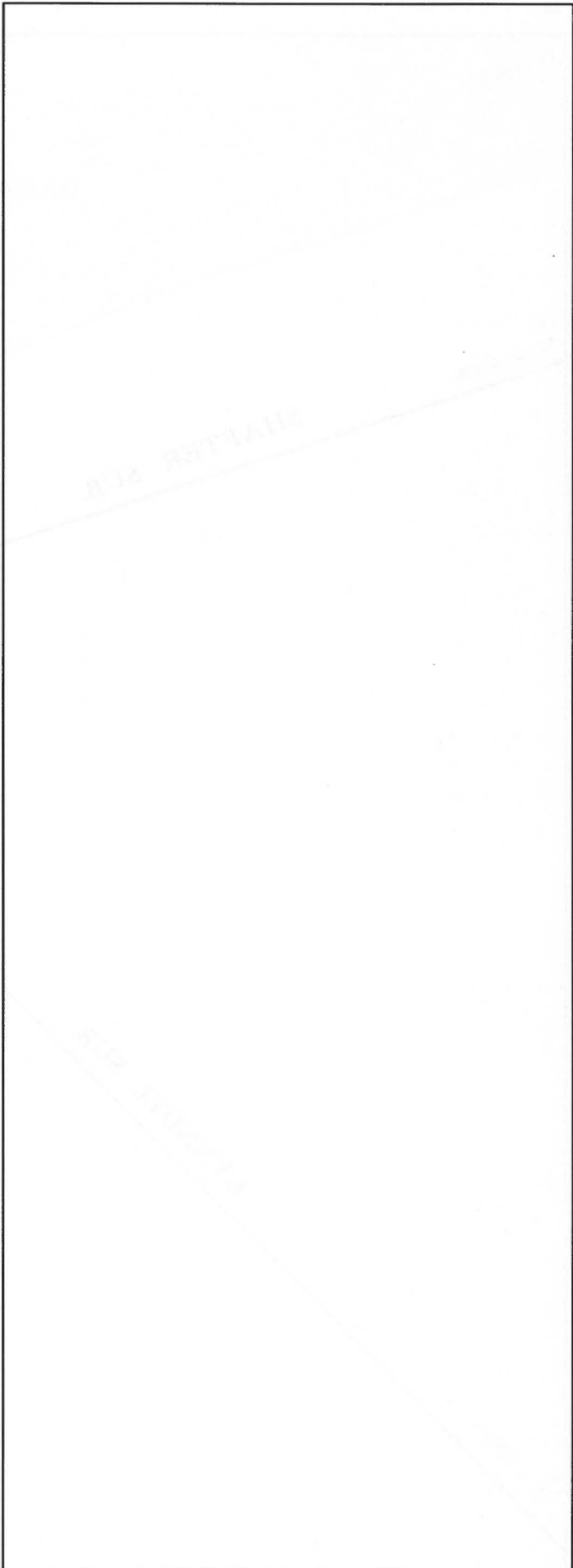
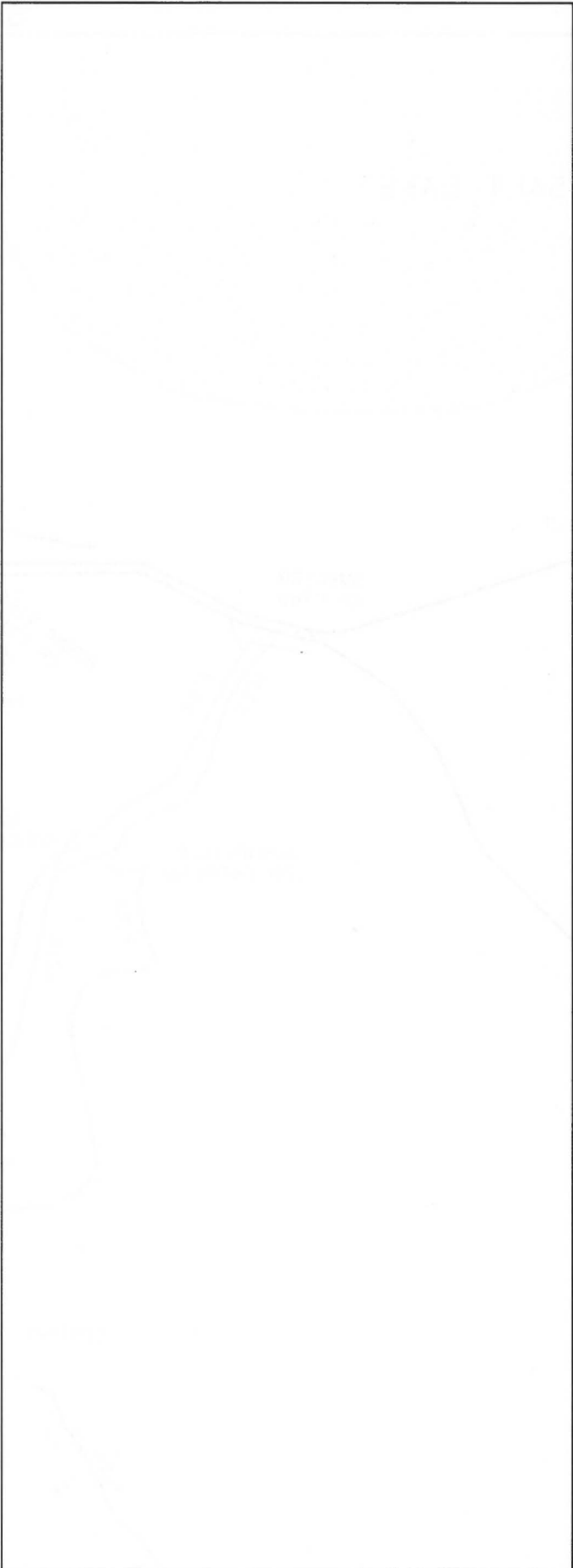
Set Out Tracks				
MP	Name	Track	Access Direction	Length
875.7	Carter	MT 1	West	280
927.6	Wahsatch	MT 2	East	820
942.8	Emory	MT 2	East	590
952.5	Echo	MT 2	East	389
960.8	Devils Slide	MT 1	West	1354
967.8	Morgan	MT 2	East	927
991.8	31st Street	MT 2	East	528
992.8	Ogden	MT 1	West	792



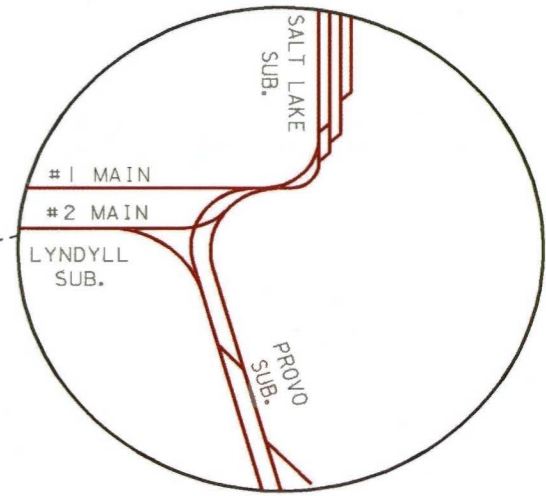
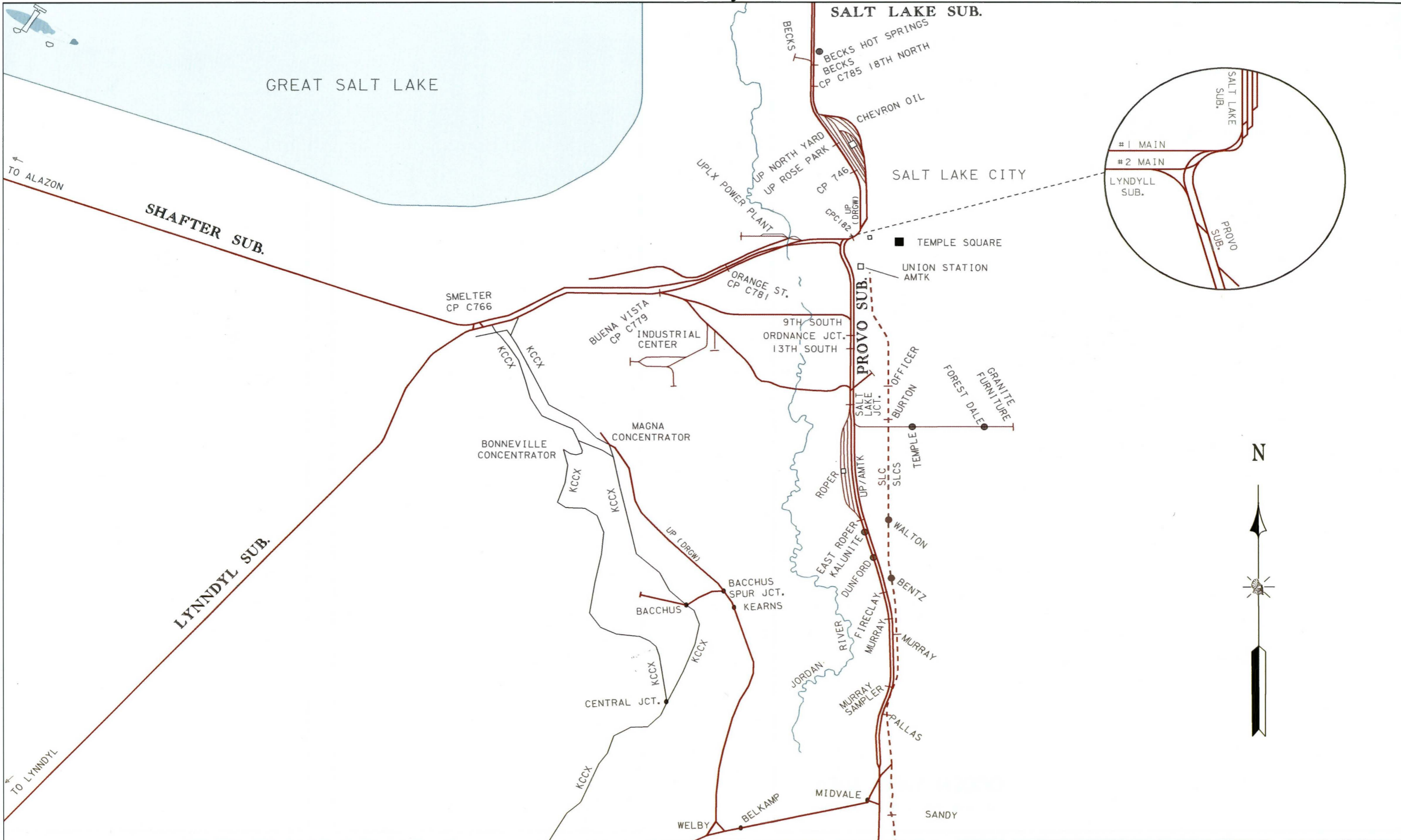
EVANSTON SUBDIVISION (0265)



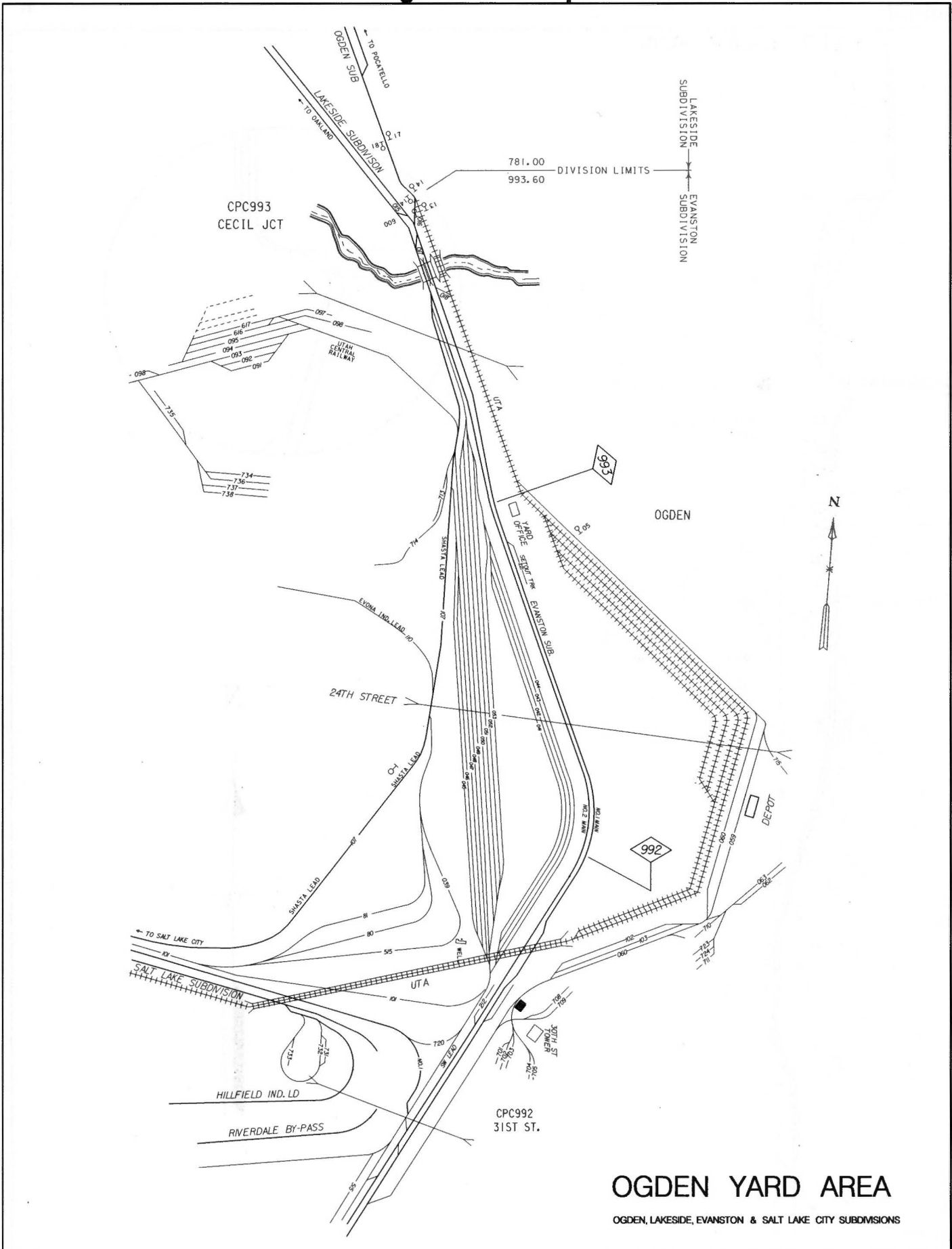
NOTES:



Salt Lake City Terminal



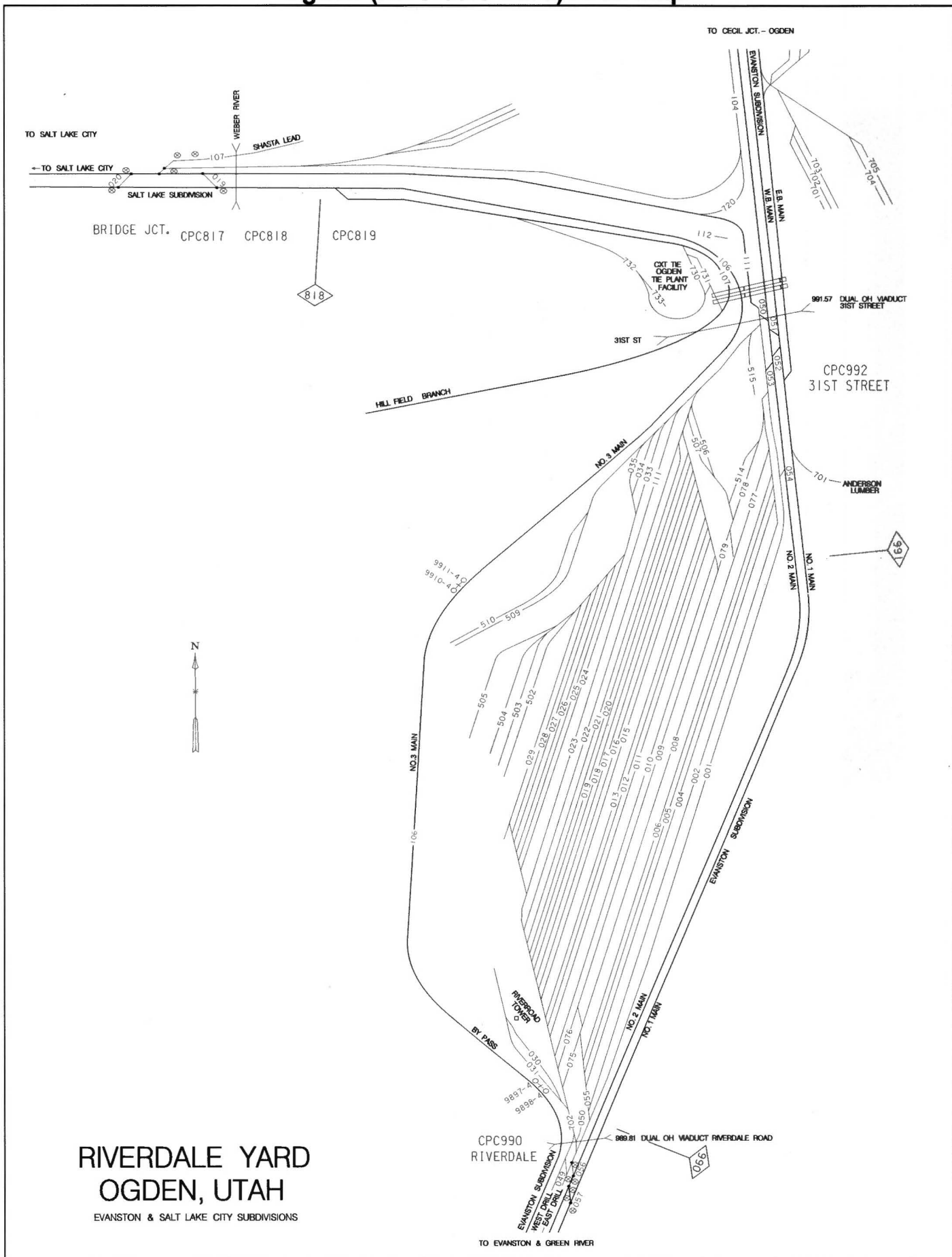
Ogden Area Map



OGDEN YARD AREA

OGDEN, LAKESIDE, EVANSTON & SALT LAKE CITY SUBDIVISIONS

Ogden (Riverdale Yard) Area Map



RIVERDALE YARD
OGDEN, UTAH
EVANSTON & SALT LAKE CITY SUBDIVISIONS

OGDEN SUBDIVISION (0750)

Radio Display: CP G192 to Randall: 025-025- *10 Randall to Cecil Jct: 027-027- *11							
Mile Post	Track Layout	Rule 6.3	CP #'s	▼ SOUTH STATIONS / CONTROL POINTS	NORTH ▲	Sta. #'s Siding Capacity	
111.4	[Red]	CTC	G192	CP G192 (0.2)			
111.2 109.8			G111 G110	McCAMMON (5.8)	TI	IY038 E6624 W6368	
105.4 104.1	[Green]	TWC ABS		ARIMO (10.0)		UN105 6046	
95.4 94.2				DOWNNEY (10.4)		UN095 5991	
85.0 83.7				SWAN LAKE (5.6)		UN085 6005	
79.4 78.1				COULAM (7.4)		UN078 6007	
72.0 70.7				DAYTON (5.9)		UN071 6011	
66.1 64.8				WESTON (8.8)		UN065 6103	
57.3 56.0				TRENTON (7.7)		UN057 6098	
49.6 47.6				CACHE JCT. (4.6)	BT	UN049 8619	
44.7 43.3				WHEELON (8.5)		UN045 6010	
36.2 35.0				DEWEY (5.2)		UN036 6044	
31.0 29.7				HONEYVILLE (9.1)		UN030 5984	
21.9 19.9			YL ABS		BRIGHAM CITY (6.7)	YT	UN021 Yard
15.2 13.9			TWC ABS		WILLARD (5.6)		UN014 6027
9.6 8.3					HOT SPRINGS (2.7)		UN009 5938
6.9 6.5					PLEASANT VIEW (0.5)		
6.4 6.1	[Red]	CTC	G005	RANDALL (3.4)			
3.0 1.7			G003 G001	SP JCT. (1.8)		UN002 6079	
1.2 1.1		CTC 2MT	C993	CECIL JCT. (0.0)		UL053	

(110.3)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 111.4 and MP 109.8;
CP G005 and CP C993 Cecil Jct.

TWC between:
MP 109.8 and MP 23.0;
MP 19.0 and CP G005.

ABS between:
MP 109.8 and CP G005.

Yard Limits between:
MP 23.0 and MP 19.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 111.4 and 1.1	
(Except as Below).....	60
111.4 and 110.8.....	30
102.7 and 102.4.....	55
99.7 and 99.4.....	50
90.4 and 90.1.....	50
83.0 and 82.7.....	40
67.2 and 66.0.....	40
51.4 and 49.4.....	40
49.4 and 47.2.....	30
47.2 and 46.2.....	25
46.2 and 44.6.....	12
44.6 and 43.5.....	25
43.5 and 42.0.....	35
42.0 and 37.8.....	40
23.5 and 21.1.....	55
21.1 and 20.9.....	35
20.9 and 19.1.....	55
3.0 and 1.9.....	55
1.9 and 1.1.....	25

SI-03 OTHER SPEED RESTRICTIONS

- | Maximum Speed | MPH |
|-------------------------------------------------------------------------|-----|
| 1. Thru Sidings & Turnouts (No Exceptions) | |
| 2. Dual Control Switch Turnouts | |
| CP 993: crossover..... | 15 |
| CP G192: from Ogden Sub. to MT 1..... | 15 |
| 3. Misc. Speed Restrictions (No Exceptions) | |
| 4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions) | |

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

Ogden sub MP 111.4 = MP 191.6 Pocatello sub
Ogden sub MP 1.3 = MP 993.6 Evanston sub

SI-06 RCL OPERATIONS

Remote Control Area: Ogden Terminal:
See instructions on Evanston Subdivision.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 88.8	% 46.3	(#) 40.0
% 81.6	% 45.4	(#) 16.5
(#) 59.7	% 44.6	% 4.7

OGDEN SUBDIVISION (0750)

SI-08 RULES ITEMS

Rule 6.32.2, Procedure 2: applies when operating on sidings and on other than main track at the following crossings:

- Harrisville: MP 4.65 (Harrisville Rd) and MP 4.8 (750 South)
- Hot Springs: MP 8.70 (Pleasant View) and MP 9.87 (County Rd-Hot Springs Rd)
- Willard: MP 14.84 (UT-315)
- Brigham City: MP 21.60 (Forest St) and MP 21.95 (6th North St)
- Honeyville: MP 30.28 (6900 North)
- Wheelon: MP 40.20 (County Rd)
- Trenton: MP 56.75 (UT-142)
- Weston: MP 64.95 (1st South)
- Dayton: MP 70.18 (ID-36)
- Swan Lake: MP 84.68 (Gibbs Rd)
- Downey: MP 94.91 (2nd South) and MP 95.40 (3rd North)

Island circuits only. Contaminated by salt.

Rule 5.8.4: Item 9 of the System Special Instructions applies at and between the following locations:
 MP 1.20, 17th St. and MP 6.42, 2700 North St. (SR134).

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Virginia	100.4	UN100
Randall	6.3	UN007
Wip	5.8	UN006
Harrisville	4.7	UN005

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 143 Tons.

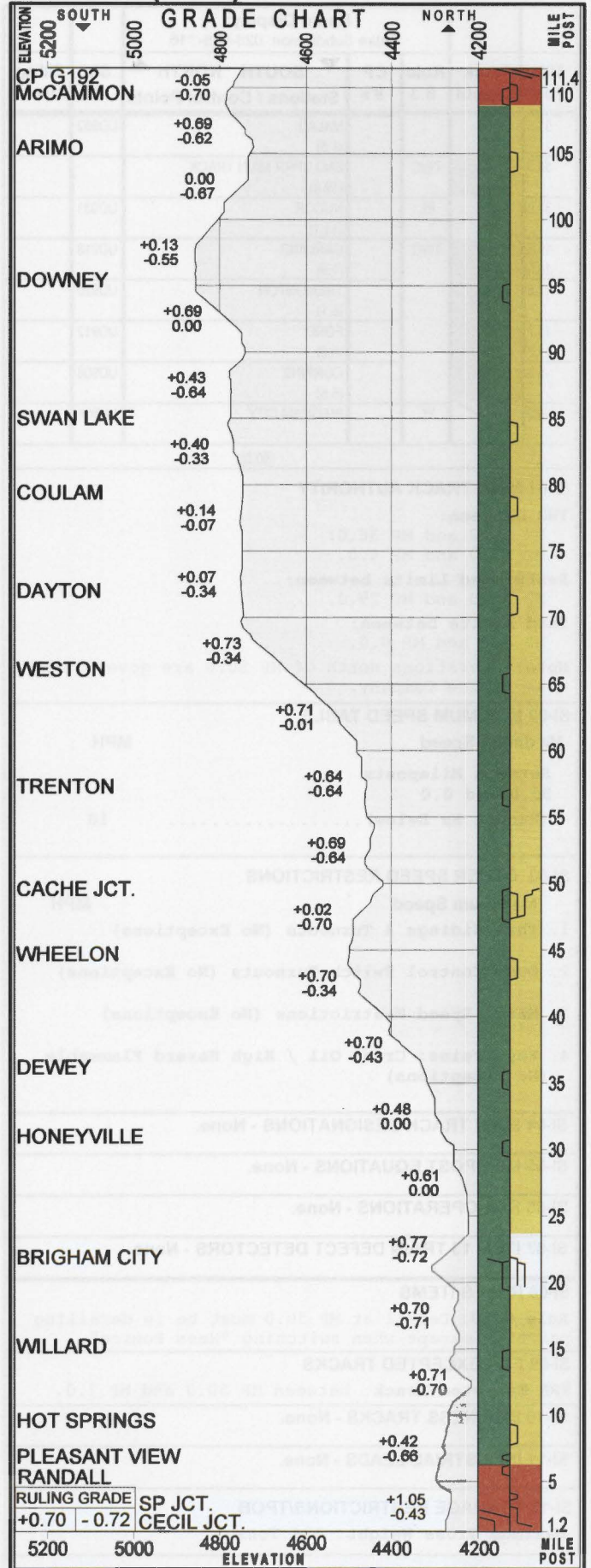
SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Track Breach protection:
 Employee established track breach protection may be in effect:
 Location: Brigham City Yard Limits;
 MP 19.0 to MP 23.0.
 Designated radio channel: 025-025

Set Out Tracks				
MP	Name	Track	Access Direction	Length
95.2 94.7	Downey	Main	Both	3280
71.3 71.0	Dayton	Siding	Both	2006
65.3	65.0	Siding	Both	1254
44.5	44.3	Siding	Both	1201



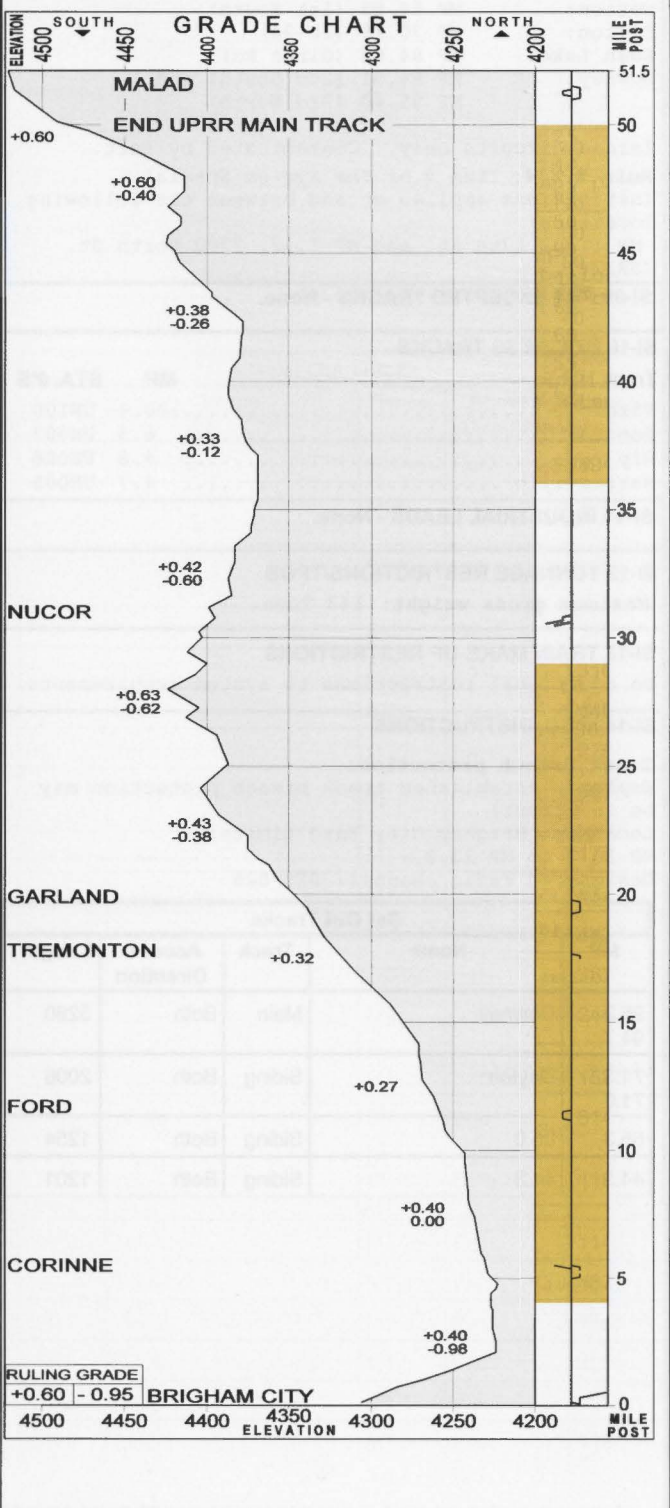
MALAD SUBDIVISION (0754)

Radio Display: Entire Subdivision: 025-025- *16						
Mile Post	Track Layout	Rule 6.3	CP #'s	▼ SOUTH NORTH ▲ Stations / Control Points	Sta. #'s	Siding Capacity
51.5				MALAD (1.5)	UD952	
50.0		TWC		END UPRR MAIN TRACK (19.0)		
31.0		RL		NUCOR (11.1)	UD931	
19.9		TWC		GARLAND (1.9)	UD918	
19.5			TREMONTON (6.1)	UD920		
17.8			FORD (6.0)	UD912		
11.7		YL		CORINNE (5.5)	UD906	
11.3				BRIGHAM CITY	T UN021	
5.5						
0.0						

SI-13 TRAIN MAKE-UP RESTRICTIONS
No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS
Track Breach Protection:
Employee established track breach protection may be in effect:
Location: Brigham City Yard Limits
MP 0.0 to MP 4.0.
Designated Radio Channel: 025-025

Track Breach Protection not required within Restricted Limits between MP 29.0 and MP 36.0.



SI-01 MAIN TRACK AUTHORITY
TWC between:
MP 50.0 and MP 36.0;
MP 29.0 and MP 4.0.
Restricted Limits between:
MP 36.0 and MP 29.0.
Yard Limits between:
MP 4.0 and MP 0.0.
Note: Operations north of MP 50.0 are governed by Hess Pumice Company.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 50.0 and 0.0	
(Except as Below).....	10

- SI-03 OTHER SPEED RESTRICTIONS**
- | Maximum Speed | MPH |
|------------------------------------------------------------------|-----|
| 1. Thru Sidings & Turnouts (No Exceptions) | |
| 2. Dual Control Switch Turnouts (No Exceptions) | |
| 3. Misc. Speed Restrictions (No Exceptions) | |
| 4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions) | |

SI-04 MAIN TRACK DESIGNATIONS - None.
SI-05 MILEPOST EQUATIONS - None.
SI-06 RCL OPERATIONS - None.
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS
Rule 8.20: Derail at MP 50.0 must be in derauling position except when switching "Hess Pumice".

SI-09 FRA EXCEPTED TRACKS
FRA Excepted Track: between MP 50.0 and MP 7.0.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 134 Tons.

CACHE VALLEY SUBDIVISION (0755)

Radio Display: Preston to Cache Jct: 025-025- *16							
Mile Post	Track Layout	Rule 6.3	CP #s	▼ SOUTH Stations / Control Points	▲ NORTH	Sta. #s Siding Capacity	
50.9		TWC		PRESTON (7.0)	T	UC251	
43.8 43.4				FRANKLIN (2.3)		UC244	
41.5				PRESTO (9.9)		UC242	
31.6 31.4				SMITHFIELD (7.3)		UC232	
24.3 23.8				LOGAN (4.1)		T UC224	
20.2				HOLT (2.5)		UC220	
17.7 17.5				HYRUM (3.9)		UC218	
13.8				WELLSVILLE (13.6)		UC214	
0.1				RL		CACHE JCT. T	UN049

(50.8)

SI-01 MAIN TRACK AUTHORITY

TWC In Effect: between MP 50.9 and MP 2.0.
Rule 6.14: between MP 2.0 and MP 0.1.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 50.9 and 0.1 (Except as Below).....	10

SI-03 OTHER SPEED RESTRICTIONS

- | Maximum Speed | MPH |
|------------------------------------------------------------------|-----|
| 1. Thru Sidings & Turnouts (No Exceptions) | |
| 2. Dual Control Switch Turnouts (No Exceptions) | |
| 3. Misc. Speed Restrictions (No Exceptions) | |
| 4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions) | |

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

Entire subdivision: FRA excepted track.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

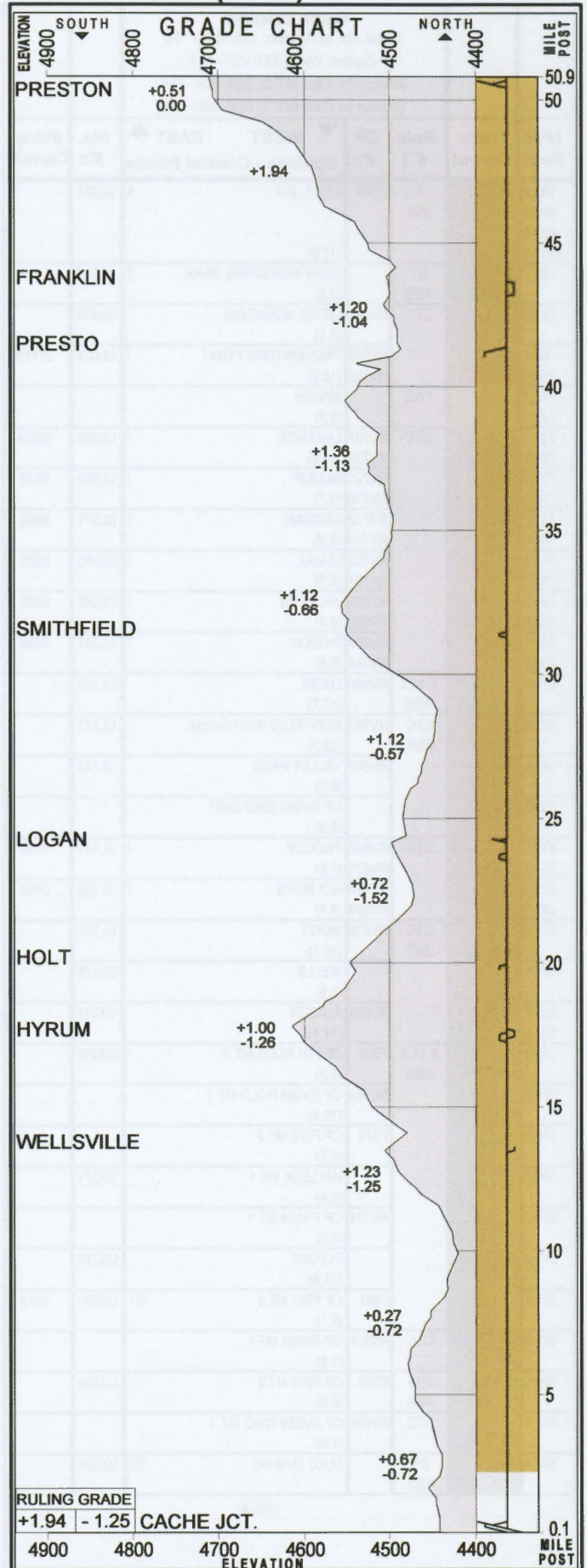
Maximum Gross Weight: 134 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Track Breach Protection Not required within Restricted Limits at Cache Jct.



LAKESIDE SUBDIVISION (0796)

Radio Display: Cecil Jct. to Alazon: 096-096- *76 Ogden Yard: 027-027- *11 Alazon to Elko MT 2: 024-024- *14 Alazon to Elko MT 1: 096-096- *76						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST ▲	Sta. #s Siding Capacity
993.2 992.3 993.6 =781.1		CTC	C993	CECIL JCT.	X	UL001
769.7		2MT		(11.3)		
767.0		DT		UTAH INDUSTRIAL PARK	T	UL013
759.1 754.9		ABS		(2.5)		
747.1 746.2		CTC	RV767	LITTLE MOUNTAIN		UL015
737.3 734.0				(8.1)		
721.4 719.5			RV759	PROMONTORY POINT	!	UL024
711.7 709.8				(12.0)		21193
702.8 700.9		TWC		MARSH		
694.5 692.6				(9.8)		
686.1 684.2		CTC	RV737	LAKESIDE	!	UL048
679.6				(14.5)		16574
661.9			RV721	HOGUP	!	UL062
641.6				(9.7)		9670
639.6			RV712	GROOME	!	UL071
633.4 631.5				(8.9)		9650
625.5 623.6			RV703	LEMAY	!	UL080
617.6				(8.3)		9590
607.5			RV695	JACKSON	!	UL087
603.7 603.6				(8.4)		9630
589.3			RV686	PIGEON	!	UL097
588.8				(5.8)		9580
578.4		9.14.2	RV680	LUCIN		UL103
576.7		ABS		(17.7)		
574.2		CTC	RV662	MONTELLO (Hold Signal)		UL121
573.2				(22.3)		
561.4		2MT	RV642	VALLEY PASS		UL143
561.3				(8.2)		
559.5				CP RV640 (END 2MT)		
558.9				(0.0)		
557.0		CTC	RV633	PEQUOP	!	UL151
				(7.9)		9700
			RV626	HOLBORN	!	UL159
				(8.1)		9480
		CTC	RV618	MOOR		UL167
				(10.1)		
		2MT		WELLS		UL175
				(3.9)		
			RV604	ALAZON		UX244
				(14.4)		
		9.14.2	F590	DEETH HOLD MT 2		UX258
		ABS		(0.5)		
			RV589	CP RV589 HOLD MT 1		
				(10.4)		
			F579	CP F579 MT 2		
				(1.7)		
				HALLECK MT 1		UX271
				(2.4)		
			RV574	CP RV574 MT 1		
				(1.0)		
				ELBURZ		UX275
				(11.8)		
			F561	CP F561 MT 2	BT	UX292
				(0.1)		Yard
		CTC	RV561	CP RV561 MT 1		
				(1.8)		
		9.14	F559	CP F559 MT 2		UX294
		ABS		(0.6)		
		CTC	RV559	CP RV559 WWD MT 1		
				(1.9)		
		DT		ELKO (Amtrak)	BT	UX293
		ABS				
(180.4)						

SI-01 MAIN TRACK AUTHORITY

CTC at:

CP C993 Cecil Jct.

CTC between:

CP RV767 and CP RV755;
 CP RV737 and CP RV680;
 CP RV662 and CP RV604;
 CP RV561 and CP RV559 MT 1.

TWC between:

CP RV755, MP 754.9 and CP RV737, MP 737.3.

9.14.2/ABS between:

CP C993 and CP RV767;
 CP RV680 and CP RV662;
 CP RV604 and CP RV561 MT 1;
 CP RV604 and CP F561 MT 2.

ABS Rule 9.14/9.15 Track Permit between:

CP RV559 and MP 557.0, MT 1 (Begin Elko Sub);
 CP F561 and MP 557.0, MT 2 (Begin Elko Sub).

SI-02 MAXIMUM SPEED TABLE

Maximum Speed **MPH**

Between Mileposts

781.1 and 767.0 MT 1

(Except as Below).....	70
781.0 and 780.5.....	40
780.5 and 767.2.....	60
767.2 and 767.0.....	50

Between Mileposts

781.1 and 767.0 MT 2

(Except as Below).....	70
781.1 and 781.0.....	30
781.0 and 780.5.....	40
780.5 and 767.2.....	60
767.2 and 767.0.....	50

Between Mileposts

Between Mileposts

767.0 and 679.6

(Except as Below).....	70
767.0 and 754.9.....	60
754.9 and 737.3.....	49
684.3 and 682.7.....	65

Between Mileposts

679.6 and 639.6 MT 1

(Except as Below).....	70
679.6 and 679.3.....	50
673.7 and 672.1.....	60
663.5 and 658.0.....	60
658.0 and 655.8.....	50
655.8 and 645.0.....	40
645.0 and 641.6.....	60
641.6 and 639.6.....	30

Between Mileposts

679.6 and 639.6 MT 2

(Except as Below).....	70
679.6 and 679.5.....	50
679.5 and 658.0.....	60
658.0 and 655.9.....	50
655.9 and 645.0.....	40
645.0 and 639.6.....	60

Between Mileposts

639.6 and 617.6

(Except as Below).....	70
639.6 and 635.8.....	60
635.8 and 617.6.....	50

Between Mileposts	PSGR	FRT
617.6 and 557.0 MT 1		
(Except as Below).....	79	70
617.6 and 616.9.....	50	50
616.9 and 603.6.....	40	40
603.6 and 591.2.....	70	70
591.2 and 582.9.....	70	60
582.9 and 569.7.....	70	70
569.7 and 566.5.....	60	50
566.5 and 562.9.....	60	60
562.9 and 557.0.....	70	60
Between Mileposts	PSGR	FRT
617.6 and 557.0 MT 2		
(Except as Below).....	79	70
617.6 and 617.3.....	30	30
617.3 and 603.6.....	40	40
603.6 and 579.8.....	70	60
597.8 and 574.9.....	70	70
574.9 and 571.4.....	70	60
571.4 and 565.3.....	50	45
565.3 and 560.2.....	65	50
560.2 and 558.0.....	35	35
558.0 and 557.0.....	60	60

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions)	
2. Dual Control Switch Turnouts	
CP RV680	40
CP RV642: crossover.....	40
CP RV604: turnout Alazon MP 603.6.....	30
MP 559.3 MT 1.....	35
CP RV618.....	25
CP RV 640.....	25
3. Misc. Speed Restrictions	
Elko - Balloon track east leg.....	10
Elko - Balloon track west leg.....	5
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS
 Two main tracks between:
 CP C993 and CP RV767;
 CP RV680 and CP RV640;
 CP RV618 and MP 557.0.

Elko: MT 1 is signaled for movement westward between CP RV559 and MP 557.0 (Amtrak). MT 2 is signaled for movement eastward between MP 557.0 (Amtrak) and CP F561.

SI-05 MILEPOST EQUATIONS
 At Elko:
 MT 2, MP 557.0 = MP 666.3.

At CP RV680 Lucin:
 MP 679.5 = MP 680.3

At Cecil Jct. CP C993:
 Lakeside sub = MP 781.1;
 Ogden sub = MP 1.2;
 Evanston sub = MP 993.6.

SI-06 RCL OPERATIONS
Remote Control Area:
 Elko Yard:
 MP 559.0 and 561.1.

Ogden Terminal:
 See instructions on Evanston Subdivision.

Remote Control Zones:
 Elko Yard Zone Status Contact:
 Remote Control Operator - Channel 042-042

Zone 1 - Track 102 (12 Lead) MP 669.4 to MP 669.9
 Zone 2 - 17 Lead MP 669.4 to MP 669.9

Trains entering the yard must verify zone status by calling the Elko switch job on 042-042 prior to entering Zones 1 or 2. If job cannot be reached, the crew can call the dispatcher or local manager to verify zone status.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 776.0 Mt 2*	% 667.9	% 606.6
(#) 772.0	% 666.0	% 605.3
% 760.9	(#) 664.0	(#) 599.0 Mt 1
(#) 754.1	% 661.9	# 591.2 Mt 2
(#) 734.0	% 659.0	(#) 581.1 Mt 1
(#) 716.1	% 656.0	& 576.9 Mt 1
(#) 706.0	(#) 653.2	% 572.2 Mt 1
(#) 684.0	% 650.2	% 567.1 Mt 1
% 681.7	% 647.9	% 564.9 Mt 1
% 678.6 Mt 1	% 644.3 Mt 2	(#) 563.2 Mt 1
% 677.6 Mt 2	# 644.2 Mt 1	% 562.9 Mt 1
% 677.1 Mt 1	(#) 642.0 Mt 2	% 561.5
(#) 676.4 Mt 2	(#) 620.6	
% 675.3 Mt 1	% 616.2	
% 673.7	% 614.7	
% 671.7 Mt 1	% 612.6	
% 671.5 Mt 2	% 610.5	
% 669.8	% 608.2	

Crossing at MP 576.8 must be cleared before stopping to inspect train for high/wide detector at MP 576.9.

* Detector at MP 776.0 MT 2 will transmit a defect message on both channel 096-096 and 027-027.

SI-08 RULES ITEMS
Rule 14.6: Movement Against the Current of Traffic is in effect.

SSI, Item 3, Part 3: Jordan Spreaders in work train service may be moved at maximum speed of 45 mph in either direction. Wings must be retracted, raised and locked and spreader must be accompanied by an operator. Jordan Spreaders in work train service with wings retracted, raised and locked and not accompanied by an operator must not exceed 30 mph in either direction.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Little Mountain	767.2	UL015
Montello	661.9	UL121
North Wells	607.5	UL175

LAKESIDE SUBDIVISION (0796)

SI-11 INDUSTRIAL LEADS

UTIP Industrial Lead: (0794)

4.5 miles from MP 769.7 Little Mountain to Utah Industrial Park.

Designated Radio Channel: 056-056

Maximum Gross Weight: 134 tons

* 6-axle units must not move more than 500 feet west of the West Storage Track switch due to high degree curves.

* Do not exceed 5 mph and do not shove more than 20 cars on curve between the 601 and 708 switches.

Grade Crossings: Movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

Descending grades:

Use the following table to determine maximum speed between the following limits:

MP 645.4 and MP 660.0, eastward;

MP 671.0 and MP 675.0, eastward;

MP 616.3 and MP 607.8, westward.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
115 or below	250 +	40 MPH
115 +	250 or less	40 MPH
	250 +	25 MPH

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Time Zone: Pacific Time west of Cecil Jct.

High Winds: Notify Train Dispatcher when estimated wind speed exceeds 30 MPH. As an example, whitecaps form on the Great Salt Lake at approximately 30 MPH windspeed.

Marsh Siding: East switch at MP 747.0 and west switch at MP 746.1 are for Maintenance of Way use only.

Ogden: Eastward trains must not pass MP 779.8 (Marriott St.) or 17th Street if train length permits (1 mile), until yarding instructions have been received from yardmaster or their representative.

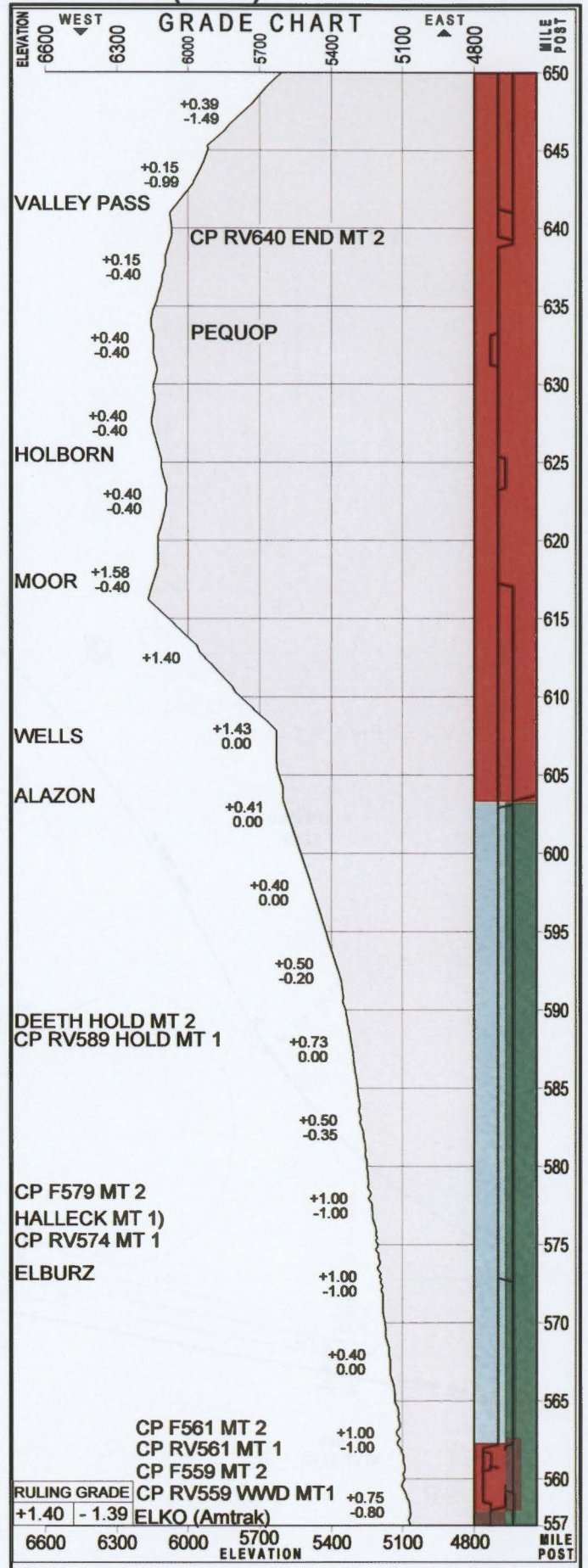
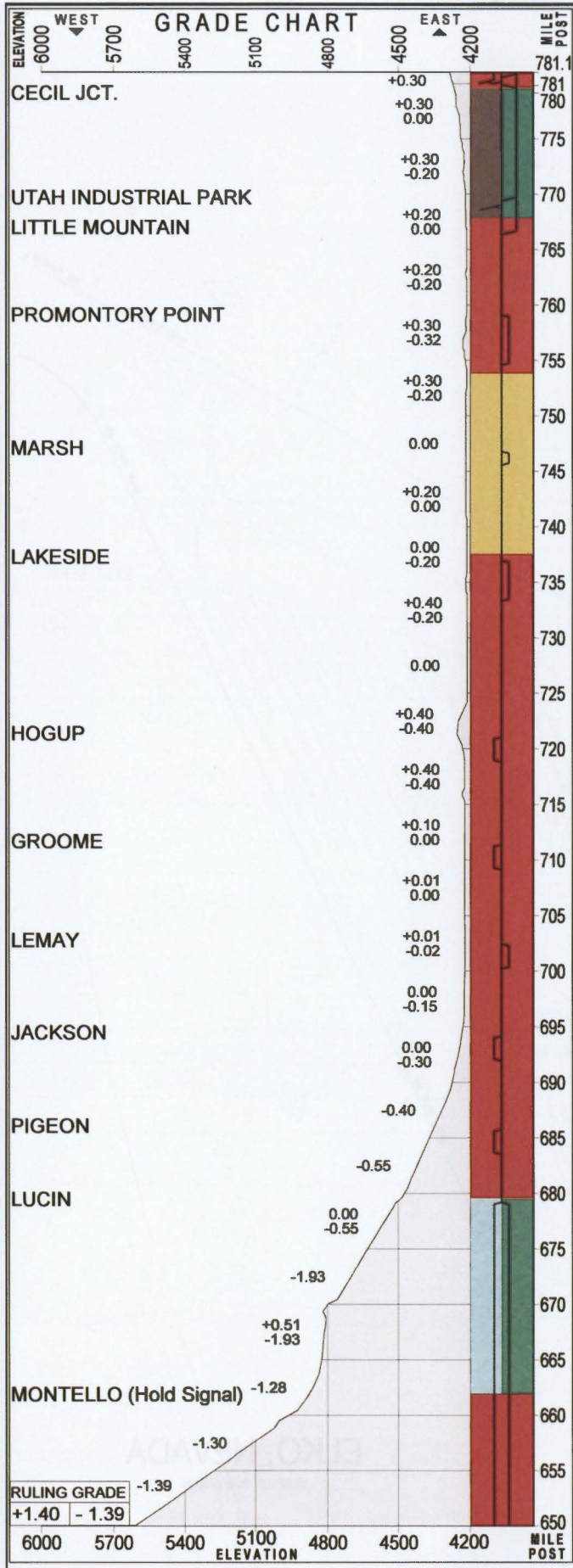
Elko Yard Balloon Track: No switching or kicking cars is allowed on the balloon track. When setting out bad orders off westward main or Track 40, use lite power and the bad orders to be spotted only; do not shove train back.

No more than 10 cars should be shoved on any part of the balloon track. It is ok for trains to depart the balloon track on the east leg.

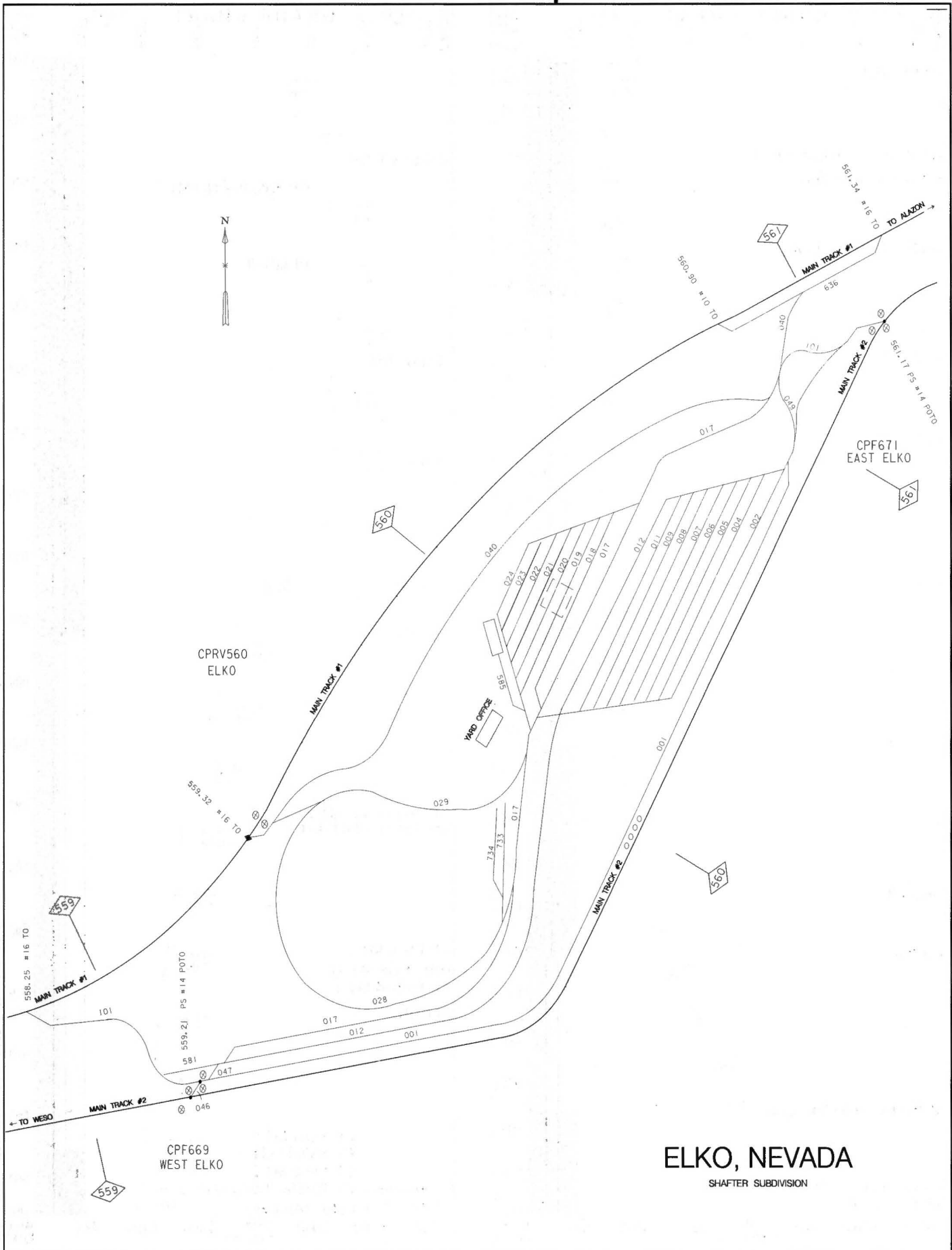
Exception: Yard crew can use west leg of balloon to full spot fuel tracks 783 and 784 with 16 cars.

Set Out Tracks				
MP	Name	Track	Access Direction	Length
759.2	Promontory	Siding	East	594
747.0 746.1	Marsh	Main	Both	4200
720.9 720.8	Hogup	Siding	Both	235
710.7	Groome	Siding	West	390
685.6	Pigeon	Siding	East	310
680.2	Lucin	MT 1	West	440
669.3	Tecoma	MT 2	East	279
663.3 662.0	Montello	MT 1	Both	5870
644.8	Cobre	MT 2	East	177
640.1	Valley Pass	MT 1	West	437
631.9	Pequop	Siding	West	442
624.3	Holborn	Siding	East	337
617.3 617.1	Moor	MT 2	Both	244
607.9	Wells	MT 2	East	1528
607.8 606.7	Wells	MT 1	Both	6145
607.2 606.7	Wells House Trk	Wells MT 1	Both	1192
598.9	Tulasco	MT 2	East	1149
593.7	Tulasco	MT 1	West	467
590.7	Deeth	MT 2	East	5467
589.1	Deeth	MT 1	West	2256
576.3	Halleck	MT 1	West	1910
573.8	Elburz	MT 2	East	136

LAKESIDE SUBDIVISION (0796)

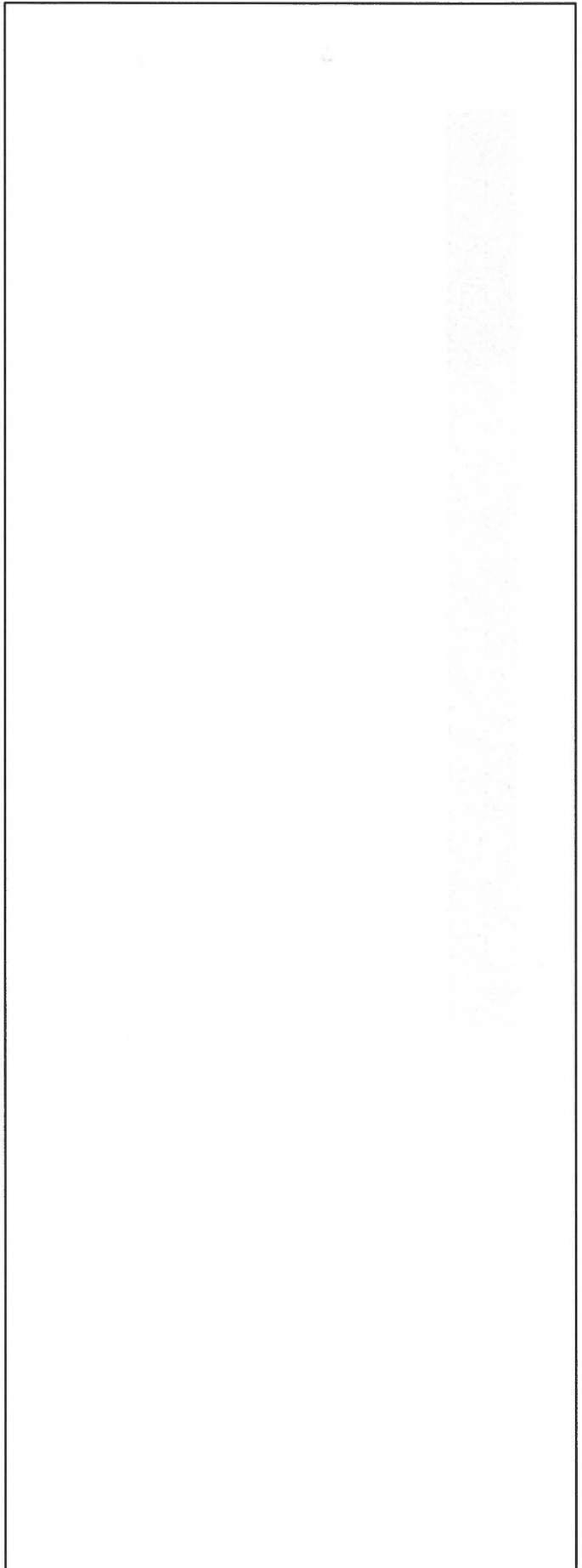
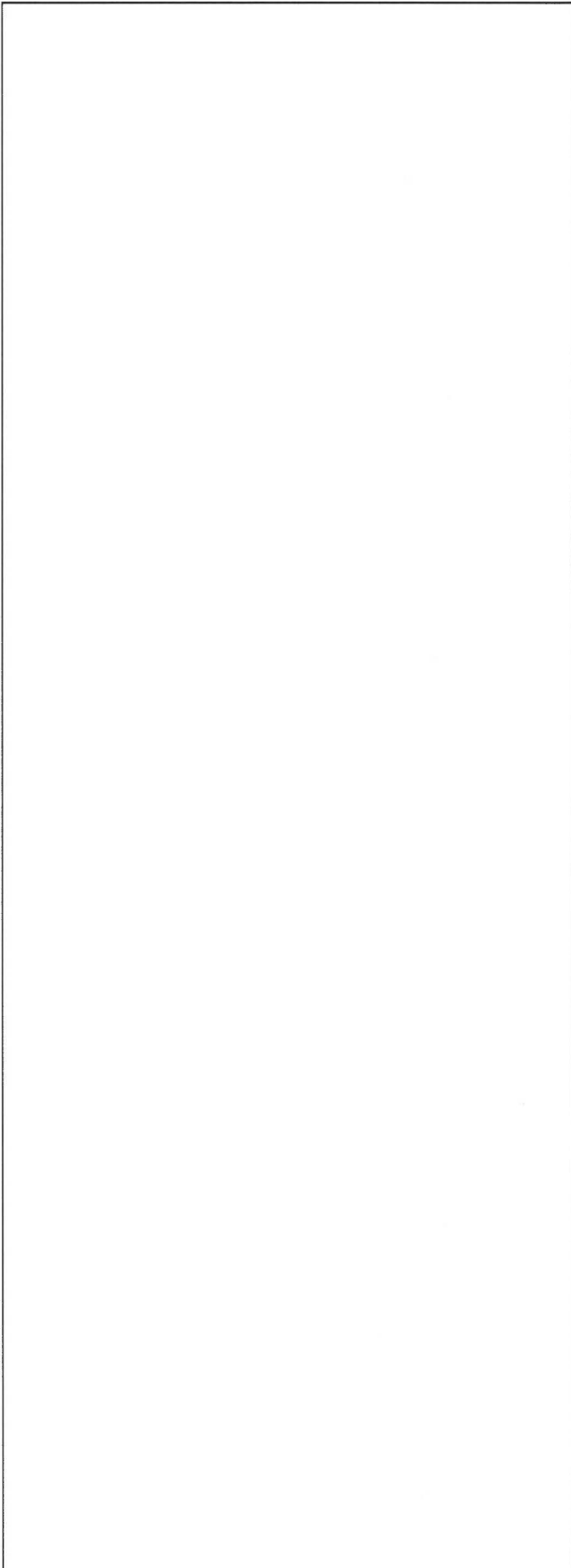


Elko Area Map



ELKO, NEVADA
SHAFTER SUBDIVISION

NOTES:



SHAFTER SUBDIVISION (0785)

		Radio Display: Smelter to Alazon: 024-024- *14						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS / Control Points	EAST ▲	Sta. #'s	Siding Capacity	
911.5		CTC	C766	SMELTER (13.7)	X	UX047		
897.8 896.5			F898 F896	BURMESTER (10.8)			UX061	6135
887.0 885.3			F887 F885	TIMPIE (7.6)		!	UX072	8028
879.4 877.8			F879 F878	DELLE (12.6)		T	UX079	8000
866.8 865.5			F867 F865	LOW (11.9)			UX092	5959
855.0 854.9 853.6			F855	CLIVE			UX104	6002
845.8 844.5			F854 F846 F845	(9.1) KNOLLS (10.3)			UX113	5965
835.5 834.3			F836 F834	BARRO (9.7)			UX123	6251
825.8 824.5			F826 F825	ARINOSA (9.8)			UX133	6239
816.0 814.8			F816 F815	SALDURO (7.9)			UX143	6114
808.1 806.0			F808 F806	WENDOVER (8.8)			UX151	10410
799.3 798.0			F799 F798	OLA (9.7)			UX160	5979
789.6 788.4			F790 F788	PILOT (8.0)		!	UX169	5994
781.6 780.3			F782 F780	CLIFSIDE (8.5)			UX177	5976
773.1 771.8			F773 F772	SILVER ZONE (6.0)			UX186	5994
767.1 765.8			F767 F766	SHAFTER (8.8)			UX192	6002
758.3 757.0			F758 F757	SAGE (10.4)			UX201	6020
747.9 746.6			F748 F747	SPRUCE (9.0)		T	UX211	6102
738.9 737.7			F739 F738	VENTOSA (10.2)		!	UX220	6224
728.7 727.4			F729 F727	RUBY (10.3)			UX230	6010
718.4 717.1			F718 F717	WELLS (4.8)			UX240	6146
713.6			RV604	ALAZON (13.6)		X	UX244	

(197.9)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts 911.5 and 713.6	PSGR	FRT
(Except as Below)	79	70
886.7 and 886.5	70	60
872.0 and 868.6	60	55
868.6 and 864.2	55	50
864.2 and 861.1	70	60
861.1 and 856.9	65	60
856.9 and 856.6	55	50
806.1 and 800.0	70	60
800.0 and 799.3	40	35
799.3 and 795.2	50	45
795.2 and 786.5	70	60
786.5 and 784.5	55	45
784.5 and 776.5	30	25
776.5 and 775.1	50	40
775.1 and 772.6	65	60
758.7 and 758.4	60	50
758.4 and 755.2	55	50
755.2 and 753.3	40	40
753.3 and 749.5	70	60
720.6 and 717.0	70	60
717.0 and 716.2	60	55
716.2 and 713.6	70	60

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts

Wells, Ruby, Spruce, Sage, Shafter, Silver Zone, Clifside, Ola, Wendover, Salduro, Arinosa, Barro, Knolls, Clive, Low, Delle, Burmester..... 20+

Sidings with 20+ maximum speed when departing after headend occupies main track..... 30

2. Dual Control Switch Turnouts

CP F855: turnout to Enviro..... 15

CP C766..... 40

CP RV604 Alazon: crossover to Lakeside Sub. MT 1..... 30

3. Misc. Speed Restrictions (No Exceptions)

4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

Shafter Sub. MP 911.4 = MP 766.4 Lynnndyl Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) & 893.7	% 795.7	(#) 769.4
(#) 860.4	% 785.5	(#) 733.3
(#) 829.9	% 783.3	% 716.2
(#) 816.3	% 778.2	% 715.1
(#) 802.8	% 775.7	

SHAFTER SUBDIVISION (0785)

The following only applies to (#)& detector at MP 893.7:
 Detector announces "Integrity Failure" and NO defect message - comply with SSI Item 13:
 13.8.2 Required Actions Table 2 & 3.

Detector announces "Malfunction" and NO defect message - comply with SSI Item 13:
 13.8.2 Required Actions Table 2 & 4.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Solar W.....	893.4	UX064
Ellerbeck E.....	892.9	UX065
Marblehead	870.8	UX087
Aragonite	861.5	UX097
Enviro E.....	855.0	UX104
Blair W.....	808.7	UX149

SI-11 INDUSTRIAL LEADS

Grade Crossings:
 On all industrial leads, movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

Ellerbeck Industrial Lead: (0788)
 5.7 miles Ellerbeck to Dolomite.
 Designated Radio Channel: 024-024
 Maximum gross weight: 134 Tons
 Max. Speed:
 Ellerbeck to Wye 20 MPH;
 Wye to Flux and Wye to Dolomite 10 MPH.

Business Tracks	MP	Sta.#'s
Wye	2.7	UQ103
Flux	3.7	UQ104
Dolomite	4.7	UQ105

Marblehead Industrial Lead: (0786)
 4.9 miles Marblehead to Marblehead Plant.
 Designated Radio Channel: 024-024
 Maximum gross weight: 134 Tons

Business Tracks	MP	Sta.#'s
Marblehead Plant	4.7	UM305

Rowley Industrial Lead: (0787)
 11.2 miles Delle to Rowley.
 Designated Radio Channel: 024-024
 Maximum gross weight: 143 tons.
 Maximum Speed 20 MPH.

Business Tracks	MP	Sta.#'s
Rowley	10.6	UR211

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

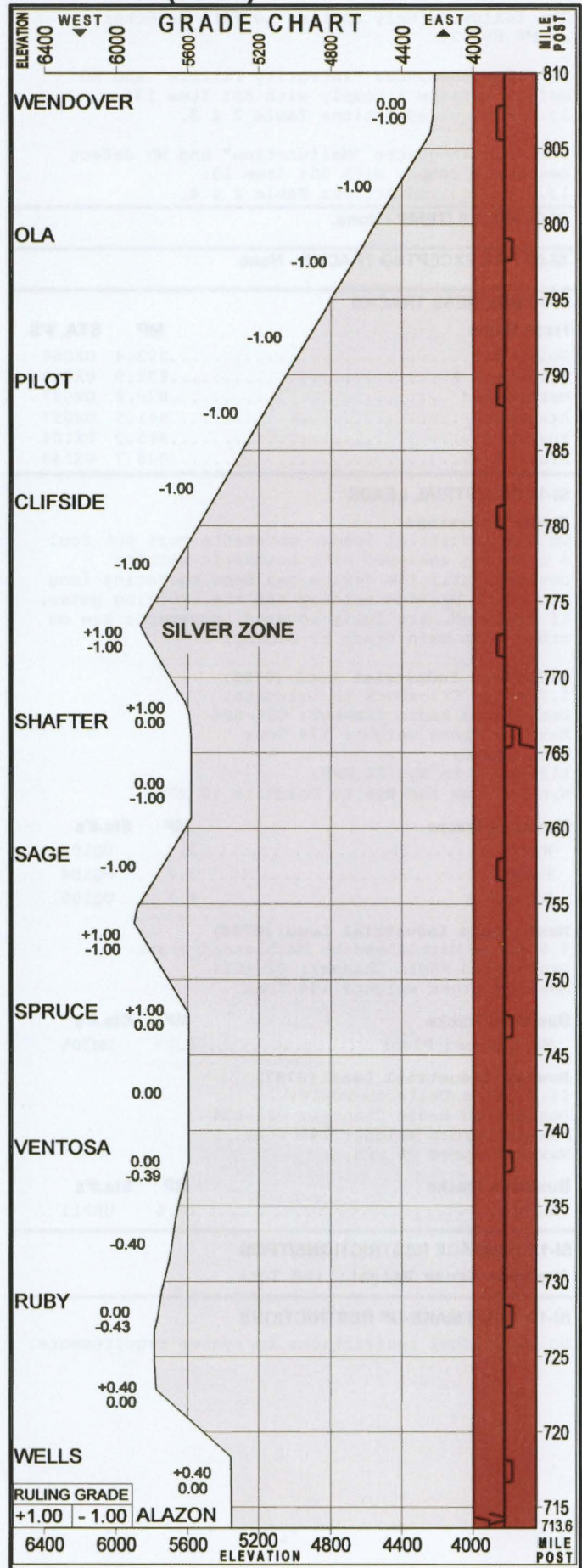
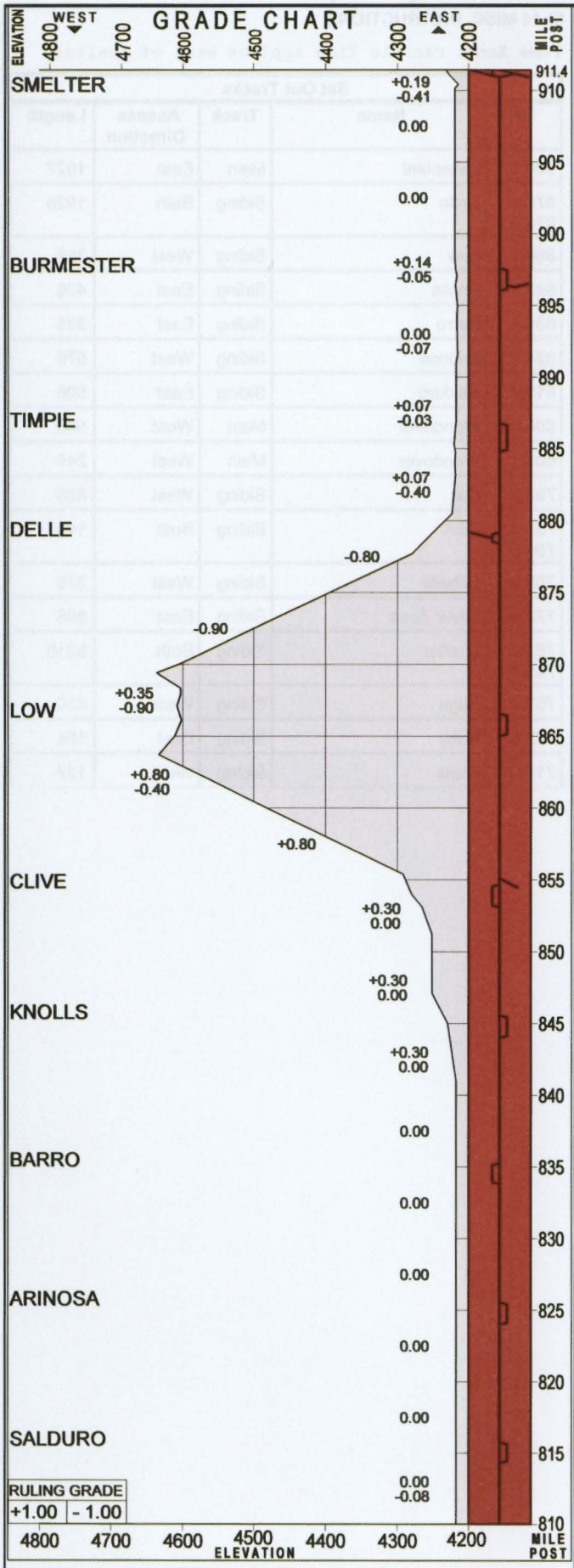
No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Time Zone: Pacific Time applies west of Smelter.

Set Out Tracks				
MP	Name	Track	Access Direction	Length
906.3	Lakepoint	Main	East	1027
878.4 878.0	Delle	Siding	Both	1926
866.1	Low	Siding	West	368
845.7	Knolls	Siding	East	436
835.4	Barro	Siding	East	335
824.7	Arinosa	Siding	West	576
815.7	Salduro	Siding	East	506
806.37	Wendover	Main	West	563
806.1	Wendover	Main	West	249
798.2	Ola	Siding	West	835
788.9 788.5	Pilot	Siding	Both	1457
780.9	Clifside	Siding	West	378
772.4	Silver Zone	Siding	East	898
767.0 765.9	Shafter	Siding	Both	5210
757.1	Sage	Siding	West	430
728.6	Ruby	Siding	East	154
717.3	Wells	Siding	West	137

SHAFTER SUBDIVISION (0785)



NOTES:

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LYNN DYL SUBDIVISION (0775)

Radio Display: Salt Lake City to Smelter: 057-057- *48 Smelter to Milford: 042-042- *48									
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST Stations / Control Points	Sta. #s Siding Capacity			
783.2	Track Layout	CTC 2MT	C784	SALT LAKE CITY		X			
783.1						UZ029	Yard		
782.9									
=784.4									
784.0						C783	GRANT TOWER (0.3)		UZ030
783.7						C782	900 WEST (1.6)		
782.1						C780	ORANGE ST. (1.5)	X	UZ032
781.8						C779	BUENA VISTA MT 2 (3.4)		UZ034
780.6						C776	LM BRYAN (7.3)	X	Yard
777.2						C770	GARFIELD	XI	N9712 S6550
768.8				C768	(2.1)				
767.6				C767	SMELTER	X	UZ047		
766.7				C766	(1.5)				
766.2		CTC	C765	LAKE POINT	!	UZ049	6012		
763.9			C764	(8.3)					
756.9			C757	ERDA	!	UZ057	5985		
755.6			C756	(8.5)					
748.4			C748	WARNER	TI	UZ065	9722		
746.3			C746	(4.6)					
743.8			C744	STOCKTON		UZ070	6410		
742.5			C742	(6.9)					
736.9			C737	ST. JOHN		UZ077	6009		
735.6			C736	(13.0)					
723.9			C724	FAUST	!	UZ090	8805		
722.1			C722	(6.2)					
717.7			C718	PEHRSON		UZ096	6013		
716.4			C716	(6.4)					
711.3			C711	LOFGREEN	!	UZ103	6717		
709.9			C709	(5.6)					
705.7			C706	BOULTER	!	UZ109	8855		
703.9			C704	(7.0)					
698.7			C699	TINTIC	!	UZ114	5964		
697.4			C697	(6.1)					
692.6			C693	McINTYRE		UZ121	6036		
691.3	C691		(6.5)						
686.1	C686		JERICHO	!	UZ128	9709			
684.1	C684		(9.9)						
676.2	C676		CHAMPLIN		UZ138	6797			
674.8	C675		(8.7)						
667.5	C667		LYNN DYL	!	UZ147	8804			
665.7	C666		(3.3)						
665.5	C664	CP C664							
664.2	C664	(5.2)							
659.0	C659	STRONG		UZ157	5989				
657.7	C658	(8.1)							
650.9	C651	DELTA	TI	UZ164	N6069				
649.6	C650	(3.0)							
647.9	C648	CP C648 (Long Siding)	!		S9046				
640.4	C640	VAN		UZ173	5997				
639.2	C639	(7.6)							
632.8	C633	CLEAR LAKE	!	UZ182	10200				
630.7	C631	(14.9)							
617.9	C618	BLOOM	!	UZ198	5989				
616.7	C617	(7.0)							
610.9	C611	CRUZ	!	UZ203	8862				
609.1	C609	(10.7)							
600.2	C600	BLACK ROCK	!	UZ214	6022				
598.9	C599	(8.8)							
591.4	C591	READ	!	UZ223	10406				
589.3	C589	(6.0)							
585.4	C585	MURDOCK		UZ228	5995				
584.1	C584	(6.4)							

579.0	Track Layout	CTC 2MT	C579	E. MILFORD (1.0)	B	CX235	
578.0		C578	CP C578 MT 2 (1.3)				
576.8		C577	MILFORD		BX	CX236	Yard
576.7							
576.6							

(208.9)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR FRT	
784.4 and 678.0		
(Except as Below).....	79	60
784.4 and 783.4.....	30	30
783.4 and 782.3.....	40	40
782.3 and 780.6.....	50	50
779.2 and 778.4 MT 2.....	50	50
770.6 and 770.1.....	70	60
767.5 and 767.1.....	70	60
763.4 and 762.7.....	60	55
758.9 and 757.1 (R).....	50	40
757.1 and 754.6.....	60	45
754.6 and 754.2.....	55	45
744.1 and 742.1.....	50	40
721.0 and 719.6.....	60	50
716.4 and 714.8 E.....	55	35
714.8 and 712.5 E.....	55	45
716.4 and 712.5 W.....	55	45
712.5 and 712.1.....	50	45
712.1 and 711.3.....	55	45
711.3 and 709.9.....	55	40
709.9 and 707.8.....	50	40
707.8 and 705.8.....	55	40
700.0 and 699.6.....	70	60
689.6 and 688.0 W.....	60	35
688.0 and 680.5 W.....	60	45
689.6 and 680.5 E.....	60	45
680.5 and 678.9.....	65	50
Between Mileposts PSGR FRT		
678.0 and 576.7		
(Except as Below).....		
656.4 and 655.8.....	70	60
578.0 MT 2.....	20+	20+

LYNNDYL SUBDIVISION (0775)

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Murdock, Black Rock, Van, Strong, Champlin, McIntyre, Pehrson, St. John, Stockton, Lake Point.....	20+
Sidings with 20+ maximum speed when departing after headend occupies main track.....	30
CP C648 (Long Siding).....	20
2. Dual Control Switch Turnouts	
CP C766 and CP C770 (crossover only)...	40
Warner MP 748.4 to yard lead.....	15
IPP.....	20
3. Misc. Speed Restrictions (No Exceptions)	
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS	
Two main tracks	
CP C784 - Salt Lake City to CP C766 - Smelter;	
CP C579 - E. Milford to CP C577 - Milford.	

SI-05 MILEPOST EQUATIONS	
Salt Lake Sub MP 782.9 = MP 784.4 Lynndyl Sub	
Equation located at south crossover switch	
at CP C784 from MT 1 to MT 2.	

SI-06 RCL OPERATIONS	
Remote Control Areas: Salt Lake North Yard Terminal.	
See instructions on Salt Lake Subdivision.	

SI-07 ITEM 13 TRAIN DEFECT DETECTORS			
%	783.5 Mt 1	(#)	644.0
	@ 775.6	%	636.9
(#)	751.0	%	634.7
(#)	729.7	(#)	623.4
(#)	718.5	(@)	604.3
(#)	703.3	(#)	604.2
(#)	682.2	%	597.1
(#)	663.0	%	595.5
		%	593.9
		%	592.6
		(#)	583.5

SI-08 RULES ITEMS	
Rule 13.1.4 ACS Test Loop: MP 779.2 (Ramp Lead)	
Rule 5.8.4: Item 9 of the System Special Instructions applies at and between:	
1000 West St., MP 783.47 and	
600 West St., MP 784.09.	

SI-09 FRA EXCEPTED TRACKS - None.	
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SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Industrial Center	781.3	UZ033
SLGW Conn. W.....	780.4	UZ030
New Cent. Pk. E.....	779.3	UZ034
Old Cent. Pk. E.....	777.8	UZ036
Garfield Pit	766.7	UX046
Cline E.....	661.2	UZ152
Continental Lime E.....	618.0	UZ198

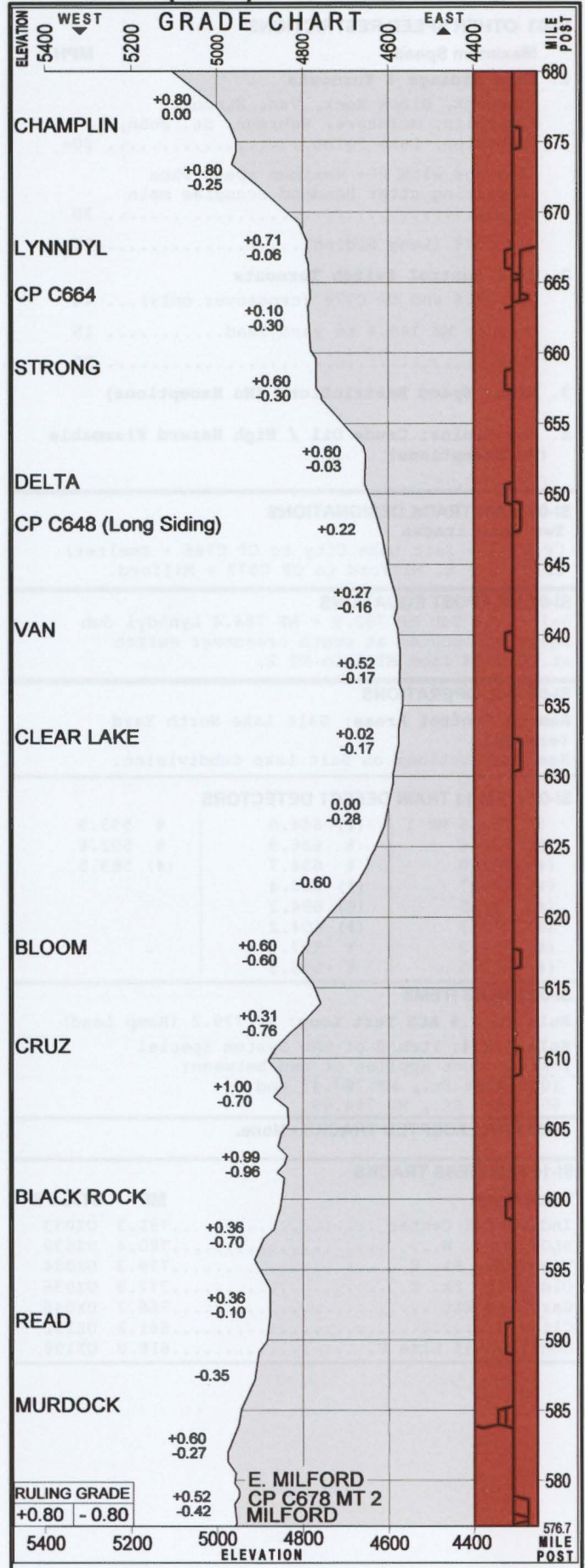
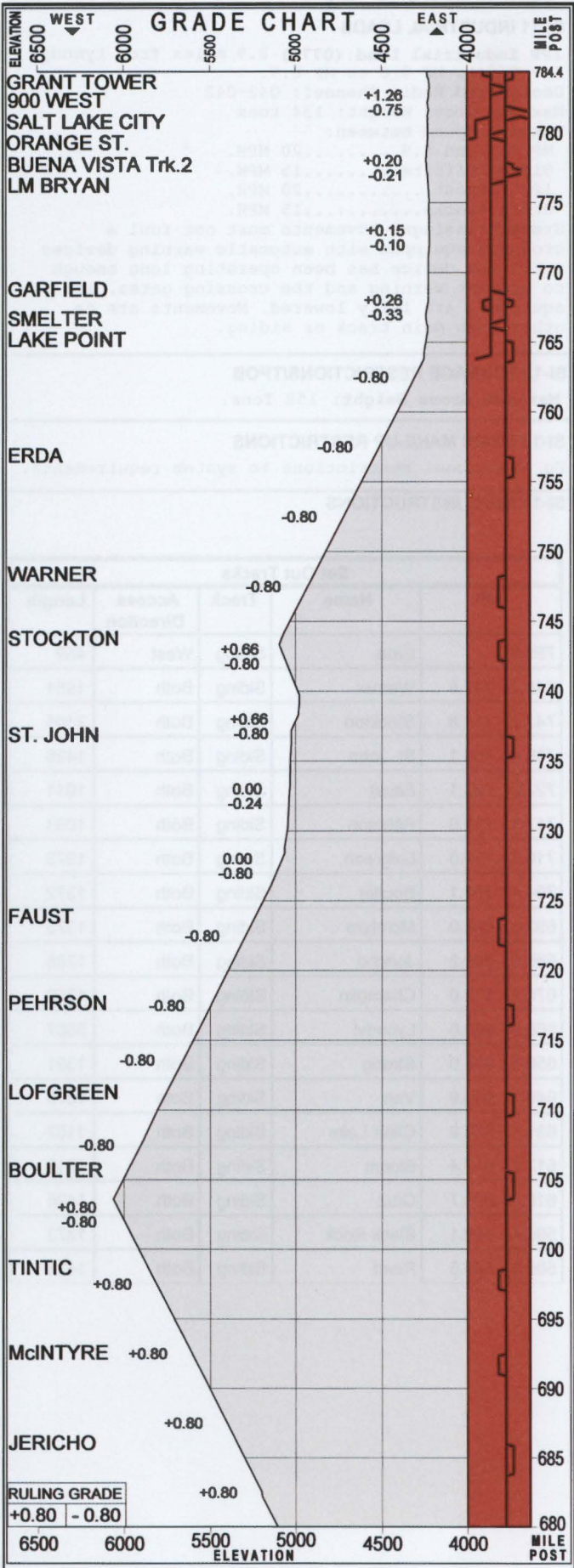
SI-11 INDUSTRIAL LEADS	
IPP Industrial Lead: (0776) 8.9 miles from Lynndyl (CP C664), MP 0.0 to MP 8.9.	
Designated Radio Channel: 042-042	
Maximum Gross Weight: 134 tons	
Maximum Speed between:	
MP 0.0 and 8.9	20 MPH.
Siding Offsite.....	15 MPH.
IPP Turnout.....	20 MPH.
Other tracks.....	15 MPH.
Grade Crossings: Movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.	

SI-12 TONNAGE RESTRICTIONS/TPOB	
Maximum Gross Weight: 158 Tons.	

SI-13 TRAIN MAKE-UP RESTRICTIONS	
No additional restrictions to system requirements.	

Set Out Tracks				
MP	Name	Track	Access Direction	Length
756.6	Erda	Siding	West	459
748.2 - 747.8	Warner	Siding	Both	1951
743.2 - 742.8	Stockton	Siding	Both	2105
736.4 - 763.1	St. John	Siding	Both	1426
723.5 - 723.1	Faust	Siding	Both	1011
717.1 - 716.9	Pehrson	Siding	Both	1053
710.3 - 710.0	Lofgreen	Siding	Both	1373
704.4 - 704.1	Boulter	Siding	Both	1372
692.3 - 692.0	McIntyre	Siding	Both	1373
685.5 - 685.2	Jericho	Siding	Both	1785
675.2 - 675.0	Champlin	Siding	Both	1329
666.9 - 665.8	Lynndyl	Siding	Both	5667
658.3 - 658.0	Strong	Siding	Both	1391
640.2 - 639.9	Van	Siding	Both	1373
631.1 - 630.9	Clear Lake	Siding	Both	1162
617.7 - 617.4	Bloom	Siding	Both	1315
610.0 - 609.7	Cruz	Siding	Both	1426
599.4 - 599.1	Black Rock	Siding	Both	1373
589.8 - 589.5	Read	Siding	Both	1426

LYNN DYL SUBDIVISION (0775)



CEDAR CITY SUBDIVISION (0770)

Radio Display: Lund to Cedar City: 042-042- *48						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST Stations / Control Points	Sta. #s
0.1	[Track Diagram]	YL		LUND (16.0)	TY	CX272
1.0						
16.1	[Track Diagram]	TWC		WESTERN ELECTRIC (0.4)		
16.5				AMERICAN AZIDE (3.8)		
20.3				IRON SPRINGS (11.5)	T	CI321
31.8	[Track Diagram]			CEDAR CITY (0.6)		CI333

(31.7)

SI-01 MAIN TRACK AUTHORITY

Yard Limits between: MP 0.1 and MP 1.0.

TWC between: MP 1.0 and MP 31.8 End of Main Track.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
0.1 and 31.8	
(Except as Below).....	40
0.0 and 0.3.....	10
23.0 and 29.7.....	20
29.7 and 31.8.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts (No Exceptions)
2. Dual Control Switch Turnouts (No Exceptions)
3. Misc. Speed Restrictions
Loaded bulk commodity unit trains between MP 0.3 and MP 21.0..... 30
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

Rule 5.4.4: in effect.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Rule 8.20:

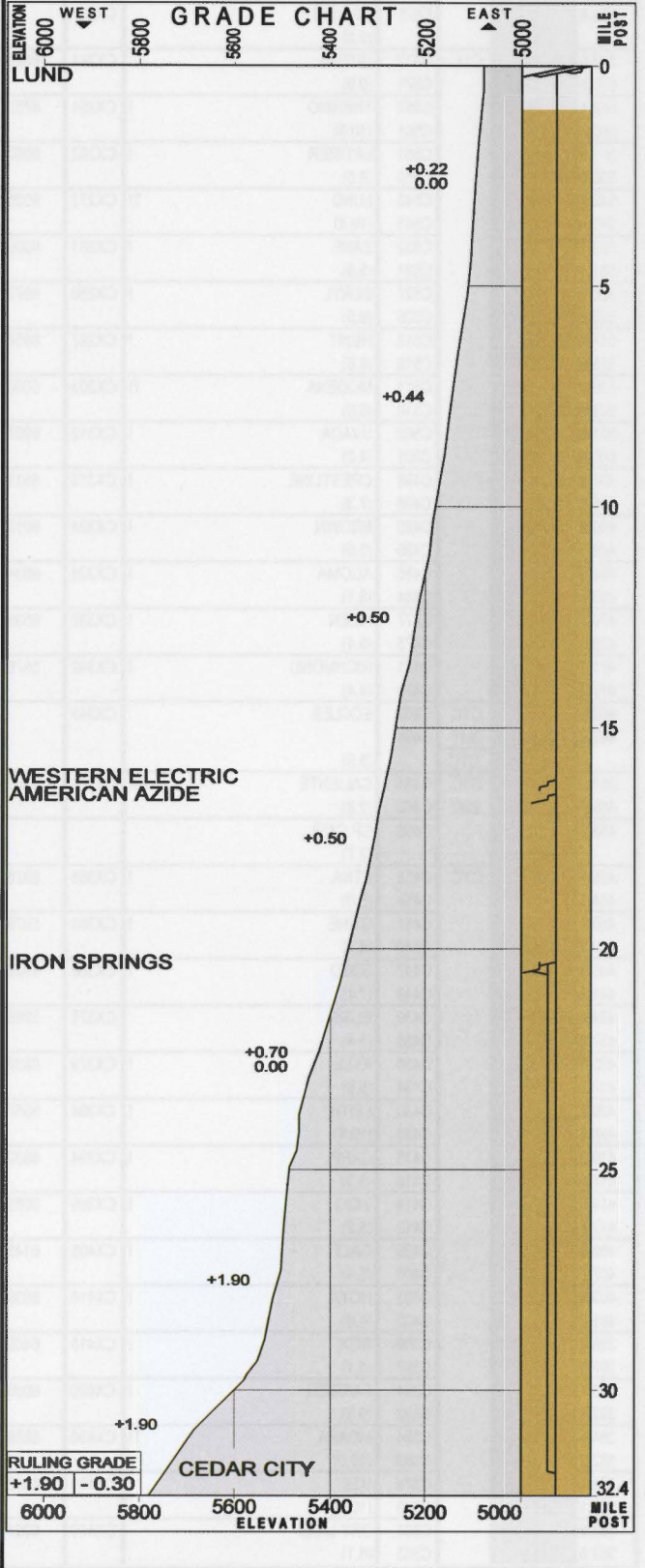
Derail located on main track at MP 31.8.

Track Breach Protection: Employee Established Track Breach Protection may be in effect:

Location:

Lund Yard Limits between MP 0.1 and MP 1.0.

Designated radio channel: 042-042



CALIENTE SUBDIVISION (0765)

Radio Display: Milford to Lund: 042-042- *48 Lund to Las Vegas: 027-027- *12									
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS / Control Points	EAST STATIONS / Control Points	Sta. #s Siding Capacity			
576.8 576.7 576.6 574.8		CTC 2MT	C577	MILFORD	BX	CX236 Yard			
572.0 570.8 562.1 560.3 551.3 550.0 542.8 540.9			CTC	C575	CP C575 (1.9) (2.8)			CX237	
532.4 531.1 526.9 525.6 517.4 515.6 510.8 509.6 501.8 500.5 497.6 495.8 490.3 489.0 484.8 483.6 476.7 475.0 471.3 470.0				C572	UPTON				CX241 6026
466.9 463.9				C571	(9.9)				
461.0 459.7 458.2				C562	THERMO		!	CX251	8737
455.5 454.2 450.5 449.2 446.4 444.6 439.0 437.8 435.6 433.8 429.7 428.5 419.3 417.5 414.0 412.7 408.8 407.7 403.4 401.6 398.8 397.5 393.7 392.4 384.4 382.6 374.4 373.1 363.9 362.6				C561	LATIMER		!	CX262	5982
				C550	(8.5)				
				C543	LUND		T!	CX272	9025
				C541	(10.4)				
				C532	ZANE		!	CX281	6006
				C531	(5.5)				
				C527	BERYL		!	CX286	5972
				C525	(9.5)				
			C518	HEIST		!	CX297	8854	
			C516	(6.6)					
			C511	MODENA		T!	CX303	6000	
			C510	(9.0)					
			C502	UVADA		!	CX312	6007	
			C501	(4.2)					
			C498	CRESTLINE		!	CX319	8811	
			C496	(7.3)					
			C490	BROWN		!	CX324	6013	
			C489	(5.5)					
			C485	ACOMA		!	CX328	6034	
			C484	(8.1)					
			C477	ISLEN		!	CX338	8539	
			C475	(5.4)					
			C471	RICHMOND		!	CX342	5876	
			C470	(4.4)					
			C467	ECCLES			CX349		
			C464	(5.9)					
			C461	CALIENTE		BX	CX353	Yard	
			C460	(2.8)					
			C458	CP C458 (2.7)					
			C455	ETNA		!	CX358	5978	
			C454	(5.0)					
			C451	STINE		!	CX363	5978	
			C449	(4.1)					
			C447	BOYD		!	CX368	8820	
			C445	(7.4)					
			C439	ELGIN			CX375	5965	
			C438	(3.4)					
			C436	KYLE		!	CX379	8832	
			C434	(5.9)					
			C430	LEITH		!	CX384	5957	
			C428	(10.4)					
			C419	CARP		!	CX394	8532	
			C418	(5.3)					
	C414	VIGO		!	CX399	6083			
	C413	(5.2)							
	C409	GALT		!	CX405	6145			
	C408	(5.4)							
	C403	HOYA		!	CX410	8839			
	C402	(4.6)							
	C399	ROX		!	CX415	6460			
	C397	(5.1)							
	C394	FARRIER		!	CX420	6066			
	C392	(9.3)							
	C384	MOAPA		T!	CX430	8859			
	C383	(10.0)							
	C374	UTE			CX439	6026			
	C373	(10.5)							
	C364	DRY LAKE			CX450	6094			
	C363	(6.1)							

357.8		CTC	C358	GARNET	!	CX456	8774	
356.0			C356	(5.1)				
352.7			C353	APEX			CX461	6074
351.4			C351	(5.4)				
347.3			C347	DIKE		!	CX466	6156
346.1			C346	(3.8)				
343.5			C344	VALLEY		!	CX470	9232
341.6			C342	(3.1)				
340.4			C341	INDUSTRIAL PARK (2.6)				
339.7			C340	WANN		!	CX474	8974
337.8			C338	(4.4)				
335.3			CTC 2MT	C336	OWENS AVE. (0.8)		CX477	
334.5			CTC 3MT	C335	STEWART AVE. (0.2)			
334.3					LAS VEGAS (0.0)	B	CX479	

(242.2)

SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
576.7 and 500.0		
(Except as Below)	79	70
576.7 and 576.2 (R)	50	35
576.3 MT 2	20+	20+
502.5 and 500.0	70	55
500.0 and 393.9		
(Except as Below)	79	50
500.0 and 497.9	70	50
497.9 and 497.6	60	50
497.6 and 494.6	70	50
494.6 and 492.4	75	50
492.4 and 491.5	70	50
491.5 and 489.9	60	50
489.9 and 488.7	50	40
488.7 and 486.8	35	30
486.8 and 484.4	60	50
481.7 and 479.1	40	35
479.1 and 477.3	50	35
477.3 and 475.9	35	25
475.9 and 475.0	30	25
475.0 and 470.7 (R)	20	20
470.7 and 469.1	30	25
469.1 and 468.1	55	45
468.1 and 466.9	60	45
466.9 and 466.3 MT 1	60	45
466.9 and 463.9 MT 2	30	30
466.3 and 466.0 MT 1	50	45
466.0 and 463.9 MT 1	60	45
463.9 and 461.7	40	35
461.7 and 461.2	30	25
461.2 and 458.2 MT 1	40	30
461.2 and 460.0 MT 2	45	35
460.0 and 458.2 MT 2	50	40
455.2 and 452.5	40	35
452.5 and 450.2	35	30
450.2 and 446.9	40	30
446.9 and 445.4	35	30
445.4 and 444.0	40	30
444.0 and 442.0	30	25
442.0 and 430.7	40	35
430.7 and 430.0	35	30

Between Mileposts 500.0 and 393.9	PSGR	FRT
(Except as Below)	79	50
430.0 and 428.2.....	60	45
428.2 and 425.4.....	50	45
425.4 and 419.7.....	55	50
419.7 and 418.0.....	45	40
418.0 and 416.4.....	35	30
416.4 and 414.0.....	40	30
414.0 and 411.0.....	35	30
411.0 and 407.5.....	40	30
407.5 and 404.6.....	35	30
404.6 and 403.7.....	40	30
400.6 and 398.6.....	70	50
398.6 and 397.5.....	40	35
397.5 and 395.9.....	60	50
395.9 and 394.6.....	40	35
394.6 and 393.9.....	60	45

Between Mileposts 393.9 and 334.3	PSGR	FRT
(Except as Below)	79	60
380.9 and 379.6.....	65	55
379.6 and 379.1.....	55	50
364.3 and 363.8.....	70	60
359.5 and 358.5.....	60	50
358.5 and 356.1.....	40	35
351.1 and 348.3.....	40	35
336.1 and 335.4.....	60	50
334.6 and 334.3.....	20	20

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Industrial Park turnout (CP C341).....	10
Apex, Dry Lake, Ute, Elgin, Upton.....	20+
Sidings with 20+ maximum speed when departing after headend occupies main track.....	30
2. Dual Control Switch Turnouts	
CP C475, CP C471, CP C467, CP C464, CP C447, CP C434, CP C409, CP C408, ...	20
3. Misc. Speed Restrictions (No Exceptions)	
4. Key Trains: Crude Oil / High Hazard Flammable	
Between Mileposts: 354.0 and 334.3.....	40

SI-04 MAIN TRACK DESIGNATIONS	
Two main tracks between:	
MP 576.7 and CP C575;	
CP C467 and CP C464;	
CP C461 and CP C458;	
CP C336 and CP C335.	
Three main tracks between:	
CP C335 and CP C333 (Cima Sub.).	
Between CP C335 and CP C333 (Cima Sub.):	
North track is designated MT 3;	
Center track is designated MT 1;	
South track is designated MT 2.	

SI-05 MILEPOST EQUATIONS	
MP 493.3 = MP 494.2	

SI-06 RCL OPERATIONS - None.	

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#) 566.4	% 442.9	% 406.3
(#) 546.5	% 441.6	(#) 404.5
(#) 520.8	# 436.1 *	% 400.4
(#) 499.0	% 434.6	% 395.5
(#) 479.6	% 432.3	(#) 388.2
% 474.0	% 430.2	(#) 368.4
% 472.9	% 427.1	\$ 353.1
% 472.3	% 425.6	\$ 344.8
% 471.1	(#) 423.0	
% 470.0	% 420.8	
# 456.3	% 415.8	
% 452.1	% 411.8	
% 448.7	% 410.4	

SI-08 RULES ITEMS	
Rule 13.2.2: Speed Condition Warning Device located between MP 492 and MP 495. Be governed by rule.	
Rule 38.1.5: Passenger trains must make running air brake test as required before cresting grade at MP 494.	

SI-09 FRA EXCEPTED TRACKS - None.	

SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #S
Arrolime W.....	353.8	CX459
Pabco Spur W.....	352.0	CX461
Nevada Industrial Park W.....	340.0	CX473

SI-11 INDUSTRIAL LEADS	
Grade Crossings:	
On all industrial leads, movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.	
Las Vegas Industrial Park Industrial Lead: (0766)	
Off main track at MP 334.7.	
Designated Radio Channel: 027-027	
Maximum Gross Weight: 134 tons	
Do not exceed 5 MPH on all curves. Las Vegas Review Journal: Trains must STOP at sign located on south side of track. Be governed by Rule 6.32.1 (no active warning devices at this location).	
Nellis Industrial Lead: (0767)	
Off main track at MP 340.5.	
Designated Radio Channel: 027-027	
Maximum Gross Weight: 134 tons	
Do not exceed 5 MPH on all curves.	

SI-12 TONNAGE RESTRICTIONS/TPOB	
Maximum Gross Weight: 158 Tons.	
TPOB Speed Restriction between Crestline and Farrier.	
Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:
85+	500+
Maximum Speed:	
25	

SI-13 TRAIN MAKE-UP RESTRICTIONS	
No additional restrictions to system requirements.	

CALIENTE SUBDIVISION (0765)

SI-14 MISC. INSTRUCTIONS

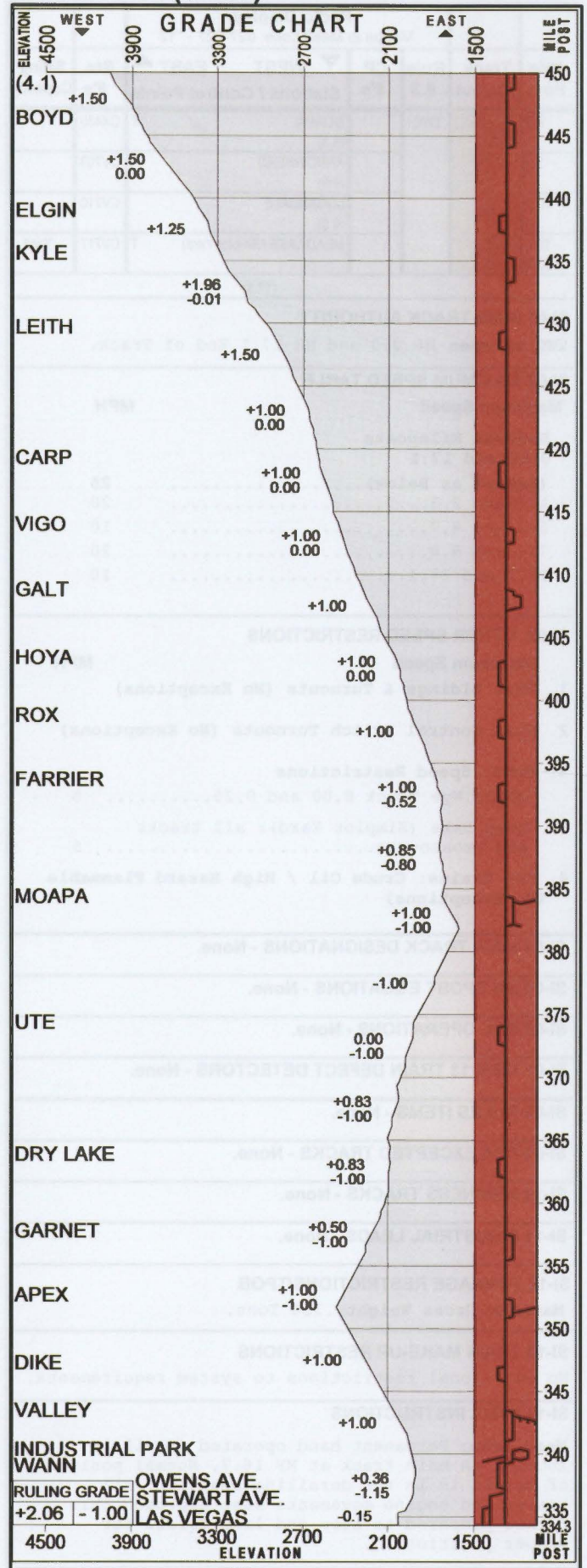
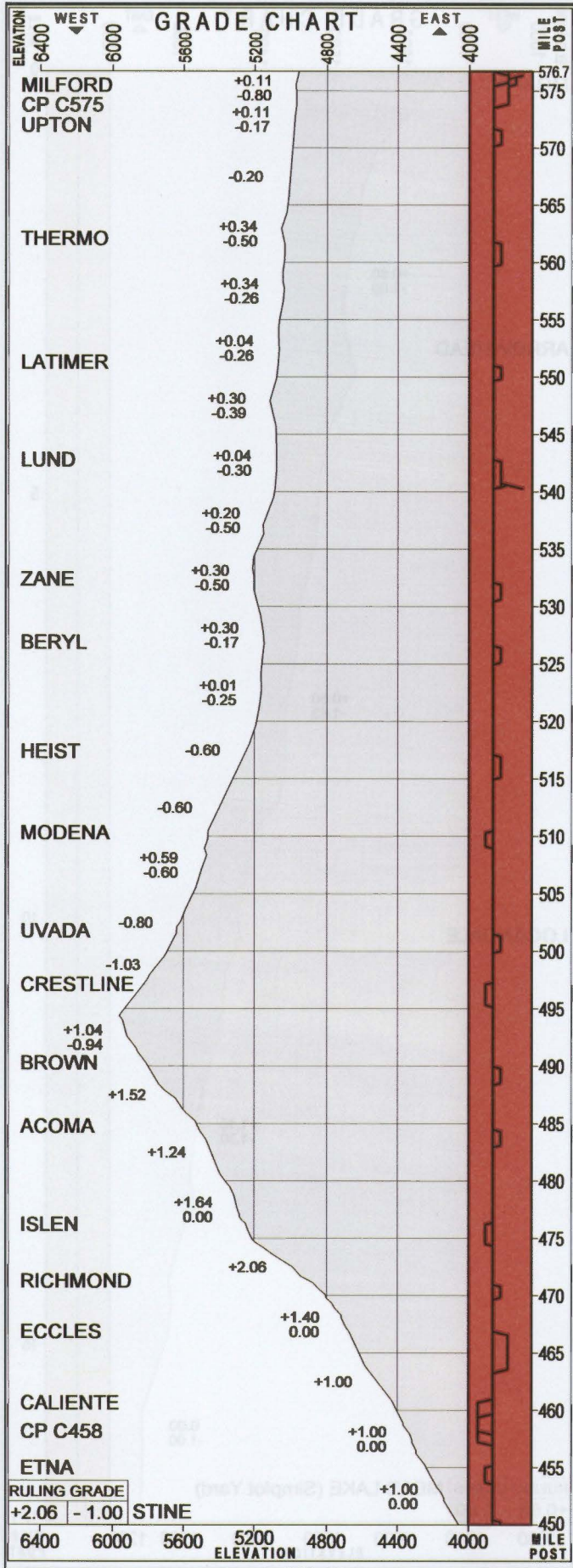
Time Zone: East of MP 334.0 is Mountain Time.
West of MP 334.0 is Pacific Time.

Derail located at Dike, west end of siding.

Valley: Do not go into plant unless given permission by Manager on duty at Vegas Terminal to pick up from tracks 404, 405, 406, 407 and 408.

Set Out Tracks				
MP	Name	Track	Access Direction	Length
571.2 - 571.0	Upton	Siding	Both	950
562.0 - 561.8	Thermo	Siding	Both	998
550.4 - 550.2	Latimer	Siding	Both	1000
541.6 - 541.3	Lund	Siding	Both	1636
531.5 - 531.3	Zane	Siding	Both	1000
526.6 - 526.2	Beryl	Siding	Both	2117
516.1 - 515.8	Heist	Siding	Both	1478
510.0 - 509.8	Modena	Siding	Both	1068
501.3 - 501.0	Uvada	Siding	Both	1381
496.1 - 495.9	Crestline	Siding	Both	1038
489.6 - 489.4	Brown	Siding	Both	1056
484.7 - 484.5	Acoma	Siding	Both	1426
475.5 - 475.2	Islen	Siding	Both	1380
464.3 - 464.1	Eccles	MT 2	Both	950
460.2 - 459.9	Caliente	MT 1	Both	1320
459.0	Caliente	MT 1	West	2376
449.5 - 449.4	Stine	Siding	Both	898
445.1 - 445.0	Boyd	Siding	Both	668
438.7 - 438.4	Elgin	Siding	Both	1478
429.1 - 428.9	Leith	Siding	Both	1109
419.1 - 418.9	Carp	Siding	Both	1162
413.7 - 413.4	Vigo	Siding	Both	1337
402.7 - 402.5	Hoya	Siding	Both	1369
392.9 - 392.6	Farrier	Siding	Both	1742
383.2 - 382.9	Moapa	Siding	Both	1375
373.8 - 373.3	Ute	Siding	Both	2587
362.9 - 362.6	Dry Lake	Siding	Both	1333
352.2 - 351.9	Apex	Siding	Both	1267
347.3 - 347.2	Dike	Siding	East	583

CALIENTE SUBDIVISION (0765)



MEAD LAKE SUBDIVISION (0769)

Radio Display: Moapa to Mead Lake: 027-027 - *12						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST Stations / Control Points	EAST Stations / Control Points	Siding Capacity
0.0		TWC		MOAPA (3.3)	T CX430	
3.3				ARROWHEAD (6.9)	CV703	
10.2				LOGANDALE (6.5)	CV710	
16.7				MEAD LAKE (Simplot Yard)	T CV717	Yard
17.1						

SI-01 MAIN TRACK AUTHORITY
TWC between MP 0.0 and MP 17.1 End of Track.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.00 and 17.1	
(Except as Below).....	25
1.6 and 2.3.....	20
5.0 and 6.7.....	10
7.0 and 9.0.....	20
16.5 and 17.1.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions)	
2. Dual Control Switch Turnouts (No Exceptions)	
3. Misc. Speed Restrictions	
Moapa Wye Track 0.00 and 0.25.....	5
Mead Lake (Simplot Yard): all tracks and crossovers.....	5
4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

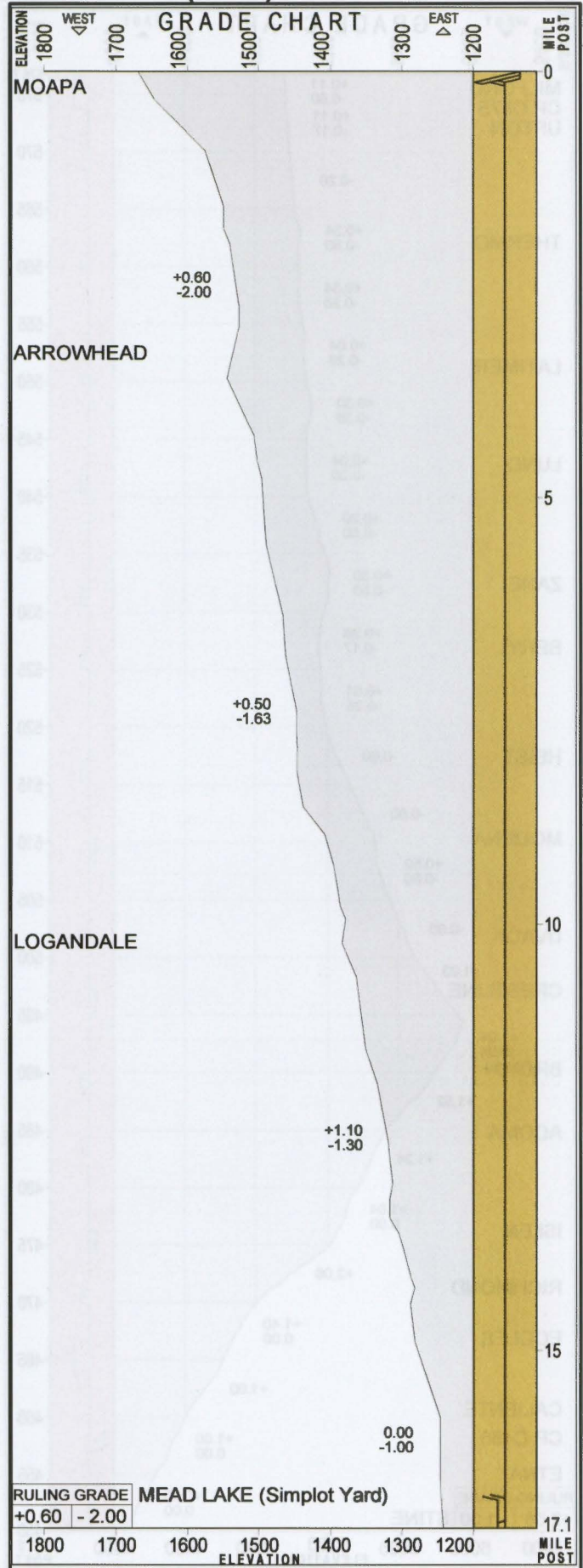
SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 134 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS
No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS
Mead Lake: Permanent hand operated derail is located on main track at MP 16.7. Normal position of derail is in the derailing position. All trains and engine movements must approach this derail prepared to stop and line derail for proper position.



BMI SUBDIVISION (0762)

		Radio Display: Boulder Jct. to Henderson: 027-027- *12					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST Stations / Control Points	EAST Stations / Control Points	Sta. # #s	Siding Capacity
0.0		TWC		BOULDER JCT. (9.9)		CX486	
9.9				ENDERSON (PE Yard) (7.2)		CN810	Yard
10.9				END OF TRACK			
(10.9)							
SI-01 MAIN TRACK AUTHORITY							
TWC between: MP 0.0 and MP 10.9. TWC authority on this subdivision should be "Work Between". If a different type authority is received, notify the train dispatcher.							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed				MPH			
Between Mileposts 0.0 and 10.9 (Except as Below)..... 20 10.0 and 10.9..... 10							
SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed				MPH			
1. Thru Sidings & Turnouts (No Exceptions) 2. Dual Control Switch Turnouts (No Exceptions) 3. Misc. Speed Restrictions Henderson: Pioneer Lead and yard tracks 5 4. Key Trains: Crude Oil / High Hazard Flammable (No Exceptions)							
SI-04 MAIN TRACK DESIGNATIONS - None.							
SI-05 MILEPOST EQUATIONS - None.							
SI-06 RCL OPERATIONS - None.							
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.							
SI-08 RULES ITEMS							
Rule 6.32.2: Comply with Procedure 2 at all crossings at and between MP 0.6 (Valley View Blvd.) and MP 10.9 due to rusty rail conditions.							
SI-09 FRA EXCEPTED TRACKS - None.							
SI-10 BUSINESS TRACKS - None.							

SI-11 INDUSTRIAL LEADS

BMI Henderson Industrial Lead: (0763)

From End Of Track at MP 10.9 extending eastward to MP 17.5. Trains must not operate past MP 17.5 without permission from Train Dispatcher. Designated Radio Channel: 027-027
 Maximum Gross Weight: 134 tons
 Maximum speed: 10 MPH.

Derail installed at MP 11.1. Normal position is lined in the non-derailing position.

Derail installed at MP 16.5. Normal position is lined in the derailing position.

Grade Crossings: Movements must not foul a crossing equipped with automatic warning devices until the device has been operating long enough to provide warning and the crossing gates, if equipped, are fully lowered. Movements are on other than main track or siding.

SI-12 TONNAGE RESTRICTIONS/TPOB

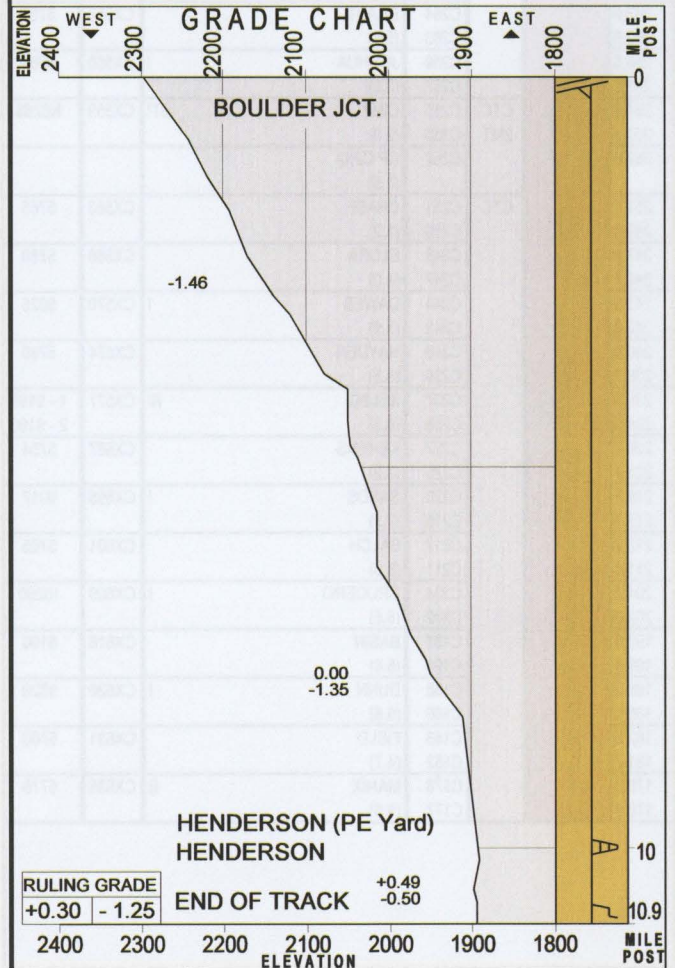
Maximum Gross Weight: 134 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

SI-14 MISC. INSTRUCTIONS

Rule 8.20: Derails located on main track at MP 9.6 and MP 10.8. Derail located outside the gate off the track into Pioneer Chemical facility, approximately MP 10.4. Normal position for these derails is lined in the derailing position.



CIMA SUBDIVISION (0760)

Radio Display: Las Vegas to Yermo: 027-027- *12						
Mile Post	Track Layout	Rule 6.3	CP #s	WEST Stations / Control Points	EAST Stations / Control Points	Sta. #s Siding Capacity
334.3	Track Layout	CTC 3MT		LAS VEGAS (1.6)	B	CX479
332.7		CTC 2MT	C333	WYOMING AVE. (2.0)		X
330.7 330.5			C330	SANDS AVE. (1.9)		X CX484
328.6			C329	TROPICANA AVE. (2.1)		X
326.4		CTC	C326	MAULE AVE. (2.3)		
324.1			C324	CP C324 (Derail)	(1.0)	
323.1 321.3			C323 C321	ARDEN (7.8)		!T CX490 8467
315.3 314.0			C315 C314	SLOAN (5.3)		B! CX498 6282
310.0 308.1			C310 C308	ERIE (8.1)		! CX504 8843
301.9 300.7			C302 C301	JEAN (4.9)		CX512 5721
297.0 295.8			C297 C296	BORAX (8.2)		CX517 5792
288.8 287.0			C289 C287	CALADA (10.6)		B! CX526 8791
278.2 276.9			C278 C277	NIPTON (5.2)		CX535 5767
273.0 271.8			C273 C272	MOORE (5.0)		CX541 5765
268.0 266.0			C268 C266	IVANPAH (4.1)		! CX545 9835
263.9 262.8			C264 C263	BRANT (5.4)		CX550 5751
258.5 257.2			C259 C257	JOSHUA (3.9)		! CX555 6066
254.6 253.3		CTC 2MT	C255 C253	CIMA (2.0)		BT! CX559 N6266
252.6			C252	CP C252 (1.5)		
251.1 249.8		CTC	C251 C250	CHASE (3.2)		CX563 5765
247.9 246.7			C248 C247	ELORA (4.0)		CX566 5780
243.9 242.0			C244 C242	DAWES (3.9)		! CX570 9025
240.0 238.7			C240 C239	HAYDEN (3.5)		CX574 5780
236.5 234.5			C237 C235	KELSO (9.8)		B! CX577 1- 9190 2- 9190
226.7 225.4			C227 C225	KERENS (7.2)		CX587 5754
219.5 217.7			C220 C218	SANDS (7.3)		! CX595 9017
212.2 211.0			C212 C211	BALCH (8.0)		CX601 5765
204.2 202.0			C204 C202	CRUCERO (6.6)		! CX609 10200
197.6 196.3		C197 C196	BASIN (5.8)		CX616 6196	
188.0 186.1		C188 C186	DUNN (9.6)		! CX626 9529	
182.9 181.7		C183 C182	FIELD (4.7)		CX631 5760	
178.2 176.9		C178 C177	MANIX (9.5)		B CX635 5775	

168.7	Track Layout	CTC 2MT	C168	TOOMEY (2.2)		CX645
166.5 166.3			C166	MINNEOLA RD. (2.6)		X
163.9 163.7			C164	EAST YERMO (1.9)		X CX649
162.0				YERMO		BT CX650 Yard
(172.3)						

SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
334.5 and 309.3		
(Except as Below).....	79	60
334.5 and 333.0.....	20	20
332.6 and 326.4 MT 1.....	40	40
321.1 and 320.5.....	50	50
320.5 and 319.7.....	60	55
319.7 and 314.6.....	40	30
312.5 and 311.7.....	45	40
309.8 and 309.3.....	65	60
Between Mileposts		
309.3 and 162.0		
(Except as Below).....	79	70
254.6 and 251.3 MT 2.....	30	30
254.6 and 251.3 MT 1.....	45	45
246.7 and 246.3.....	45	45
231.2 and 230.9.....	70	60
196.2 and 194.1.....	55	45
194.1 and 191.8.....	40	40
191.8 and 188.4.....	45	45
188.4 and 186.1.....	65	60
168.6 and 163.4 MT 1.....	40	40
163.4 and 162.0 MT 1.....	20	20
163.9 and 163.6 MT 2W.....	40	40
163.6 and 162.2 MT 2W.....	79	60
162.2 and 163.3 MT 2E.....	79	60
163.3 and 163.6 MT 2E.....	40	40
162.2 and 162.0 MT 2.....	20	20

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Kelso Sidings.....	20
N. Siding Cima MP 253.2 and MP 252.8... ..	20
2. Dual Control Switch Turnouts	
CP C168 Toomey.....	40
CP C287 West Calada.....	20
CP C244 East Dawes.....	20
3. Misc. Speed Restrictions	
Westward passenger trains between MP 254.0 and MP 236.0:	
With operative dynamic brake.....	45
With inoperative dynamic brake.....	25
4. Key Trains: Crude Oil / High Hazard Flammable	
Between Mileposts:	
334.5 and 307.0.....	40

SI-04 MAIN TRACK DESIGNATIONS

Three main tracks between:
 CP C335 (Caliente Sub.) and CP C333.
Two main tracks between:
 CP C333 and CP C326;
 CP C255 and CP C252;
 CP C168 and MP 162.0.
Between CP C335 (Caliente Sub.) and CP C333:
 North track is designated MT 3;
 Center track is designated MT 1;
 South track is designated MT 2.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

\$ 324.2	(#) 245.3	% 193.3
(#) 307.0	(#) 233.4	% 191.8
(#) 292.7	(#) 209.2	(#) 190.4
(#) 273.7	% 199.8	(#) 175.3
(#) 256.0	% 194.8	

SI-08 RULES ITEMS

Rule 38.1.5: Passenger trains must make running air brake test before cresting grade at Cima.
SSI Item 5-B: On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head end of loaded bulk commodity unit trains and loaded double stack trains must not exceed 33 EDBA; all other trains must not exceed 28 EDBA. Double stack trains may contain up to four other intermodal cars (including 4 other multi-platform intermodal cars) if entrained in the rear 5500 tons of the train.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons.

TPOB Speed Restrictions:

1. The following restrictions apply on descending grades:

Westward between MP 236.0 and MP 219.6;
 Eastward between MP 254.0 and MP 282.0.

Use the following table to determine maximum speed within these limits.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
N/A	250 or less	No Restrictions
	250+ to 500	60 MPH
	500+	30 MPH

2. The following restrictions apply on descending grade between MP 254.0 and MP 236.0. Use the following table to determine maximum speed within these limits:

TPOB/TPDBA Speed Restriction Table:

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
110 or less	130 or less	30 MPH *
	130+ to 300	25 MPH
	300+ to 380	20 MPH
	380+ to 500	15 MPH
110+	500+	15 MPH and retainers.
	500 or less	15 MPH
	500+	15 MPH and retainers.

*If it becomes necessary to use air brakes to balance the grade, speed must be reduced to 25 MPH.

Air brakes and dynamic brakes must be used together to balance the grade on trains exceeding 155 TPDBA.

When it becomes necessary to use a 13-15 pound brake pipe reduction to balance the grade, speed must be reduced to 15 MPH or less. If a 15 pound brake pipe reduction will not balance the grade at 15 MPH, the train must be stopped and sufficient hand brakes set to prevent movement. Train must not proceed until additional dynamic braking is obtained, tonnage is reduced or retainers are set on all cars. Trains with retainers set must not proceed except as instructed by a DSLE.

SI-13 TRAIN MAKE-UP RESTRICTIONS

No additional restrictions to system requirements.

CIMA SUBDIVISION (0760)

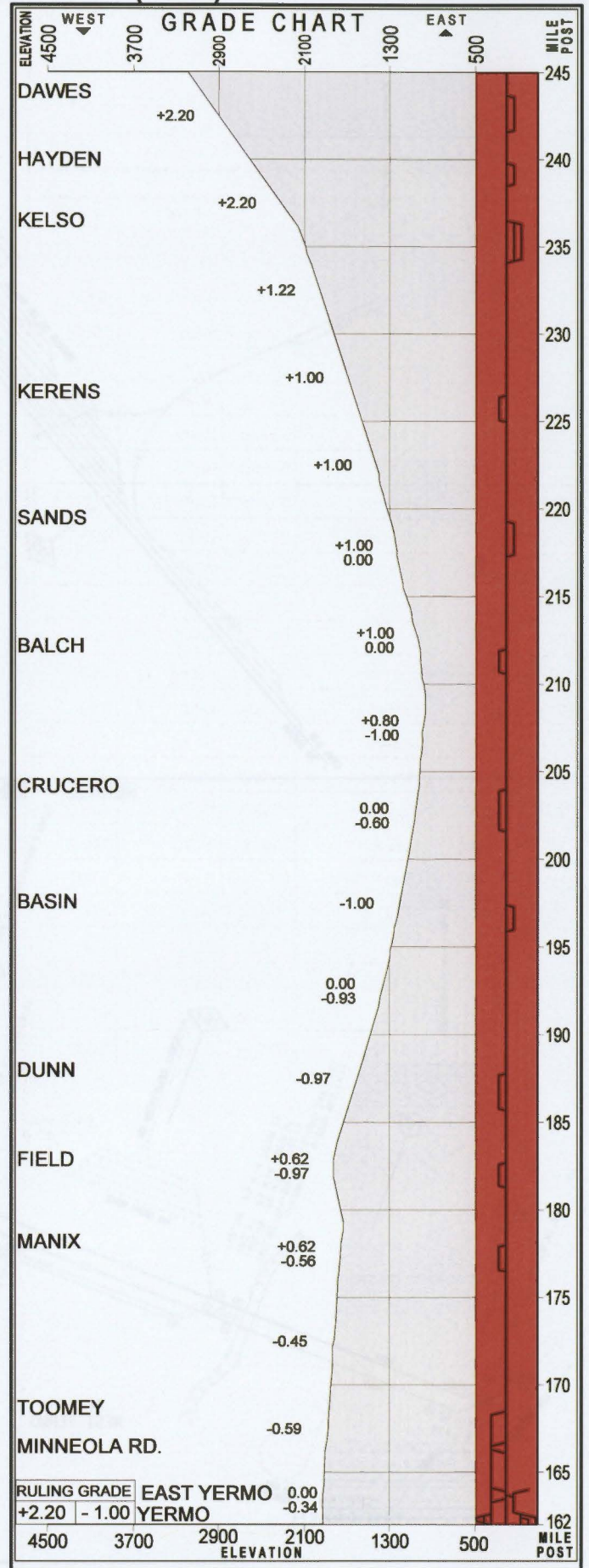
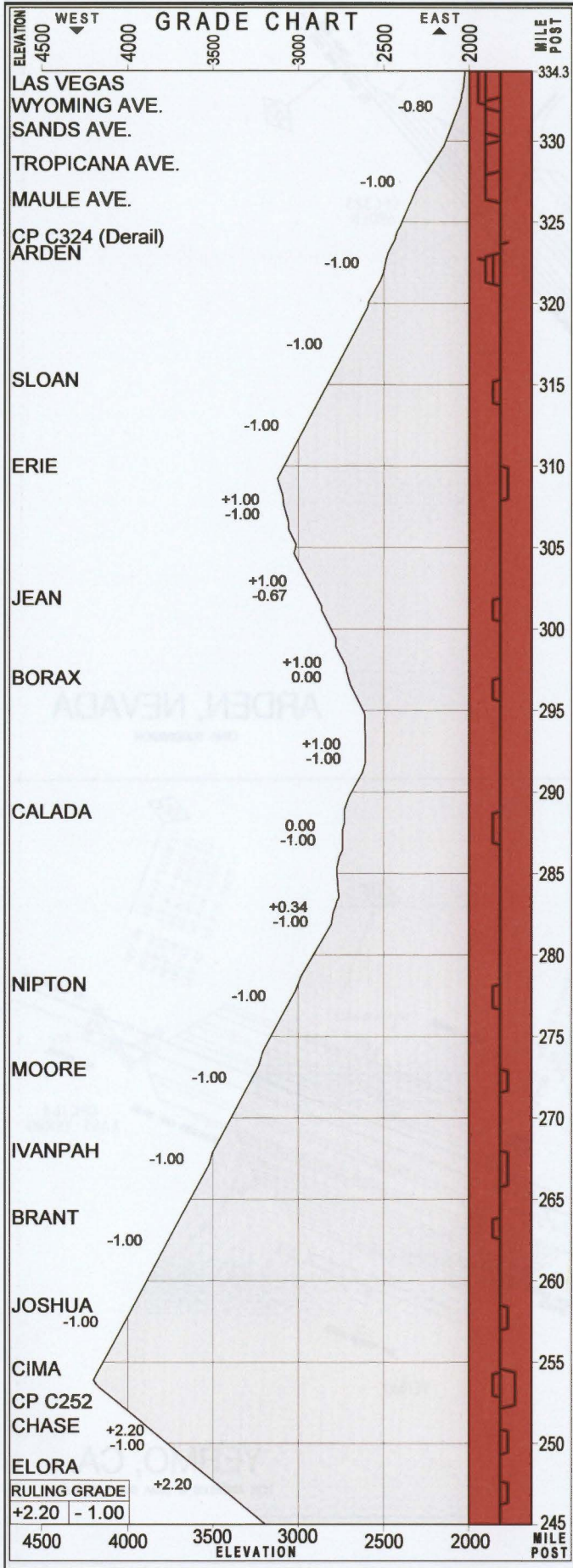
SI-14 MISC. INSTRUCTIONS

Time Zone: East of MP 334.0 is Mountain Time.
West of MP 334.0 is Pacific Time.

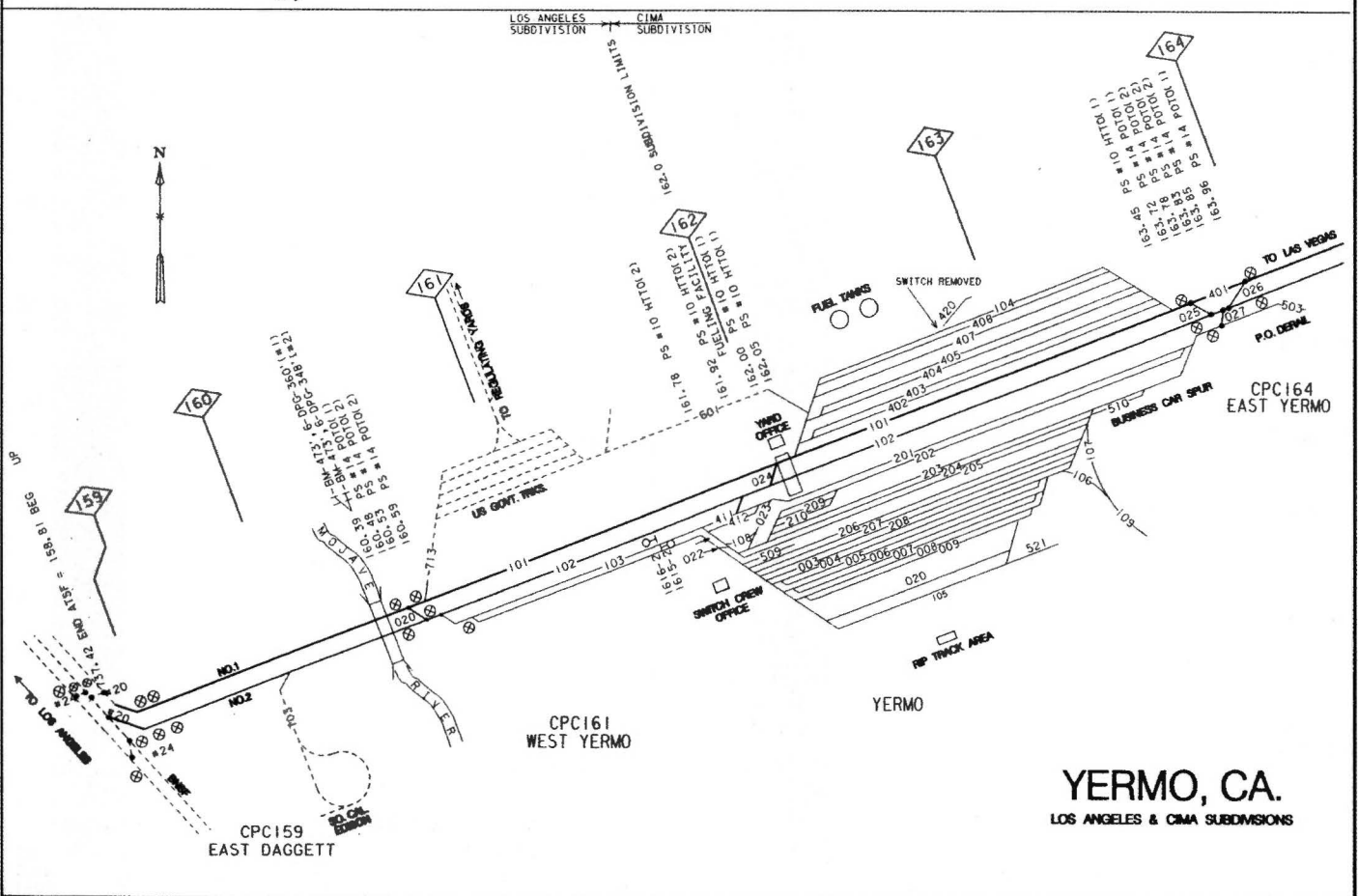
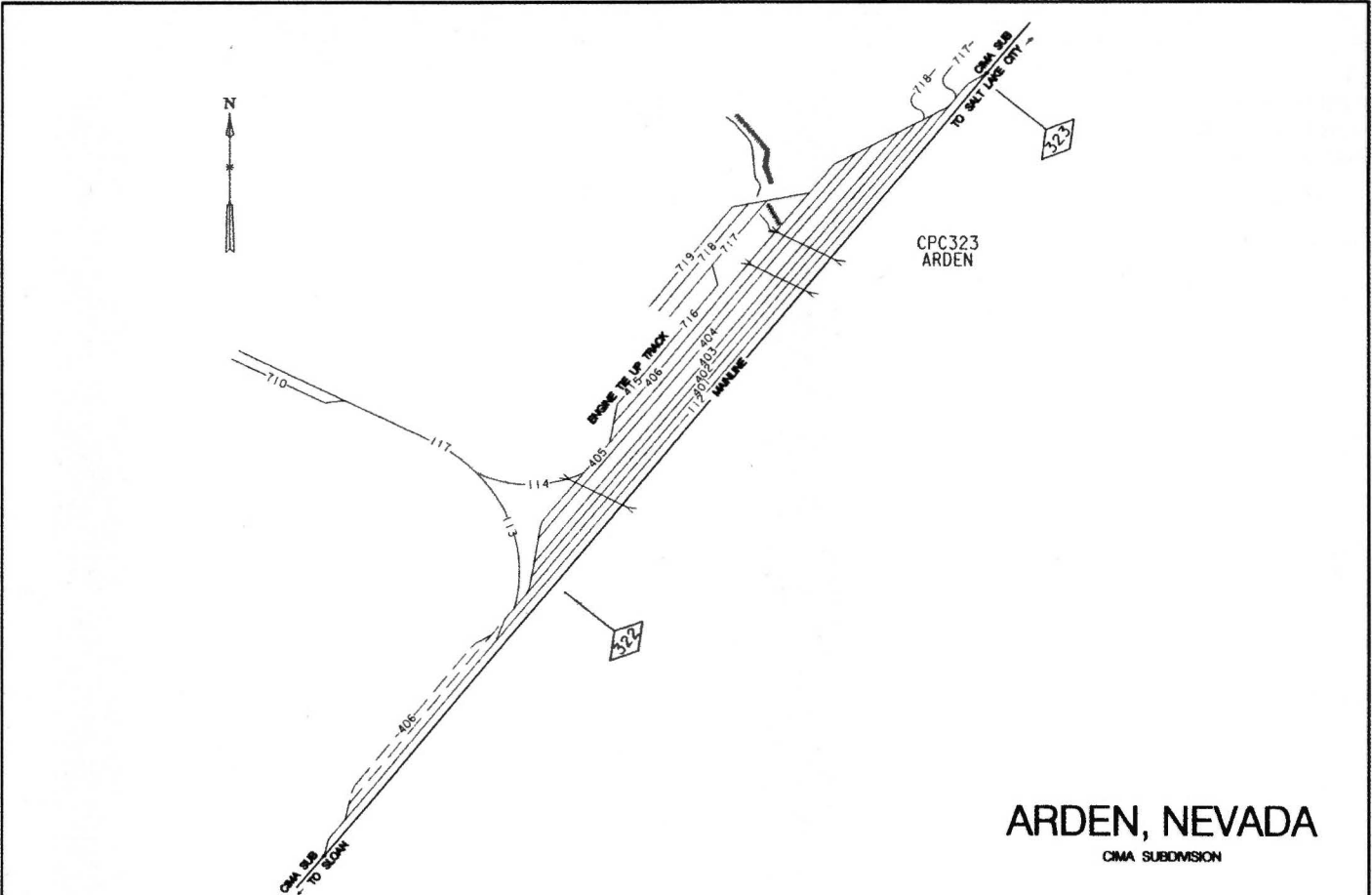
Rule 31.8.7.1: "No Idle Zone" is in effect between MP 164.3 and MP 164.8. Do not allow locomotives to idle for more than 30 minutes within these limits.

Set Out Tracks				
MP	Name	Track	Access Direction	Length
328.2	Tropicana	MT 1	East	884
315.1 - 314.7	Sloan	Siding	Both	2059
309.2 - 309.0	Erie	Siding	Both	1003
301.1 - 300.9	Jean	Siding	Both	1361
296.9 - 296.7	Borax	Siding	Both	1000
287.3 - 287.1	Calada	Siding	Both	994
277.9 - 277.5	Nipton	Siding	Both	2050
272.0 - 271.9	Moore	Siding	Both	712
267.7 - 267.5	Ivanpah	Siding	Both	1267
262.9 - 262.7	Bryant	Siding	Both	1165
258.1 - 257.9	Joshua	Siding	Both	911
254.3 - 254.0	Cima	Siding	Both	1795
250.4 - 250.2	Chase	Siding	Both	915
246.9 - 246.7	Elora	Siding	Both	850
243.6 - 243.3	Dawes	Siding	Both	1143
239.0 - 238.8	Hayden	Siding	Both	876
226.0 - 225.8	Kerens	Siding	Both	1211
218.7 - 218.4	Sands	Siding	Both	1689
212.1 - 211.9	Balch	Siding	Both	1008
196.9	Basin	Siding	East	3463
191.8	Afton	Main	East	795
186.8	Dunn	Siding	West	393
182.5 - 182.2	Field	Siding	Both	1275
177.6	Manix	Siding	East	1990

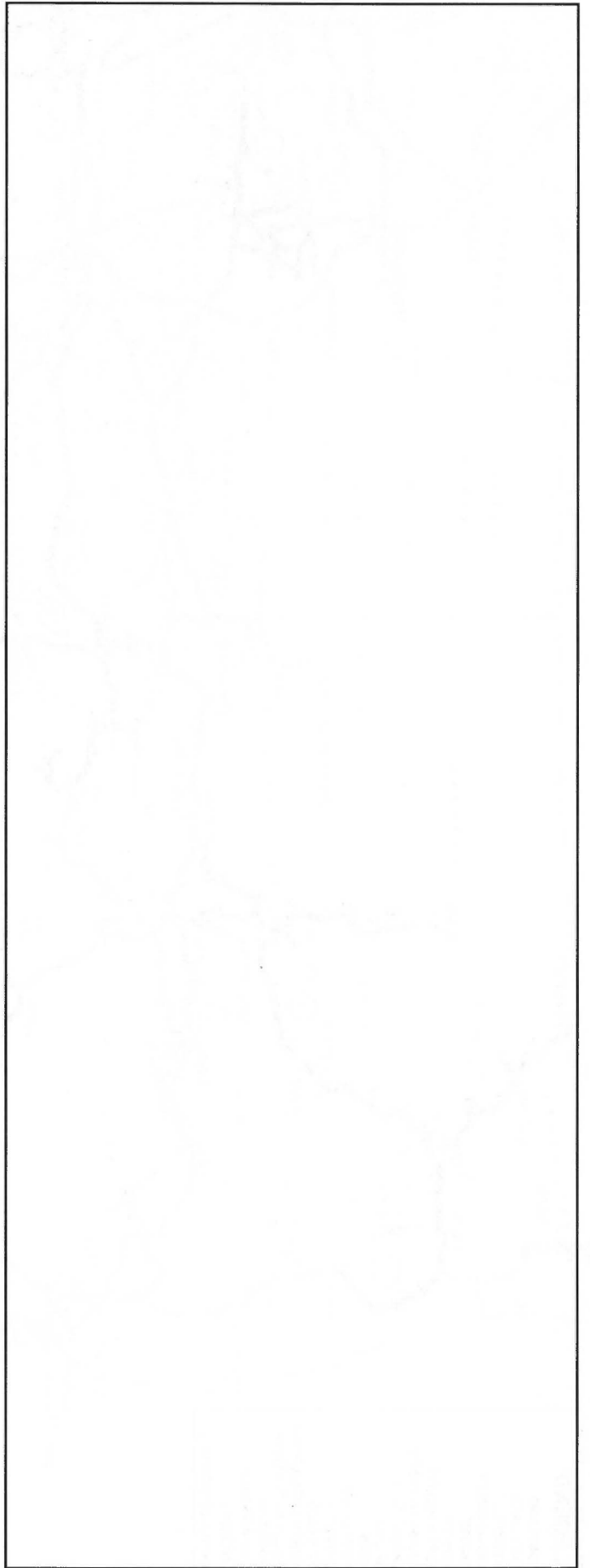
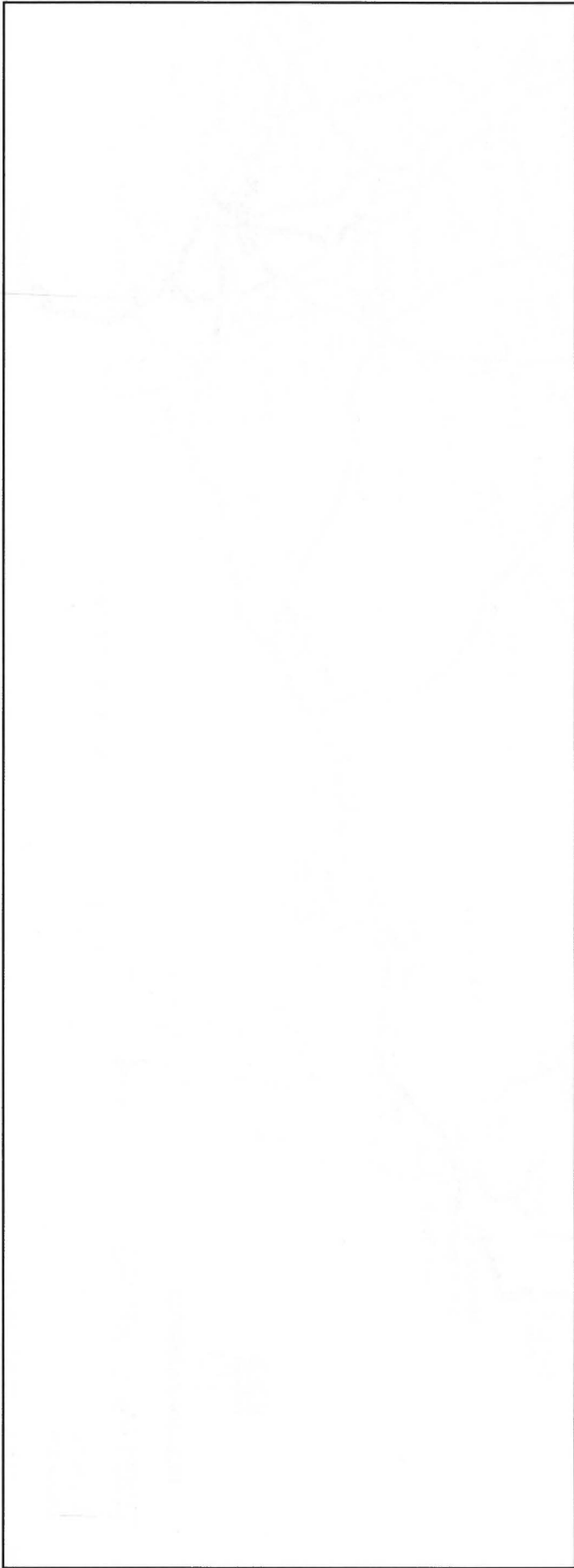
CIMA SUBDIVISION (0760)



Arden & Yermo Area Maps

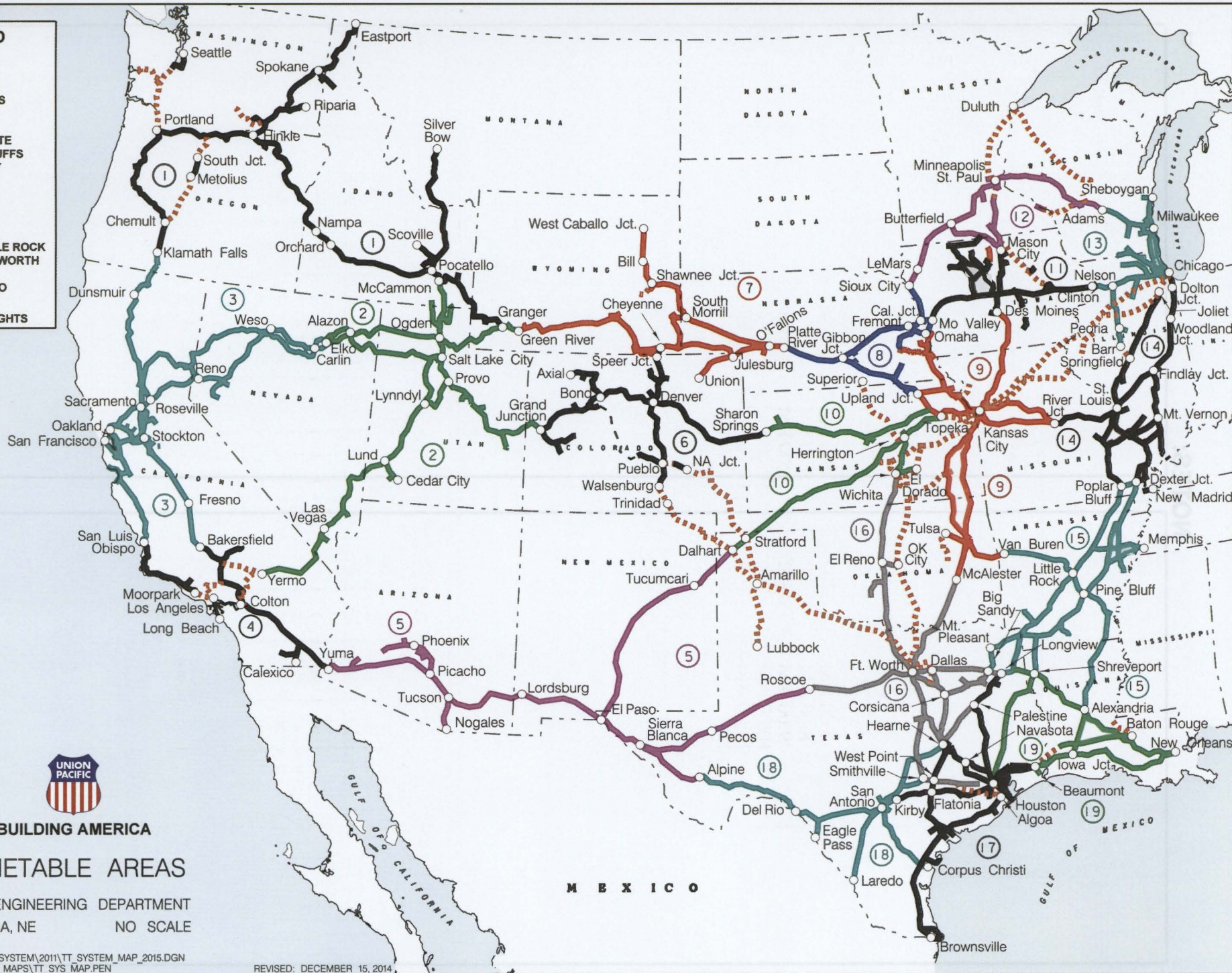


NOTES:



LEGEND

- 1. PORTLAND
- 2. SALT LAKE
- 3. ROSEVILLE
- 4. LOS ANGELES
- 5. SUNSET
- 6. DENVER
- 7. NORTH PLATTE
- 8. COUNCIL BLUFFS
- 9. KANSAS CITY
- 10. SALINA
- 11. IOWA
- 12. TWIN CITIES
- 13. CHICAGO
- 14. ST. LOUIS
- 15. NORTH LITTLE ROCK
- 16. DALLAS/FT. WORTH
- 17. HOUSTON
- 18. SAN ANTONIO
- 19. LIVONIA
- TRACKAGE RIGHTS



BUILDING AMERICA

TIMETABLE AREAS

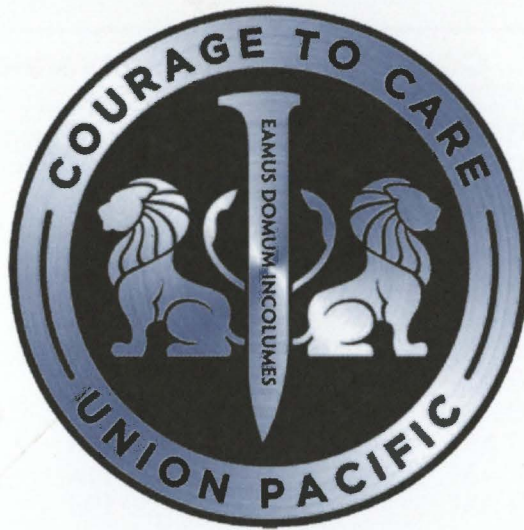
THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300
1:30 AM	0130	1:30 PM	1330
2:00 AM	0200	2:00 PM	1400
3:00 AM	0300	3:00 PM	1500
4:00 AM	0400	4:00 PM	1600
5:00 AM	0500	5:00 PM	1700
6:00 AM	0600	6:00 PM	1800
7:00 AM	0700	7:00 PM	1900
8:00 AM	0800	8:00 PM	2000
9:00 AM	0900	9:00 PM	2100
10:00 AM	1000	10:00 PM	2200
11:00 AM	1100	11:00 PM	2300
11:59 AM	1159	11:59 PM	2359
Noon	1200	Midnight	0000 (new date)
12:01 PM	1201	12:01 AM	0001

TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec. Per Mi.	Miles Per Hour
0	45	80.0	1	6	54.5	1	21	44.4	1	35	37.9
0	48	75.0	1	7	53.7	1	22	43.9	1	40	36.0
0	50	72.0	1	8	52.9	1	23	43.4	1	45	34.3
0	52	69.2	1	10	51.4	1	24	42.9	1	50	32.7
0	54	66.6	1	11	50.7	1	25	42.4	1	55	31.3
0	56	64.2	1	12	50.0	1	26	41.9	2	0	30.0
0	58	62.0	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0



I have the courage to care. Worn with a lion's pride, it means those I work with will have my back, and I will have theirs. I pledge to shield myself and my team from harm. I will take action to keep them safe, by fixing an unsafe situation, addressing an unsafe behavior or stopping the line. In turn, I will have the courage to accept the same actions from my coworkers, who care enough to correct my path. We wear this badge out of respect for each other and those who have gone before us. On my watch, we will all go home safe to our families every day.