

# 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 CLEARFIELD (13.8)	X		
793.6 793.3			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	UZ029 Yard

(35.1)

**SI-01 MAIN TRACK AUTHORITY**

CTC: Entire Subdivision.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
Between Mileposts	PSGR FRT
<b>818.4 and 782.9</b>	
(Except as Below).....	<b>79 70</b>
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**

**Maximum Speed** **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)

<b>SI-09 FRA EXCEPTED TRACKS - None.</b>		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #'S</b>
Pioneer .....	789.2	UZ022
Woods Cross .....	791.3	UZ022
<b>SI-11 INDUSTRIAL LEADS</b>		
<b>Grade Crossings:</b>		
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.		
<b>Syracuse Industrial Lead: (0748)</b>		
Originates MP 809.3. Extends 2.1 miles from Clearfield to Barnes.		
Maximum Gross Weight: 134 Tons		
Radio Channel: 089-089		
<b>Business Tracks</b>		
Freeport Center .....	0.6	UZ002A
Barnes .....	2.1	UB602
<b>Woods Cross Industrial Lead: (0734)</b>		
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.		
<b>Business Tracks</b>		
Woods Cross .....	753.7	UZ021
<b>Evona Industrial Lead: (0752)</b>		
3.2 miles Ogden to Sugar Works Plant.		
Maximum Gross Weight: 134 Tons		
Radio Channel: 067-067		
<b>Business Tracks</b>		
Evona E.....	0.7	UV700
Relico E.....	1.0	UV702
Sugar Works .....	3.2	UV703
<b>Hill Field Industrial Lead: (0749)</b>		
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		
<b>Business Tracks</b>		
Orchard W.....	2.6	UH102
Arsenal .....	6.7	UH106
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
<b>Maximum Gross Weight:</b> 158 Tons.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS</b>		
No additional restrictions to system requirements.		

<b>SI-14 MISC. INSTRUCTIONS</b>
<b>ACS Test Loops Eastward:</b>
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.
<b>Salt Lake North Yard:</b> 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.
<b>Union Pacific - UTA Operating Procedures:</b>
<b>Union Pacific - UTA Emergency Notification System:</b>
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.
<b>UPRR-UTA Emergency Notification Responsibilities:</b>
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.
<b>Protection for employees walking disabled trains:</b>
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.
<b>UPRR-UTA Maintenance of Way - Form B Requirements:</b>
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.
<b>Union Pacific Wide Loads:</b>
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.
<b>Union Pacific - UTA Grade Crossing:</b>
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.

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.

**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

