



## UNION PACIFIC RAILROAD

### SALT LAKE CITY AREA

### TIMETABLE #2

**Effective 0001 Sunday, October 29, 2000**

D. J. Duffy, Executive Vice President - Operations  
S. R. Barkley, Vice President - Southern Region  
M. F. Kelly, Vice President - Northern Region  
J. L. Verhaal, Vice President - Western Region  
J. H. Koch, Vice President - Field Operations  
W. E. Wimmer, Vice President - Engineering  
S. J. McLaughlin, Vice President - Quality and Process Improvement  
D. H. Jacobson, Vice President - Harriman Dispatching Center  
G. L. Fletcher, Vice President - Risk Management  
T. F. Jacobi, Sr. AVP – Safety & Operating Practices  
J. M. Santamaria, Chief Mechanical Officer - Locomotives  
J. N. Vargason, Chief Mechanical Officer - Cars  
R. S. Kenyon, General Manager Safety  
R. B. Brown, General Manager Operating Practices

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**This document supersedes:**

Union Pacific Railroad Salt Lake City Area Timetable 1, effective Oct. 25, 1998

## EXPLANATION OF CHARACTERS

Symbol Represents		Symbol Represents	
CTC	CENTRALIZED TRAFFIC CONTROL	(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
CTC	CENTRALIZED TRAFFIC CONTROL	(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9
ATC	AUTOMATIC TRAIN CONTROL	(11)	SPECIAL INSTRUCTIONS APPLY ITEM 11
ATC	AUTOMATIC TRAIN CONTROL	N	NORTHWARD
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	S	SOUTHWARD
DT	DOUBLE TRACK	E	EASTWARD
DTC	DIRECT TRAFFIC CONTROL	W	WESTWARD
DTC	DIRECT TRAFFIC CONTROL	C	CENTER
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	+	HEAD - END RESTRICTION ONLY
TWC	TRACK WARRANT CONTROL	(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
TWC	TRACK WARRANT CONTROL	(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM	#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#MT	MULTIPLE MAIN TRACK - # (number MT's)	@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR	\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
(A)	AUTOMATIC INTERLOCKING	%	DRAGGING EQUIPMENT DETECTORS WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
B	BASE RADIO STATION	&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
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 DUAL CONTROL SWITCHES		
Y	YARD LIMITS		

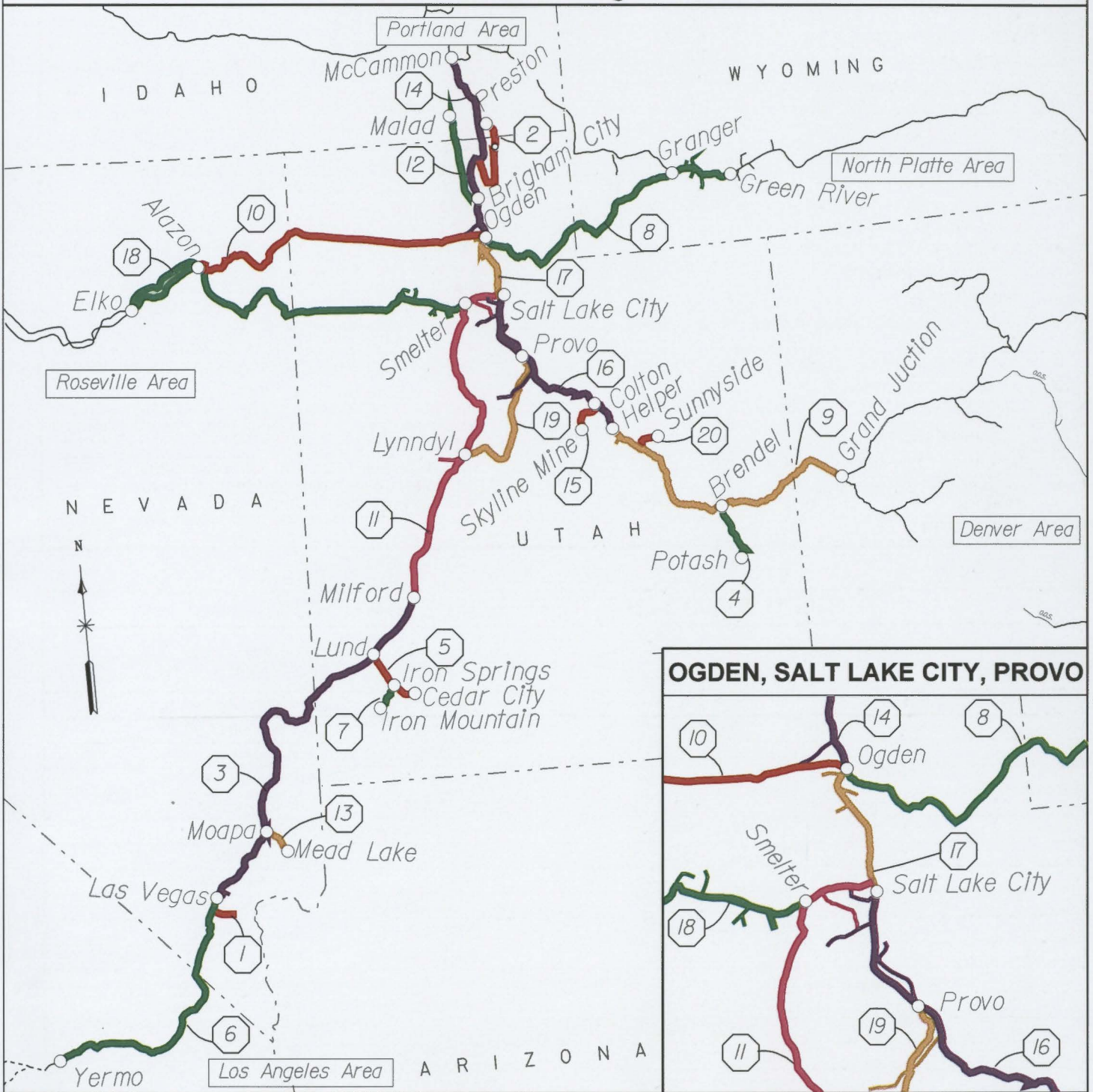
## OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Timetable Item #	Area Profile
1	Portland	PB-27020	Not Available
2	Salt Lake City	PB-27021	Not Available
3	Roseville	PB-27022	Not Available
4	Los Angeles	PB-27023	Not Available
5	El Paso	PB-27024	Not Available
6	Denver	PB-27025	Not Available
7	North Platte	PB-27026	Not Available
8	Council Bluffs	PB-27027	Not Available
9	Kansas City	PB-27028	Not Available
10	Salina	PB-27029	Not Available
11	Iowa	PB-27030	Not Available
12	Twin Cities	PB-27031	Not Available
13	Chicago	PB-27032	Not Available
14	St. Louis	PB-27033	Not Available
15	North Little Rock	PB-27034	Not Available
16	Dallas / Ft. Worth	PB-27035	Not Available
17	Houston	PB-27036	Not Available
18	San Antonio	PB-27037	Not Available
0	All Area 3 Hole Singles	PB-27038	
0	3" Binder	PB-27019	
0	Area Tabs (19 Each)	PB-27018	
0	System Special Instructions	PB-27015	





# Salt Lake City Area



1. BMI .....(0762)	8. EVANSTON .....(0265)	15. PLEASANT VALLEY ....(0746)
2. CACHE VALLEY .....(0755)	9. GREEN RIVER .....(0735)	16. PROVO .....(0740)
3. CALIENTE .....(0765)	10. LAKESIDE .....(0796)	17. SALT LAKE .....(0747)
4. CANE CREEK .....(0737)	11. LYNNDYL .....(0775)	18. SHAFTER .....(0785)
5. CEDAR CITY .....(0770)	12. MALAD .....(0754)	19. SHARP .....(0757)
6. CIMA .....(0760)	13. MEAD LAKE .....(0769)	20. SUNNYSIDE .....(0738)
7. COMSTOCK .....(0771)	14. OGDEN .....(0750)	

# SALT LAKE CITY AREA

SUBDIVISION / INDUSTRIAL LEAD NAME : PAGE

Bingham Industrial Lead:.....	10
BMI (0762).....	44
CACHE VALLEY (0755).....	27
CALIENTE (0785).....	36
CANE CREEK (0737).....	5
Castle Valley Industrial Lead:.....	4
CEDAR CITY (0770).....	39
CIMA (0760).....	42
COMSTOCK (0771).....	40
Ellerbeck Industrial Lead:.....	33
EVANSTON (0265).....	20
Evona Industrial Lead:.....	17
Garfield Industrial Lead:.....	10
General Chemical Industrial Lead:.....	21
GREEN RIVER (0735).....	2
Hill Field Industrial Lead:.....	17
IPP Industrial Lead:.....	35
LAKESIDE (0796).....	28
Las Vegas Industrial Park Industrial Lead:.....	37
LYNN DYL (0775).....	34
MALAD (0754).....	26
Marblehead Industrial Lead:.....	33
MEAD LAKE (0769).....	38
OGDEN (0750).....	24
Passenger Line Industrial Lead:.....	35
PLEASANT VALLEY (0746).....	14
PROVO (0740).....	8
Provo Industrial Lead:.....	10
Rowley Industrial Lead:.....	33
SALT LAKE (0747).....	16
SHAFTER (0785).....	32
SHARP (0757).....	18
Solvay Industrial Lead:.....	21
Stauffer Industrial Lead:.....	21
SUNNYSIDE (0738).....	6
Syracuse Industrial Lead:.....	17
Texas Gulf Soda Industrial Lead:.....	21
Tintic Industrial Lead:.....	10
UTIP Industrial Lead:.....	29
Valley-Nellis Industrial Lead:.....	37
Woods Cross Industrial Lead:.....	17



# SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
13TH SO. XOVER		PROVO	8	CLEAR LAKE	UZ182	LYNNDYL	34
18TH NORTH	UZ027	SALT LAKE	16	CLEARFIELD	UZ002	SALT LAKE	16
2ND SO.		PROVO	8	CLIFSIDE	UX177	SHAFTER	32
8th SO. XOVER		PROVO	8	CLIVE	UX104	SHAFTER	32
ACOMA	CX328	CALIENTE	36	COLTON	UW09	PLEASANT VALLEY	14
AFTON	CX621	CIMA	42	COLTON XOVER	UW09	PROVO	8
AGATE	KP947	GREEN RIVER	2	COLUMBIA JCT.	UW81	SUNNYSIDE	6
ALAZON	UX244	SHAFTER	32	COMSTOCK	CI411	COMSTOCK	40
ALAZON	UX244	SHAFTER	32	CORINNE	UD906	MALAD	26
ALAZON	UX244	LAKESIDE	28	COULAM	UN078	OGDEN	24
ALCHEM	WX83	EVANSTON	20	CP 664		LYNNDYL	34
ALTAMONT	WX90	EVANSTON	20	CP C252		CIMA	42
AMERICAN AZIDE		CEDAR CITY	39	CP C458		CALIENTE	36
AMERICAN FORK	UP062	PROVO	8	CP C575	CX237	CALIENTE	36
APEX	CX461	CALIENTE	36	CP C648		LYNNDYL	34
ARDEN	CX490	CIMA	42	CP C768		LYNNDYL	34
ARIMO	UN105	OGDEN	24	CP C818		SALT LAKE	16
ARINOSA	UX133	SHAFTER	32	CP G192		OGDEN	24
ARROWHEAD	CX703	MEAD LAKE	38	CP G819		EVANSTON	20
ASPEN	WX90	EVANSTON	20	CP G833	WX83	EVANSTON	20
BALCH	CX601	CIMA	42	CRESTLINE	CX319	CALIENTE	36
BANNING	UW80	SUNNYSIDE	6	CRUCERO	CX609	CIMA	42
BARRO	UX123	SHAFTER	32	CRUZ	UZ203	LYNNDYL	34
BASIN	CX616	CIMA	42	DAWES	CX570	CIMA	42
BECKS	UZ026	SALT LAKE	16	DAYTON	UN071	OGDEN	24
BERYL	CX286	CALIENTE	36	DEETH	UX258	SHAFTER	32
BLACK ROCK	UZ214	LYNNDYL	34	DEETH	UX258	SHAFTER	32
BLOOM	UZ198	LYNNDYL	34	DELLE	UX079	SHAFTER	32
BORAX	CX517	CIMA	42	DELTA	UZ164	LYNNDYL	34
BOULDER JCT.	CX486	BMI	44	DESERT	UW01	GREEN RIVER	2
BOULTER	UZ109	LYNNDYL	34	DEVIL'S SLIDE	WX96	EVANSTON	20
BOYD	CX368	CALIENTE	36	DEWEY	UN036	OGDEN	24
BRANT	CX550	CIMA	42	DIKE	CX466	CALIENTE	36
BRENDEL	KP983	GREEN RIVER	2	DOWNEY	UN095	OGDEN	24
BRENDEL	KP983	CANE CREEK	5	DRY LAKE	CX450	CALIENTE	36
BRIDGE	UL029	LAKESIDE	28	DUNN	CX626	CIMA	42
BRIDGE JCT.	UY994	SALT LAKE	16	DURHAM	KP900	GREEN RIVER	2
BRIDGER	WX88	EVANSTON	20	E HELPER X OVER		GREEN RIVER	2
BRIGHAM CITY	UN021	OGDEN	24	E. ELKO		SHAFTER	32
BRIGHAM CITY	UN021	MALAD	26	E. GREEN RIVER		EVANSTON	20
BROWN	CX324	CALIENTE	36	E. MILFORD	CX235	LYNNDYL	34
BUENA VISTA	UZ034	LYNNDYL	34	E. SUMMIT XOVER		PROVO	8
BURMESTER	UX061	SHAFTER	32	EAST GRANGER	WX84	EVANSTON	20
CACHE JCT.	UN049	CACHE VALLEY	27	EAST RIVERDALE		EVANSTON	20
CACHE JCT.	UN049	OGDEN	24	EAST ROPER		PROVO	8
CALADA	CX526	CIMA	42	EAST YERMO	CX649	CIMA	42
CALIENTE	CX353	CALIENTE	36	ECCLES	CX349	CALIENTE	36
CARP	CX394	CALIENTE	36	ECHO	WX95	EVANSTON	20
CARTER	WX87	EVANSTON	20	ELBA	KP964	GREEN RIVER	2
CASTILLA XOVER	UW13	PROVO	8	ELBURZ	UX275	SHAFTER	32
CASTLE GATE	UW07	PROVO	8	ELBURZ	UX275	SHAFTER	32
CEDAR	UW04	GREEN RIVER	2	ELGIN	CX375	CALIENTE	36
CEDAR CITY	CI333	CEDAR CITY	39	ELKO (AMTRACK STATION)	UX293	SHAFTER	32
CENTERVILLE	UZ018	SALT LAKE	16	ELKO (UP CONNECTION)		SHAFTER	32
CHAMPLIN	UZ138	LYNNDYL	34	ELORA	CX566	CIMA	42
CHASE	CX563	CIMA	42	EMORY	WX94	EVANSTON	20
CIMA	CX559	CIMA	42	END of TRACK		MEAD LAKE	38
CISCO	KP953	GREEN RIVER	2				

# SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
ERDA	UZ057	LYNNDYL	34	LAKESIDE	UL048	LAKESIDE	28
ERIE	CX504	CIMA	42	LAKOTA JCT.	UP074	PROVO	8
ETNA	CX358	CALIENTE	36	LAKOTA JCT.		PROVO	8
EVANSTON	WX91	EVANSTON	20	LAS VEGAS	CX479	CIMA	42
FARRIER	CX420	CALIENTE	36	LAS VEGAS	CX479	CALIENTE	36
FAUST	UZ090	LYNNDYL	34	LATIMER	CX262	CALIENTE	36
FIELD	CX631	CIMA	42	LAYTON	UZ007	SALT LAKE	16
FLOY	KP989	GREEN RIVER	2	LEITH	CX384	CALIENTE	36
FORD	UD912	MALAD	26	LEMAY	UL080	LAKESIDE	28
FRANKLIN	UC244	CACHE VALLEY	27	LEROY	WX89	EVANSTON	20
FRUITA	KP911	GREEN RIVER	2	LITTLE MOUNTAIN	UL015	LAKESIDE	28
GALT	CX405	CALIENTE	36	LITTLE MOUNTAIN JCT.		OGDEN	24
GARFIELD		LYNNDYL	34	LOFGREEN	UZ103	LYNNDYL	34
GARLAND	UD918	MALAD	26	LOGAN	UC224	CACHE VALLEY	27
GARNET	CX456	CALIENTE	36	LOGANDALE	CV710	MEAD LAKE	38
GENEVA	UP072	PROVO	8	LOW	UX092	SHAFTER	32
GENEVA XOVER	UP072	PROVO	8	LUCIN	UL103	LAKESIDE	28
GILLULY	UW11	PROVO	8	LUND	CX272	CALIENTE	36
GRAND JCT.	KP898	GREEN RIVER	2	LUND	CX272	CEDAR CITY	39
GRANGER	WX84	EVANSTON	20	LYNN XOVER	UW08	PROVO	8
GRANT TOWER	UZ030	LYNNDYL	34	LYNNDYL	UZ147	SHARP	18
GRANT TOWER	UZ030	PROVO	8	LYNNDYL	UZ147	LYNNDYL	34
GRASSY	UW03	GREEN RIVER	2	MACK	KP918	GREEN RIVER	2
GREEN RIVER	UW00	GREEN RIVER	2	MALAD	UD952	MALAD	26
GREEN RIVER	WX81	EVANSTON	20	MANIX	CX635	CIMA	42
GROOME	UL071	LAKESIDE	28	MAULE AVE.		CIMA	42
HALLECK	UX271	SHAFTER	32	MAXWELL	UW07	GREEN RIVER	2
HAMPTON	WX86	EVANSTON	20	McCAMMON	IY038	OGDEN	24
HAYDEN	CX574	CIMA	42	McINTYRE	UZ121	LYNNDYL	34
HEIST	CX297	CALIENTE	36	MEAD LAKE	CV717	MEAD LAKE	38
HELPER	UW07	GREEN RIVER	2	MESA	UP057	PROVO	8
HELPER	UW07	PROVO	8	MIDVALE	UP040	PROVO	8
HENDERSON	CN810	BMI	44	MIDVALE XOVER		PROVO	8
HOGUP	UL062	LAKESIDE	28	MILFORD	CX236	CALIENTE	36
HOLBORN	UL159	LAKESIDE	28	MILFORD	CX236	LYNNDYL	34
HOLT	UC220	CACHE VALLEY	27	MILLIS	WX91	EVANSTON	20
HONEYVILLE	UN030	OGDEN	24	MINEOLA RD.		CIMA	42
HOT SPRINGS	UN009	OGDEN	24	MOAPA	CX430	CALIENTE	36
HOYA	CX410	CALIENTE	36	MOAPA	CX430	MEAD LAKE	38
HYRUM	UC218	CACHE VALLEY	27	MODENA	CX303	CALIENTE	36
IRON MT.	CI415	COMSTOCK	40	MONTELLA	UL121	LAKESIDE	28
IRON SPRINGS	CI321	CEDAR CITY	39	MOOR	UL167	LAKESIDE	28
IRON SPRINGS	CI321	COMSTOCK	40	MOORE	CX541	CIMA	42
IRONTON XOVER		PROVO	8	MORGAN	WX96	EVANSTON	20
ISLEN	CX338	CALIENTE	36	MOUNDS	UW05	SUNNYSIDE	6
IVANPAH	CX545	CIMA	42	MOUNDS	UW05	GREEN RIVER	2
JACKSON	UL087	LAKESIDE	28	MP EQUATION		LYNNDYL	34
JEAN	CX512	CIMA	42	MP EQUATION		LYNNDYL	34
JERICO	UZ128	LYNNDYL	34	MURDOCK	UZ228	LYNNDYL	34
JOSHUA	CX555	CIMA	42	NARROWS XOVER	UW12	PROVO	8
JUAB	UP133	SHARP	18	NEPHI HOLD SIGNAL		SHARP	18
KAYSVILLE	UZ009	SALT LAKE	16	NIPTON	CX535	CIMA	42
KELSO	CX577	CIMA	42	NORTH SALT LAKE	UZ024	SALT LAKE	16
KERENS	CX587	CIMA	42	NORTH YARD		SALT LAKE	16
KNOLLS	UX113	SHAFTER	32	NUCOR	UD931	MALAD	26
KYLE	CX379	CALIENTE	36	OGDEN	UY993	OGDEN	24
KYUNE	UW08	PROVO	8	OGDEN	UY993	LAKESIDE	28
LAKE POINT	UZ049	LYNNDYL	34	OGDEN	UY993	SALT LAKE	16



# SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
OGDEN	UY993	EVANSTON	20	STARR	UP107	SHARP	18
OLA	UX160	SHAFTER	32	STEWART AVE.		CALIENTE	36
ORANGE ST.	UZ032	LYNNDYL	34	STINE	CX363	CALIENTE	36
OWENS AVE.	CX477	CALIENTE	36	STOCKTON	UZ070	LYNNDYL	34
PARLEY	UP148	SHARP	18	STRAWBERRY	WX97	EVANSTON	20
PAYSON	UP092	SHARP	18	STRONG	UZ157	LYNNDYL	34
PEHRSON	UZ096	LYNNDYL	34	STRONGKNOB	UL053	LAKESIDE	28
PEQUOP	UL151	LAKESIDE	28	SUMMIT	UW10	PROVO	8
PERU	WX82	EVANSTON	20	SUNNYSIDE	UW81	SUNNYSIDE	6
PIGEON	UL097	LAKESIDE	28	SWAN LAKE	UN085	OGDEN	24
PILOT	UX169	SHAFTER	32	THERMO	CX251	CALIENTE	36
PIPE MILL	UP068	PROVO	8	THOMPSON	KP976	GREEN RIVER	2
POTASH	UW93	CANE CREEK	5	TIMPIE	UX072	SHAFTER	32
PRESTO	UC242	CACHE VALLEY	27	TINTIC	UZ114	LYNNDYL	34
PRESTON	UC251	CACHE VALLEY	27	TOOMEY	CX645	CIMA	42
PRICE	UW06	GREEN RIVER	2	TREMONTON	UD920	MALAD	26
PROMONTORY POINT	UL024	LAKESIDE	28	TRENTON	UN057	OGDEN	24
PROVO	UP076	SHARP	18	TRESEND	UL043	LAKESIDE	28
PROVO	UP076	PROVO	8	TROPICANA AVE.		CIMA	42
PROVO	UP076	PROVO	8	UPTON	CX241	CALIENTE	36
READ	UZ223	LYNNDYL	34	UTAH INDUSTRIAL PARK	UL013	LAKESIDE	28
RICHMOND	CX342	CALIENTE	36	UTAH RY JCT. XOVER	UW07	PROVO	8
RIO XOVER	UW12	PROVO	8	UTALINE	KP932	GREEN RIVER	2
RIVERDALE	WX99	EVANSTON	20	UTE	CX439	CALIENTE	36
RIVERTON	UP049	PROVO	8	UVADA	CX312	CALIENTE	36
ROPER	UP002	PROVO	8	VALCAM	UW71	PLEASANT VALLEY	14
ROX	CX415	CALIENTE	36	VALLEY	CX470	CALIENTE	36
RUBY	KP922	GREEN RIVER	2	VALLEY PASS	UL143	LAKESIDE	28
RUBY	UX230	SHAFTER	32	VAN	UZ173	LYNNDYL	34
SAGE	UX201	SHAFTER	32	VENTOSA	UX220	SHAFTER	32
SAGERS	KP969	GREEN RIVER	2	VERNE	WX85	EVANSTON	20
SALDURO	UX143	SHAFTER	32	VIGO	CX399	CALIENTE	36
SALT LAKE	UZ029	PROVO	8	VISTA	UW02	GREEN RIVER	2
SALT LAKE CITY	UZ029	LYNNDYL	34	W. GREEN RIVER	WX81	EVANSTON	20
SALT LAKE CITY	UZ029	SALT LAKE	16	W. HELPER XOVER		PROVO	8
SANDS	CX595	CIMA	42	W. SUMMIT XOVER		PROVO	8
SANDS AVE.	CX484	CIMA	42	WAHSATCH	WX92	EVANSTON	20
SCOFIELD	UW71	PLEASANT VALLEY	14	WANN	CX474	CALIENTE	36
SEVEN MILE	UW92	CANE CREEK	5	WARNER	UZ065	LYNNDYL	34
SHAFTER	UX192	SHAFTER	32	WASH	UW06	GREEN RIVER	2
SHALE	KP927	GREEN RIVER	2	WELLINGTON	UW06	GREEN RIVER	2
SHARP	UP128	SHARP	18	WELLS	UX240	SHAFTER	32
SILVER ZONE	UX186	SHAFTER	32	WELLS	UX240	LAKESIDE	28
SKYLINE	UW72	PLEASANT VALLEY	14	WELLSVILLE	UC214	CACHE VALLEY	27
SLOAN	CX498	CIMA	42	WENDOVER	UX151	SHAFTER	32
SMELTER	UZ047	LYNNDYL	34	WESTERN ELECTRIC		CEDAR CITY	39
SMELTER	UX047	SHAFTER	32	WESTON	UN065	OGDEN	24
SMITHFIELD	UC232	CACHE VALLEY	27	WESTWATER	KP937	GREEN RIVER	2
SOLITUDE	KP996	GREEN RIVER	2	WHEELON	UN045	OGDEN	24
SP HOLD		SALT LAKE	16	WHITEHOUSE	KP959	GREEN RIVER	2
SP JCT.	UN002	OGDEN	24	WILLARD	UN014	OGDEN	24
SP NORTH SALT LAKE		SALT LAKE	16	WOODSIDE	UW03	GREEN RIVER	2
SPHINX	UW01	GREEN RIVER	2	WYOMING AVE.		CIMA	42
SPRING GLEN	UW07	GREEN RIVER	2	YERMO	CX650	CIMA	42
SPRING VALLEY	WX89	EVANSTON	20	ZANE	CX281	CALIENTE	36
SPRINGVILLE XOVER	UP081	PROVO	8				
SPRUCE	UX211	SHAFTER	32				
ST. JOHN	UZ077	LYNNDYL	34				

NOTES:

LINE	STATION	ARRIVAL	DEPARTURE
1000	WEST	10:00	10:05
	EAST	10:05	10:10
1001	WEST	10:10	10:15
	EAST	10:15	10:20
1002	WEST	10:20	10:25
	EAST	10:25	10:30
1003	WEST	10:30	10:35
	EAST	10:35	10:40
1004	WEST	10:40	10:45
	EAST	10:45	10:50
1005	WEST	10:50	10:55
	EAST	10:55	11:00
1006	WEST	11:00	11:05
	EAST	11:05	11:10
1007	WEST	11:10	11:15
	EAST	11:15	11:20
1008	WEST	11:20	11:25
	EAST	11:25	11:30
1009	WEST	11:30	11:35
	EAST	11:35	11:40
1010	WEST	11:40	11:45
	EAST	11:45	11:50
1011	WEST	11:50	11:55
	EAST	11:55	12:00
1012	WEST	12:00	12:05
	EAST	12:05	12:10
1013	WEST	12:10	12:15
	EAST	12:15	12:20
1014	WEST	12:20	12:25
	EAST	12:25	12:30
1015	WEST	12:30	12:35
	EAST	12:35	12:40
1016	WEST	12:40	12:45
	EAST	12:45	12:50
1017	WEST	12:50	12:55
	EAST	12:55	1:00
1018	WEST	1:00	1:05
	EAST	1:05	1:10
1019	WEST	1:10	1:15
	EAST	1:15	1:20
1020	WEST	1:20	1:25
	EAST	1:25	1:30
1021	WEST	1:30	1:35
	EAST	1:35	1:40
1022	WEST	1:40	1:45
	EAST	1:45	1:50
1023	WEST	1:50	1:55
	EAST	1:55	2:00
1024	WEST	2:00	2:05
	EAST	2:05	2:10
1025	WEST	2:10	2:15
	EAST	2:15	2:20
1026	WEST	2:20	2:25
	EAST	2:25	2:30
1027	WEST	2:30	2:35
	EAST	2:35	2:40
1028	WEST	2:40	2:45
	EAST	2:45	2:50
1029	WEST	2:50	2:55
	EAST	2:55	3:00
1030	WEST	3:00	3:05
	EAST	3:05	3:10
1031	WEST	3:10	3:15
	EAST	3:15	3:20
1032	WEST	3:20	3:25
	EAST	3:25	3:30
1033	WEST	3:30	3:35
	EAST	3:35	3:40
1034	WEST	3:40	3:45
	EAST	3:45	3:50
1035	WEST	3:50	3:55
	EAST	3:55	4:00
1036	WEST	4:00	4:05
	EAST	4:05	4:10
1037	WEST	4:10	4:15
	EAST	4:15	4:20
1038	WEST	4:20	4:25
	EAST	4:25	4:30
1039	WEST	4:30	4:35
	EAST	4:35	4:40
1040	WEST	4:40	4:45
	EAST	4:45	4:50
1041	WEST	4:50	4:55
	EAST	4:55	5:00
1042	WEST	5:00	5:05
	EAST	5:05	5:10
1043	WEST	5:10	5:15
	EAST	5:15	5:20
1044	WEST	5:20	5:25
	EAST	5:25	5:30
1045	WEST	5:30	5:35
	EAST	5:35	5:40
1046	WEST	5:40	5:45
	EAST	5:45	5:50
1047	WEST	5:50	5:55
	EAST	5:55	6:00
1048	WEST	6:00	6:05
	EAST	6:05	6:10
1049	WEST	6:10	6:15
	EAST	6:15	6:20
1050	WEST	6:20	6:25
	EAST	6:25	6:30
1051	WEST	6:30	6:35
	EAST	6:35	6:40
1052	WEST	6:40	6:45
	EAST	6:45	6:50
1053	WEST	6:50	6:55
	EAST	6:55	7:00
1054	WEST	7:00	7:05
	EAST	7:05	7:10
1055	WEST	7:10	7:15
	EAST	7:15	7:20
1056	WEST	7:20	7:25
	EAST	7:25	7:30
1057	WEST	7:30	7:35
	EAST	7:35	7:40
1058	WEST	7:40	7:45
	EAST	7:45	7:50
1059	WEST	7:50	7:55
	EAST	7:55	8:00
1060	WEST	8:00	8:05
	EAST	8:05	8:10
1061	WEST	8:10	8:15
	EAST	8:15	8:20
1062	WEST	8:20	8:25
	EAST	8:25	8:30
1063	WEST	8:30	8:35
	EAST	8:35	8:40
1064	WEST	8:40	8:45
	EAST	8:45	8:50
1065	WEST	8:50	8:55
	EAST	8:55	9:00
1066	WEST	9:00	9:05
	EAST	9:05	9:10
1067	WEST	9:10	9:15
	EAST	9:15	9:20
1068	WEST	9:20	9:25
	EAST	9:25	9:30
1069	WEST	9:30	9:35
	EAST	9:35	9:40
1070	WEST	9:40	9:45
	EAST	9:45	9:50
1071	WEST	9:50	9:55
	EAST	9:55	10:00
1072	WEST	10:00	10:05
	EAST	10:05	10:10
1073	WEST	10:10	10:15
	EAST	10:15	10:20
1074	WEST	10:20	10:25
	EAST	10:25	10:30
1075	WEST	10:30	10:35
	EAST	10:35	10:40
1076	WEST	10:40	10:45
	EAST	10:45	10:50
1077	WEST	10:50	10:55
	EAST	10:55	11:00
1078	WEST	11:00	11:05
	EAST	11:05	11:10
1079	WEST	11:10	11:15
	EAST	11:15	11:20
1080	WEST	11:20	11:25
	EAST	11:25	11:30
1081	WEST	11:30	11:35
	EAST	11:35	11:40
1082	WEST	11:40	11:45
	EAST	11:45	11:50
1083	WEST	11:50	11:55
	EAST	11:55	12:00
1084	WEST	12:00	12:05
	EAST	12:05	12:10
1085	WEST	12:10	12:15
	EAST	12:15	12:20
1086	WEST	12:20	12:25
	EAST	12:25	12:30
1087	WEST	12:30	12:35
	EAST	12:35	12:40
1088	WEST	12:40	12:45
	EAST	12:45	12:50
1089	WEST	12:50	12:55
	EAST	12:55	1:00
1090	WEST	1:00	1:05
	EAST	1:05	1:10
1091	WEST	1:10	1:15
	EAST	1:15	1:20
1092	WEST	1:20	1:25
	EAST	1:25	1:30
1093	WEST	1:30	1:35
	EAST	1:35	1:40
1094	WEST	1:40	1:45
	EAST	1:45	1:50
1095	WEST	1:50	1:55
	EAST	1:55	2:00
1096	WEST	2:00	2:05
	EAST	2:05	2:10
1097	WEST	2:10	2:15
	EAST	2:15	2:20
1098	WEST	2:20	2:25
	EAST	2:25	2:30
1099	WEST	2:30	2:35
	EAST	2:35	2:40
1100	WEST	2:40	2:45
	EAST	2:45	2:50
1101	WEST	2:50	2:55
	EAST	2:55	3:00
1102	WEST	3:00	3:05
	EAST	3:05	3:10
1103	WEST	3:10	3:15
	EAST	3:15	3:20
1104	WEST	3:20	3:25
	EAST	3:25	3:30
1105	WEST	3:30	3:35
	EAST	3:35	3:40
1106	WEST	3:40	3:45
	EAST	3:45	3:50
1107	WEST	3:50	3:55
	EAST	3:55	4:00
1108	WEST	4:00	4:05
	EAST	4:05	4:10
1109	WEST	4:10	4:15
	EAST	4:15	4:20
1110	WEST	4:20	4:25
	EAST	4:25	4:30
1111	WEST	4:30	4:35
	EAST	4:35	4:40
1112	WEST	4:40	4:45
	EAST	4:45	4:50
1113	WEST	4:50	4:55
	EAST	4:55	5:00
1114	WEST	5:00	5:05
	EAST	5:05	5:10
1115	WEST	5:10	5:15
	EAST	5:15	5:20
1116	WEST	5:20	5:25
	EAST	5:25	5:30
1117	WEST	5:30	5:35
	EAST	5:35	5:40
1118	WEST	5:40	5:45
	EAST	5:45	5:50
1119	WEST	5:50	5:55
	EAST	5:55	6:00
1120	WEST	6:00	6:05
	EAST	6:05	6:10
1121	WEST	6:10	6:15
	EAST	6:15	6:20
1122	WEST	6:20	6:25
	EAST	6:25	6:30
1123	WEST	6:30	6:35
	EAST	6:35	6:40
1124	WEST	6:40	6:45
	EAST	6:45	6:50
1125	WEST	6:50	6:55
	EAST	6:55	7:00
1126	WEST	7:00	7:05
	EAST	7:05	7:10
1127	WEST	7:10	7:15
	EAST	7:15	7:20
1128	WEST	7:20	7:25
	EAST	7:25	7:30
1129	WEST	7:30	7:35
	EAST	7:35	7:40
1130	WEST	7:40	7:45
	EAST	7:45	7:50
1131	WEST	7:50	7:55
	EAST	7:55	8:00
1132	WEST	8:00	8:05
	EAST	8:05	8:10
1133	WEST	8:10	8:15
	EAST	8:15	8:20
1134	WEST	8:20	8:25
	EAST	8:25	8:30
1135	WEST	8:30	8:35
	EAST	8:35	8:40
1136	WEST	8:40	8:45
	EAST	8:45	8:50
1137	WEST	8:50	8:55
	EAST	8:55	9:00
1138	WEST	9:00	9:05
	EAST	9:05	9:10
1139	WEST	9:10	9:15
	EAST	9:15	9:20
1140	WEST	9:20	9:25
	EAST	9:25	9:30
1141	WEST	9:30	9:35
	EAST	9:35	9:40
1142	WEST	9:40	9:45
	EAST	9:45	9:50
1143	WEST	9:50	9:55
	EAST	9:55	10:00
1144	WEST	10:00	10:05
	EAST	10:05	10:10
1145	WEST	10:10	10:15
	EAST	10:15	10:20
1146	WEST	10:20	10:25
	EAST	10:25	10:30
1147	WEST	10:30	10:35
	EAST	10:35	10:40
1148	WEST	10:40	10:45
	EAST	10:45	10:



## GREEN RIVER SUBDIVISION (0735)

Mile Post	Rule 6.3	CP #s	Radio Display: Grand Jct. to Helper -5454		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
450.0	CTC		GRAND JCT. (2.1)	BT	KP898	Yard
451.1			DURHAM	!	KP900	5080
452.2			(7.6)			
458.7			FRUITA	!	KP911	E6630
460.0			(9.6)			W6730
461.4						
468.3			MACK	!	KP918	7700
469.9			(3.9)			
472.3			RUBY	!	KP922	7570
473.9			(5.2)			
477.5			SHALE	!	KP927	4540
478.5			(5.0)			
482.5			UTALINE	!	KP932	6070
483.8			(4.4)			
486.9			WESTWATER	!	KP937	9890
488.9			(10.4)			
497.5			AGATE	!	KP947	7510
499.1			(6.2)			
503.7			CISCO	!	KP953	6890
505.2			(6.1)			
509.8			WHITEHOUSE	!	KP959	6140
511.1			(5.3)			
515.1			ELBA	!	KP964	5490
516.2			(4.8)			
519.9			SAGERS	!	KP969	7760
521.4			(7.4)			
527.3			THOMPSON	T!	KP976	7210
528.8			(6.0)			
533.3			BRENDEL	!	KP983	5100
534.3			(6.4)			
539.7			FLOY	!	KP989	5890
540.9			(6.5)			
546.2			SOLITUDE	!	KP996	7810
547.8			(8.3)			
554.5			GREEN RIVER	T!	UW004	7060
555.8			(6.4)			
560.9			SPHINX	!	UW010	6090
562.1			(6.0)			
566.9			DESERT	!	UW016	6020
568.2			(6.8)			
573.7			VISTA	!	UW023	6050
575.0			(7.3)			
581.0			WOODSIDE	!	UW030	6310
582.4			(4.9)			
585.9			GRASSY	!	UW035	6210
587.3			(6.6)			
592.5			CEDAR	!	UW042	5940
593.7			(9.5)			
602.0			MOUNDS	!	UW052	8930
603.9			(8.1)			
610.1			WASH	!	UW060	11240
612.3			(2.3)			
612.4			WELLINGTON	!	UW062	6180
613.7			(5.1)			
617.5			PRICE	!	UW068	10790
619.6			(3.9)			
621.4			MAXWELL	!	UW071	6350
622.8			(3.9)			

625.3	CTC	2MT	SPRING GLEN (0.3)	UW073	
625.6			E HELPER X OVER (0.8)		
626.4			HELPER	BT	UW075

(176.4)

**SI-01 MAIN TRACK AUTHORITY**  
**CTC Between Grand Jct. and Helper.**

# GREEN RIVER SUBDIVISION (0735)

SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
<b>Between Mileposts</b>		
450.0 and 626.4	PSGR	FRT
(Except as Below).....	79	60
450.0 and 451.5.....	50	50
460.0 and 461.0.....	70	60
468.9 and 471.2.....	70	60
471.2 and 472.8.....	50	40
472.8 and 474.7.....	50	50
474.7 and 477.6 (R).....	50	50
477.6 and 479.1.....	55	50
479.1 (R) and 479.7.....	50	45
479.7 and 481.9.....	50	50
486.1 and 486.9.....	50	50
486.9 and 490.2.....	70	60
490.2 and 492.7.....	65	60
495.3 and 501.7.....	70	60
501.7 and 502.4.....	50	50
502.4 and 509.2.....	70	60
509.2 and 511.8.....	55	55
511.8 and 517.8.....	70	60
517.8 and 521.8.....	60	40
521.8 and 523.1.....	50	45
523.1 and 523.9.....	35	35
523.9 and 526.5.....	45	40
526.5 and 527.7.....	50	50
527.7 and 532.0.....	70	60
534.4 and 535.2.....	55	55
535.2 and 535.8.....	70	60
540.2 and 543.5.....	70	60
543.5 and 544.2.....	55	55
546.7 and 547.2.....	70	60
549.4 and 552.4.....	70	60
554.4 and 555.6.....	70	60
555.6 and 558.1.....	75	60
558.1 and 563.7.....	70	60
570.4 and 575.8.....	75	60
575.8 and 576.6 (R).....	70	60
578.4 (R) and 582.2.....	70	60
582.2 and 582.8.....	50	50
582.8 and 584.8.....	79	50
584.8 and 585.8.....	55	50
585.8 and 587.7.....	70	50
587.7 and 589.7.....	79	50
589.7 and 592.2.....	35	35
592.2 and 594.8.....	40	35
594.8 and 595.3.....	35	35
595.3 and 598.3.....	70	60
598.3 and 598.9.....	50	50
598.9 and 602.0.....	70	60
602.0 and 607.0.....	60	40
607.0 and 614.0.....	70	60
617.4 and 618.7.....	70	60
618.7 and 619.9.....	40	40
619.9 and 621.1 (R).....	60	60
621.1 and 622.7.....	70	60
622.7 (R) and 624.5.....	50	50
624.5 and 625.3.....	30	30
625.3 and 626.4 W.....	30	30
625.3 and 626.4 E.....	30	25

SI-03 OTHER SPEED RESTRICTIONS		
Maximum Speed	MPH	
1. Thru Sidings & Turnouts		
Depot siding Grand Jct.....	15	
2. Dual Control Switch Turnouts (No Exceptions.)		
3. Misc. Speed Restrictions (No Exceptions.)		
<b>SI-04 MAIN TRACK DESIGNATIONS</b>		
Two main tracks between Helper and Spring Glenn.		
<b>SI-05 MILEPOST EQUATIONS - None.</b>		
<b>SI-06 DTC BLOCK LIMITS - None.</b>		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
# 454.7	% 537.9	% 596.2
# 467.6	% 542.7	% 599.4
% 471.0	% 544.7	# 606.1
% 475.9	# 549.0	% 608.3
(#) 479.0	% 550.0	% 615.6
% 480.8	% 551.0	% 624.0
% 485.3	% 552.2	# 624.3
# 490.0	% 557.2	
% 491.6	% 557.9	
% 495.0	# 563.1	
% 501.5	% 563.5	
% 507.5	% 565.3	
# 508.3	% 570.0	
% 513.0	% 572.3	
% 518.0	% 577.0	
(#) 519.0	# 578.9	
% 523.3	% 579.3	
% 525.1	% 584.1	
# 530.1	% 588.8	
% 531.1	% 591.2	
% 536.4	% 592.2	
<b>SI-08 RULES ITEMS</b>		
<p><b>Rule 9.2.3</b> Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read: "Proceed prepared to stop at second signal. Speed passing second signal must not exceed 30 MPH. When next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop at second signal no longer applies. When next signal is seen to display Clear, the 30 MPH speed requirement no longer applies.</p>		
<p><b>Rule 9.2.9</b> Indication of signal Rule 9.2.9 as contained in System Special Instructions is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Speed passing next signal must not exceed 30 MPH. When next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop at second signal no longer applies. When next signal is seen to display Clear, the 30 MPH speed requirement no longer applies.</p>		
<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>
Pabco .....	462.5	. . .
Gary .....	463.8	KP913
C.V. Spur .....	615.8	UW065



# GREEN RIVER SUBDIVISION (0735)

**SI-11 INDUSTRIAL LEADS**

Castle Valley Industrial Lead: MP 615.8; Station number UW 065.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 143 Tons.

**Tons Per Operative Brake:      Tons Per Dynamic Brake Axle:      Maximum Speed:**

Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

**SI-13 TRAIN MAKE-UP RESTRICTIONS**

A. To determine any applicable trailing tonnage restriction on a specific type of car, use the following table.

To use the table:

- (1) Determine if train contains any car listed in column titled "Type of Car"
- (2) Follow horizontally across and determine if any criteria listed is met.
- (3) When car meets the criteria, the maximum actual trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Type of Car	Maximum Actual Trailing Tonnage			
	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner Car	Weighs less than 25 tons.	Weighs 25 tons or more.		
Solid drawbar connected two-axle car	Under all conditions			
Articulated double stack car			Has one or more empty platforms	
Multi-platform articulated car			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer in length

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the road engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weight 50 tons or more.

When train tonnage exceeds 4,100 tons, each of the first five cars behind the road engine must weigh at least 50 tons and:

1. All be 73 feet or longer in length; or
2. All be less than 73 feet in length.

In determining train makeup restrictions A and B above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car: Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73 feet in length.

Two-unit solid drawbar-connected intermodal long cars:

1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73' in length.

Three-unit solid drawbar-connected double stack cars:

1. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars each weighing less than 50 tons and each less than 73 feet in length.

**SI-14 MISC. INSTRUCTIONS**

**Repeater Signals** designated by the letter "R" are located at Grand Jct. MP 449.2 and MP 450.1. Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

**Operation Gary:** Crews having work to perform at Gary Plant will be governed by the following:

Flashing blue lights are displayed on Gary yard Trk. 1, 2, 3 and 4 and indicate workmen are on or about equipment on track or tracks when blue lights are displayed. When flashing blue light is displayed on any of these tracks, trains or locomotives must not enter such tracks until the flashing blue light is turned off.

Upon arrival at Gary, if flashing blue light has not been turned off, locomotive whistle will be sounded - 1 long - 1 short, and repeated at one minute intervals until blue light is turned off.

Open pit between rails 720 feet east of west switch to yard Trk. 3, Gary.

**Operation Helper:** Dispatcher 78 controls all movement 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 one minute before dual controlled derail can be positioned to enter Snake Lead.

The derail will automatically return to the derailing position when the 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.

# CANE CREEK SUBDIVISION (0737)

Mile Post	Rule 6.3	CP #s	Radio Display: Potash to Brendel -5454		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
35.8	TWC		POTASH (14.5)		Y UW936	
21.3			SEVEN MILE (21.3)		UW921	
0.0			BRENDL		KP983	

(35.8)

**SI-01 MAIN TRACK AUTHORITY**

**TWC Between MP 35.8 and MP 0.0.**

**Yard Limits Between MP 35.8 and MP 35.0.**

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>35.8 and 0.0</b>	
(Except as Below).....	30
31.5 and 30.5.....	10
29.7 and 29.6.....	10
28.5 and 26.2.....	12
24.9 and 22.4.....	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.)

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILEPOST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - 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 - None.**

**SI-14 MISC. INSTRUCTIONS**

**Industry trackage** at Seven Mile on the Cane Creek Subdivision designated as follows from the main track:

- Ore Track -- (Derail near switch)
  - Gas No. 1-6 car spot -- (Derail near switch)
  - Gas No. 2-4 car spot -- (Derail below lead switch. Normal Position of switch for Gas No.2)
- Cars must not be left between Industry Lead Track and Lead Switch on Gas Track Lead on curve and descending grade.

Gate at Gas Plant is secured by private lock, and key is in possession of attendant. Switching will not be performed at Pure Oil Gas loading facilities without attendant being present except in emergency.

Skates must be used in advance of derail for added protection on runaround track.



# SUNNYSIDE SUBDIVISION (0738)

Mile Post	Rule 6.3	CP #s	Radio Display: Sunnyside to Mounds -5454		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
17.5	YL		SUNNYSIDE (4.3)	Y	UW818	
13.2	TWC		COLUMBIA JCT. (8.2)		UW813	
5.0			BANNING (5.0)		UW805	6200
0.0	YL		MOUNDS	Y	UW052	
(17.5)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
TWC Between MP 16.1 and MP 4.0.						
Yard Limits Between MP 0.0 and MP 4.0; MP 16.1 and MP 17.5.						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
<b>Between Mileposts</b>						
17.5 and 0.0						
(Except as Below)..... 20						
17.5 and 15.0 W..... 10						
15.0 and 13.2 W..... 15						
11.9..... 15						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
1. Thru Sidings & Turnouts						
Banning Siding..... 10						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 DTC BLOCK LIMITS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>						
<b>SI-08 RULES ITEMS</b>						
Rule 31.7.1 Retainers must be used at all times on all loads Sunnyside to Columbia Jct. When dynamic is inoperative, retainers must be used on all cars Sunnyside to Banning						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS - None.</b>						
<b>SI-11 INDUSTRIAL LEADS - None.</b>						
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>						
Maximum gross weight: 143 Tons.						
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>						
<b>SI-14 MISCELLANEOUS INSTRUCTIONS - None.</b>						

MP	CP	STATIONS	CP	MP	STATIONS
17.5	YL	SUNNYSIDE	Y	UW818	
13.2	TWC	COLUMBIA JCT.		UW813	
5.0		BANNING		UW805	6200
0.0	YL	MOUNDS	Y	UW052	

Station	Time	Direction	Notes
101	0000	W	
102	0000	W	
103	0000	W	
104	0000	W	
105	0000	W	
106	0000	W	
107	0000	W	
108	0000	W	
109	0000	W	
110	0000	W	
111	0000	W	
112	0000	W	
113	0000	W	
114	0000	W	
115	0000	W	
116	0000	W	
117	0000	W	
118	0000	W	
119	0000	W	
120	0000	W	
121	0000	W	
122	0000	W	
123	0000	W	
124	0000	W	
125	0000	W	
126	0000	W	
127	0000	W	
128	0000	W	
129	0000	W	
130	0000	W	
131	0000	W	
132	0000	W	
133	0000	W	
134	0000	W	
135	0000	W	
136	0000	W	
137	0000	W	
138	0000	W	
139	0000	W	
140	0000	W	
141	0000	W	
142	0000	W	
143	0000	W	
144	0000	W	
145	0000	W	
146	0000	W	
147	0000	W	
148	0000	W	
149	0000	W	
150	0000	W	
151	0000	W	
152	0000	W	
153	0000	W	
154	0000	W	
155	0000	W	
156	0000	W	
157	0000	W	
158	0000	W	
159	0000	W	
160	0000	W	
161	0000	W	
162	0000	W	
163	0000	W	
164	0000	W	
165	0000	W	
166	0000	W	
167	0000	W	
168	0000	W	
169	0000	W	
170	0000	W	
171	0000	W	
172	0000	W	
173	0000	W	
174	0000	W	
175	0000	W	
176	0000	W	
177	0000	W	
178	0000	W	
179	0000	W	
180	0000	W	
181	0000	W	
182	0000	W	
183	0000	W	
184	0000	W	
185	0000	W	
186	0000	W	
187	0000	W	
188	0000	W	
189	0000	W	
190	0000	W	
191	0000	W	
192	0000	W	
193	0000	W	
194	0000	W	
195	0000	W	
196	0000	W	
197	0000	W	
198	0000	W	
199	0000	W	
200	0000	W	

Station	Time	Direction	Notes
101	0000	E	
102	0000	E	
103	0000	E	
104	0000	E	
105	0000	E	
106	0000	E	
107	0000	E	
108	0000	E	
109	0000	E	
110	0000	E	
111	0000	E	
112	0000	E	
113	0000	E	
114	0000	E	
115	0000	E	
116	0000	E	
117	0000	E	
118	0000	E	
119	0000	E	
120	0000	E	
121	0000	E	
122	0000	E	
123	0000	E	
124	0000	E	
125	0000	E	
126	0000	E	
127	0000	E	
128	0000	E	
129	0000	E	
130	0000	E	
131	0000	E	
132	0000	E	
133	0000	E	
134	0000	E	
135	0000	E	
136	0000	E	
137	0000	E	
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139	0000	E	
140	0000	E	
141	0000	E	
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161	0000	E	
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167	0000	E	
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175	0000	E	
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186	0000	E	
187	0000	E	
188	0000	E	
189	0000	E	
190	0000	E	
191	0000	E	
192	0000	E	
193	0000	E	
194	0000	E	
195	0000	E	
196	0000	E	
197	0000	E	
198	0000	E	
199	0000	E	
200	0000	E	

**PROVO SUBDIVISION (0740)**

Mile Post	Rule 6.3	CP #s	Radio Display: Helper to Salt Lake-2323(*78)		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
626.4	CTC 2MT		HELPER (0.9)	BT	UW075	
627.3			W. HELPER XOVER (1.5)	X		
628.8			UTAH RY JCT. XOVER (1.6)	X	UW077	
630.4			CASTLE GATE (2.3)		UW078	
632.7			LYNN XOVER (6.2)	X	UW080	
638.9			KYUNE (5.9)	!	UW088	5230
644.8			COLTON XOVER (5.3)	X	UW093	
650.1			E. SUMMIT XOVER (1.3)	X		
651.4			SUMMIT (0.5)	T!	UW100	7840
651.9			W. SUMMIT XOVER (9.1)	X		
661.0			GILLULY (11.3)	!	UW110	7900
672.3			NARROWS XOVER (4.4)	X	UW121	
676.7			RIO XOVER (8.0)	X	UW125	
684.7			CASTILLA XOVER (11.1)	X	UW132	
695.8			SPRINGVILLE XOVER (2.8)	X	UP081	
698.6			IRONTON XOVER (2.5)	X		
701.1		PROVO (4.6)	BT	UP076		
705.7		LAKOTA JCT. (1.4)		UP074		
707.1		GENEVA XOVER (1.3)	X	UP072		
<b>Start Track 3</b>						
P752.8	CTC 3MT		PROVO (4.4)	TY	UP076	
P757.2			LAKOTA JCT. (0.7)	(M)Y		
P757.9			GENEVA	Y	UP072	5975
<b>End Track 3</b>						
708.4	CTC 2MT		PIPE MILL (5.7)		UP068	
714.1			AMERICAN FORK (5.7)	!	UP062	8820
715.9			MESA (7.5)	!	UP057	7240
719.8			RIVERTON (7.6)	!	UP049	6470
721.6			MIDVALE (1.0)	!	UP040	6790
727.3			MIDVALE XOVER (4.9)	X		
728.6						
734.9						
735.9						

740.8	CTC		EAST ROPER (1.2)	X		
742.0			ROPER (1.5)	T	UP002	Yard
743.5	YL		13TH SO. XOVER (0.9)	Y		
744.4		RG 744		8th SO. XOVER (0.7)	Y	
745.1			SALT LAKE (0.1)	BY	UZ029	Yard
745.2		RG 745	2ND SO. (0.2)			
745.4		C 782	GRANT TOWER	(X)(M)	UZ030	

(119.0)

**SI-01 MAIN TRACK AUTHORITY**

**CTC Between Helper and MP 743.4 and from MP 743.5 to CP C782 on the UP RR Running Track.**

**Yard Limits Between MP 743.4 and MP 745.2.**

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH	
<b>Between Mileposts</b>		
<b>626.4 and 745.4 Westward Trks 1&amp;2 PSGR FRT</b>		
(Except as Below).....	75	60
626.4 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.....	40	25
654.3 and 665.3.....	30	25
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 680.2.....	40	35
680.2 and 682.2.....	40	35
682.2 and 688.2.....	50	45
688.2 and 692.7.....	60	50
692.7 and 695.7.....	50	50
695.7 and 700.0.....	60	50
700.0 and 701.0.....	50	50
701.0 and 702.0.....	40	40
702.0 and 708.4 Trk. 1.....	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 742.0.....	70	60
742.0 and 743.5.....	30	30
743.5 and 745.2.....	20	20
745.2 and 745.4.....	15	10
<b>Between Mileposts</b>		
<b>745.4 and 626.4 Eastward Trks 1&amp;2 PSGR FRT</b>		
(Except as Below).....	75	60
745.4 and 745.2.....	15	10
745.2 and 743.5.....	20	20
743.5 and 742.0.....	30	30
742.0 and 734.5.....	70	60
734.5 and 734.4.....	50	50
734.4 and 731.4.....	70	60



# PROVO SUBDIVISION (0740)

Between Mileposts		
745.4 and 626.4 Eastward Trks 1&2	PSGR	FRT
(Except as Below).....	75	60
731.4 and 730.4.....	60	60
727.8 and 724.5.....	70	60
724.5 and 723.0.....	60	60
723.0 and 721.6.....	45	40
721.6 and 717.3.....	75	45
717.3 and 716.3.....	45	45
702.8 and 702.5.....	50	50
702.0 and 701.0.....	40	40
701.0 and 700.0.....	50	50
700.0 and 695.7.....	60	50
696.1 and 683.8 Trk. 2.....	50	40
695.7 and 692.7.....	50	50
692.7 and 688.2.....	60	50
688.2 and 682.2.....	50	45
682.2 and 680.2.....	40	35
680.2 and 674.3.....	40	35
674.3 and 672.7.....	30	25
672.7 and 670.8.....	55	35
670.8 and 667.7.....	40	35
667.7 and 666.8.....	35	35
666.8 and 665.3.....	45	35
665.3 and 654.3.....	30	30
654.3 and 651.6.....	45	30
651.6 and 650.3.....	60	60
650.3 and 644.5.....	65	60
644.5 and 639.9.....	35	35
639.9 and 638.7.....	30	30
638.7 and 626.4.....	30	25
Between Mileposts		
No. 3 Track: P752.8 and P757.9		
(Except as Below).....	20	

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Sidings Kyune, Summit and Midvale.....	10
<b>2. Dual Control Switch Turnouts</b>	
Crossover UT Railway Jct.....	15
Crossover Castlla.....	40
Crossover Springville.....	50
MP 708.3.....	50
<b>3. Misc. Speed Restrictions</b>	
Geneva Steel Plant Yard.....	7
Geneva Steel Kings.....	15
Keigley - All yard tracks.....	5
UP RR and D&RGW Running Tracks MP 742.5 and MP 745.2.....	20

**SI-04 MAIN TRACK DESIGNATIONS**

Two main tracks between Helper and Pipe Mill; East end Midvale and MP 740.8.

Three main tracks between MP P752.8 and MP P757.9:  
 North track is No.1 (MP 701.1 to MP 707.1)  
 South track is No.2 (MP 701.1 to MP 707.1)  
 Track No. 3 is (MP P752.8 to MP P757.9)

**SI-05 MILEPOST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

% 627.9	% 674.4	% 718.0
% 629.5	% 677.2	% 723.2
(#) 630.5	% 679.0	% 725.2
% 633.9	% 681.8	(#) 730.7
% 635.1	% 685.0	
% 637.1	# 685.3	
% 641.9	% 686.7	
% 643.2	% 688.5	
# 647.4	% 690.4 Trk.2	
% 654.2	% 693.2 Trk.2	
% 656.2	% 692.3 Trk.1	
% 658.2	# 696.9	
% 658.9	% 697.1	
% 662.2	% 703.5	
% 663.0	% 705.7	
% 665.6	% 709.8	
# 668.1	# 711.7	
% 669.6	% 712.2	

**SI-08 RULES ITEMS**

**Rule 5.5** Reduce speed signs are placed one mile instead of two miles in advance of the following speed restriction limits:

Westward - MP 665.8, MP 671.7  
 Eastward - MP 671.8, MP 666.3

**Rule 9.2.3** Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read:

"Proceed prepared to stop at second signal. Speed passing next signal must not exceed 30 MPH. When next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop at the second signal no longer applies. When next signal is seen to display Clear, the 30 MPH speed requirement no longer applies.

**Rule 9.2.9** Indication of signal Rule 9.2.9 as contained in System Special Instructions is changed to read:

"Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Speed passing next signal must not exceed 30 MPH. When next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop at second signal no longer applies. When next signal is seen to display Clear, the 30 MPH requirement no longer applies.

**Rule 9.12.3 Sugar House Spur - Railroad Crossing:**  
 Be governed by instructions in the release box.

**Rule 31.7.1** Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated limit.

Castle Gate to Helper - 550 tons  
 Summit to Rio Xover - 550 tons  
 Kyune to Castle Gate - 500 tons.

Only the road engine may be used in determining tons per axle of operative dynamic brake.  
 Exception:

When tons per axle of operative dynamic brake exceeds maximum limit thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.

**SI-09 FRA EXCEPTED TRACKS - None.**

**PROVO SUBDIVISION (0740)**

SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #S
Lynn .....	632.0	UW080
Detour .....	665.3	UW114
Castilla .....	684.5	UW132
Sutro .....	690.7	UW139
Ironton .....	698.8	UP702
Sampler .....	737.5	UP037
Murray W.....	738.8	UP036

**SI-11 INDUSTRIAL LEADS**

**Tintic Industrial Lead:** 32.4 miles. MP 0.0 and MP 32.4  
 Maximum Speed except as below - 20 MPH  
 MP 17.0 to MP 32.4E - 15 MPH;  
 MP 32.4 to MP 27.5W - 10 MPH;  
 MP 27.5 to MP 17.0W - 15 MPH.  
 Track is out of service between Keigley and Burgin.

Business Tracks	MP	Sta.#s
Kirby .....	2.6	UP083
Spanish Fork .....	3.6	UP085
Payson .....	10.8	UP092

**Garfield Industrial Lead:** 12.8 miles. MP 5.1 and MP 17.9. Maximum speed - 20 MPH.  
 Bacchus Spur 12 MPH.  
 Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corporation train dispatcher, Copperton, for permission to operate electric locks.  
 When Kennecott Corporation dispatcher's office is closed or when phones are out of service movement may be made by operating electric locks and waiting 3 minutes before lining switches. Movement may then be made after providing flag protection.  
 After switches have been lined and signals indicate proceed, movement across Kennecott Corporation main track may be made. Movement must be continuous and switches restored to normal position on completion of movement.  
 Trains entering Hercules property at Bacchus will operate within plant as follows: Derail located 287 feet west of building No. 2241 normally lined for derailing position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track with flashing warning lights, indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock derail when track is clear.  
 Prior to crossing main track roadways, make a complete stop before proceeding. Should vehicular traffic be present, provide a flagman with proper equipment to control movement of train or vehicles based on the following requirements:  
 Vehicles transporting nitroglycerin, live missiles or other hazardous cargo, shall have the right of way at all times. These may be easily identified. They are equipped with rotating or flashing red lights, clearly visible, and generally are preceded by an escort with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.  
 Trains entering Magna Yard must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate "release" located at entrance switch to yard. After operating "release" and signals fail to indicate proceed, crew member must precede movement at sufficient distance to stop any conflicting movements.  
 Wye switches at Welby must be lined and locked for Garfield Lead when not in use.  
 Retainers must be used at all times on all loads Burgin to Pearl.

Business Tracks	MP	Sta.#s
Kearns .....	10.9	UJ206
Bacchus .....	11.2	UJ207
Magna .....	17.9	UJ212

**Bingham Industrial Lead:** 11.9 miles. MP 0.0 and MP 11.9.  
 Maximum speed except as below - 20 MPH  
 MP 0.0 to MP 5.3 - 10 MPH;  
 MP 9.5 to MP 11.9 - 10 MPH;  
 MP 9.5 to MP 5.3W - 15 MPH.

Retainers must be used Lead Mine to Welby when tons per axle of operative dynamic brake exceeds 250 tons.  
 Only the road engine may be used in determining tons per axle of operative dynamic brake.  
 Exception:  
 When tons per axle of operative dynamic brake exceeds maximum limit thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.  
 All cars set out at Lead Mine Yard must have hand brakes applied.  
 Mineral Spur: Derail located at MP 0.1.

Business Tracks	MP	Sta.#s
US Smelter .....	0.7	UJ100
Davidson Lumber .....	1.5	UJ101
West Jordan .....	2.0	UJ102
Rome Cable .....	3.5	UJ103
Plastronics .....	3.7	UJ104
Balkamp .....	4.3	UJ105
Welby .....	5.1	UJ106
Interstate Brick .....	6.6	UJ107
Bagley Spur .....	6.7	UJ108
Dalton .....	7.5	UJ109
Proler Steel .....	9.5	UJ111
Lead Mine .....	11.9	UJ113

**Provo Industrial Lead:** Geneva to Cutler; 13.8 miles westward; 20 MPH. Maximum gross weight 143 tons.

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
Gatex E.....	P756.1	UP075

**SI-12 TONNAGE RESTRICTIONS/TPOB**  
 Maximum gross weight: 143 Tons.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

When tons per operative brake exceeds 80 tons and when tons per axle of operative dynamic brake exceeds 250 tons, train must not exceed speed indicated at the following locations:  
 MP 651.4 to MP 665.6 (Westward) - 20 MPH;  
 MP 665.6 to MP 682.0 (Westward) - 25 MPH;  
 MP 638.9 to Spring Glen (Eastward) - 20 MPH.

**SI-13 TRAIN MAKE-UP RESTRICTIONS**

A. To determine any applicable trailing tonnage restriction on a specific type of car, use the following table.

To use the table:

- (1) Determine if train contains any car listed in column titled "Type of Car"
- (2) Follow horizontally across and determine if any criteria listed is met.
- (3) When car meets the criteria, the maximum trailing tonnage permitted with or without helper behind this car is listed at the top of the criteria column.

Maximum Trailing Tonnage				
Type of Car	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-Axle Front Runner Car	Weighs less than 25 tons.	Weighs 25 tons or more.		
Solid drawbar connected two-axle car	Under all conditions			
Articulated double stack car			Has one or more empty platforms	
Multi-platform articulated car			Has one or more empty platforms	
Car 73' or longer in length weighing less than 50 tons			If coupled to a car less than 73' in length	If coupled to another car 73' or longer in length

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the road engine must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

When train tonnage exceeds 4,100 tons, each of the first five cars behind the road engine must weigh at least 50 tons and:

1. All be 73 feet or longer in length; or
2. All be less than 73 feet in length.

In determining train makeup restrictions A and B above, be governed by the following when dealing with these non-conventional cars:

Articulated intermodal double stack car or spine car: Car having all platforms loaded is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73 feet in length.

Two-unit solid drawbar-connected intermodal long cars:

1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected double stack cars:

1. If the total weight of the car is 200 tons or more, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of three cars each weighing less than 50 tons and each less than 73 feet in length.

C. The following applies when operating from: Helper to Kyune; Castilla to Summit.

1. Road locomotive of a loaded unit train must not exceed 36 axles of power.
  2. Road locomotive of other than a loaded unit train must not exceed 24 axles of power.
- When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

Exception:

When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

Helper to Kyune:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	731		SD38-2	897
B30-7, B36-7	780		SD39	940
B39-8, B40-8	1371		SD40, SD40-2, SD40T-2	1133
C30-7	1398		SD45	1127
C36-7	1692		SD45-2, SD45T-2	1185
C39-8	1797		SD50, SD50M	1643
C40-8	1821		SD60, SD60M	1761
C41-8	1878		SD70M	1871
C44-9	2087		SD70MAC	1670
C44AC, C60/44	2183		SD90/43	2118
C60AC	2720		SD90AC	2687
GP15, GP15-1	638			
GP30, GP35	750		<b>Model</b>	<b>All AC Consist</b>
GP38, GP38-2, GP39-2	771		C44AC, C60/44	2693
GP40, GP40-2, GP40P-2	800		C60AC	2725
GP40X	791		SD70MAC	2252
GP50	1165		SD90/43	2660
GP60	1371		SD90AC	2693



# PROVO SUBDIVISION (0740)

Castilla to Summit:

Locomotive Tonnage Ratings for cut-in Helper placement			
Model	Consist With DC	Model	Consist With DC
B23-7	893	SD38-2	1102
B30-7, B36-7	953	SD39	1157
B39-8, B40-8	1657	SD40, SD40-2, SD40T-2	1385
C30-7	1700	SD45	1378
C36-7	2050	SD45-2, SD45T-2	1448
C39-8	2175	SD50, SD50M	1991
C40-8	2204	SD60, SD60M	2133
C41-8	2273	SD70M	2264
C44-9	2522	SD70MAC	2026
C44AC, C60/44	2636	SD90/43	2558
C60AC	3275	SD90AC	3236
GP15, GP15-1	783		
GP30, GP35	916	<b>Model</b>	<b>All AC Consist</b>
GP38, GP 38-2, GP39-2	943	C44AC, C60/44	3244
GP40, GP40-2, GP40P-2	978	C60AC	3283
GP40X	967	SD70MAC	2718
GP50	1411	SD90/43	3205
GP60	1657	SD90AC	3244

Coupler Limits:

The trailing tonnage behind a car must not exceed the coupler limit as specified in the following table when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the actual trailing tonnage.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength coupler, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

Coupler Limits			
Territory	Standard Coupler	High Strength Coupler	
Helper to Kyune	4300	6500	
Castilla to Summit	5300	8000	

**SI-14 MISC. INSTRUCTIONS**

**Repeater Signals:** Repeater signals designated by the letter "R" are located at Helper MP 627.4 and Kyune MP 638.7. Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

**Castle Gate:** Yellow flashing strobe light is located at the tipple. Warning light will be activated when coal chute is extended or released from locked, secured position. Trains must stop short of loading facility when warning light is activated.

**Grade Securement Restrictions:** Do not tie up and leave a train unattended between (West Helper Cross-over and Kyune) or (Castilla Cross-over and West Summit) unless:

1. The track the train is tied up on has derail protection; or
2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail.

**Provo:** Union Pacific Coal tracks No. 1 (north) and No. 2 (south) - Switches at east and west end of the coal tracks are to be left lined for Track 2.

The switch from No. 1 Track to the wye must be left lined for No. 1. The Union Pacific main track switch (west end) will be lined normal for the coal tracks. Coal trains will normally be delivered to the Union Pacific on Track 2 and left to clear on the west end. If Track 1 is clear, it will be used as a return route for SP power.

Track 1 will normally be used for delivery of empty coal trains.

When setting out or picking up at Provo, sufficient hand brakes must be applied to cars left standing to prevent cars from rolling out.

All tracks in UPRR yard are designated as Interchange tracks.

**Geneva:** Gate No. 1 grade crossing must not be blocked for more than 5 minutes, 7 days a week, 24 hours a day. Trains departing Geneva must stop short of Gate No. 1 crossing until permission is received from Dispatcher 78 to enter the main track.

An illuminated blue flashing light at Gate No. 1 grade crossing indicates an ambulance or other emergency vehicle approaching. Crossing must be immediately cleared without delay.

Following instructions must be observed for trains entering Geneva plant:

1. All inbound trains are to weigh.
2. Inbound trains must use the middle lead (Geneva A/20 Lead).
3. Outbound trains, unless otherwise advised, must use the East lead (Geneva A/1 Lead).
4. Speed while weighing must not exceed 4 MPH. A green light on the masts located at each end of the scale indicates proper weighing speed. A red light indicates weighing speed must be reduced. The red light will be illuminated until weighing begins. Trains stopping on the scale while weighing must not make a reverse movement.
5. All cars set out at Geneva must be bled off with sufficient handbrakes applied to secure the track.
6. Geneva yardmaster's office is equipped with a radio monitoring channels 4 and 2. Geneva Scale is equipped with a radio monitoring channels 4 and 2. Trains in Geneva yard will use these two channels only. Contact yardmaster or scale for yarding instructions. In yardmaster's absence, contact Dispatcher No. 78.

7. Copies of conductor's train lists must be left for the Geneva yardmaster on the counter in Geneva Yard Office.

8. Trains doubling over at the west end of Geneva Yard must use the straight rail while doubling.

9. All switches in the Geneva Plant are to be considered as rigid switches and must be hand operated.

10. Taxi cabs are not permitted in the Geneva Plant. Relief crews must contact the security guard at Gate 1 or Gate 4 to make arrangements for pedestrian travel through Gate No. 2.

**Roper - Grant Tower:** All freight trains, switch and light engine movements, including interchange deliveries between North Yard and Roper Yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by Roper Tower Yardmaster. The use of the 13th South cross-over from running track to Westbound Passenger Main Track must be authorized by Roper Tower Yardmaster and train dispatcher. North track is designated as UPRR Running Track. South track is designated as DRGW Running Track. All movements between Roper and Grant Tower on these running tracks are governed by Rule 6.28.

Before entering tracks at Roper Yard, crews must contact Roper Tower Yardmaster and obtain track on which to yard train and track for return movement.

All trains entering Roper Yard must switch to radio channel No. 2 at the "E" signs located; East of Roper MP 740.3, West of Roper MP 742.6.

All crews arriving North Yard must contact Tower Yardmaster for instruction to enter yard.

13th So. MP 743.5 Westward proceed aspect is changed from Rule 9.2.1 to Rule 9.2.12. Also westward proceed signal out of Levitts Track is Rule 9.2.12.

**PLEASANT VALLEY SUBDIVISION (0746)**

Mile Post	Rule 6.3	CP #s	Radio Display: End of Track to Colton -2323		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
21.1	YL		END OF TRACK (1.6)		Y	
19.5			SKYLINE (2.0)		Y	UW720 12600
17.5			VALCAM (2.3)		Y	UW718 7690
15.2	TWC		SCOFIELD (15.2)			UW715
0.0	YL		COLTON		Y	UW093
(21.1)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
TMC Between MP 1.0 and MP 16.0.						
Yard Limits Between MP 0.0 and MP 1.0; MP 16.0 and MP 21.1.						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
Maximum Speed			MPH			
Between Mileposts						
21.1 and 0.0						
(Except as Below)..... 20						
21.1 and 19.5..... 10						
19.5 and 1.0 W..... 15						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts						
All Sidings..... 10						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 DTC BLOCK LIMITS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>						
⊗ 0.6		⊗ 9.5				
⊗ 2.0		⊗ 10.9				
⊗ 3.5		⊗ 14.0				
⊗ 5.1		⊗ 16.9				
⊗ 6.4						
⊗ 8.1						
<b>SI-08 RULES ITEMS</b>						
Rule 31.7.1 When dynamic brake is inoperative, retainers must be set in slow direct position on all cars Skyline to Colton.						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS - None.</b>						
<b>SI-11 INDUSTRIAL LEADS - None.</b>						
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>						
Maximum gross weight: 143 Tons.						
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>						

**SI-14 MISC. INSTRUCTIONS**

**Yellow Flashing Strobe** light is located on west side of Valcam load out facility and on both sides of load out at Skyline. Warning light will be activated when coal chute is extended, or released from locked secured position. Trains must stop short of loading facility when warning light is activated.





# SALT LAKE SUBDIVISION (0747)

Mile Post	Rule 6.3	CP #s	Radio Display: Ogden to Salt Lake City-2727(*11) -		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
0.0	CTC		OGDEN	BYT	UY993	Yard
818.2		C819	(1.0)			
818.0		C818	CP C818	YX		
			(0.2)			
817.8		C817	BRIDGE JCT.	X	UY994	
811.5		C811	(8.5)			
809.3		C809	CLEARFIELD	BTX	UZ002	C4727
807.2		C807	(5.4)			
803.9		C804	LAYTON		UZ007	
			(1.4)			
802.5	C802	KAYSVILLE		UZ009	N6352	
		(9.1)				
793.4	C793	CENTERVILLE	X	UZ018		
		(5.5)				
787.9	CTC 3MT	C788	NORTH SALT LAKE	X	UZ024	
			(0.3)			
787.6		C789	SP NORTH SALT LAKE			
			(1.5)			
786.1	C787	BECKS		UZ026		
		(2.7)				
783.4	C786	SP HOLD				
		(2.0)				
785.4	DT YL	C785	18TH NORTH	YX	UZ027	
			(1.8)			
783.6			NORTH YARD	BTY		Yard
		(0.7)				
782.9	C784	SALT LAKE CITY	B(M)Y	UZ029		

(35.3)

**SI-01 MAIN TRACK AUTHORITY**

**CTC** Between MP 0.0 and CP C785.  
**Yard Limits** Between Ogden and MP 818.0;  
 MP 782.9 and MP 785.4. (Trks. 1&2).

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b>	
818.2 and 782.9	PSGR FRT
(Except as Below).....	79 70
812.3.....	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
787.6 and 782.9 Trk3.....	30 30
787.0 and 784.5.....	30 30
784.5 and 783.4.....	20 20
783.4 and 782.5.....	10 10

**SI-03 OTHER SPEED RESTRICTIONS**

- | Maximum Speed  | MPH |
|--|-----|
| <b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b> |     |
| <b>2. Dual Control Switch Turnouts</b>                 |     |
| CP C818 between Trks. 1 & 2 MP 817.8;                  |     |
| CP C811; CP C807; CP C793; CP C788.....                | 40  |
| CP C819; CP C817 at MP 817.6 between                   |     |
| Trks. 1 & 2; CP C809; CP C785 between                  |     |
| Trks. 1 & 2 except east crossover.....                 | 15  |
| <b>3. Misc. Speed Restrictions</b>                     |     |
| CP C817 and Shasta Lead.....                           | 15  |
| MP 818.0 No. 1 28th St. via N. Leg Wye.                | 10  |
| MP 818.0 Patterson Ave. via S. Leg Wye.                | 10  |
| MP 818.0 No. 2 via 28th Street.....                    | 10  |
| Salt Lake Switching District Industrial                |     |
| Tracks.....  | 5   |
| Salt Lake Diesel Facility - Trk.38.....                | 15  |
| All hand throw center siding switches..                | 15  |

**SI-04 MAIN TRACK DESIGNATIONS**

**Three Main Tracks** between MP 787.6 (CP C789), and MP 782.9 (CP C784).  
**NORTH TRACK** is No.3 track and is CTC.  
**CENTER TRACK** is No. 1 track.  
**SOUTH TRACK** IS No. 2 track.  
 Both No. 1 track and No. 2 track are CTC except from CP C784 TO CP C785 which is non-signalled territory.

**SI-05 MILEPOST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

- ⊕ 784.9
- (#) 788.7
- @ 799.7

**SI-08 RULES ITEMS**

**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 Main 1 to the north leg of the Wye or to the east pass extension must be made with switches in hand throw position when a return movement over the switches is necessary.

**SI-09 FRA EXCEPTED TRACKS - None.**

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Pioneer .....	789.2	UZ022
Woods Cross .....	791.3	UZ022

<p><b>SI-11 INDUSTRIAL LEADS</b></p> <p><b>Syracuse Industrial Lead:</b> Clearfield to Barnes, 2.1 Miles.</p>		
<p><b>Business Tracks</b></p> <p>Freeport Center ..... 0.6</p> <p>Barnes ..... 2.1</p>	<p><b>MP</b></p>	<p><b>Sta.#'s</b></p> <p>UZ002A</p> <p>UB602</p>
<p><b>Woods Cross Industrial Lead:</b> North Salt Lake to Woods Cross, 4.5 miles,</p>		
<p><b>Business Tracks</b></p> <p>Woods Cross ..... 753.7</p>	<p><b>MP</b></p>	<p><b>Sta.#'s</b></p> <p>UZ021</p>
<p><b>Evona Industrial Lead:</b> Ogden to Relico, 1.6 Miles, Relico to Sugar Works Crossing SP 0.5 miles, Sugar Works Crossing to Sugar Works Plant 1.1 miles. 3.2 miles.</p>		
<p><b>Business Tracks</b></p> <p>Evona E..... 0.7</p> <p>Relico E..... 1.0</p> <p>Sugar Works ..... 3.2</p>	<p><b>MP</b></p>	<p><b>Sta.#'s</b></p> <p>UV700</p> <p>UV702</p> <p>UV703</p>
<p><b>Hill Field Industrial Lead:</b> Ogden to Arsenal, 6.8 Miles. Maximum Speed - 15 MPH except between MP 4.4 and MP 4.8 - 10 MPH; MP 6.0 and MP 6.8 - 10 MPH.</p>		
<p><b>Business Tracks</b></p> <p>Orchard W..... 2.6</p> <p>Arsenal ..... 6.7</p>	<p><b>MP</b></p>	<p><b>Sta.#'s</b></p> <p>UH102</p> <p>UH106</p>
<p><b>SI-12 TONNAGE RESTRICTIONS/TPOB</b></p> <p><b>Maximum gross weight:</b> 158 Tons.</p> <p><b>Trains that exceed:</b> an average of 100 tons per operative brake containing reefer cars (With R as the second letter in the car code field of the TCS train consist) may operate at a maximum speed of 70 MPH provided the train:</p> <ul style="list-style-type: none"> <li>- Does not exceed 110 tons per operative brake,</li> <li>- Does not exceed a total of 75 cars, and</li> <li>- Does not contain more than four other cars, including four multi-platform intermodal cars.</li> </ul>		
<p><b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b></p>		
<p><b>SI-14 MISC. INSTRUCTIONS</b></p> <p><b>Wind Indicator</b> at MP 795.5.</p> <p><b>Highway crossing warning</b> device signals are in service at 200 South Street, MP P799.65.</p> <p>All movements approaching these signals must stop short of sign "Crossing Start". Signs, as viewed by an approaching train will be located on mast with push buttons. To request signal to cross street, press button located in lock box on push button mast. If highway crossing warning device signals continued to display a red "stop" signal after sixty seconds, this is an indication that auto traffic warning devices have not been activated and movement must be preceded by a flagman over the street crossing. If highway crossing warning device signal displays a yellow signal, this will indicate the auto traffic warning has been activated and movement need not be preceded by a flagman.</p> <p><b>ACS between MP 818.2 to MP 0.0</b> (No. 1 and No. 2 Main Tracks) and Bypass Track to MP 991.0.</p> <p><b>ACS Test Loops Eastward:</b> on Main Trks.1&amp;2, MP 785.2 to MP 785.4; on Trks.15&amp;16, MP 785.3 to MP 785.4.</p> <p>Due to distance of test loop circuit on Trks.15&amp;16, it will be necessary to stop in the test loop to perform ACS test.</p>		

<p><b>SI-15 TRACK ABANDONMENT</b></p> <p>Track 15 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-16 TRACK ABANDONMENT</b></p> <p>Track 16 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-17 TRACK ABANDONMENT</b></p> <p>Track 17 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-18 TRACK ABANDONMENT</b></p> <p>Track 18 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-19 TRACK ABANDONMENT</b></p> <p>Track 19 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-20 TRACK ABANDONMENT</b></p> <p>Track 20 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-21 TRACK ABANDONMENT</b></p> <p>Track 21 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-22 TRACK ABANDONMENT</b></p> <p>Track 22 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-23 TRACK ABANDONMENT</b></p> <p>Track 23 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-24 TRACK ABANDONMENT</b></p> <p>Track 24 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-25 TRACK ABANDONMENT</b></p> <p>Track 25 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-26 TRACK ABANDONMENT</b></p> <p>Track 26 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-27 TRACK ABANDONMENT</b></p> <p>Track 27 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-28 TRACK ABANDONMENT</b></p> <p>Track 28 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-29 TRACK ABANDONMENT</b></p> <p>Track 29 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-30 TRACK ABANDONMENT</b></p> <p>Track 30 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-31 TRACK ABANDONMENT</b></p> <p>Track 31 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-32 TRACK ABANDONMENT</b></p> <p>Track 32 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-33 TRACK ABANDONMENT</b></p> <p>Track 33 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-34 TRACK ABANDONMENT</b></p> <p>Track 34 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-35 TRACK ABANDONMENT</b></p> <p>Track 35 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-36 TRACK ABANDONMENT</b></p> <p>Track 36 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-37 TRACK ABANDONMENT</b></p> <p>Track 37 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-38 TRACK ABANDONMENT</b></p> <p>Track 38 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-39 TRACK ABANDONMENT</b></p> <p>Track 39 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-40 TRACK ABANDONMENT</b></p> <p>Track 40 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-41 TRACK ABANDONMENT</b></p> <p>Track 41 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-42 TRACK ABANDONMENT</b></p> <p>Track 42 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-43 TRACK ABANDONMENT</b></p> <p>Track 43 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-44 TRACK ABANDONMENT</b></p> <p>Track 44 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-45 TRACK ABANDONMENT</b></p> <p>Track 45 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-46 TRACK ABANDONMENT</b></p> <p>Track 46 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-47 TRACK ABANDONMENT</b></p> <p>Track 47 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-48 TRACK ABANDONMENT</b></p> <p>Track 48 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-49 TRACK ABANDONMENT</b></p> <p>Track 49 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	
<p><b>SI-50 TRACK ABANDONMENT</b></p> <p>Track 50 between MP 1.0 and MP 1.5 is to be abandoned effective 10/29/00.</p>	



# SHARP SUBDIVISION (0757)

Mile Post	Rule 6.3	CP #s	Radio Display: Provo to Lynndyl -4242		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
P752.8	CTC	C753	PROVO		TY UP076	Yard
P748.9		C749	(15.7)			
P737.1		C738	PAYSON		! UP092	6102
P735.8		C735	(14.2)			
P722.9		C723	STARR		! UP107	6085
P721.6		C721	(12.0)			
P710.9		C710	NEPHI HOLD SIGNAL (9.2)			
P701.7		C702	SHARP		! UP128	13,436
P699.1		C700	(5.0)			
P696.7		C696	JUAB		! UP133	6082
P695.4		C695	(15.5)			
P681.2		C681	PARLEY		! UP148	6242
P679.9		C680	(15.5)			
P665.7		C666	LYNNDYL		! UZ147	
P664.2	C664				6406	

(88.6)

**SI-01 MAIN TRACK AUTHORITY**

**CTC Between CP C753 and CP C664.  
Yard Limits Between MP P752.8 and MP P748.9.**

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>P752.8 and P664.2</b>	
(Except as Below).....	50
P752.8 and P748.9.....	15
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 P665.8.....	30

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Parley Siding.....	20
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>	
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>	

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILEPOST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

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

Eastward Trains must immediately reduce to restricted speed until head end of train is at MP P694 before stopping to inspect train in connection with train defect detector at MP P690.2.

**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 - None.**

**SI-14 MISC. INSTRUCTIONS**

**Provo:** Normal position all switches on west leg of wye is for west leg of wye. Normal position at East end of Pipe Plant lead for S.P. Connection. No units are permitted to operate on Pipe Plant Highline beyond sign at underpass.



**EVANSTON SUBDIVISION (0265)**

Mile Post	Rule 6.3	CP #s	Radio Display: Green River to Ogden-2727(*11)		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
814.7	CTC 2MT	G814	E. GREEN RIVER (0.4)	BX		
815.1	CTC 4MT	G815	GREEN RIVER (2.2)	BXT	WX817	
817.3		G817	W. GREEN RIVER (2.0)		WX817	
819.3	CTC ACS	G819	CP G819 (5.6)			
824.9		G825	PERU (8.4)	X	WX825	
833.3			CP G833 (1.6)	X	WX833	
834.9		G835	ALCHEM (9.1)		WX835	
844.0		G844	EAST GRANGER (2.5)	XI	WX844	
846.5	DT-ABS ACS	G847	GRANGER (7.5)	TIX	WX847	N13456
854.0			VERNE (12.2)		WX854	C6040
866.2			HAMPTON (9.2)		WX866	
875.4			CARTER (10.2)		WX875	C6522
875.6		G876	(WWD HOLD SIG) (0.7)			
876.3			(EWD HOLD SIG) (9.3)			
885.6			BRIDGER (4.9)		WX886	C6378
890.5			LEROY (7.1)		WX891	X1079
897.6			SPRING VALLEY (2.5)		WX898	X689
900.1	CTC ACS	G900	ASPEN (4.7)	X	WX902	
904.8	DT-ABS ACS	G905	ALTAMONT (7.7)	X	WX904	
912.5			MILLIS (3.3)		WX913	C1501
915.8		G915	(WWD HOLD SIG) (1.4)			
917.2			EVANSTON (2.0)	T	WX917	N9064
919.2		G919	(EWD HOLD SIG) (7.9)			
927.1			WAHSATCH (15.2)		WX928	C4662
942.3		G942	(WWD HOLD SIG) (1.7)			
943.0			EMORY (9.2)		WX943	C5665
952.2		G952	(EWD HOLD SIG) (0.5)			
952.7			ECHO (8.4)		WX952	C6628
961.1			DEVIL'S SLIDE (0.5)		WX961	C5791
961.6		G962	(WWD HOLD SIG) (6.4)			
968.0			MORGAN (7.5)		WX968	C6751

975.5	DT ABS ACS	G975	(WWD HOLD SIG) (2.2)			
977.7	CTC 2MT	G978	STRAWBERRY (10.9)	X	WX978	
988.6		C988	EAST RIVERDALE (1.1)	X		
989.7		C990	RIVERDALE (3.3)	YX	WX990	
992.6						
993.0			OGDEN	BYT	UY993	

(177.5)

**SI-01 MAIN TRACK AUTHORITY**

**CTC Between E. Green River and CP G847;**  
 CP G900 and CP G905;  
 CP G978 and Ogden.

**Yard Limits Between MP 989.6 and Ogden (Bypass track is not within yard limits).**

**Double Track (Rule 9.14) CP G847 to CP G900;**  
 CP G905 to CP G978.

**ACS Between MP 818.2 and CP C988 (Main Trk. 1 and Main Trk. 2);**  
 Bypass Track and MP 991.0.

**ACS Test Loops** On Main Trk. 1 and Trk. 2 westward MP 817.5 to MP 818.3; MP 917.5 eastward and westward pass Evanston; Bridge Jct. CP C818 to MP 991.0 eastward on Bypass Track and CP C990 to CP C988 (Main Trk. 1 and Main Trk. 2 and Running Tracks) eastward.



# EVANSTON SUBDIVISION (0265)

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
<b>Between Mileposts</b>		
814.7 and 915.6	PSGR FRT	
(Except as Below).....	79	70
814.7 and 816.7.....	40	30
816.7 and 816.9 - Trks.1&4.....	20+	20+
816.7 and 816.9 - Trks.2&3.....	25	25
816.9 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.....	70	60
866.7 and 874.5.....	65	60
878.2 and 880.1.....	70	60
880.1 and 885.0.....	65	50
885.0 and 896.7.....	65	60
896.7 and 901.7.....	50	45
901.7 and 903.6.....	50	40
903.6 and 908.6.....	50	45
908.6 and 915.6.....	70	60
<b>Between Mileposts</b>		
915.6 and 993.0	PSGR FRT	
(Except as Below).....	70	50
915.6 and 919.1.....	50	45
926.5 and 928.8 - Trk.1.....	45	35
928.8 and 935.8 - Trk.1.....	30	30
935.8 and 939.4 - Trk.1.....	50	40
939.4 and 942.9 - Trk.1.....	55	45
926.5 and 941.6 - Trk.2.....	55	45
941.6 and 942.9 - Trk.2.....	50	40
942.9 and 952.1.....	50	40
952.1 and 952.5.....	35	35
952.5 and 954.5.....	60	45
961.9 and 963.1.....	55	50
963.1 and 965.1.....	40	30
967.2 and 967.8.....	60	50
974.1 and 976.1.....	50	40
976.1 and 978.7.....	55	50
978.7 and 980.3.....	40	30
980.3 and 981.0 - Trk.1.....	45	35
981.0 and 983.5 - Trk.1.....	50	40
983.5 and 987.9 - Trk.1.....	60	45
987.9 and 989.6 - Trk.1.....	65	45
980.3 and 983.8 - Trk.2.....	45	35
983.8 and 986.8 - Trk.2.....	60	50
986.8 and 989.6 - Trk.2.....	65	45
991.5 and 993.0.....	30	30

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions)</b>	
<b>2. Dual Control Switch Turnouts</b>	
CP G814; CP G825; CP G833; CP G844; CP G847; CP G900; CP G905; CP G978; CP C988 except between bypass and yard lead;.....	40
CP G815.....	20
CP G817 between main track and yard lead; CP G835 between running track & Allied Spur. CP C990.....	15
<b>3. Misc. Speed Restrictions</b>	
Running track CP G835 and CP G839.....	10
Bypass track CP C988 and MP 991.5.....	40
CP C817 and Shasta Lead.....	15
All hand throw center siding switches..	15

## SI-04 MAIN TRACK DESIGNATIONS

Four Main Tracks MP 815.1 to MP 817.3  
Two Main Tracks MP 814.7 to MP 815.1; MP 817.3 to Ogden

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 DTC BLOCK LIMITS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 819.3	(#) 890.5 Trk1
% 822.3	@ 909.1 Trk1
@ 834.5	(#) 910.6 Trk2
(#) 843.9	@ 925.6 Trk2
@ 854.7 Trk2	@ 936.9 Trk1
(#) 854.7 Trk1	(#) 955.1 Trk1
(#) 867.7 Trk2	@ 958.6 Trk2
@ 867.7 Trk1	@ 968.8 Trk1
@ 884.1 Trk2	@ 986.2
(#) 884.1 Trk1	

## SI-08 RULES ITEMS

**Rule 6.24:** Trains must keep to the left between MP 931.5 and Strawberry.

**Rule 30.2.2:** Before departure from Stauffer, General Chemical, Texas Gulf and FMC plant yards, terminal test of air brakes must be made as prescribed by Rule 30.2.2.

**Rule 6.29.1:** Employees inspecting a passing train are not required to advise crew members of the conditions of their train unless they observe a condition that could affect the safety of their train between Green River and Granger only.

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Bryan .....	830.0	WX830
Solvay .....	830.7	WX831
Stauffer .....	834.1	WX834
Westvaco .....	838.0	WX838
Texas Gulf Soda .....	842.5	WX843
Verne .....	854.0	WX854
Curvo .....	930.5	WX933
Castlerock .....	936.2	WX936
Baskin .....	947.9	WX948
Peterson .....	975.4	WX976
Uintah .....	984.7	WX985

## EVANSTON SUBDIVISION (0265)

**SI-11 INDUSTRIAL LEADS**

**Solvay Industrial Lead:** 9 miles, MP 0.0 and MP 9.0.

**Stauffer Industrial Lead:** 10.2 miles, MP 0.0 and MP 10.2  
 Max speed:  
 MP 0.0 to MP 7.2 - 20 MPH  
 MP 7.2 to MP 10.2 - 10 MPH.  
 Air brakes must be cut in and operative on all cars handled.  
 Max. gross weight: 143 tons.

**General Chemical Industrial Lead:** originates at MP 835.1 - 2.4 Miles.  
 Air brakes must be cut in and operative on all cars handled.

**Texas Gulf Soda Industrial Lead:** MP 0.0 to MP 5.2 - 5.2 Miles  
 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**

Trains that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided the train:

- Does not exceed 110 TPOB.
- Does not exceed a total of 75 cars, and
- Does not contain more than four other cars, including four multi-platform intermodal cars.

**Maximum gross weight:** 158 Tons.

**Wahsatch to Ogden (Westward) on both tracks.**

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic required	Timetable
60-79	500 or less	Timetable
	Over 500	20MPH MP928-936; 30MPH MP936-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
80-99	500 or less	Timetable
	Over 500 to 1000	20MPH MP928-936; 30MPH MP936-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
	Over 1000	20MPH MP928-953; 30MPH MP953-987
100 & over (see Note 1)	500 or less	20MPH MP928-936; 30MPH MP936-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
	Over 500 to 750	20MPH MP928-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
	Over 750	20MPH MP928-953; 30MPH MP953-987

**NOTE 1: Exception** - Trains that are 100 or more tons per operative brake with symbol Z and/or consisting entirely of double stack cars are authorized to operate at timetable speed provided the train has 375 or less tons per dynamic brake axle.

# EVANSTON SUBDIVISION (0265)

**Westward Trains Between: Wahsatch and Echo Tracks 1&2**

The following applies to freight trains that exceed 70 tons per operative brake and 375 tons per dynamic brake axle:

Stop the train and set retaining valves when:

1. Total brake pipe reduction exceeds 15 pounds to stop or control speed.
2. Handling a train with an inoperative pressure maintaining feature, or
3. An emergency brake application occurs.

When retaining valves are required on trains having:

1. 375 to 500 tons per dynamic brake axle; set retainers on at least 30% of total train tonnage.
2. Over 500 tons per dynamic brake axle; set retainers on at least 50% of total train tonnage.

Charge the brake system before proceeding. If retainers are not sufficient to hold the train while recharging, apply sufficient handbrakes, but not less than 15. When the brake system is recharged, reduce brake pipe pressure 10 pounds to hold the train while releasing handbrakes if used. With retaining valves in use, the application and release method of braking is recommended.

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISC. INSTRUCTIONS**

**ACS between MP 818.2 and CP C988 (Main Trk. 1 and Main Trk. 2);**

Bypass Track and MP 991.0.

**ACS Test Loops** On Main Trk. 1 and Trk. 2 westward MP 817.5 to MP 818.3; MP 917.5 eastward and westward pass Evanston; Bridge Jct. CP C818 to MP 991.0 eastward on Bypass Track and CP C990 to CP C988 (Main Trk. 1 and Main Trk. 2 and Running Tracks) eastward.

MAXIMUM SPEED TABLE	
Maximum Speed	Maximum Speed
Between Mileposts 111.4 and 111.9	15
Between Mileposts 111.9 and 112.4	15
Between Mileposts 112.4 and 113.0	15
Between Mileposts 113.0 and 113.5	15
Between Mileposts 113.5 and 114.0	15
Between Mileposts 114.0 and 114.5	15
Between Mileposts 114.5 and 115.0	15
Between Mileposts 115.0 and 115.5	15
Between Mileposts 115.5 and 116.0	15
Between Mileposts 116.0 and 116.5	15
Between Mileposts 116.5 and 117.0	15
Between Mileposts 117.0 and 117.5	15
Between Mileposts 117.5 and 118.0	15
Between Mileposts 118.0 and 118.5	15
Between Mileposts 118.5 and 119.0	15
Between Mileposts 119.0 and 119.5	15
Between Mileposts 119.5 and 120.0	15
Between Mileposts 120.0 and 120.5	15
Between Mileposts 120.5 and 121.0	15
Between Mileposts 121.0 and 121.5	15
Between Mileposts 121.5 and 122.0	15
Between Mileposts 122.0 and 122.5	15
Between Mileposts 122.5 and 123.0	15
Between Mileposts 123.0 and 123.5	15
Between Mileposts 123.5 and 124.0	15
Between Mileposts 124.0 and 124.5	15
Between Mileposts 124.5 and 125.0	15
Between Mileposts 125.0 and 125.5	15
Between Mileposts 125.5 and 126.0	15
Between Mileposts 126.0 and 126.5	15
Between Mileposts 126.5 and 127.0	15
Between Mileposts 127.0 and 127.5	15
Between Mileposts 127.5 and 128.0	15
Between Mileposts 128.0 and 128.5	15
Between Mileposts 128.5 and 129.0	15
Between Mileposts 129.0 and 129.5	15
Between Mileposts 129.5 and 130.0	15
Between Mileposts 130.0 and 130.5	15
Between Mileposts 130.5 and 131.0	15
Between Mileposts 131.0 and 131.5	15
Between Mileposts 131.5 and 132.0	15
Between Mileposts 132.0 and 132.5	15
Between Mileposts 132.5 and 133.0	15
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Between Mileposts 134.0 and 134.5	15
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Between Mileposts 135.5 and 136.0	15
Between Mileposts 136.0 and 136.5	15
Between Mileposts 136.5 and 137.0	15
Between Mileposts 137.0 and 137.5	15
Between Mileposts 137.5 and 138.0	15
Between Mileposts 138.0 and 138.5	15
Between Mileposts 138.5 and 139.0	15
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Between Mileposts 139.5 and 140.0	15
Between Mileposts 140.0 and 140.5	15
Between Mileposts 140.5 and 141.0	15
Between Mileposts 141.0 and 141.5	15
Between Mileposts 141.5 and 142.0	15
Between Mileposts 142.0 and 142.5	15
Between Mileposts 142.5 and 143.0	15
Between Mileposts 143.0 and 143.5	15
Between Mileposts 143.5 and 144.0	15
Between Mileposts 144.0 and 144.5	15
Between Mileposts 144.5 and 145.0	15
Between Mileposts 145.0 and 145.5	15
Between Mileposts 145.5 and 146.0	15
Between Mileposts 146.0 and 146.5	15
Between Mileposts 146.5 and 147.0	15
Between Mileposts 147.0 and 147.5	15
Between Mileposts 147.5 and 148.0	15
Between Mileposts 148.0 and 148.5	15
Between Mileposts 148.5 and 149.0	15
Between Mileposts 149.0 and 149.5	15
Between Mileposts 149.5 and 150.0	15
Between Mileposts 150.0 and 150.5	15
Between Mileposts 150.5 and 151.0	15
Between Mileposts 151.0 and 151.5	15
Between Mileposts 151.5 and 152.0	15
Between Mileposts 152.0 and 152.5	15
Between Mileposts 152.5 and 153.0	15
Between Mileposts 153.0 and 153.5	15
Between Mileposts 153.5 and 154.0	15
Between Mileposts 154.0 and 154.5	15
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Between Mileposts 155.5 and 156.0	15
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Between Mileposts 166.0 and 166.5	15
Between Mileposts 166.5 and 167.0	15
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Between Mileposts 168.0 and 168.5	15
Between Mileposts 168.5 and 169.0	15
Between Mileposts 169.0 and 169.5	15
Between Mileposts 169.5 and 170.0	15
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Between Mileposts 170.5 and 171.0	15
Between Mileposts 171.0 and 171.5	15
Between Mileposts 171.5 and 172.0	15
Between Mileposts 172.0 and 172.5	15
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Between Mileposts 175.5 and 176.0	15
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Between Mileposts 176.5 and 177.0	15
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Between Mileposts 182.5 and 183.0	15
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Between Mileposts 185.5 and 186.0	15
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Between Mileposts 186.5 and 187.0	15
Between Mileposts 187.0 and 187.5	15
Between Mileposts 187.5 and 188.0	15
Between Mileposts 188.0 and 188.5	15
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Between Mileposts 195.5 and 196.0	15
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Between Mileposts 199.5 and 200.0	15
Between Mileposts 200.0 and 200.5	15
Between Mileposts 200.5 and 201.0	15
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Between Mileposts 219.5 and 220.0	15
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Between Mileposts 220.5 and 221.0	15
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Between Mileposts 222.0 and 222.5	15
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Between Mileposts 223.5 and 224.0	15
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Between Mileposts 228.0 and 228.5	15
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Between Mileposts 242.0 and 242.5	15
Between Mileposts 242.5 and 243.0	15
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Between Mileposts 243.5 and 244.0	15
Between Mileposts 244.0 and 244.5	15
Between Mileposts 244.5 and 245.0	15
Between Mileposts 245.0 and 245.5	15
Between Mileposts 245.5 and 246.0	15
Between Mileposts 246.0 and 246.5	15
Between Mileposts 246.5 and 247.0	15
Between Mileposts 247.0 and 247.5	15
Between Mileposts 247.5 and 248.0	15
Between Mileposts 248.0 and 248.5	15
Between Mileposts 248.5 and 249.0	15
Between Mileposts 249.0 and 249.5	15
Between Mileposts 249.5 and 250.0	15
Between Mileposts 250.0 and 250.5	15
Between Mileposts 250.5 and 251.0	15
Between Mileposts 251.0 and 251.5	15
Between Mileposts 251.5 and 252.0	15
Between Mileposts 252.0 and 252.5	15
Between Mileposts 252.5 and 253.0	15
Between Mileposts 253.0 and 253.5	15
Between Mileposts 253.5 and 254.0	15
Between Mileposts 254.0 and 254.5	15
Between Mileposts 254.5 and 255.0	15
Between Mileposts 255.0 and 255.5	15
Between Mileposts 255.5 and 256.0	15
Between Mileposts 256.0 and 256.5	15
Between Mileposts 256.5 and 257.0	15
Between Mileposts 257.0 and 257.5	15
Between Mileposts 257.5 and 258.0	15
Between Mileposts 258.0 and 258.5	15
Between Mileposts 258.5 and 259.0	15
Between Mileposts 259.0 and 259.5	15
Between Mileposts 259.5 and 260.0	15
Between Mileposts 260.0 and 260.5	15
Between Mileposts 260.5 and 261.0	15
Between Mileposts 261.0 and 261.5	15
Between Mileposts 261.5 and 262.0	15
Between Mileposts 262.0 and 262.5	15
Between Mileposts 262.5 and 263.0	15
Between Mileposts 263.0 and 263.5	15
Between Mileposts 263.5 and 264.0</	



**OGDEN SUBDIVISION (0750)**

Mile Post	Rule 6.3	CP #s	Radio Display: McCammon to Ogden-2525(*16)		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
111.4	CTC	G192	CP G192 (0.2)			
111.2 109.8		G111 G110	McCAMMON (6.4)	TI	IY038	E6624 w6368
104.8	TWC ABS		ARIMO (9.8)		UN105	6046
95.0			DOWNEY (10.6)		UN095	5991
84.4			SWAN LAKE (5.6)		UN085	6005
78.8			COULAM (7.4)		UN078	6007
71.4			DAYTON (6.0)		UN071	6011
65.4			WESTON (8.8)		UN065	6103
56.6			TRENTON (8.0)		UN057	6098
48.6			CACHE JCT. (4.6)	BT	UN049	8619
44.0			WHEELON (8.3)		UN045	6010
35.7			DEWEY (5.3)		UN036	6044
30.4			HONEYVILLE (9.3)		UN030	5984
21.1			BRIGHAM CITY (6.5)	YT	UN021	Yard
14.6			WILLARD (5.1)		UN014	6027
9.5			LITTLE MOUNTAIN JCT. (0.5)	T		
9.0			HOT SPRINGS (7.3)		UN009	5938
1.7			SP JCT. (1.7)	Y	UN002	6079
0.0			OGDEN	YTB	UY993	Yard

(111.4)

**SI-01 MAIN TRACK AUTHORITY**

CTC Between MP 111.4 and MP 109.8.

ABS-TWC Between MP 109.8 and MP 0.4.

Yard Limits Between MP 23.0 and MP 19.0;  
MP 2.0 and MP 0.0.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
Between Mileposts 111.4 and 0.0	PSGR FRT
(Except as Below).....	79 60
111.4 and 110.8.....	45 40
107.8 and 107.3.....	70 60
102.7 and 102.3.....	65 60
99.7 and 99.4.....	60 55
93.9 and 92.3.....	70 60
90.4 and 90.1.....	55 50
87.5 and 85.6.....	65 60
83.0 and 82.7.....	50 45
67.2 and 66.0.....	50 45
64.5 and 64.1.....	70 60
53.9 and 53.5.....	70 60

Between Mileposts 111.4 and 0.0	PSGR	FRT
(Except as Below).....	79	60
51.4 and 51.1.....	50	45
49.4 and 47.2.....	40	30
47.2 and 46.2.....	40	25
46.2 and 44.6.....	12	12
44.6 and 43.9.....	45	40
43.9 and 42.0.....	45	45
42.0 and 38.1.....	65	60
38.1 and 37.8.....	50	45
23.5 and 23.1.....	70	60
21.1 and 20.9.....	45	40
20.9 and 19.1.....	65	55
14.0 and 10.3.....	70	60
3.0 and 1.9.....	75	55
1.9 and 0.8.....	45	25
0.8 and 0.0.....	20	15

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts McCammon Jct. - No.1 Trk. to Ogden Sub.	15
3. Misc. Speed Restrictions Ogden Terminal Limits Cecil Jct. through crossover.....	15

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILEPOST EQUATIONS**

MP 111.4 = MP 191.6

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

(#) 88.7	(#) 40.0
(#) 59.7	(#) 16.5
% 46.3	
% 45.4	
% 44.6	

**SI-08 RULES ITEMS - None.**

**SI-09 FRA EXCEPTED TRACKS - None.**

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA. #S
Virginia .....	100.4	UN100
Cornish .....	60.5	UN061
Randall .....	6.3	UN007
Wip .....	5.8	UN006
Harrisville .....	4.7	UN005

**SI-11 INDUSTRIAL LEADS - None.**

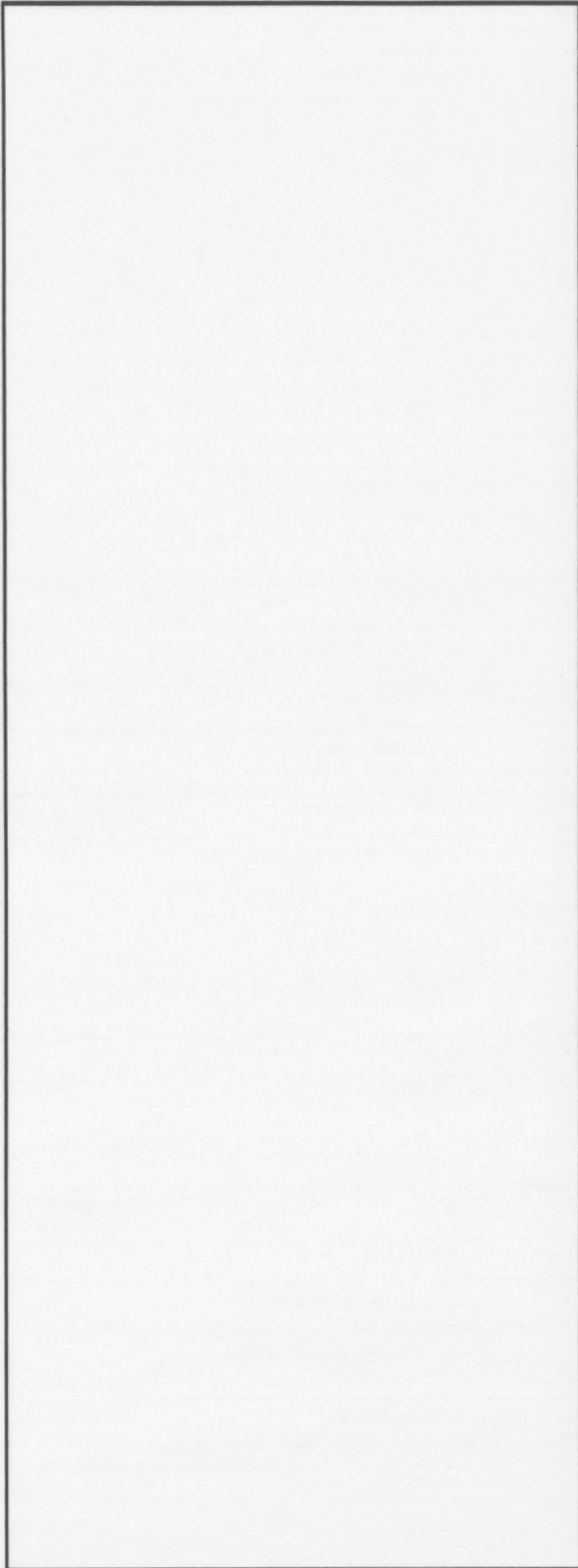
**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum gross weight: 143 Tons.

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISC. INSTRUCTIONS**

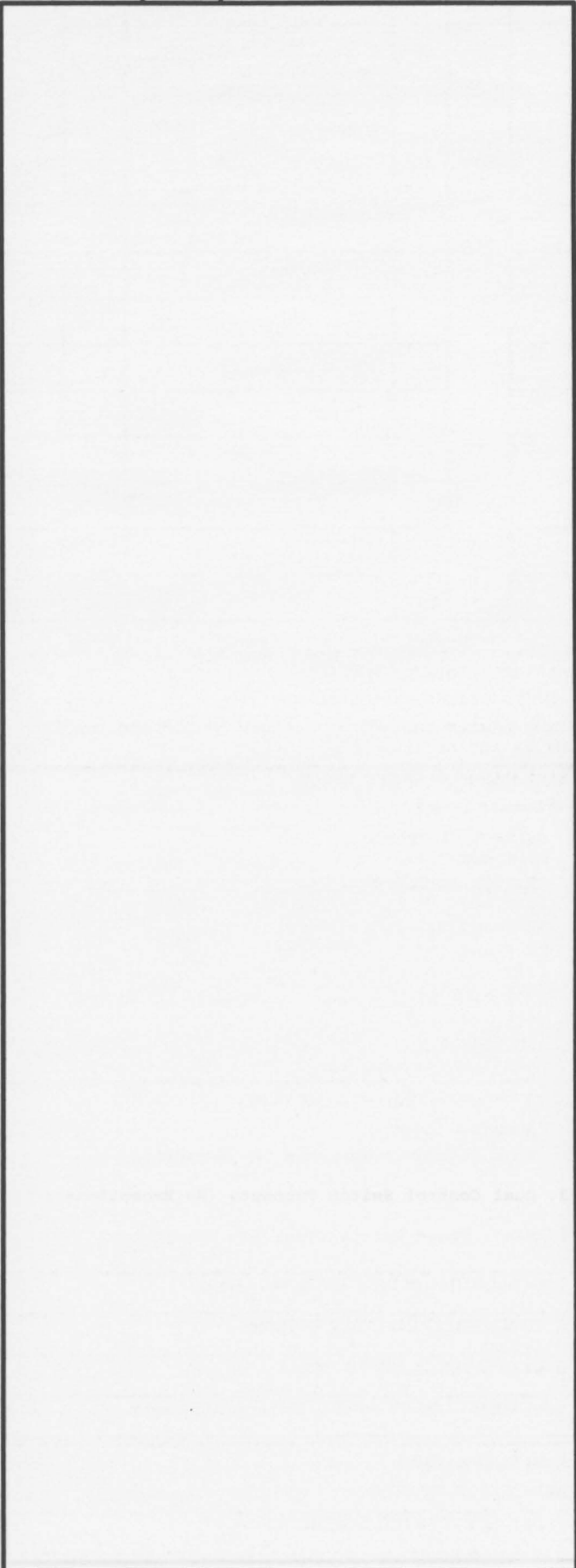
Trains operating on sidings must approach crossings prepared to stop unless warning device is known to provide warning.



STATION	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK	TRUCK
1	2	3	4	5	6	7	8	9	10
11	12	13	14	15	16	17	18	19	20
21	22	23	24	25	26	27	28	29	30
31	32	33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48	49	50
51	52	53	54	55	56	57	58	59	60
61	62	63	64	65	66	67	68	69	70
71	72	73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88	89	90
91	92	93	94	95	96	97	98	99	100

**MALAD SUBDIVISION (0754)**

Mile Post	Rule 6.3	CP #s	Radio Display: 2525(*16)		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
52.1	TWC		END OF TRACK (0.6)			
51.5			MALAD (20.5)		T UD952	
31.0			NUCOR (11.3)			UD931
19.7			GARLAND (1.9)			UD918
17.8			TREMONTON (6.3)			UD920
11.5			FORD (6.0)			UD912
5.5			CORINNE (5.5)			UD906
0.0			BRIGHAM CITY		YT	UN021
(52.1)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
TWC In Effect Entire Subdivision.						
Yard Limits Between MP 0.0 and MP 4.0.						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
<b>Between Mileposts</b>						
52.1 and 0.0						
(Except as Below).....						
52.1 and 51.1.....						
0.4 and 0.0.....						
25						
10						
20						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
<b>Maximum Speed</b>			<b>MPH</b>			
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 DTC BLOCK LIMITS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>						
<b>SI-08 RULES ITEMS</b>						
Rule 5.4.4 in effect.						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS - None.</b>						
<b>SI-11 INDUSTRIAL LEADS - None.</b>						
<b>SI-12 TONNAGE RESTRICTIONS - None.</b>						
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>						
<b>SI-14 MISCELLANEOUS INSTRUCTIONS - None.</b>						





# CACHE VALLEY SUBDIVISION (0755)

Mile Post	Rule 6.3	CP #s	Radio Display: Weekdays - Preston to Cache Jct.-2525(*16) - Weekends and Nights - Preston to Cache Jct.-2525(*10) -		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS	NORTH ▲		
50.8	TWC		PRESTON (7.2)	T	UC251	
43.6			FRANKLIN (2.1)		UC244	
41.5			PRESTO (10.0)		UC242	
31.5			SMITHFIELD (7.4)		UC232	
24.1			LOGAN (3.9)	YT	UC224	
20.2			HOLT (2.6)		UC220	
17.6			HYRUM (3.8)		UC218	
13.8			WELLSVILLE (13.6)		UC214	
0.2			CACHE JCT.	YT	UN049	

(50.6)

**SI-01 MAIN TRACK AUTHORITY**

**TWC In Effect** Entire Subdivision.  
**Yard Limits** Between MP 1.0 and MP 0.0 and MP 23 and MP 25.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b>	
50.8 and 0.2	
(Except as Below).....	40
50.8 and 50.2.....	10
50.2 and 21.6.....	25
18.0 and 17.7.....	15
17.7 and 17.1.....	25
13.9 and 13.5.....	15
13.5 and 1.0.....	25
1.0 and 0.2.....	20

**SI-03 OTHER SPEED RESTRICTIONS**

- | Maximum Speed   | MPH |
|---|-----|
| <b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>  |     |
| <b>2. Dual Control Switch Turnouts (No Exceptions.)</b> |     |
| <b>3. Misc. Speed Restrictions (No Exceptions.)</b>     |     |

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILEPOST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - 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 - None.**

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISC. INSTRUCTIONS**

**At MP 50.6** All trains protect crossing unless advised otherwise by signal employee.

LAKESIDE SUBDIVISION (0796)

Mile Post	Rule 6.3	CP #s	Radio Display: Ogden to Alazon- 9696(*76) -		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
781.2	DTC		OGDEN (11.5)	BT	UY993	
769.7			UTAH INDUSTRIAL PARK (2.5)	T	UL013	
767.2	CTC		LITTLE MOUNTAIN (8.1)		UL015	2535
759.1			PROMONTORY POINT (6.2)	!	UL024	21193
754.9						
752.9	DTC		BRIDGE (13.2)		UL029	
739.7			TRESEND (5.1)		UL043	
734.6			LAKESIDE (5.1)		UL048	10560
729.5			STRONGKNOB (8.1)		UL053	
721.4	CTC		HOGUP (9.7)	!	UL062	9670
719.5						
711.7			GROOME (8.9)	!	UL071	9650
709.8						
702.8			LEMAY (8.3)	!	UL080	9590
700.9						
694.5			JACKSON (8.4)	!	UL087	9630
692.6						
686.1			PIGEON (6.6)	!	UL097	9580
684.2						
679.5	DT		LUCIN (17.6)		UL103	
661.9	ABS		MONTELLO (20.3)		UL121	N6000
641.6	CTC		VALLEY PASS (8.2)		UL143	9715
639.7						
633.4			PEQUOP (7.9)	!	UL151	9700
631.5						
625.5			HOLBORN (8.1)	!	UL159	9480
623.6						
617.4	DT		MOOR (9.9)		UL167	
607.5	ABS		WELLS (3.9)		UX240	N6145
603.6	CTC		ALAZON		UX244	

(177.6)

**SI-01 MAIN TRACK AUTHORITY**

**DTC between MP 781.2 and MP 767.1;**  
MP 754.9 and MP 721.4.

**ABS, Rule 9.14 between MP 617.4 and Alazon**  
MP 603.8; MP 679.3 and Valley Pass MP 641.6.

**CTC Between MP 767.2 and MP 754.9;**  
MP 721.4 and MP 679.3;  
MP 641.6 and MP 617.4;  
MP 603.8 and MP 603.6.

**Rule 9.15 Track Permits between: Moor MP 617.4**  
and Alazon MP 603.8;  
Lucin MP 679.3. and Valley Pass MP 641.6.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>781.2 and 603.6 Westward</b>	
(Except as Below).....	70
781.2 and 781.0.....	25
781.0 and 780.5.....	55
780.5 and 767.2.....	60
767.2 and 767.0.....	50
767.0 and 762.9.....	60
762.9 and 762.8.....	40
762.8 and 754.9.....	60
754.9 and 748.2.....	49
748.2 and 747.8.....	30
747.8 and 721.4.....	49
684.3 and 682.7.....	65
679.6 and 678.4.....	50
678.4 and 670.4.....	40
670.4 and 655.8.....	60
655.8 and 645.0.....	40
645.0 and 641.5.....	60
641.5 and 635.7.....	65
635.7 and 616.2.....	50
616.2 and 614.9.....	45
614.9 and 613.8.....	40
613.8 and 607.0.....	45
607.0 and 603.6.....	60
<b>Against Current of Traffic</b>	
<b>(Westward).....</b>	
781.2 and 780.0.....	25
780.0 and 767.2.....	40
679.3 and 653.3.....	49
653.3 and 650.0.....	40
650.0 and 646.6.....	49
646.6 and 646.4.....	45
646.4 and 641.6.....	49
617.4 and 608.6.....	40
608.6 and 603.7.....	49
603.7 and 603.2.....	40
<b>Between Mileposts</b>	
<b>603.6 and 781.2 Eastward</b>	
(Except as Below).....	70
603.6 and 603.7.....	40
603.7 and 608.6.....	50
608.6 and 617.4.....	40
617.4 and 635.7.....	50
635.7 and 641.5.....	65
641.5 and 645.0.....	60
645.0 and 646.4.....	50
646.4 and 646.6.....	45
646.6 and 650.0.....	50
650.0 and 653.3.....	40
653.3 and 658.0.....	50
658.0 and 679.5.....	60
679.5 and 679.6.....	50
684.3 and 689.4.....	60
689.4 and 691.2.....	65
721.4 and 747.8.....	49
747.8 and 748.2.....	30
748.2 and 754.9.....	49
754.9 and 762.8.....	60
762.8 and 762.9.....	40
762.9 and 767.0.....	60
767.0 and 767.2.....	50
767.2 and 780.5.....	60

**Between Mileposts**  
**603.6 and 781.2 Eastward**

(Except as Below).....	70
780.5 and 781.0.....	55
781.0 and 781.2.....	25

**Against Current of Traffic**  
**(Eastward)**

603.8 and 617.4.....	40
641.6 and 646.4.....	40
646.4 and 652.5.....	30
652.5 and 679.3.....	40
767.2 and 780.0.....	49
780.0 and 781.2.....	25

**SI-03 OTHER SPEED RESTRICTIONS**

<b>Maximum Speed</b>	<b>MPH</b>
<b>1. Thru Sidings &amp; Turnouts</b>	
Siding: Wells, Montello, Little Mt.....	10
Sidings: Hogup, Groome, Lemay and Jackson.....	12
<b>2. Dual Control Switch Turnouts</b>	
Crossover at Valley Pass.....	40
Turnout Alazon MP 713.6 (MP 603.6).....	40
Turnout MP 679.5.....	50
Turnout MP 617.4.....	25
<b>3. Misc. Speed Restrictions</b>	
Ogden, New Runner.....	15
Lakeside Quarry Tracks.....	5

**SI-04 MAIN TRACK DESIGNATIONS**  
 Two Main Tracks: Between MP 781.2 and MP 767.1; MP 679.5 and MP 641.6; MP 617.4 and MP 603.8.

**SI-05 MILEPOST EQUATIONS**  
 MP 679.82 (No. 1 Track) = MP 679.00B.

**SI-06 DTC BLOCK LIMITS**

WEST	BLOCK NAME	EAST	WEST	BLOCK NAME	EAST
780.2	Ogden Trk. 2	781.2	749.0	Bridge	754.9
767.1	Weber Trk. 2	780.2	744.0	Marsh	749.0
780.2	Cecil Trk. 1	781.2	737.3	Tresend	744.0
767.1	Bailey Trk. 1	780.2	734.2	Lakeside	737.3
			721.4	Strongknob	734.2

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

% 776.0 Trk 2	(#) 676.4 Trk 2	% 604.6 Trk 2
(#) 772.0 *	(#) 664.0	
(#) 754.1	(#) 653.2	
(#) 734.0	(#) 644.2 Trk 1	
(#) 716.1	(#) 641.9 Trk 2	
(#) 706.0	(#) 620.6	
(#) 683.8	% 610.4 Trk 1	

\*Detector is also a 'Hot Wheel' detector. Inspection will be made of all wheels on car or cars reported to have hot wheels. If hot wheels cannot be located, an inspection must be made of ALL WHEELS on the 2 cars immediately ahead and the 2 cars immediately behind the suspect car. If the car(s) with hot wheels is located, check handbrakes, position of retaining valves and condition of air brakes. Car number, defect and corrective action taken will be transmitted to train dispatcher.

**SI-08 RULES ITEMS**  
**Rule 6.28:** Applies on track between MP 781.2 and Ogden.  
**Rule 6.32.2:** When moving against the current of traffic between Ogden and Alazon, trains must STOP and apply rule at following kings: MP 780.9, MP 779.9, MP 777.9, MP 777.1, MP 776.1, MP 775.0 and MP 772.0.  
**Rule 6.5 Exception:** Between MP 754.9 and MP 734.0, work trains equipped with an occupied caboose must not exceed 35 mph when handling cars ahead of the engine unless otherwise restricted.

**SI-09 FRA EXCEPTED TRACKS - None.**

**SI-10 BUSINESS TRACKS**

<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
Cobre E.....	644.6	UL139
Tecoma E.....	669.3	UL113

**SI-11 INDUSTRIAL LEADS**  
**UTIP Industrial Lead:** MP 769.7 Little Mountain to Utah Industrial Park 4.5 miles. Six 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 35 cars on curve between Switch No. 601 and Switch No. 708.

**SI-12 TONNAGE RESTRICTIONS/TPOB**  
**Maximum gross weight: 158 Tons.**  
 On descending grades between MP 645.4 and MP 660.0, MP 671.0 and MP 675.0 (Eastward Track), and MP 616.3 and MP 607.8, the following table must be used to determine the maximum speed taking into account freight train's TPOB and tons per axle of operative dynamic brake.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
115 or below	250 or less	No restriction
	Over 250	40 MPH
Above 115	250 or less	40 MPH
	Over 250	25 MPH



LAKESIDE SUBDIVISION (0796)

**SI-13 TRAIN MAKE-UP RESTRICTIONS**

On descending grades between:

- MP 645.4 and MP 660.0;
- MP 671.0 and MP 675.0 (Eastward Track);
- MP 616.3 and MP 607.8,

operative dynamic brakes on a locomotive consist must not exceed the following:

- 28 axles on head end of a loaded bulk commodity unit train;
- 24 axles on head end of other than a loaded bulk commodity unit train.

**Coupler Limits:**

The actual trailing tonnage behind a car must not exceed the coupler limit when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the actual trailing tonnage.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

Coupler Limits			
	Standard Car Coupler	High Strength Car Coupler	
Wells to Moor	8,700	12,300	
Lucin to Valley Pass (Trk #2)	8,700	12,300	
Montello to Valley Pass (Trk #1)	8,700	12,300	

**SI-14 MISC. INSTRUCTIONS**

**Ogden:** Eastward trains must not pass MP 779.8 (Marriott St.) until yarding instructions have been received from train dispatcher, 30th. St. Tower yard master or their representative.

Westward trains departing Ogden on the Lakeside Sub. must contact the 30th. St. Tower yardmaster or their representative and provide departure time. Use radio channel 2727 or 2020.

Trains or engines must have permission of yardmaster before lining switches and moving over Patterson Avenue or using North Runner.

*(This section contains a large, faint, and mostly illegible table, likely a train schedule or track diagram. The text is too light to transcribe accurately.)*



## SHAFTER SUBDIVISION (0785)

Mile Post	Rule 6.3	CP #s	Radio Display:		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
			Smelter to Alazon - 2424 (*14) - Alazon to Elko Trk2 - 2424(*14)			
			Alazon to Elko Trk1 - 9696(*76) -			
911.4	CTC	C766	SMELTER (13.6)	X	UX047	
897.8		F898	BURMESTER		UX061	6135
896.5		F896	(10.8)			
887.0		F887	TIMPIE	!	UX072	8028
885.3		F885	(7.6)			
879.4		F879	DELLE	T	UX079	8000
877.8		F878	(12.6)			
866.8		F867	LOW		UX092	5959
865.5		F865	(11.9)			
854.9		F855	CLIVE		UX104	6002
853.6		F854	(9.1)			
845.8		F846	KNOLLS		UX113	5965
844.5		F845	(10.3)			
835.5		F836	BARRO		UX123	6251
834.3		F834	(9.7)			
825.8		F826	ARINOSA		UX133	6239
824.5		F825	(9.8)			
816.0		F816	SALDURO		UX143	6114
814.8		F815	(7.9)			
808.1		F808	WENDOVER		UX151	10410
806.0		F806	(8.8)			
799.3		F799	OLA		UX160	5979
798.0		F798	(9.7)			
789.6		F790	PILOT		UX169	5994
788.4		F788	(8.0)			
781.6		F782	CLIFSIDE		UX177	5976
780.3		F780	(8.5)			
773.1		F773	SILVER ZONE		UX186	5994
771.8		F772	(6.0)			
767.1		F767	SHAFTER		UX192	6002
765.8		F766	(8.8)			
758.3		F758	SAGE		UX201	6020
757.0		F757	(10.4)			
747.9		F748	SPRUCE	T	UX211	6102
746.6		F747	(9.0)			
738.9		F739	VENTOSA		UX220	6224
737.7		F738	(10.2)			
728.7		F729	RUBY		UX230	6010
727.4		F727	(10.3)			
718.4		F718	WELLS		UX240	6146
717.1		F717	(4.8)			
<b>Track 2</b>						
713.6	DT TRK 2	F714	ALAZON (13.6)	X	UX244	
700.0			DEETH (16.7)		UX258	5723
683.3			ELBURZ (12.6)	X	UX275	5780
670.7		F671	E. ELKO	B(M)T		Yard
(240.7)						

Track 1						
603.6	DT TRK 1	F714	ALAZON (14.0)	X	UX244	
589.6			DEETH (12.9)		UX258	
576.7			HALLECK (3.6)		UX271	
573.1			ELBURZ (13.8)	X	UX275	
559.3			ELKO (UP CONNECTION) (2.3)			
557.0			ELKO (AMTRACK STATION)	BT	UX293	Yard
(244.4)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
CTC Between MP 911.4 and MP 713.6.						
Rule 9.14/ABS Between MP 713.6 and MP 670.7 Trk 2; MP 603.6 and MP 557.0 Trk 1.						
MP670.7 - MP676.2 on #2. MP557 - MP562 on #1. Trains and engines may move in both directions on authority of train dispatcher. Movement against the current of traffic must be made at restricted speed.						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
Maximum Speed			MPH			
<b>Between Mileposts</b>						
<b>911.4 and 713.6</b>						
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..... 70 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..... 65 55						
716.2 and 715.1..... 70 60						
<b>Between Mileposts</b>						
<b>713.6 and 670.7 TRK.2</b>						
PSGR FRT						
(Except as Below)..... 79 70						
713.6 and 707.8..... 70 60						
707.8 and 685.0..... 70 70						
685.0 and 681.0..... 70 60						
681.0 and 674.8..... 50 45						
674.8 and 670.7..... 65 50						
<b>Between Mileposts</b>						
<b>603.6 and 557.0 TRK.1</b>						
PSGR FRT						
(Except as Below)..... 70 70						
591.2 and 582.9..... 70 60						
569.5 and 566.5..... 60 50						
566.5 and 562.8..... 60 60						
558.0 and 557.0..... 70 65						





LYNNDYL SUBDIVISION (0775)

Mile Post	Rule 6.3	CP #s	Radio Display: 18th No. to Milford 4242(*13)		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
782.9	CTC 2MT	C784	SALT LAKE CITY (0.4)	(M)	UZ029	Yard
782.5		C782	GRANT TOWER (2.0)	(X)(M)	UZ030	
780.5		C780	ORANGE ST. (1.4)	X	UZ032	S6000
779.1		C779	BUENA VISTA (3.9)		UZ034	S6000
777.9		C778	MP EQUATION (1.5)			
775.2			MP EQUATION (1.5)			
=B773.7			MP EQUATION (6.4)			
B775.2			MP EQUATION (6.4)			
=775.2						
768.8		C770	GARFIELD (0.6)			N5832
767.6		C767	CP C768 (1.8)			S6153
768.2		C768	CP C768 (1.8)			
766.4	CTC	C766	SMELTER (1.2)	X	UZ047	
765.2		C765	LAKE POINT (8.3)		UZ049	6012
763.9		C764	ERDA (8.5)		UZ057	5985
756.9		C757	WARNER (4.6)	T!	UZ065	9722
755.6		C756	STOCKTON (6.9)		UZ070	6410
748.4		C748	ST. JOHN (13.0)		UZ077	6009
746.4		C746	FAUST (6.2)	!	UZ090	8805
743.8		C744	PEHRSON (6.4)		UZ096	6013
742.5		C742	LOFGREEN (5.6)		UZ103	6717
736.9		C737	BOULTER (7.0)	!	UZ109	8855
735.6		C736	TINTIC (6.1)	!	UZ114	5964
723.9		C724	McINTYRE (6.5)		UZ121	6036
722.1		C722	JERICHO (9.9)	!	UZ128	9709
717.7		C718	CHAMPLIN (8.7)		UZ138	6797
716.4		C716	LYNNDYL (3.5)	!	UZ147	8804
711.3		C711	CP 664 (5.2)			
709.9		C709	STRONG (8.1)		UZ157	5989
705.7		C706	DELTA (3.0)	T!	UZ164	N6069
703.9		C704	CP C648 (7.5)			S9046
698.7		C699	VAN (8.5)		UZ173	5997
697.4		C697	CLEAR LAKE (14.0)		UZ182	5900
692.6		C693	BLOOM (7.0)		UZ198	5989
691.3		C691	CRUZ (10.7)	!	UZ203	8862
686.1		C686	CRUZ (10.7)	!	UZ203	8862
684.1		C684				
676.2		C676				
674.8		C675				
667.5		C667				
665.7		C666				
664.2		C664				
659.0		C659				
657.7		C658				
650.9		C651				
649.6		C650				
647.9		C648				
640.4		C640				
639.2		C639				
631.9		C632				
630.7		C631				
617.9		C618				
616.7		C617				
610.9		C611				
609.1		C609				

600.2	CTC	C600	BLACK ROCK (9.6)		UZ214	6022
598.9		C599	READ (5.2)		UZ223	5996
590.6		C589	MURDOCK (6.4)		UZ228	5996
589.3		C585				
585.4		C584				
584.1						
579.0	CTC 2MT	C579	E. MILFORD (2.3)	B	CX235	
576.7		C577	MILFORD	!BX	CX236	21474

(205.5)

SI-01 MAIN TRACK AUTHORITY

CTC Entire subdivision.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>782.9 and 678.0</b>	<b>PSGR FRT</b>
(Except as Below).....	79 60
782.9 and 782.2.....	10 10
782.2 and 780.8.....	20 20
780.8 and 779.2.....	50 50
770.6 and 770.1.....	70 60
767.5 and 767.1.....	70 60
763.4 and 762.7.....	65 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
715.9 and 712.5.....	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
689.0 and 680.5.....	60 45
680.5 and 678.9.....	65 50
<b>Between Mileposts</b>	
<b>678.0 and 576.7</b>	<b>PSGR FRT</b>
(Except as Below).....	79 70
656.4 and 655.8.....	70 60

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
CP C766 and CP C770.....	40
Warner MP 748.4 to yard lead.....	15
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks Salt Lake to Smelter and CP C579 to CP C577.0.

SI-05 MILEPOST EQUATIONS

Between Buena Vista and Garfield MP 775.2 = MP B773.7 and MP B775.2 = MP 775.2 a distance of 1.5 miles.

SI-06 DTC BLOCK LIMITS - None.





# CALIENTE SUBDIVISION (0765)

Mile Post	Rule 6.3	CP #s	Radio Display:		Sta. #s	Siding Feet
			Milford to Caliente—4242(*12)	Caliente to Las Vegas—2727(*12)		
			WEST	EAST		
			▼ STATIONS ▲	▲		
576.7	CTC 2MT	C577	MILFORD	BX!	CX236	21474
574.8		C575	CP C575		CX237	
572.0	CTC	C572	UPTON		CX241	6026
570.8		C571	(9.9)			
562.1		C562	THERMO	!	CX251	8737
560.3		C561	(10.8)			
551.3		C551	LATIMER		CX262	5982
550.0		C550	(8.5)			
542.8		C543	LUND	T!	CX272	9100
540.9		C541	(10.4)			
532.4		C532	ZANE		CX281	6006
531.1		C531	(5.5)			
526.9		C527	BERYL		CX286	5972
525.6		C525	(9.5)			
517.4		C518	HEIST	!	CX297	8854
515.6		C516	(6.6)			
510.8		C511	MODENA	T	CX303	6000
509.6	C510	(9.0)				
501.8	C502	UVADA		CX312	6007	
500.5	C501	(4.2)				
497.6	C498	CRESTLINE	!	CX319	8811	
495.8	C496	(7.3)				
490.3	C490	BROWN		CX324	6013	
489.0	C489	(5.5)				
484.8	C485	ACOMA		CX328	6034	
483.6	C484	(8.1)				
476.7	C477	ISLEN	!	CX338	8539	
475.0	C475	(5.4)				
471.3	C471	RICHMOND	!	CX342	5876	
470.0	C470	(4.4)				
466.9	CTC 2MT	C467	ECCLES	!	CX349	15177
463.9		C464	(5.9)			
461.0	CTC	C461	CALIENTE	B!	CX353	N6257
459.7		C460	(2.8)			S6768
458.2	CTC 2MT	C458	CP C458			
				(2.7)		
455.5	CTC	C455	ETNA		CX358	6098
454.2		C454	(5.0)			
450.5		C451	STINE		CX363	5978
449.2		C449	(4.1)			
446.4		C447	BOYD	!	CX368	8820
444.6		C445	(7.4)			
439.0		C439	ELGIN		CX375	6166
437.8		C438	(3.4)			
435.6		C436	KYLE	!	CX379	8832
433.8		C434	(5.9)			
429.7		C430	LEITH		CX384	5957
428.5		C428	(10.4)			
419.3		C419	CARP	!	CX394	8927
417.5		C418	(5.3)			
414.0		C414	VIGO		CX399	6083
412.7	C413	(5.2)				
408.8	C409	GALT	!	CX405	6145	
407.7	C408	(5.4)				
403.4	C403	HOYA	!	CX410	8839	
401.6	C402	(4.6)				
398.8	C399	ROX		CX415	6660	
397.5	C397	(5.1)				

393.7	CTC	C394	FARRIER		CX420	6066
392.4		C392	(9.3)			
384.4		C384	MOAPA	T!	CX430	8919
382.6		C383	(10.0)			
374.4		C374	UTE		CX439	6101
373.1		C373	(10.5)			
363.9		C364	DRY LAKE		CX450	6094
362.6		C363	(6.1)			
357.8		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	(3.8)				
339.7	C340	WANN	!	CX474	8974	
337.8	C338	(4.4)				
335.3	CTC 2MT	C336	OWENS AVE.		CX477	
				(0.8)		
334.5	CTC 3MT	C335	STEWART AVE.			
				(0.2)		
334.3			LAS VEGAS	B	CX479	Yard

(242.4)

### SI-01 MAIN TRACK AUTHORITY

CTC Entire subdivision.

### SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
<b>Between Mileposts</b>		
<b>576.7 and 500.0</b>	<b>PSGR</b>	<b>FRT</b>
(Except as Below).....	79	70
576.7 and 576.2 (R).....	50	35
502.5 and 500.0.....	70	55
<b>Between Mileposts</b>		
<b>500.0 and 393.9</b>	<b>PSGR</b>	<b>FRT</b>
(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 (R) and 470.7.....	20	20
470.7 and 469.1.....	30	25
469.1 and 468.1.....	55	45
468.1 and 466.3.....	60	45
466.3 and 466.0.....	50	45
466.0 and 463.9.....	60	45
463.9 and 461.7.....	40	35
461.7 and 461.2.....	30	25
461.2 and 460.0.....	45	35
460.0 and 458.4.....	50	40
455.2 and 452.5.....	40	35
452.5 and 450.2.....	40	30
450.2 and 450.0.....	35	30
450.0 and 446.9.....	40	30
446.9 and 445.4.....	35	30

Between Mileposts		
	PSGR	FRT
500.0 and 393.9		
(Except as Below)	79	50
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
430.0 and 428.2	60	45
428.2 and 425.4	50	45
425.4 and 419.7	70	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	70	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	60	50
364.3 and 363.8	70	60
359.5 and 358.5	60	50
358.5 and 356.1	45	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	
Islen Siding	25
Milford MT2 at MP 576.3	20
2. Dual Control Switch Turnouts	
W. Islen; E. Richmond; Eccles; E. Boyd;	
W. Kyle; Galt;	20
3. Misc. Speed Restrictions (No Exceptions.)	

**SI-04 MAIN TRACK DESIGNATIONS**  
**Two Main Tracks** MP 576.7 to CP C575; CP C467 to CP C464; CP C461 to CP C458; CP C336 to CP C335.  
**Three Main Tracks** CP C335 to Las Vegas;  
 North Track is No.3.  
 Center Track is No.1.  
 South Track is No.2.

**SI-05 MILEPOST EQUATIONS**  
 MP 493 to MP 494 = 850 Ft.

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

(#) 566.4	(#) 439.2
(#) 546.5	‡ 434.6
(#) 520.8	‡ 432.3
(#) 499.0	‡ 430.2
(#) 479.6	(#) 423.0
‡ 474.0	‡ 410.4
‡ 472.3	‡ 406.4
‡ 470.0	(#) 388.2
(#) 456.3	(#) 368.0
‡ 448.7	\$ 353.1
‡ 442.9	(#) 341.0

**SI-08 RULES ITEMS**  
**Speed Condition Warning Device** between MP 492 and MP 495. Be governed by Rule 13.2.2.  
**On passenger trains**, running air test as required by Air Brake Rule 30.7.2 must be made at MP 494 eastward and westward.

**SI-09 FRA EXCEPTED TRACKS - None.**

**SI-10 BUSINESS TRACKS**

Track Name	MP	STA #S
Little Springs E.	472.0	CX341
Arrolime	353.8	CX459
Fibreboard Spur W.	352.0	CX461
Nevada Industrial Park W.	340.0	CX473

**SI-11 INDUSTRIAL LEADS**  
**Las Vegas Industrial Park Industrial Lead:** on curves 5 MPH.

**Valley-Nellis Industrial Lead:**

**SI-12 TONNAGE RESTRICTIONS/TPOB**  
**Maximum gross weight:** 158 Tons.  
**On Westward Freight Trains:** departing Crestline, dynamic brake must be placed in service and tested for proper operation between west switch Crestline and east switch Brown. Retaining valves must be used as follows:  
 1. On any freight train with over 650 tons per dynamic brake axle and having more than 75 tons per operative brake, all retaining valves from Islen to Richmond.  
 2. On any freight train with over 650 tons per dynamic brake axle having less than 75 tons per operative brake, not less than 25 retaining valves on head end of train, from Islen to Richmond.  
 Any freight train with over 500 tons per dynamic brake and having more than 85 tons per operative brake must not exceed 25 MPH Crestline to Farrier. This does not modify the requirements of Paragraph 1 above.

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISC. INSTRUCTIONS**  
**Dike:** Derail on West end of siding 400 ft. from West signal.  
**Las Vegas Review Journal:** Trains after stopping at STOP sign located on south side of track are governed by Rule 6.32.2.  
**Time Zone Change:** East of MP 334 is Mountain Time. West of MP 334 is Pacific Time.  
**Valley:** Trains picking up or setting out are to use only 401, 402, 403 or 711 trks. Do not go into the plant.

# MEAD LAKE SUBDIVISION (0769)

Mile Post	Rule 6.3	CP #s	Radio Display: Moapa to Mead Lake-2727(*12) -		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
0.0	TWC		MOAPA (3.3)		T CX430	
3.3			ARROWHEAD (6.9)		CX703	
10.2			LOGANDALE (6.5)		CV710	
16.7			MEAD LAKE (0.4)		T CV717	
17.1			END of TRACK			

(17.1)

**SI-01 MAIN TRACK AUTHORITY**  
TWC Entire subdivision.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b>	
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 (No Exceptions.)	

**SI-04 MAIN TRACK DESIGNATIONS - None.**

**SI-05 MILEPOST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - 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 - None.**

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISCELLANEOUS INSTRUCTIONS - None.**

*(This section contains a very faint, illegible timetable grid with multiple columns and rows of data.)*







(0070) 0100

181	182	183	184	185	186	187	188	189	190
191	192	193	194	195	196	197	198	199	200
201	202	203	204	205	206	207	208	209	210
211	212	213	214	215	216	217	218	219	220
221	222	223	224	225	226	227	228	229	230
231	232	233	234	235	236	237	238	239	240
241	242	243	244	245	246	247	248	249	250
251	252	253	254	255	256	257	258	259	260
261	262	263	264	265	266	267	268	269	270
271	272	273	274	275	276	277	278	279	280
281	282	283	284	285	286	287	288	289	290
291	292	293	294	295	296	297	298	299	300
301	302	303	304	305	306	307	308	309	310
311	312	313	314	315	316	317	318	319	320
321	322	323	324	325	326	327	328	329	330
331	332	333	334	335	336	337	338	339	340
341	342	343	344	345	346	347	348	349	350
351	352	353	354	355	356	357	358	359	360
361	362	363	364	365	366	367	368	369	370
371	372	373	374	375	376	377	378	379	380
381	382	383	384	385	386	387	388	389	390
391	392	393	394	395	396	397	398	399	400
401	402	403	404	405	406	407	408	409	410
411	412	413	414	415	416	417	418	419	420
421	422	423	424	425	426	427	428	429	430
431	432	433	434	435	436	437	438	439	440
441	442	443	444	445	446	447	448	449	450
451	452	453	454	455	456	457	458	459	460
461	462	463	464	465	466	467	468	469	470
471	472	473	474	475	476	477	478	479	480
481	482	483	484	485	486	487	488	489	490
491	492	493	494	495	496	497	498	499	500

(0070) 0100

01-01 MAIN TRACK AUTHORITY  
CSD Section 401-101-101

01-02 MAXIMUM SPEED TABLE

Maximum Speed

Between Stations	100
101.1 and 101.2	100
101.3 and 101.4	100
101.5 and 101.6	100
101.7 and 101.8	100
101.9 and 102.0	100
102.1 and 102.2	100
102.3 and 102.4	100
102.5 and 102.6	100
102.7 and 102.8	100
102.9 and 103.0	100
103.1 and 103.2	100
103.3 and 103.4	100
103.5 and 103.6	100
103.7 and 103.8	100
103.9 and 104.0	100
104.1 and 104.2	100
104.3 and 104.4	100
104.5 and 104.6	100
104.7 and 104.8	100
104.9 and 105.0	100
105.1 and 105.2	100
105.3 and 105.4	100
105.5 and 105.6	100
105.7 and 105.8	100
105.9 and 106.0	100
106.1 and 106.2	100
106.3 and 106.4	100
106.5 and 106.6	100
106.7 and 106.8	100
106.9 and 107.0	100
107.1 and 107.2	100
107.3 and 107.4	100
107.5 and 107.6	100
107.7 and 107.8	100
107.9 and 108.0	100
108.1 and 108.2	100
108.3 and 108.4	100
108.5 and 108.6	100
108.7 and 108.8	100
108.9 and 109.0	100
109.1 and 109.2	100
109.3 and 109.4	100
109.5 and 109.6	100
109.7 and 109.8	100
109.9 and 110.0	100

01-03 OTHER SPEED RESTRICTIONS

Maximum Speed

1. Train Stages & Stations	100
West Station Cuts	100
W. Riding Class No. 101.1 and No. 101.2	100
East Station Cuts	100
East Station Riding No. 1 and No. 2	100
West Station Riding No. 1 and No. 2	100
2. Dual Control Station Patterns	100
Trinity CP 101.1	100
3. Misc. Speed Restrictions	100
101.1 and 101.2	100
101.3 and 101.4	100
101.5 and 101.6	100
101.7 and 101.8	100
101.9 and 102.0	100
102.1 and 102.2	100
102.3 and 102.4	100
102.5 and 102.6	100
102.7 and 102.8	100
102.9 and 103.0	100
103.1 and 103.2	100
103.3 and 103.4	100
103.5 and 103.6	100
103.7 and 103.8	100
103.9 and 104.0	100
104.1 and 104.2	100
104.3 and 104.4	100
104.5 and 104.6	100
104.7 and 104.8	100
104.9 and 105.0	100
105.1 and 105.2	100
105.3 and 105.4	100
105.5 and 105.6	100
105.7 and 105.8	100
105.9 and 106.0	100
106.1 and 106.2	100
106.3 and 106.4	100
106.5 and 106.6	100
106.7 and 106.8	100
106.9 and 107.0	100
107.1 and 107.2	100
107.3 and 107.4	100
107.5 and 107.6	100
107.7 and 107.8	100
107.9 and 108.0	100
108.1 and 108.2	100
108.3 and 108.4	100
108.5 and 108.6	100
108.7 and 108.8	100
108.9 and 109.0	100
109.1 and 109.2	100
109.3 and 109.4	100
109.5 and 109.6	100
109.7 and 109.8	100
109.9 and 110.0	100

181	182	183	184	185	186	187	188	189	190
191	192	193	194	195	196	197	198	199	200
201	202	203	204	205	206	207	208	209	210
211	212	213	214	215	216	217	218	219	220
221	222	223	224	225	226	227	228	229	230
231	232	233	234	235	236	237	238	239	240
241	242	243	244	245	246	247	248	249	250
251	252	253	254	255	256	257	258	259	260
261	262	263	264	265	266	267	268	269	270
271	272	273	274	275	276	277	278	279	280
281	282	283	284	285	286	287	288	289	290
291	292	293	294	295	296	297	298	299	300
301	302	303	304	305	306	307	308	309	310
311	312	313	314	315	316	317	318	319	320
321	322	323	324	325	326	327	328	329	330
331	332	333	334	335	336	337	338	339	340
341	342	343	344	345	346	347	348	349	350
351	352	353	354	355	356	357	358	359	360
361	362	363	364	365	366	367	368	369	370
371	372	373	374	375	376	377	378	379	380
381	382	383	384	385	386	387	388	389	390
391	392	393	394	395	396	397	398	399	400
401	402	403	404	405	406	407	408	409	410
411	412	413	414	415	416	417	418	419	420
421	422	423	424	425	426	427	428	429	430
431	432	433	434	435	436	437	438	439	440
441	442	443	444	445	446	447	448	449	450
451	452	453	454	455	456	457	458	459	460
461	462	463	464	465	466	467	468	469	470
471	472	473	474	475	476	477	478	479	480
481	482	483	484	485	486	487	488	489	490
491	492	493	494	495	496	497	498	499	500



**CIMA SUBDIVISION (0760)**

Mile Post	Rule 6.3	CP #s	Radio Display: Las Vegas to Yermo--2727(*12)		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
334.3	CTC 3MT		LAS VEGAS (1.6)	B	CX479	
332.7	CTC 2MT	C333	WYOMING AVE. (2.2)	X		
330.5		C330	SANDS AVE. (1.9)	X	CX484	
328.6		C329	TROPICANA AVE. (2.2)	X		
326.4	CTC	C326	MAULE AVE. (2.5)			
323.9		C323	ARDEN (8.6)	!T	CX490	8467
321.3		C321				
315.3		C315	SLOAN (5.3)	B!	CX498	6282
314.0		C314				
310.0		C310	ERIE (8.1)	!	CX504	8843
308.1		C308				
301.9		C302	JEAN (4.9)		CX512	5721
300.7		C301				
297.0		C297	BORAX (8.2)		CX517	5792
295.8		C296				
288.8		C289	CALADA (10.6)	B!	CX526	8791
287.0		C287				
278.2		C278	NIPTON (5.2)		CX535	5767
276.9		C277				
273.0		C273	MOORE (5.0)		CX541	5765
271.8		C272				
268.0		C268	IVANPAH (4.1)	!	CX545	9835
266.0		C266				
263.9		C264	BRANT (5.4)		CX550	5751
262.8		C263				
258.5		C259	JOSHUA (3.9)	!	CX555	6066
257.2		C257				
254.6	CTC	C255	CIMA	BIT	CX559	S9862
253.3	2MT	C253	(2.0)	!		N6266
252.6		C252	CP C252 (1.5)			
251.1	CTC	C251	CHASE (3.2)		CX563	5765
249.8		C250				
247.9		C248	ELORA (4.0)		CX566	5780
246.7		C247				
243.9		C244	DAWES (3.9)	!	CX570	9025
242.0		C242				
240.0		C240	HAYDEN (3.5)		CX574	5780
238.7		C239				
236.5		C237	KELSO (9.8)	!B	CX577	1- 9190
234.5		C235		!		2- 9190
226.7		C227	KERENS (7.2)		CX587	5754
225.4		C225				
219.5		C220	SANDS (7.3)	!	CX595	9017
217.7		C218				
212.2		C212	BALCH (8.0)		CX601	5765
211.0		C211				
204.2		C204	CRUCERO (6.6)		CX609	5775
202.9		C203				
197.6		C197	BASIN (5.8)		CX616	6196
196.3		C196				
191.8		C192	AFTON (3.8)	B	CX621	
188.0		C188	DUNN (5.1)	!	CX626	9529
186.1		C186				
182.9		C183	FIELD (4.7)		CX631	5760
181.7		C182				

178.2	CTC	C178	MANIX (9.5)	B	CX635	5775
176.9		C177				
168.7	CTC 2MT	C168	TOOMEY (2.3)		CX645	
166.4		C166	MINEOLA RD. (2.6)	X		
163.8		C164	EAST YERMO (1.8)	X	CX649	
162.0			YERMO	BT	CX650	

(172.3)

**SI-01 MAIN TRACK AUTHORITY**

CTC Entire subdivision.

**SI-02 MAXIMUM SPEED TABLE**

**Maximum Speed** **MPH**

**Between Mileposts**

**334.3 and 309.3** **PSGR FRT**

(Except as Below)..... 79 60

334.6 and 333.0..... 20 20

330.0 and 329.0 Trk1..... 20 20

321.1 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** **PSGR FRT**

(Except as Below)..... 79 70

254.4 and 251.3..... 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 Trk1..... 40 40

163.4 and 162.0 Trk1..... 20 20

163.9 and 163.6 W Trk2..... 40 40

163.6 and 162.2 W Trk2..... 79 60

162.2 and 163.3 E Trk2..... 79 60

163.3 and 163.6 E Trk2..... 40 40

162.2 and 162.0 Trk2..... 20 20

**SI-03 OTHER SPEED RESTRICTIONS**

**Maximum Speed** **MPH**

- 1. Thru Sidings & Turnouts**
  - West Switch Calada..... 20
  - N. Siding Cima MP 253.2 and MP 252.8... 20
  - East Switch Dawes..... 20
  - East Switch Kelso sidings No.1 and No.2..... 20
  - Kelso Siding No. 1..... 20
- 2. Dual Control Switch Turnouts**
  - Toomey CP C168..... 40
- 3. Misc. Speed Restrictions**
  - 332.6 and 326.4 Trk. 1..... 40
  - 254.0 and 236.0 W Psgr. Trains handled with dynamic brake in operation; Light engines with operative dynamic brake... 45

**SI-04 MAIN TRACK DESIGNATIONS**  
**Two Main Tracks:** CP C333 to CP C326; CP C255 to CP C252; CP C168 to CP C159.  
**Three Main Tracks:** Las Vegas to CP C333  
 Track 3 - North Track  
 Track 1 - Center Track  
 Track 2 - South Track

**SI-05 MILEPOST EQUATIONS - None.**

**SI-06 DTC BLOCK LIMITS - None.**

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

\$ 324.2	(#) 233.4
(#) 307.0	(#) 209.2
(#) 292.7	(#) 190.4
(#) 273.7	(#) 175.3
(#) 256.0	
245.4 **	

\*\* MP 245.0, Cold Wheel Detector

**SI-08 RULES ITEMS**

**Rule 31.5.1** On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head of loaded bulk commodity unit trains and double stack trains must not exceed 32 axles; all other trains must not exceed 28 axles. 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. Provisions in System Special Instructions Item 5-A for empty intermodal cars remain in effect.

**Rule 30.7.1** With passenger trains, running test as prescribed in Air Brake 30.7.2 must be made before descending grade at Cima eastward and westward.

**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.**

**Minimum Dynamic Brake Requirement:**  
 Before descending grades described below, the number of operating dynamic brake axles must be known to determine tons per equivalent dynamic brake axle (T/DBA). The conductor and engineer must reach consensus regarding the number of cars in train, total tonnage, and T/DBA. For the purpose of determining the T/DBA all locomotives, including remote consists, must be used. The weight of locomotives with inoperative dynamic brakes must be included in train's total trailing tonnage. On all westward trains, the dynamic brake must be tested between MP 309 and MP 292. The following applies on descending grade between Cima (MP 254.0) and Kelso (MP 236.0):

(1) WHEN EQUIPPED WITH OPERATIVE DYNAMIC BRAKES, Air brakes and dynamic brakes must be used to balance the grade on trains exceeding 155 tons per dynamic brake axle (T/DBA).

(2) The following table must be used to determine the maximum speed, taking into account freight train's tons per operative brake and tons per dynamic brake axle:

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
110 or less	130 or less	30 MPH (See Note A)
	131 to 300	25 MPH
	301 to 380	20 MPH
	381 to 500	15 MPH
Over 110	Over 500	15 MPH + retainers
	500 or less	15 MPH
	Over 500	15 MPH + retainers

**Note A:** If it becomes necessary to use air brakes to balance the grade, speed must be reduced to 25 MPH or less. 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 must not proceed until:

- Additional dynamic braking is obtained.
- Tonnage is reduced.
- or
- Retainers are set on all cars.

In cases where a train is required to stop, be governed by Rule 31.1.3 (Stopped on a Grade).

(3) Westward trains must pass sign at MP 254.0 reading "Begin Descending Grade" at least 5 MPH below the maximum authorized speed for that train and remain at least 5 MPH below maximum authorized speed for one train length. THEREAFTER, IF TRAIN SPEED REACHES 5 MPH ABOVE AUTHORIZED SPEED, IMMEDIATELY STOP THE TRAIN, USING AN EMERGENCY BRAKE APPLICATION.

(4) Passenger trains without operative dynamic brake must not exceed 20 MPH.

(5) The following table must be used to determine the maximum allowable speed on descending grades:

- Westward from Kelso (MP 236.0) to MP 219.6. and
- Eastward from Cima (MP 254.0) to MP 282.0.

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Does not apply.	250 or less	No Restrictions
	251 to 500	60 MPH
	Over 500	30 MPH

**SI-13 TRAIN MAKE-UP RESTRICTIONS**  
 On westward trains between Cima and Kelso, all empty flat cars must be entrained near rear of train. Through freight trains must not pick up loads on rear end of train.

**SI-14 MISC. INSTRUCTIONS**  
**Time Zone Change** East of MP 334 is Mountain Time. West of MP 334 is Pacific Time.

**BMI SUBDIVISION (0762)**

Mile Post	Rule 6.3	CP #s	Radio Display: Boulder Jct. to Henderson-- 2727(*12) -		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
0.0	TWC		BOULDER JCT. (9.9)		CX486	
9.9	TWC YL		HENDERSON (1.0)		Y CN810	
10.9			END OF TRACK		Y	
(10.9)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
TWC Between MP 0.0 and MP 10.9.						
Yard Limits Between MP 8.5 and MP 10.9.						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
Maximum Speed			MPH			
Between Mileposts 0.0 and 10.9 (Except as Below)..... 10						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions Henderson - BMI Lead and Yard Tracks... 5						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 DTC BLOCK LIMITS - None.</b>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>						
<b>SI-08 RULES ITEMS</b>						
Rule 5.4.4 in effect						
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>						
<b>SI-10 BUSINESS TRACKS - None.</b>						
<b>SI-11 INDUSTRIAL LEADS - None.</b>						
<b>SI-12 TONNAGE RESTRICTIONS - None.</b>						
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>						
<b>SI-14 MISC. INSTRUCTIONS</b>						
Pioneer Yard: Derail on lead into Pioneer Yard.						

<p style="text-align: center;">SI-04 MAIN TRACK DESIGNATIONS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-05 MILEPOST EQUATIONS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-06 DTC BLOCK LIMITS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-07 ITEM 13 TRAIN DEFECT DETECTORS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-08 RULES ITEMS</p> <p style="text-align: center;">Rule 5.4.4 in effect</p>
<p style="text-align: center;">SI-09 FRA EXCEPTED TRACKS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-10 BUSINESS TRACKS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-11 INDUSTRIAL LEADS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-12 TONNAGE RESTRICTIONS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-13 TRAIN MAKE-UP RESTRICTIONS</p> <p style="text-align: center;">None</p>
<p style="text-align: center;">SI-14 MISC. INSTRUCTIONS</p> <p style="text-align: center;">Pioneer Yard: Derail on lead into Pioneer Yard.</p>



# LEGEND

- 1. PORTLAND
- 2. SALT LAKE
- 3. ROSEVILLE
- 4. LOS ANGELES
- 5. EL PASO
- 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
- TRACKAGE RIGHTS



## TIME TABLE 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
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	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





**SAFETY**  
**IS MY**  
**PERSONAL**  
**RESPONSIBILITY**