



PB-27021

UNION PACIFIC RAILROAD

SALT LAKE CITY AREA

TIMETABLE #1

Effective 0001 Sunday, October 25, 1998

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
J. J. Damman, Vice President - Harriman Dispatching Center
G. L. Fletcher, Vice President - Risk Management
J. M. Santamaria, Chief Mechanical Officer - Locomotives
J. N. Vargason, Chief Mechanical Officer - Cars
R. S. Kenyon, General Director Safety
J. C. Klaus, General Director Operating Practices

This document supersedes:

Union Pacific Railroad System Timetable 2, effective Oct. 29, 1995

Southern Pacific Lines Timetables 1
Western, Southern & Central Regions, effective April 14, 1996

EXPLANATION OF CHARACTERS

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

OTHER AVAILABLE REFERENCE MATERIAL FROM DATA DOCUMENTS

Area #	Area Name	TimeTable Item #	Area Profile Item #
1	Portland	PB-27020	PB-27050
2	Salt Lake	PB-27021	PB-27051
3	Roseville	PB-27022	PB-27052
4	Los Angeles	PB-27023	PB-27053
5	El Paso	PB-27024	PB-27054
6	Denver	PB-27025	PB-27055
7	North Platte	PB-27026	PB-27056
8	Council Bluffs	PB-27027	PB-27057
9	Kansas City	PB-27028	PB-27058
10	Salina	PB-27029	PB-27059
11	Iowa	PB-27030	PB-27060
12	Twin Cities	PB-27031	PB-27061
13	Chicago	PB-27032	PB-27062
14	St. Louis	PB-27033	PB-27063
15	North Little Rock	PB-27034	PB-27064
16	Dallas/Ft. Worth	PB-27035	PB-27065
17	Houston	PB-27036	PB-27066
18	San Antonio	PB-27037	PB-27067
N/A	All Area 3 Hole Singles	PB-27038	
	3" Binder	PB-27019	
	Area Tabs (19 ea)	PB-27018	
	System Special Instructions	PB-27015	

SALT LAKE CITY AREA

SUBDIVISION / INDUSTRIAL LEAD NAME :	PAGE
Bingham Industrial Lead:.....	8
BMI (762).....	43
CACHE VALLEY (755).....	27
CALIENTE (765).....	34
CANE CREEK (737).....	5
Castle Valley Industrial Lead:.....	2
CEDAR CITY (770).....	37
CIMA (760).....	40
COMSTOCK (771).....	38
Ellerbeck Industrial Lead:.....	30
EVANSTON (265).....	20
Evona Industrial Lead:.....	16
Garfield Industrial Lead:.....	8
General Chemical Industrial Lead:.....	20
GREEN RIVER (735).....	2
Hill Field Industrial Lead:.....	16
IPP Industrial Lead:.....	32
LAKESIDE (796).....	28
Las Vegas Industrial Park Industrial Lead:.....	34
Little Mountain Industrial Lead:.....	24
LYNNDYL (775).....	32
MALAD (754).....	26
Marblehead Industrial Lead:.....	30
MEAD LAKE (769).....	36
OGDEN (750).....	24
Passenger Line Industrial Lead:.....	32
PLEASANT VALLEY (746).....	14
PROVO (740).....	8
Provo Industrial Lead:.....	8
Rowley Industrial Lead:.....	30
SALT LAKE (747).....	16
SHAFTER (785).....	30
SHARP (757).....	18
Solvay Industrial Lead:.....	20
Stauffer Industrial Lead:.....	20
SUNNYSIDE (738).....	6
Syracuse Industrial Lead:.....	16
Texas Gulf Soda Industrial Lead:.....	20
Tintic Industrial Lead:.....	8
Valley-Nellis Industrial Lead:.....	34

SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
(EWD HOLD SIG)		EVANSTON	20	CEDAR CITY	CI333	CEDAR CITY	37
(EWD HOLD SIG)		EVANSTON	20	CENTERVILLE	UZ2018	SALT LAKE	16
(EWD HOLD SIG)		EVANSTON	20	CHAMPLIN	UZ138	LYNNDYL	32
(WWD HOLD SIG)		EVANSTON	20	CHASE	CX563	CIMA	40
(WWD HOLD SIG)		EVANSTON	20	CIMA	CX559	CIMA	40
(WWD HOLD SIG)		EVANSTON	20	CISCO	KP953	GREEN RIVER	2
(WWD HOLD SIG)		EVANSTON	20	CLEAR LAKE	UZ182	LYNNDYL	32
(WWD HOLD SIG)		EVANSTON	20	CLEARFIELD	UZ002	SALT LAKE	16
13TH SOUTH CROSSOVER		PROVO	8	CLIFSIDE	UX177	SHAFTER	30
18TH NORTH	UZ027	SALT LAKE	16	CLIVE	UX104	SHAFTER	30
ACOMA	CX328	CALIENTE	34	COLTON	UW09	PLEASANT VALLEY	14
AFTON	CX621	CIMA	40	COLTON XOVER	UW09	PROVO	8
AGATE	KP947	GREEN RIVER	2	COLUMBIA JCT.	UW81	SUNNYSIDE	6
ALAZON	UX244	SHAFTER	30	COMSTOCK	CI411	COMSTOCK	38
ALAZON	UX244	SHAFTER	30	CORINNE	UD906	MALAD	26
ALAZON	UX244	LAKESIDE	28	COULAM	UN078	OGDEN	24
ALCHEM	WX83	EVANSTON	20	CP 664		LYNNDYL	32
ALTAMONT	WX90	EVANSTON	20	CP C252		CIMA	40
AMERICAN AZIDE		CEDAR CITY	37	CP C458		CALIENTE	34
AMERICAN FORK	UP062	PROVO	8	CP C575	CX237	CALIENTE	34
APEX	CX461	CALIENTE	34	CP C648		LYNNDYL	32
ARDEN	CX490	CIMA	40	CP C768		LYNNDYL	32
ARIMO	UN105	OGDEN	24	CP C818		SALT LAKE	16
ARINOSA	UX133	SHAFTER	30	CP G192		OGDEN	24
ARROWHEAD (W)	CX703	MEAD LAKE	36	CP G819		EVANSTON	20
ASPEN	WX90	EVANSTON	20	CP G833	WX83	EVANSTON	20
BALCH	CX601	CIMA	40	CRESTLINE	CX319	CALIENTE	34
BANNING	UW80	SUNNYSIDE	6	CRUCERO	CX609	CIMA	40
BARRO	UX123	SHAFTER	30	CRUZ	UZ203	LYNNDYL	32
BASIN	CX616	CIMA	40	DAWES	CX570	CIMA	40
BECKS	UZ026	SALT LAKE	16	DAYTON	UN071	OGDEN	24
BERYL	CX286	CALIENTE	34	DEETH	UX258	SHAFTER	30
BLACK ROCK	UZ214	LYNNDYL	32	DEETH	UX258	SHAFTER	30
BLOOM	UZ198	LYNNDYL	32	DELLE	UX079	SHAFTER	30
BORAX	CX517	CIMA	40	DELTA	UZ164	LYNNDYL	32
BOULDER JCT.	CX486	BMI	43	DESERT	UW01	GREEN RIVER	2
BOULTER	UZ109	LYNNDYL	32	DEVIL'S SLIDE	WX96	EVANSTON	20
BOYD	CX368	CALIENTE	34	DEWEY	UN036	OGDEN	24
BRANT	CX550	CIMA	40	DIKE	CX466	CALIENTE	34
BRENDEL	KP983	CANE CREEK	5	DOWNEY	UN095	OGDEN	24
BRENDEL	KP983	GREEN RIVER	2	DRY LAKE	CX450	CALIENTE	34
BRIDGE	UL029	LAKESIDE	28	DUNN	CX626	CIMA	40
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. GREEN RIVER		EVANSTON	20
BRIGHAM CITY	UN021	MALAD	26	E. MILFORD	CX235	LYNNDYL	32
BROWN	CX324	CALIENTE	34	E. SUMMIT XOVER		PROVO	8
BUENA VISTA	UZ034	LYNNDYL	32	EAST GRANGER	WX84	EVANSTON	20
BURMESTER	UX061	SHAFTER	30	EAST GRANT TOWER.		LYNNDYL	32
CACHE JCT.	UN049	OGDEN	24	EAST RIVERDALE		EVANSTON	20
CACHE JCT.	UN049	CACHE VALLEY	27	EAST ROPER		PROVO	8
CALADA	CX526	CIMA	40	EAST YERMO	CX649	CIMA	40
CALIENTE	CX353	CALIENTE	34	ECCLES	CX349	CALIENTE	34
CARP	CX394	CALIENTE	34	ECHO	WX95	EVANSTON	20
CARTER	WX87	EVANSTON	20	ELBA	KP964	GREEN RIVER	2
CASTILLA XOVER	UW13	PROVO	8	ELBURZ	UX275	SHAFTER	30
CASTLE GATE	UW07	PROVO	8	ELGIN	CX375	CALIENTE	34
CEDAR	UW04	GREEN RIVER	2	ELKO	UX293	SHAFTER	30
				ELKO	UX293	SHAFTER	30

SALT LAKE CITY AREA

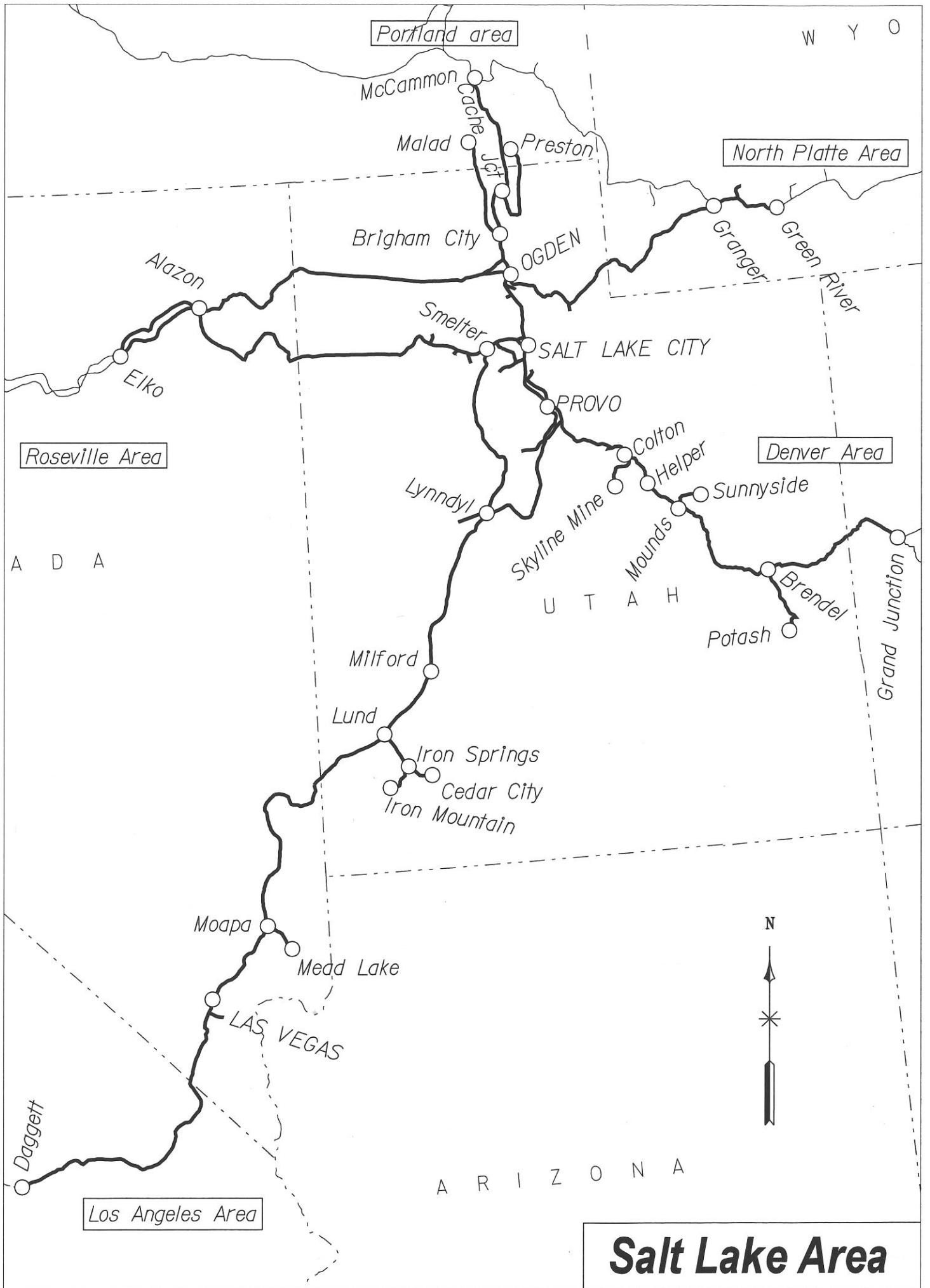
Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
ELKO (UP CONNECTION)		SHAFTER	30	KAYSVILLE	UZ009	SALT LAKE	16
ELORA	CX566	CIMA	40	KELSO	CX577	CIMA	40
EMORY	WX94	EVANSTON	20	KERENS	CX587	CIMA	40
END OF TRACK		BMI	43	KNOLLS	UX113	SHAFTER	30
END OF TRACK		COMSTOCK	38	KYLE	CX379	CALIENTE	34
END OF TRACK		MALAD	26	KYUNE	UW08	PROVO	8
END OF TRACK		CEDAR CITY	37	LAKE POINT	UZ049	LYNNDYL	32
END OF TRACK		PLEASANT VALLEY	14	LAKESIDE	UL048	LAKESIDE	28
ERDA	UZ057	LYNNDYL	32	LAKOTA JCT.		PROVO	8
ERIE	CX504	CIMA	40	LAKOTA JCT.	UP074	PROVO	8
ETNA	CX358	CALIENTE	34	LAS VEGAS	CX479	CALIENTE	34
EVANSTON	WX91	EVANSTON	20	LAS VEGAS	CX479	CIMA	40
FARRIER	CX420	CALIENTE	34	LATIMER	CX262	CALIENTE	34
FAUST	UZ090	LYNNDYL	32	LAYTON	UZ007	SALT LAKE	16
FIELD	CX631	CIMA	40	LEITH	CX384	CALIENTE	34
FLOY	KP989	GREEN RIVER	2	LEMAY	UL080	LAKESIDE	28
FORD	UD912	MALAD	26	LEROY	WX89	EVANSTON	20
FRANKLIN	UC244	CACHE VALLEY	27	LITTLE MOUNTAIN	UL015	LAKESIDE	28
FRUITA	KP911	GREEN RIVER	2	LITTLE MOUNTAIN JCT.		OGDEN	24
GALT	CX405	CALIENTE	34	LOFGREEN	UZ103	LYNNDYL	32
GARFIELD	UZ045	LYNNDYL	32	LOGAN	UC224	CACHE VALLEY	27
GARLAND	UD918	MALAD	26	LOGANDALE	CV710	MEAD LAKE	36
GARNET	CX456	CALIENTE	34	LOW	UX092	SHAFTER	30
GENEVA	UP072	PROVO	8	LUCIN	UL103	LAKESIDE	28
GENEVA XOVER	UP072	PROVO	8	LUND	CX272	CALIENTE	34
GILLULY	UW11	PROVO	8	LUND	CX272	CEDAR CITY	37
GRAND JCT.	KP898	GREEN RIVER	2	LYNN XOVER	UW08	PROVO	8
GRANGER	WX84	EVANSTON	20	LYNNDYL	UZ147	SHARP	18
GRANT TOWER	UZ030	PROVO	8	LYNNDYL	UZ147	LYNNDYL	32
GRANT TOWER	UZ030	LYNNDYL	32	MACK	KP918	GREEN RIVER	2
GRASSY	UW03	GREEN RIVER	2	MALAD	UD952	MALAD	26
GREEN RIVER	UW00	GREEN RIVER	2	MANIX	CX635	CIMA	40
GREEN RIVER	WX81	EVANSTON	20	MAULE AVE.		CIMA	40
GROOME	UL071	LAKESIDE	28	MAXWELL	UW07	GREEN RIVER	2
HALLECK	UX271	SHAFTER	30	McCAMMON	IY038	OGDEN	24
HAMPTON	WX86	EVANSTON	20	McINTYRE	UZ121	LYNNDYL	32
HAYDEN	CX574	CIMA	40	MEAD LAKE	CV717	MEAD LAKE	36
HEIST	CX297	CALIENTE	34	MESA	UP057	PROVO	8
HELPER	UW07	GREEN RIVER	2	MIDVALE	UP040	PROVO	8
HELPER	UW07	PROVO	8	MIDVALE XOVER		PROVO	8
HENDERSON	CN810	BMI	43	MILFORD	CX236	CALIENTE	34
HOGUP	UL062	LAKESIDE	28	MILFORD	CX236	LYNNDYL	32
HOLBORN	UL159	LAKESIDE	28	MILLIS	WX91	EVANSTON	20
HOLT	UC220	CACHE VALLEY	27	MINEOLA RD.		CIMA	40
HONEYVILLE	UN030	OGDEN	24	MOAPA	CX430	MEAD LAKE	36
HOT SPRINGS	UN009	OGDEN	24	MOAPA	CX430	CALIENTE	34
HOYA	CX410	CALIENTE	34	MODENA	CX303	CALIENTE	34
HYRUM	UC218	CACHE VALLEY	27	MONTELLA	UL121	LAKESIDE	28
IRON MT.	CI415	COMSTOCK	38	MOOR	UL167	LAKESIDE	28
IRON SPRINGS	CI321	COMSTOCK	38	MOORE	CX541	CIMA	40
IRON SPRINGS	CI321	CEDAR CITY	37	MORGAN	WX96	EVANSTON	20
IRONTON XOVER		PROVO	8	MOUNDS	UW05	SUNNYSIDE	6
ISLEN	CX338	CALIENTE	34	MOUNDS	UW05	GREEN RIVER	2
IVANPAH	CX545	CIMA	40	MURDOCK	UZ228	LYNNDYL	32
JACKSON	UL087	LAKESIDE	28	NARROWS XOVER	UW12	PROVO	8
JEAN	CX512	CIMA	40	NEPHI HOLD SIGNAL		SHARP	18
JERICO	UZ128	LYNNDYL	32	NIPTON	CX535	CIMA	40
JOSHUA	CX555	CIMA	40	NORTH SALT LAKE	UZ024	SALT LAKE	16
JUAB	UP133	SHARP	18	NORTH YARD		SALT LAKE	16

SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
NUCOR	UD931	MALAD	26	SPRING GLEN	UW07	GREEN RIVER	2
OGDEN	JY993	EVANSTON	20	SPRING VALLEY	WX89	EVANSTON	20
OGDEN	JY993	OGDEN	24	SPRINGVILLE XOVER	UP081	PROVO	8
OGDEN	JY993	LAKESIDE	28	SPRUCE	UX211	SHAFTER	30
OGDEN	JY993	SALT LAKE	16	ST. JOHN	UZ077	LYNNDYL	32
OLA	UX160	SHAFTER	30	STARR	UP107	SHARP	18
ORANGE ST.	UZ032	LYNNDYL	32	STEWART AVE.		CALIENTE	34
OWENS AVE.	CX477	CALIENTE	34	STINE	CX363	CALIENTE	34
PARLEY	UP148	SHARP	18	STOCKTON	UZ070	LYNNDYL	32
PAYSON	UP092	SHARP	18	STRAWBERRY	WX97	EVANSTON	20
PEHRSON	UZ096	LYNNDYL	32	STRONG	UZ157	LYNNDYL	32
PEQUOP	UL151	LAKESIDE	28	STRONGKNOB	UL053	LAKESIDE	28
PERU	WX82	EVANSTON	20	SUMMIT	UW10	PROVO	8
PIGEON	UL097	LAKESIDE	28	SUNNYSIDE	UW81	SUNNYSIDE	6
PILOT	UX189	SHAFTER	30	SWAN LAKE	UN085	OGDEN	24
PIPE MILL	UP068	PROVO	8	THERMO	CX251	CALIENTE	34
POTASH	UW93	CANE CREEK	5	THOMPSON	KP976	GREEN RIVER	2
PRESTO	UC242	CACHE VALLEY	27	TIMPIE	UX072	SHAFTER	30
PRESTON	UC251	CACHE VALLEY	27	TINTIC	UZ114	LYNNDYL	32
PRICE	UW06	GREEN RIVER	2	TOOMEY	CX645	CIMA	40
PROMONTORY POINT	UL024	LAKESIDE	28	TREMONTON	UD920	MALAD	26
PROVO	UP076	PROVO	8	TRENTON	UN057	OGDEN	24
PROVO	UP076	PROVO	8	TRESEND	UL043	LAKESIDE	28
PROVO	UP076	SHARP	18	TROPICANA AVE.		CIMA	40
READ	UZ223	LYNNDYL	32	UP CONNECTION		SHAFTER	30
RICHMOND	CX342	CALIENTE	34	UPTON	CX241	CALIENTE	34
RIO XOVER	UW12	PROVO	8	UTAH INDUSTRIAL PARK	UL013	LAKESIDE	28
RIVERDALE	WX99	EVANSTON	20	UTAH RY JCT. XOVER	UW07	PROVO	8
RIVERTON	UP049	PROVO	8	UTALINE	KP932	GREEN RIVER	2
ROPER	UP002	PROVO	8	UTE	CX439	CALIENTE	34
ROX	CX415	CALIENTE	34	UVADA	CX312	CALIENTE	34
RUBY	UX230	SHAFTER	30	VALCAM	UW71	PLEASANT VALLEY	14
RUBY	KP922	GREEN RIVER	2	VALLEY	CX470	CALIENTE	34
SAGE	UX201	SHAFTER	30	VALLEY PASS	UL143	LAKESIDE	28
SAGERS	KP969	GREEN RIVER	2	VAN	UZ173	LYNNDYL	32
SALDURO	UX143	SHAFTER	30	VENTOSA	UX220	SHAFTER	30
SALT LAKE	UZ029	PROVO	8	VERNE	WX85	EVANSTON	20
SALT LAKE CITY	UZ029	LYNNDYL	32	VIGO	CX399	CALIENTE	34
SALT LAKE CITY	UZ029	SALT LAKE	16	VISTA	UW02	GREEN RIVER	2
SANDS	CX595	CIMA	40	W. GREEN RIVER	WX81	EVANSTON	20
SANDS AVE.	CX484	CIMA	40	W. HELPER XOVER		PROVO	8
SCOFIELD	UW71	PLEASANT VALLEY	14	W. SUMMIT XOVER		PROVO	8
SEVEN MILE	UW92	CANE CREEK	5	WAHSATCH	WX92	EVANSTON	20
SHAFTER	UX192	SHAFTER	30	WANN	CX474	CALIENTE	34
SHALE	KP927	GREEN RIVER	2	WARNER	UZ065	LYNNDYL	32
SHARP	UP128	SHARP	18	WASH	UW06	GREEN RIVER	2
SILVER ZONE	UX186	SHAFTER	30	WELLINGTON	UW06	GREEN RIVER	2
SKYLINE	UW72	PLEASANT VALLEY	14	WELLS	UX240	LAKESIDE	28
SLOAN	CX498	CIMA	40	WELLS	UX240	SHAFTER	30
SMELTER	UX047	SHAFTER	30	WELLSVILLE	UC214	CACHE VALLEY	27
SMELTER	UZ047	LYNNDYL	32	WENDOVER	UX151	SHAFTER	30
SMITHFIELD	UC232	CACHE VALLEY	27	WESTERN ELECTRIC		CEDAR CITY	37
SOLITUDE	KP996	GREEN RIVER	2	WESTON	UN065	OGDEN	24
SP CONNECTION		SHAFTER	30	WESTWATER	KP937	GREEN RIVER	2
SP CONNECTION	UX257	SHAFTER	30	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	40

SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #
YERMO	CX650	CIMA	40
ZANE	CX281	CALIENTE	34



Salt Lake Area

GREEN RIVER SUBDIVISION (735)

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
451.7			DURHAM (8.8)		KP900	5080
460.5			FRUITA (8.4)		KP911	E8630 W6730
468.9			MACK (4.2)		KP918	7700
473.1			RUBY (4.9)		KP922	7570
478.0			SHALE (5.3)		KP927	4540
483.3			UTALINE (5.1)		KP932	6070
488.4			WESTWATER (9.7)		KP937	9890
498.1			AGATE (6.3)		KP947	7510
504.4			CISCO (6.1)		KP953	6890
510.5			WHITEHOUSE (5.1)		KP959	6140
515.6			ELBA (5.1)		KP964	5490
520.7			SAGERS (7.4)		KP969	7760
528.1			THOMPSON (5.7)		KP976	7210
533.8			BRENDEL (6.6)		KP983	5100
540.4			FLOY (6.5)		KP989	5890
546.9			SOLITUDE (8.3)		KP996	7810
555.2			GREEN RIVER (6.3)		UW004	7060
561.5			SPHINX (6.1)		UW010	6090
567.6			DESERT (6.6)		UW016	6020
574.2			VISTA (7.2)		UW023	6050
581.4			WOODSIDE (5.2)		UW030	6310
586.6			GRASSY (6.5)		UW035	6210
593.1		CEDAR (9.8)		UW042	5940	
602.9		MOUNDS (8.4)		UW052	8830	
611.3		WASH (1.7)		UW060	11240	
613.0		WELLINGTON (6.1)		UW062	6180	
619.1		PRICE (3.0)		UW068	10790	
622.1		MAXWELL (3.2)		UW071	6350	
625.3	CTC 2MT		SPRING GLEN (0.3)		UW073	

625.6	CTC 2MT		E HELPER X OVER (0.8)		
626.4			HELPER	BT	UW075
(176.4)					
SI-01 MAIN TRACK AUTHORITY					
CTC Between Grand Jct. and Helper.					
SI-02 MAXIMUM SPEED TABLE					
Maximum Speed			MPH		
Between Mile Posts					
450.0 and 626.4					
				PSGR FRT	
(Except as Below).....					
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 521.8 70 60					
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 602.8 70 60					
602.8 and 605.8 55 55					
605.8 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					

GREEN RIVER SUBDIVISION (735)

Between Mile Posts		
450.0 and 626.4	PSGR	FRT
(Except as Below).....	79	60
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.)	

SI-04 MAIN TRACK DESIGNATIONS
Two main tracks between Helper and Spring Glenn.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
# 454.7	% 531.1	% 584.1
# 467.6	% 536.4	% 588.8
% 471.0	% 537.9	% 591.2
% 475.9	% 542.7	# 592.2
(#) 479.0	% 544.7	% 596.2
% 480.8	# 549.0	% 599.4
% 485.3	% 550.0	# 606.1
# 490.0	% 551.0	% 608.3
% 491.6	% 552.2	% 615.6
% 495.0	% 557.2	% 624.0
% 501.5	% 557.9	# 624.3
% 507.5	# 563.1	
# 508.3	% 563.5	
% 513.0	% 565.3	
% 518.0	% 570.0	
(#) 519.0	% 572.3	
% 525.1	% 577.0	
% 523.3	# 578.9	
# 530.1	% 579.3	

SI-08 RULES ITEMS

Rule 9.2.3 Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read: "Proceed prepared to pass next signal not exceeding 30 MPH and be prepared to advance on diverging route at prescribed speed through turnout unless the next signal displays CLEAR or ADVANCE APPROACH.

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, prepared to pass next signal not exceeding 30 MPH unless the next signal displays Clear or Advance Approach.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Pabco	462.5	
Gary	463.8	KP913
C.V. Spur	615.8	UW065

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.

	Maximum Actual 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

GREEN RIVER SUBDIVISION (735)

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' 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' 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' 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' 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' 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 (737)

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			BRENDEL		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
Between Mile Posts 35.8 and 0.0	
(Except as Below).....	30
24.2 and 22.4	12

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 MILE POST 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 (738)

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)

SI-01 MAIN TRACK AUTHORITY

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.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mile Posts	MPH
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

SI-03 OTHER SPEED RESTRICTIONS

- | Maximum Speed | MPH |
|--|-----|
| 1. Thru Sidings & Turnouts (No Exceptions.)
Banning Siding..... | 10 |
| 2. Dual Control Switch Turnouts (No Exceptions.) | |
| 3. Misc. Speed Restrictions (No Exceptions.) | |

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS

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.

SI-09 FRA EXCEPTED TRACKS - None.

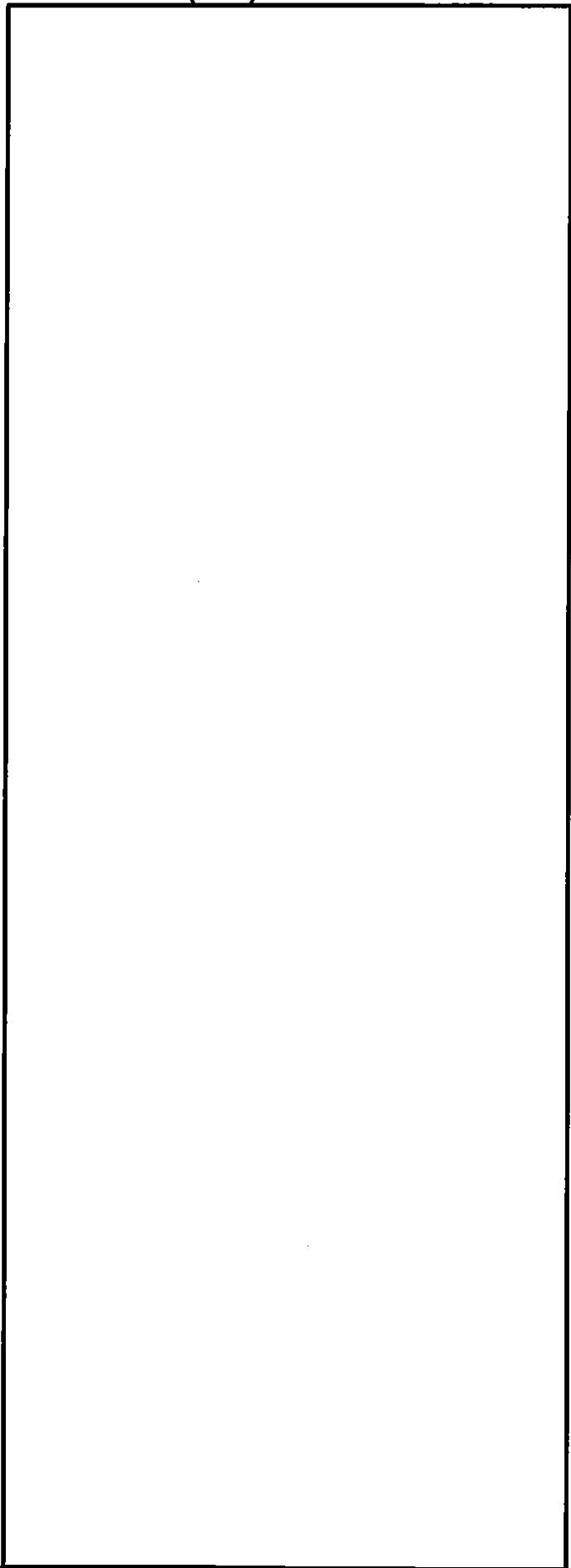
SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

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

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.



PROVO SUBDIVISION (740)

Mile Post	Rule 6.3	CP #s	Radio Display: Helper to Salt Lake -2323		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 (5.5)		UW088	5230
644.8			COLTON XOVER (5.7)	X	UW093	
650.1			E. SUMMIT XOVER (1.3)	X		
651.4			SUMMIT (0.5)		UW100	7840
651.9			W. SUMMIT XOVER (9.1)			
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)		UP081	
698.6			IRONTON XOVER (2.5)			
701.1			PROVO (4.6)	BT	UP076	
705.7			LAKOTA JCT. (1.4)		UP074	
707.1			GENEVA XOVER (1.3)	X	UP072	
Start Track 3						
P752.8	YL 3MT		PROVO (5.2)	TY	UP076	
P757.2			LAKOTA JCT. (0.6)	(M)Y		
P757.9			GENEVA	Y	UP072	5975
End Track 3						
708.4	CTC		PIPE MILL (6.6)		UP068	
715.0			AMERICAN FORK (5.3)	I	UP062	8820
720.3			MESA (8.3)	I	UP057	7240
728.6			RIVERTON (6.3)	I	UP049	6470
734.9	CTC 2MT		MIDVALE (1.0)	IT	UP040	6790
735.9			MIDVALE XOVER (4.8)	X		

740.8	CTC		EAST ROPER (1.7)		
742.0			ROPER (1.5)	T	UP002
743.5	YL		13TH SOUTH CROSSOVER (1.6)	Y	
745.1			SALT LAKE	BY	UZ029
745.4			GRANT TOWER	T(X)(M)	UZ030

(119.0)

SI-01 MAIN TRACK AUTHORITY

CTC Between Helper and MP 743.4.
Yard Limits Between MP 743.4 and MP 745.2;
 MP P752.8 and MP P757.9.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mile Posts		
626.4 and 745.4 Westward Trks	PSGR	FRT
1&2		
(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
716.3 and 717.3	45	45
717.3 and 721.6	75	45
721.6 and 723.0	45	45
723.0 and 724.5	60	60
724.5 and 727.8	70	60
731.1 and 734.4	70	60
734.4 and 734.5	50	50
734.5 and 742.0	70	60
742.0 and 744.2	30	30
744.2 and 745.9	15	10
Between Mile Posts		
745.4 and 626.4 Eastward Trks	PSGR	FRT
1&2		
(Except as Below).....	75	60
745.1 and 744.2	15	10
744.2 and 742.0	30	30
742.0 and 734.5	70	60
734.5 and 734.4	50	50
734.4 and 731.1	70	60
727.8 and 724.5	70	60
724.5 and 723.0	60	60
723.0 and 721.6	45	45
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

PROVO SUBDIVISION (740)

Between Mile Posts		PSGR	FRT
745.4 and 626.4 Eastward Trks 1&2			
(Except as Below)		75	60
701.0 and 700.0		50	50
700.0 and 695.7		60	50
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 Mile Posts			
No. 3 Track: P752.8 and P757.9			
(Except as Below)		20	
No Exceptions.			

SI-03 OTHER SPEED RESTRICTIONS		MPH
Maximum Speed		
1. Thru Sidings & Turnouts		
Sidings Kyune, Summit and Midvale.....		10
2. Dual Control Switch Turnouts		
Crossover UT Railway Jct.....		15
Crossover Castilla.....		40
Crossover Springville.....		50
MP 708.3.....		50
3. Misc. Speed Restrictions		
Geneva Steel Plant Yard.....		7
Geneva Steel Kings.....		15
Keigley - All yard tracks.....		5
UF RR and D&RGW Running Tracks MP		
742.5 and MP 745.1.....		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 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
% 627.9	% 665.6	# 696.9
% 629.5	# 668.1	% 703.5
(#) 630.5	% 669.6	% 705.7
% 633.9	% 674.4	% 709.8
% 635.1	% 677.2	# 711.7
% 637.1	% 679.0	% 712.2
% 641.9	% 681.8	% 718.0
% 643.2	% 685.0	% 723.2
# 647.4	# 685.3	% 725.2
% 654.2	% 686.7	# 730.7
% 656.2	% 688.5	% 738.0
% 658.2	% 690.4 Trk.2	% 739.8
% 658.9	% 693.2 Trk.2	% 747.4
% 662.2	% 692.3 Trk.1	
% 663.0	% 697.1	

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 - 665.8, 671.7
 Eastward - 671.8, 666.3

Rule 6.16 Sugar House Spur - Railroad Crossing: SP trains and engines must stop clear of crossing and after ascertaining that no conflicting movement is approaching may then hand operate and lock gate against movements on SLS track. After crossing movement is completed, gate must immediately be restored to normal position and locked.

Rule 9.2.3 Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read:
 "Proceed prepared to pass next signal not exceeding 30 MPH and be prepared to advance on diverging route at prescribed speed through turnout, unless the next signal displays CLEAR or ADVANCE APPROACH.

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, prepared to pass next signal not exceeding 30 MPH unless the next signal displays Clear or Advance Approach."

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.

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

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: 17.9 miles. MP 5.1 and MP 17.9. Maximum speed - 20 MPH.
 Bacchus Spur 12MPH.
 Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corporation train dispatcher, Copperton, for permission to operate electric locks.

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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

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' 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' 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' 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' 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' 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.

PROVO SUBDIVISION (740)

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	Model	All AC Consist
GP38, GP 38-2, 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

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	Model	All AC Consist
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	

PROVO SUBDIVISION (740)

13

Six-axle locomotives must not be operated on the Fireclay track at Murray.

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 tippie. 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 from the UP to the SP.

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 SP radio monitoring channels 4 and 2. Geneva Scale is equipped with a SP 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.

PLEASANT VALLEY SUBDIVISION (746)

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	7680
15.2	TWC		SCOFIELD (15.2)		UW715	
0.0	YL		COLTON		Y UW093	

(21.1)

SI-01 MAIN TRACK AUTHORITY

TWC 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.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts 21.1 and 0.0	
(Except as Below).....	20
21.1 and 19.5	10
19.5 and 1.0 W	15

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.) All Sidings.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

SI-08 RULES ITEMS

Rule 31.7.1 When dynamic brake is inoperative, retainers must be set in slow direct position on all cars Skyline to Colton.

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

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 (747)

Mile Post	Rule 6.3	CP #s	Radio Display: Ogden to Salt Lake City -2727		Sta. #s	Siding Feet	
			WEST	EAST			
			▼ STATIONS	▲			
0.0	CTC		OGDEN	BYT	UY993	Yard	
818.2		C819	(1.0)				
818.0		C818	CPC818 (0.2)		YX		
817.8		C817	BRIDGE JCT. (8.5)		X	UY994	
811.5		C811					
809.3		C809	CLEARFIELD (5.4)		BTX	UZ002	c4727
807.2		C807					
803.9		C804	LAYTON (1.4)			UZ007	
802.5		C802	KAYSVILLE (9.1)			UZ009	N6352
793.4		C793	CENTERVILLE (5.8)		X	UZ018	
787.6		C789	SP NORTH SALT LAKE (1.5)				
787.9		C788	NORTH SALT LAKE (0.3)		X	UZ024	
786.1		C787	BECKS (2.7)			UZ026	
783.4		C786	SP HOLD (2.0)				
785.4	DT ABS	C785	18TH NORTH (1.8)	YX	UZ027		
783.6	YL		NORTH YARD (0.7)	BYT		Yard	
782.9		C784	SALT LAKE CITY (0.2)	B(M)TY	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 787.0 and MP 781.0.
Double track (Rule 9.14): CP C785 to MP 783.5.
ACS in effect MP 818.2 to MP 0.0 (No. 1 and No. 2 Main Tracks) and Bypass Track to MP 991.0.
ACS Test Loops Eastward: on Main Trks.1&2, MP 785.2 to MP 785.4;
 on Trks.15&16, MP 785.3 to MP 785.4.
Due to distance of test loop circuit on Trks.15&16, it will be necessary to stop in the test loop to perform ACS test.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts 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
787.0 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 |
|---|-----|
| 1. Thru Sidings & Turnouts (No Exceptions.) | |
| 2. Dual Control Switch Turnouts | |
| 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 |
| 3. Misc. Speed Restrictions | |
| 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 |

SI-04 MAIN TRACK DESIGNATIONS

Two Main Tracks between MP 785.4 and MP 783.5.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

@ 799.7 Both
 (#) 788.7

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 809. 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
Woods Cross	791.3	UZ021
Pioneer	789.2	UZ022

SI-11 INDUSTRIAL LEADS

Syracuse Industrial Lead: Clearfield to Barnes, 2.1 Miles.

Business Tracks	MP	Sta.#'s
Freeport Center	0.6	UZ002A
Barnes	2.1	UB602

Evona Industrial Lead: 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. Total length 3.2 miles.

Business Tracks	MP	Sta.#'s
Evona E.....	0.7	UV700
Relico E.....	1.0	UV702
Sugar Works		UV703

Hill Field Industrial Lead: 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.

Business Tracks	MP	Sta.#'s
Orchard W.....	2.6	UH102
Arsenal	6.7	UH106

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

Trains that exceed: 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:

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

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Wind Indicator at MP 795.5.

Highway crossing warning device signals are in service at 200 South Street, MP P799.65.

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.

SHARP SUBDIVISION (757)

Mile Post	Rule 6.3	CP #'s	Radio Display: Provo to Lynndyl -4242		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
P752.8 P748.9	CTC	C753 C749	PROVO (15.7)	TY	UP076	Yard
P737.1 P735.8		C738 C735	PAYSON (14.1)		UP092	6102
P722.9 P721.6		C723 C721	STARR (21.9)		UP107	6085
P710.9		C710	NEPHI HOLD SIGNAL			
P701.7 P699.1		C702 C700	SHARP (4.6)		UP128	13,436
P696.7 P695.4		C696 C695	JUAB (15.3)		UP133	6082
P681.2 P679.9		C681 C680	PARLEY (15.5)		UP148	6242
P665.7		C666	LYNNDYL		UZ147	6930

(87.1)

SI-01 MAIN TRACK AUTHORITY

CTC Between CP C753 and CP C666.
Yard Limits Between MP P752.8 and MP P748.9.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts	
P752.8 and P665.7	
(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
1. Thru Sidings & Turnouts	
Parley Siding.....	20
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILE POST 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 (265)

Mile Post	Rule 6.3	CP #'s	Radio Display: Green River to Ogden -2727		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		G847	GRANGER (7.5)	TIX	WX847	N13456	
854.0		DT ACS		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		G905	ALTAMONT (7.7)	X	WX904		
912.5	DT ACS		MILLIS (3.3)		WX913	C1501	
915.8		G915	(WWD HOLD SIG) (1.4)				
917.2			EVANSTON (2.0)	T	WX917	N9064 S9218	
919.2		G919	(EWD HOLD SIG) (7.9)				
927.1			WAHSATCH (15.1)		WX928	C4662	
942.3		G942	(WWD HOLD SIG) (7.7)				
943.0			EMORY (9.2)		WX943	C5685	
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 (6.5)		WX968	C6751
975.5		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 (2.9)	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.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts	
814.7 and 917.2	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
Between Mile Posts	
917.2 and 993.0	PSGR FRT
(Except as Below).....	70 50
915.6 and 919.1	50 45
926.5 and 928.8 - Trk.1	55 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
963.1 and 965.1	45 30

EVANSTON SUBDIVISION (265)

Between Mile Posts 917.2 and 993.0	PSGR FRT	
(Except as Below).....	70	50
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
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
CP G814; CP G825; CP G833; CP G844; CP G847; CP G900; CP G905; CP G978; CP C988 except between ByPass & Yard lead;.....	40
CP G815.....	20
CP G817 between main Track & Yard lead: CP G835 between Running Track & Allied Spur. CP C990.....	15
3. Misc. Speed Restrictions	
Running Track CP G835 & CP G839.....	10
Bypass Track CP C988 and MP 991.5.....	40
CP C817 and Shasta Lead.....	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 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
% 819.3	@ 884.1 Trk2	@ 958.6 Trk2
% 822.3	(#) 884.1 Trk1	@ 968.8 Trk1
@ 834.5	(#) 890.5 Trk1	@ 986.2
(#) 843.9	@ 909.1 Trk1	
@ 854.7 Trk2	(#) 910.6 Trk2	
(#) 854.7 Trk1	@ 925.6 Trk2	
(#) 867.7 Trk2	@ 936.9 Trk1	
@ 867.7 Trk1	(#) 955.1 Trk1	

SI-08 RULES ITEMS

Rule 6.24 Between MP 931.5 and Strawberry trains must keep to the left.

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.

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

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.

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.

EVANSTON SUBDIVISION (265)

SI-12 TONNAGE RESTRICTIONS/TPOB

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.

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 MISCELLANEOUS INSTRUCTIONS - None.

OGDEN SUBDIVISION (750)

Mile Post	Rule 6.3	CP #s	Radio Display: McCammon to Ogden -2020		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼		
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 Mile Posts	PSGR	FRT
111.4 and 0.0		
(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
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 MILE POST EQUATIONS

MP 111.4 = MP 191.6

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

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

MALAD SUBDIVISION (754)

Mile Post	Rule 6.3	CP #s	Radio Display: Malad -2020		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)

SI-01 MAIN TRACK AUTHORITY

TWC In Effect Entire Subdivision.
Yard Limits Between MP 0.0 and MP 4.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts 52.1 and 0.0	
(Except as Below).....	25
52.1 and 51.1	10
0.4 and 0.0	20

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 MILE POST 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.

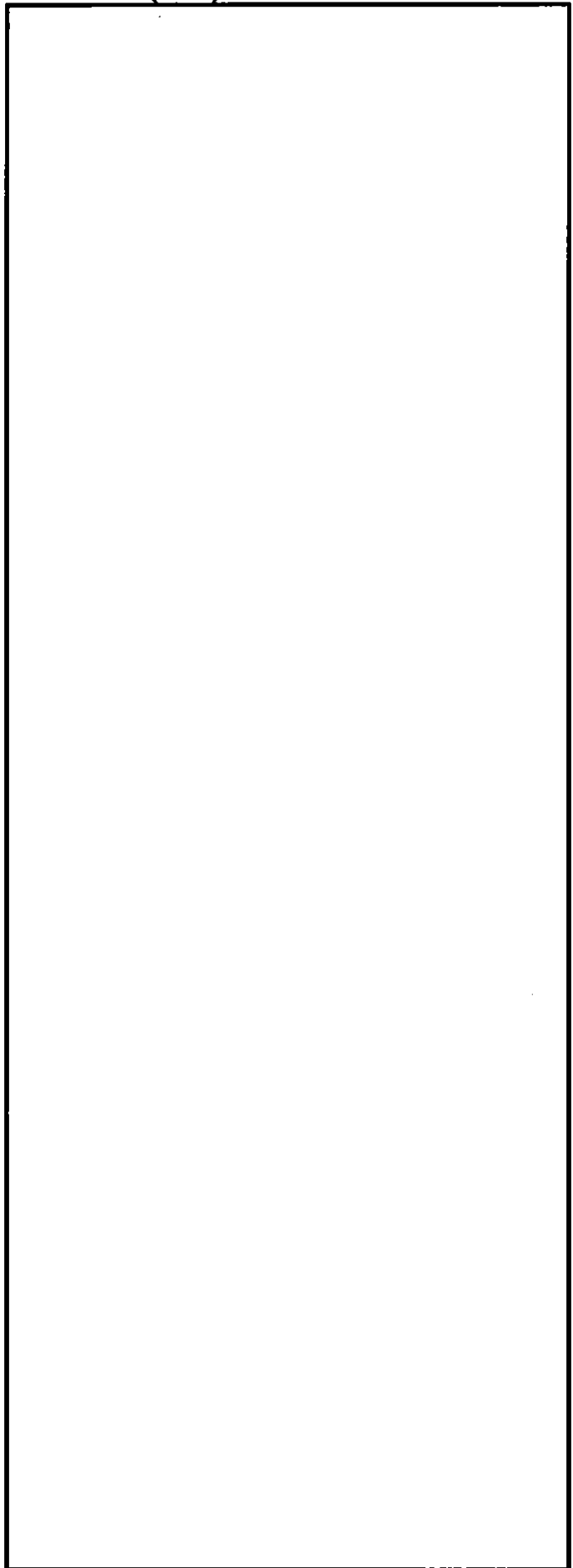
SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.



CACHE VALLEY SUBDIVISION (755)

Mile Post	Rule 6.3	CP #s	Radio Display: Preston to Cache Jct. -2020		Sta. #s	Siding Feet
			SOUTH ▼ STATIONS ▲	NORTH ▲		
50.8	TWC		PRESTON (7.2)		T UC251	
43.6			FRANKLIN (2.1)		UC244	
41.5			PRESTO (6.0)		UC242	
31.5			SMITHFIELD (7.4)		UC232	
24.1			LOGAN (3.9)		T 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	

(51.1)

SI-01 MAIN TRACK AUTHORITY

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

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mile Posts	MPH
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 |
|--|-----|
| 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 MILE POST 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.

LAKESIDE SUBDIVISION (796)

Mile Post	Rule 6.3	CP #'s	Radio Display: Ogden to Alazon -9696		Sta. #'s	Siding Feet	
			WEST ▼ STATIONS ▲	EAST			
781.2	DTC DT		OGDEN (12.6)	BT	UY993		
769.7			UTAH INDUSTRIAL PARK (2.5)	T	UL013		
767.2			LITTLE MOUNTAIN (8.7)		UL015	M2535	
758.5	CTC		PROMONTORY POINT (5.6)	I	UL024	21193	
752.9	DTC		BRIDGE (13.3)		UL029		
739.7			TRESEND (5.1)		UL043		
734.6			LAKESIDE (5.1)		UL048	10560	
729.5	CTC		STRONGKNOB (8.8)		UL053		
720.7			HOGUP (9.6)	I	UL062	9670	
711.1			GROOME (9.0)	I	UL071	9650	
702.1			LEMAY (8.4)	I	UL080	9590	
693.7			JACKSON (8.6)	I	UL087	9630	
685.1			PIGEON (5.3)	I	UL097	9580	
679.8			LUCIN (18.7)		UL103		
661.9		DT ABS		MONTELLO (21.3)		UL121	
640.6				VALLEY PASS (8.1)		UL143	9715
632.5		CTC		PEQUOP (7.9)	I	UL151	9700
624.6			HOLBORN (8.2)	I	UL159	9480	
616.4	DT ABS		MOOR (8.9)		UL167		
607.5			WELLS (3.9)		UX240	6145	
603.6	CTC		ALAZON		UX244		

(179.6)

SI-01 MAIN TRACK AUTHORITY

DTC between MP 781.2 and MP 767.2;
MP 754.9 and MP 729.5.

ABS, Rule 9.14 between MP617.4 and Alazon
MP603.8;
MP679.3 and Valley Pass MP641.6.

CTC between MP767.2 and MP754.9;
MP729.5 and MP679.3;
MP641.6 and MP617.4;
MP603.8 and MP603.6.

Rule 9.15 Track Permits between: Moor MP617.4
and Alazon MP603.8;
Lucin MP679.3. and Valley Pass MP641.6.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts	
781.2 and 603.6 Westward	
(Except as Below).....	60
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 745.9	60
745.9 and 721.4	49
679.6 and 678.4	50
678.4 and 663.4	40
663.4 and 655.8	60
655.8 and 652.5	40
652.5 and 646.4	30
646.4 and 645.0	40
645.0 and 641.5	60
641.5 and 636.0	60
636.0 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
Against Current of Traffic	
(Westward)	
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 641.6	49
617.4 and 608.6	40
608.6 and 603.7	49
603.7 and 603.2	40
Between Mile Posts	
Alazon to Ogden Eastward	
(Except as Below).....	60
603.6 and 603.7	40
603.7 and 608.6	50
608.6 and 617.4	40
617.4 and 636.0	50
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
721.4 and 754.9	49
762.8 and 762.9	40
767.0 and 767.2	50
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

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding Wells.....	10
Sidings Groome and Lemay.....	12
2. Dual Control Switch Turnouts	
Crossover at Valley Pass.....	40
Alazon connection to Westward main track Valmy.....	25
Crossover Alazon MP713.6.....	25
Turnout MP679.5.....	50
Turnout MP617.4.....	25
3. Misc. Speed Restrictions	
Ogden, New Runner.....	15
Lakeside Quarry Tracks.....	5

SI-04 MAIN TRACK DESIGNATIONS
Two Main Tracks: Between MP781.2 and MP767.1; MP679.3 and MP641.6; MP617.4 and MP603.8.

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS

WEST	BLOCK NAME	EAST	WEST	BLOCK NAME	EAST
780.2	Ogden Trk.2	781.2	746.2	Bridge	754.9
767.1	Weber Trk. 2	780.2	737.3	Tresend	746.2
780.2	Cecil Trk. 1	781.2	735.3	Lakeside	737.3
767.1	Baglev Trk. 1	780.2	721.4	Strongknob	735.3

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

*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 MP781.2 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 xings: MP780.9, MP779.9, MP771.1, MP776.1, MP775.0 and MP772.0.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Cobre	644.6	UL139
Tecoma	669.3	UL113

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

On descending grades between MP645.4 and MP660.0, MP671.0 and MP675.0 (Eastward Track), and MP616.3 and MP607.8, 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

SI-13 TRAIN MAKE-UP RESTRICTIONS

On descending grades between:
 MP645.4 and MP660.0;
 MP671.0 and MP675.0 (Eastward Track);
 MP616.3 and MP607.8,
 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 MP779.5 (Highway 126 overpass) until yarding instructions have been received from train dispatcher, 30th. St. Tower yardmaster 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.

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

SHAFTER SUBDIVISION (785)

Mile Post	Rule 6.3	CP #s	Radio Display: Smelter to Elko -2424		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST ▲		
766.4	CTC	C766	SMELTER (14.3)	X	UX047	
897.8 896.5		F898 F896	BURMESTER (11.1)		UX061	6135
887.0 885.3		F887 F885	TIMPIE (7.4)	I	UX072	8028
879.4 877.8		F879 F878	DELLE (12.5)	T	UX079	8000
866.8 865.5		F867 F865	LOW (11.9)		UX092	5959
854.9 853.6		F855 F854	CLIVE (8.9)		UX104	6002
845.8 844.5		F846 F845	KNOLLS (10.4)		UX113	5965
835.5 834.3		F836 F834	BARRO (9.7)		UX123	6251
825.8 824.5		F826 F825	ARINOSA (9.6)		UX133	6239
816.0 814.8		F816 F815	SALDURO (8.9)		UX143	6114
808.1 806.0		F808 F806	WENDOVER (8.0)		UX151	10410
799.3 798.0		F799 F798	OLA (9.7)		UX160	5979
789.6 788.4		F790 F788	PILOT (8.0)		UX169	5994
781.6 780.3		F782 F780	CLIFSIDE (8.7)		UX177	5976
773.1 771.8		F773 F772	SILVER ZONE (6.0)		UX186	5994
767.1 765.8		F767 F766	SHAFTER (8.9)		UX192	6002
758.3 757.0		F758 F757	SAGE (10.3)		UX201	6020
747.9 746.6		F748 F747	SPRUCE (9.0)	T	UX211	6102
738.9 737.7		F739 F738	VENTOSA (10.1)		UX220	6224
728.7 727.4		F729 F727	RUBY (10.4)		UX230	6010
718.4 717.1	F718 F717	WELLS (4.1)		UX240	6146	
Track 1						
603.6	CTC	F714	ALAZON (12.5)		UX244	
591.1	DT TRK 1		UP CONNECTION (1.5)			
589.6			DEETH (12.5)		UX258	
576.7			HALLECK (17.4)		UX271	
559.3			ELKO (UP CONNECTION) (2.3)			
557.0			ELKO	Y	UX293	

Track 2					
713.6	CTC	F714	ALAZON (12.6)	UX244	
701.0	DT TRK 2	F702	SP CONNECTION (1.0)	UX257	
700.0			DEETH (16.7)	UX258	5723
683.3			ELBURZ (0.2)	UX275	5780
683.1			SP CONNECTION (13.9)		
670.7		F671	ELKO	B(M)T	UX293
(95.7)					

SI-01 MAIN TRACK AUTHORITY

CTC Between MP 766.4 and MP 713.6
 Rule 9.14/ABS Between MP 713.6 and MP 670.7 Track2;
 MP 603.6 and MP 557.0 Track1.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts 766.4 and 713.6	
	PSGR FRT
(Except as Below).....	79 70
886.7 and 886.5	70 60
872.0 and 868.6	60 55
868.6 and 864.2	55 50
864.2 and 861.1	70 60
861.1 and 856.9	65 60
856.9 and 856.6	55 50
806.1 and 800.0	70 60
800.0 and 799.3	40 35
799.3 and 795.2	50 45
795.2 and 786.5	70 60
786.5 and 784.5	55 45
784.5 and 776.5	30 25
776.5 and 775.1	50 40
775.1 and 772.6	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
Between Mile Posts 603.6 and 557.0 Trk.1	
	PSGR FRT
(Except as Below).....	70 60
569.5 and 562.8	60 50
558.0 and 557.0	65 60
Between Mile Posts 713.6 and 670.7 Trk.2	
	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

SHAFTER SUBDIVISION (785)

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
Smelter.....	40
Alazon SP connection to westward SP main track.....	25
MP 713.6 Alazon using crossover.....	25
Enviro MP 855.0.....	15
MP 559.3.....	35
3. Misc. Speed Restrictions	
Empty Valmy Coal Trains between Valmy and Salt Lake.....	50

SI-04 MAIN TRACK DESIGNATIONS	
Two Main Track Between Alazon and Elko.	
No1. Track current of traffic westward between MP 603.6 and MP 557.0.	
No2. Track current of traffic eastward between MP 670.7 and MP 713.6.	

SI-05 MILE POST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#)581.0 Trk1	(#)&893.7	(#)769.4
& 574.0 Trk1	(#)860.4	(#)733.0
(#)563.0 Trk1	(#)829.8	(#)701.0 Trk2
(#)559.0 Trk1	(#)816.3	
(#)&547.6 Trk1	(#)802.8	

SI-08 RULES ITEMS

Rule 7.6 Rail skids must be used to secure cars and engines set out at locations where provided. Rail skids must be returned to yellow post and secured when their use is not required.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Solar W.....	893.4	UX064
Ellerbeck E.....	892.9	UX065
Marblehead	870.8	UX087
Enviro E.....	855.0	UX104
Blair W.....	808.7	UX149
Tulasco E.....	708.8	UX249
Pardo E.....	673.6	UX285
Tulasco	594.1	UX249
Elburz (UP Conn.)	573.1	UX275
Osino	564.8	UX284

SI-11 INDUSTRIAL LEADS		
Ellerbeck Industrial Lead: Ellerbeck to Dolomite 5.7 miles.		
Business Tracks	MP	Sta.#'s
Wye	2.7	UQ103
Flux	3.7	UQ104
Dolomite	4.7	UQ105
Marblehead Industrial Lead: Marblehead to Marblehead Plant 4.9 miles.		
Business Tracks	MP	Sta.#'s
Marblehead Plant	4.7	UM305
Rowley Industrial Lead: Delle to Rowley 11.2 miles. Maximum Speed 20 MPH.		
Business Tracks	MP	Sta.#'s
Rowley	10.6	UR211

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum gross weight: 158 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS
When General Line-Ups are used, the following control point may be used - CP F702.
Elko No1 Track: Display of illuminated letter "M" on signal 5629 , authorizes and requires movements as follows: Indicator applies to freight trains only. Freights trains and engines proceed on main track. If letter "M" is not displayed, freight trains and engines must enter siding and proceed through crossover to freight yard.

LYNN DYL SUBDIVISION (775)

Mile Post	Rule 6.3	CP #s	Radio Display: Grant Tower -2323 -Yard 18th No. to Orange St. -3838 Orange St. to Milford -4242		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
782.9	CTC	C784	SALT LAKE CITY (0.2)	T(M)Y	UZ029	Yard
782.7		C783	EAST GRANT TOWER. (0.2)	(M)TY		
782.5	CTC 2MT	C782	GRANT TOWER (1.7)	TY (X)(M)	UZ030	
780.5		C780	ORANGE ST. (2.8)	X	UZ032	S6000
779.1		C779	BUENA VISTA (9.5)		UZ034	S6000
777.9		C778	GARFIELD (3.2)	I	UZ045	S6153 N5832
768.8		C770	CP C768 (1.8)			
768.2		C768	SMELTER (1.2)	X	UZ047	
786.4	CTC	C765	LAKE POINT (8.3)		UZ049	6012
783.9		C764	ERDA (8.5)		UZ057	5985
756.9		C757	WARNER (4.6)	TI	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)	I	UZ090	8805
743.8		C744	PEHRSON (6.4)		UZ096	6013
742.5		C742	LOFGREEN (5.6)		UZ103	6717
736.9		C737	BOULTER (7.0)	I	UZ109	8855
735.6		C736	TINTIC (6.1)	I	UZ114	5964
723.9		C724	McINTYRE (6.5)		UZ121	6036
722.1		C722	JERICHO (9.9)	I	UZ128	9709
717.7		C718	CHAMPLIN (8.7)		UZ138	6797
716.4		C716	LYNN DYL (8.5)	I	UZ147	8804
711.3		C711	CP 664 (5.2)			
709.9		C709	STRONG (8.1)		UZ157	5989
705.7		C706	DELTA (10.5)	TI	UZ164	N6069
703.9		C704	CP C648 (7.5)			
698.7		C699	VAN (8.5)		UZ173	5997
697.4		C697	CLEAR LAKE (14.0)		UZ182	5900
692.6		C693				
691.3		C691				
686.1		C686				
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	BLOOM (7.0)		UZ198	5989
616.7		C617				
610.9		C611	CRUZ (10.7)		UZ203	8862
609.1		C609				
600.2		C600	BLACK ROCK (9.6)		UZ214	6022
598.9		C599				
590.6		C591	READ (5.2)		UZ223	5996
589.3		C589				
585.4		C585	MURDOCK (8.7)		UZ228	5995
584.1		C584				
579.0	CTC 2MT	C579	E. MILFORD (2.3)	B	CX235	
576.7		C577	MILFORD	IBX	CX236	21474

(205.5)

SI-01 MAIN TRACK AUTHORITY

CTC in effect Between MP 782.9 and MP 576.7.

Yard Limits Between MP 782.9 and MP 781.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts	
782.9 and 678.0	PSGR FRT
(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 754.2	60 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
Between Mile Posts	
678.0 and 576.7	PSGR FRT
(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 Grant Tower to Smelter and CP C579 to MP 576.7

SI-05 MILE POST EQUATIONS

MP 774 to MP 774B is one mile; MP 774B to MP 775 is a "short mile; and MP 775 to MP 775B is one mile.

SI-06 DTC BLOCK LIMITS - None.

LYNDYL SUBDIVISION (775)

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 774.2	(#) 682.2	(#) 604.6
(#) 751.0	(#) 663.0	(#) 583.5
(#) 729.7	(#) 644.0	
(#) 703.3	(#) 623.4	

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Industrial Center	779.8	UZ033
SLGW Conn. W.....	778.9	
Old Cent. Pk. E.....	777.6	UZ036
New Cent. Pk. E.....	778.6	
Proxaire	766.9	
Garfield Pit	766.7	UX046
Clover E.....	732.8	UZ081
Cline E.....	661.2	UZ152
Continental Lime E.....	618.0	

SI-11 INDUSTRIAL LEADS

Passenger Line Industrial Lead: from MP 782.8 to MP 779.2 = 3.6 miles. Max. speed 20 MPH. Yard limits from MP 782.8 to MP 779.2.
 (X)DRGW(A) at MP 782.6 end of track, Eastward MP 782.25 and Westward MP 782.45.

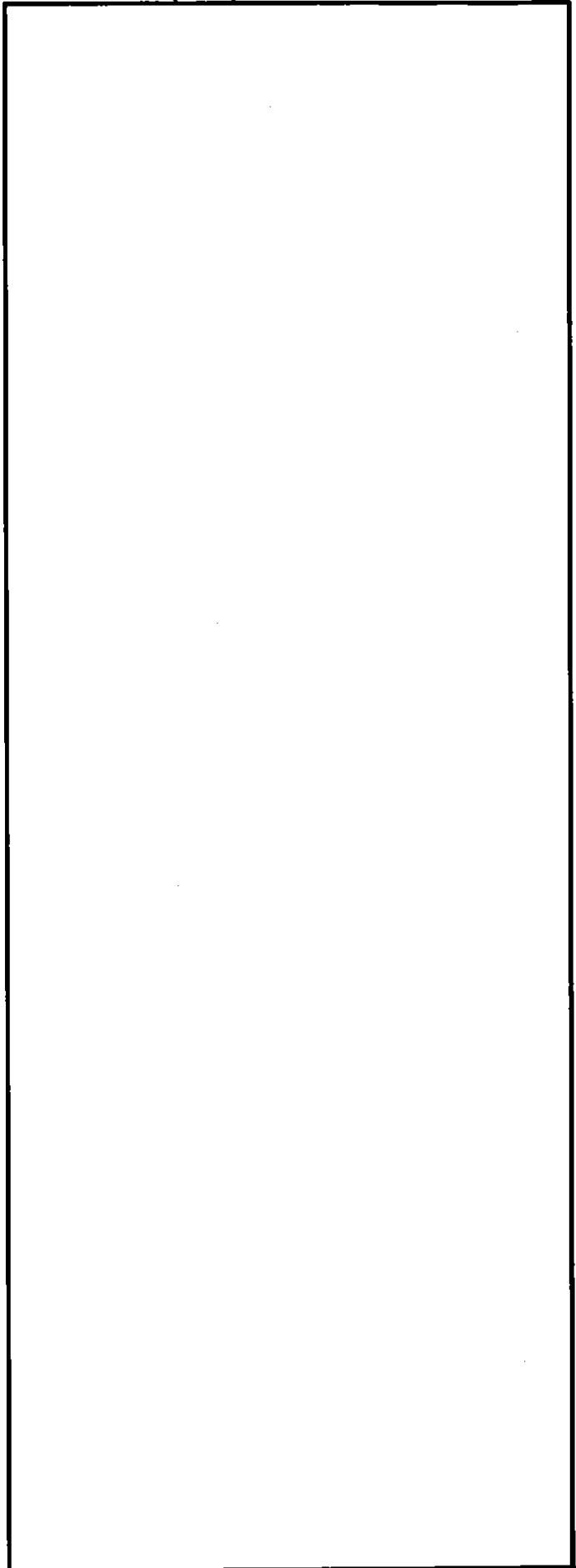
IPP Industrial Lead: at Lyndyl CP C664: 20 MPH - IPP Turnout; 40 MPH - MP 0.0 to MP 8.9; 15 MPH - Offsite siding; 15 MPH - all other tracks.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum gross weight: 158 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.



CALIENTE SUBDIVISION (765)

Mile Post	Rule 6.3	CP #s	Radio Display: Milford to Caliente -4242 Caliente to Las Vegas -2727		Sta. #s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
576.7	CTC 2MT	C577	MILFORD (4.7)	BXI	CX236	21474
574.8		C575	CP C575 (2.8)		CX237	
572.0	CTC	C572	UPTON (9.9)		CX241	6026
570.8		C571				
562.1		C562	THERMO (10.8)		CX251	8737
560.3		C561				
551.3		C551	LATIMER (8.5)		CX262	5982
550.0		C550				
542.8		C543	LUND (10.4)		CX272	9100
540.9		C541				
532.4		C532	ZANE (5.5)		CX281	6006
531.1		C531				
526.9		C527	BERYL (9.5)		CX286	5972
525.6		C525				
517.4		C518	HEIST (6.6)		CX297	8854
515.6		C516				
510.8		C511	MODENA (9.0)		CX303	6000
509.6		C510				
501.8		C502	UVADA (4.2)		CX312	6007
500.5		C501				
497.6	C498	CRESTLINE (7.3)		CX319	8811	
495.8	C496					
490.3	C490	BROWN (5.5)		CX324	6013	
489.0	C489					
484.8	C485	ACOMA (8.1)		CX328	6034	
483.6	C484					
476.7	C477	ISLEN (5.4)		CX338	8539	
475.0	C475					
471.3	C471	RICHMOND (4.4)		CX342	5876	
470.0	C470					
466.9	CTC 2MT	C467	ECCLES (5.9)		CX349	15177
463.9		C464				
461.0	CTC	C461	CALIENTE (5.5)	BI	CX353	N6257 S6768
459.7		C460				
458.2	CTC 2MT	C458	CP C458 (2.7)			
455.5		C455	ETNA (5.0)		CX358	6098
454.2	C454					
450.5	CTC	C451	STINE (4.1)		CX363	5976
449.2		C449				
446.4	CTC	C447	BOYD (7.4)		CX368	8820
444.6		C445				
439.0	CTC	C439	ELGIN (3.4)		CX375	6166
437.8		C438				
435.6	CTC	C436	KYLE (5.9)		CX379	8832
433.8		C434				
429.7	CTC	C430	LEITH (10.4)		CX384	5957
428.5		C428				
419.3	CTC	C419	CARP (5.3)		CX394	8927
417.5		C418				
414.0	CTC	C414	VIGO (5.2)		CX399	6083
412.7		C413				
408.8	CTC	C409	GALT (5.4)		CX405	6145
407.7		C408				
403.4	CTC	C403	HOYA (4.6)		CX410	8839
401.6		C402				

398.8	CTC 2MT	C399	ROX (5.1)		CX415	6660	
397.5		C397					
393.7		CTC	C394	FARRIER (9.3)		CX420	6066
392.4			C392				
384.4		CTC	C384	MOAPA (10.0)	TI	CX430	8919
382.6			C383				
374.4		CTC	C374	UTE (10.5)		CX439	6101
373.1			C373				
363.9		CTC	C364	DRY LAKE (6.1)		CX450	6094
362.6			C363				
357.8		CTC	C358	GARNET (5.1)		CX456	8774
356.0			C356				
352.7		CTC	C353	APEX (5.4)		CX461	6074
351.4			C351				
347.3		CTC	C347	DIKE (3.8)		CX466	6156
346.1			C346				
343.5		CTC	C344	VALLEY (3.8)		CX470	9232
341.6			C342				
339.7	CTC	C340	WANN (4.4)		CX474	8974	
337.8		C338					
335.3	CTC 2MT	C336	OWENS AVE. (0.8)		CX477		
334.5		C335	STEWART AVE. (0.2)				
334.3	CTC 3MT		LAS VEGAS	B	CX479	Yard	

(2424)

SI-01 MAIN TRACK AUTHORITY

CTC in effect Between MP 576.7 and MP 334.3.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts	
576.7 and 500.0	PSGR FRT
(Except as Below).....	79 70
576.7 and 576.2 - (R)	50 35
502.5 and 500.0	70 55
Between Mile Posts	
500.0 and 393.9	PSGR FRT
(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

Between Mile Posts 500.0 and 393.9	PSGR	FRT
(Except as Below).....	79	50
450.0 and 446.9	40	30
446.9 and 445.4	35	30
445.4 and 444.0	40	30
444.0 and 442.0	30	25
442.0 and 430.7	40	35
430.7 and 430.0	35	30
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 Mile Posts 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 Siding 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 La Vegas;
 North Track is No.3.
 Center Track is No.1.
 South Track is No.2.

SI-05 MILE POST EQUATIONS
 MP 493 to MP 494 = 850 Ft.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

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.

MEAD LAKE SUBDIVISION (769)

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

(17.1)

SI-01 MAIN TRACK AUTHORITY

TWC in effect between MP 0.0 and MP 16.7

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mile Posts	MPH
0.00 and 16.7 (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 16.7	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 MILE POST 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.

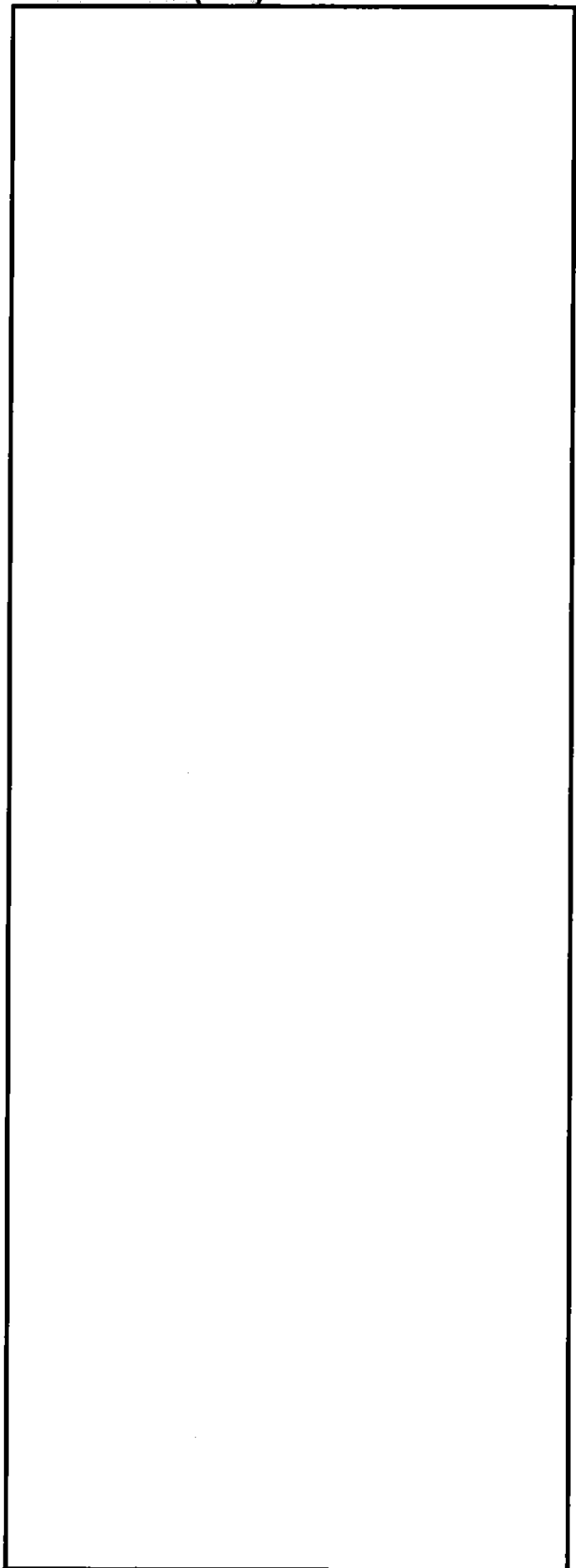
SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.



CEDAR CITY SUBDIVISION (770)

Mile Post	Rule 6.3	CP #s	Radio Display: Lund to Cedar City -4242		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST		
0.0	TWC		LUND (16.0)	YT	CX272	
16.1			WESTERN ELECTRIC (0.4)			
16.5			AMERICAN AZIDE (3.8)			
20.3			IRON SPRINGS (11.5)	T	C1321	
31.8			CEDAR CITY (0.6)		C1333	
32.4			END OF TRACK			

(32.4)

SI-01 MAIN TRACK AUTHORITY

TWC in effect MP 0.0 and MP 32.4
Yard Limits Between MP 0.0 and MP 1.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts 0.0 and 32.4	
(Except as Below).....	40
0.0 and 0.3	10
23.0 and 29.7	20
29.7 and 32.4	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 MILE POST 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.

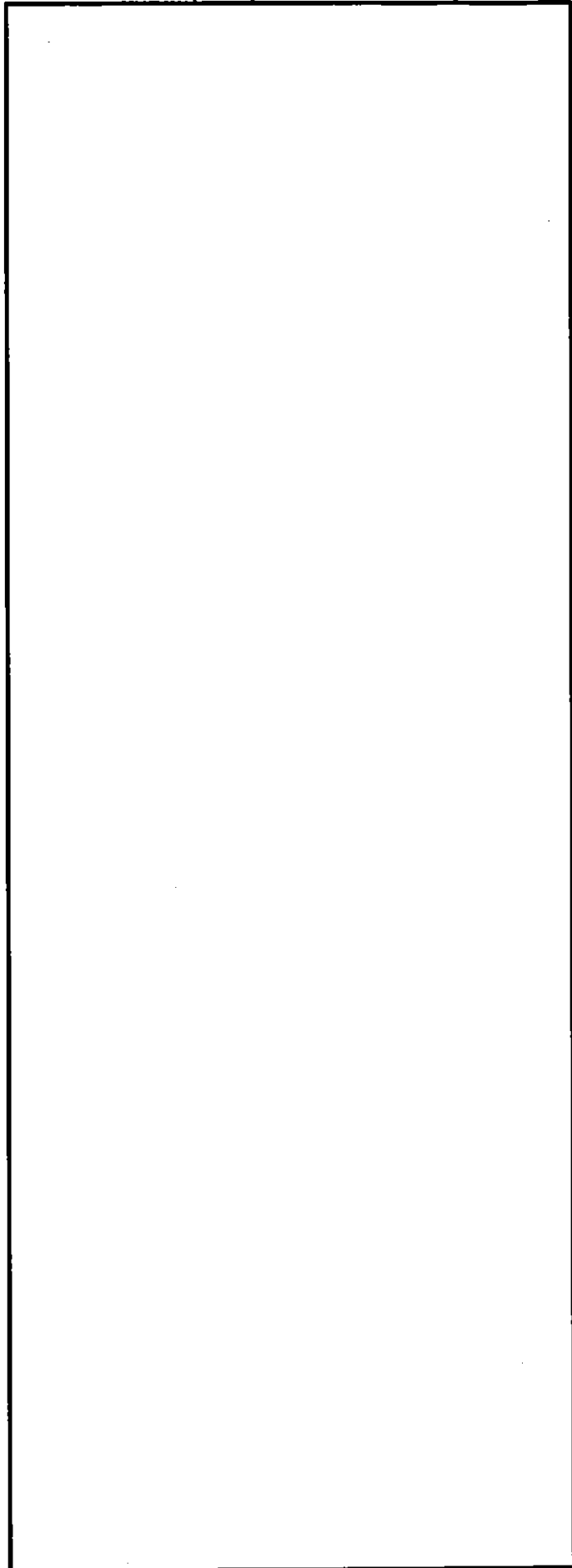
SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Main track derail at MP 31.8.



COMSTOCK SUBDIVISION (771)

Mile Post	Rule 6.3	CP #s	Radio Display: Iron Springs to Iron Mt. -4242		Sta. #s	Siding Feet
			WEST ▼ STATIONS ▲	EAST		
0.0	TWC		IRON SPRINGS (10.9)	TY	CI321	
10.9			COMSTOCK (3.5)	T	CI411	
14.4			IRON MT. (0.3)		CI415	
14.7			END OF TRACK			

(14.7)

SI-01 MAIN TRACK AUTHORITY

TWC Between MP 0.0 and MP 14.7
Yard Limits Between MP 0.0 and MP 1.2.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mile Posts 0.0 and 14.4	
(Except as Below).....	25
0.0 and 1.2	10
10.1 and 14.7	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 MILE POST 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.

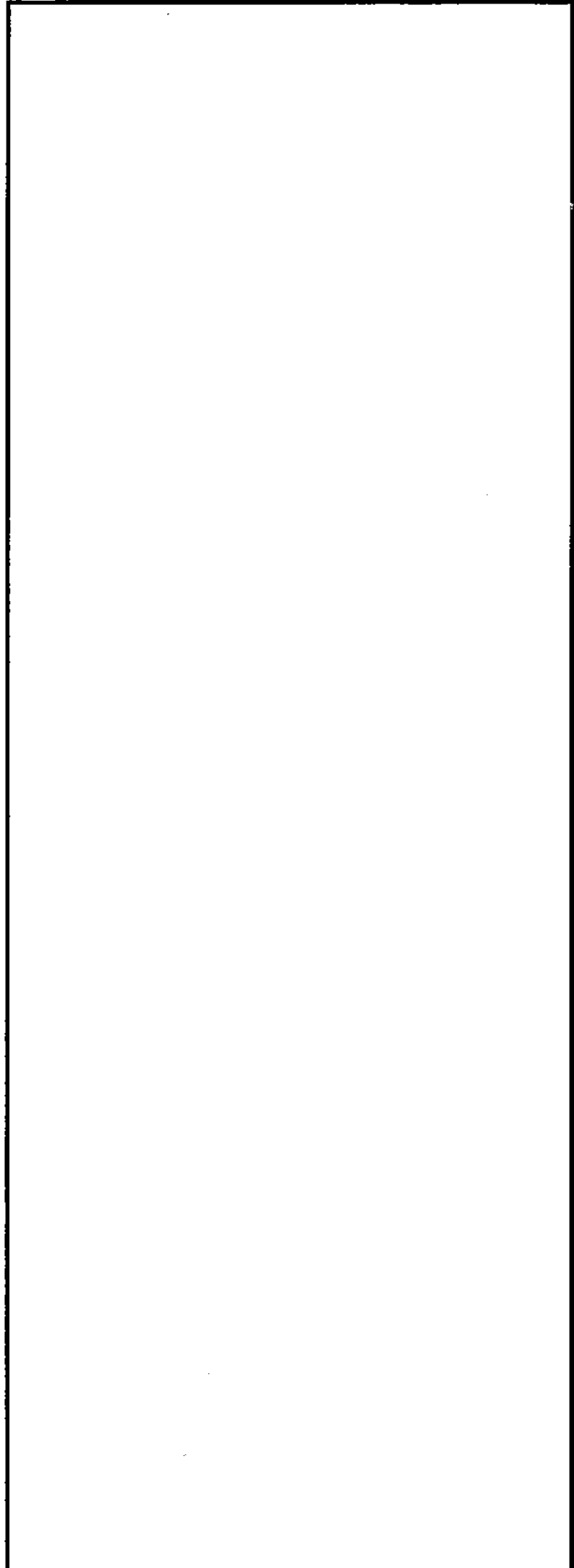
SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Retaining valves must be used on all cars on all loaded trains from Iron Mt. or Comstock to Iron Springs. Air brakes must be used on all cars handled on all trackage. Locomotives or cupola cabooses must not operate under the old tipple located over track 733 at Comstock.



CIMA SUBDIVISION (760)

Mile Post	Rule 6.3	CP #s	Radio Display: Las Vegas to Yermo -2727		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. (3.5)			
323.9		C323	ARDEN (8.6)		! CX490	8467
321.3		C321				
315.3		C315	SLOAN (5.3)		BI 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)		BI 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 2MT	C255	CIMA (3.5)		BIT CX559	S9862 N6266
253.3		C253				
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 2- 9190
234.5		C235				
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		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 Between MP 334.3 and MP 162.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mile Posts		
334.3 and 309.3	PSGR FRT	
(Except as Below).....	79	60
334.6 and 333.0	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 Mile Posts		
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
231.1 and 230.9	70	60
196.2 and 196.4	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 - Trk.1	40	40
163.4 and 162.0 - Trk.1	20	20
163.9 and 163.6 - Trk.2 W	40	40
163.6 and 162.2 - Trk.2 W	79	60
162.2 and 163.3 - Trk.2 E	79	60
163.3 and 163.6 - Trk.2 E	40	40
162.2 and 162.0 - Trk.2	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 252.8.....	20
East Switch Dawes.....	20
East Switch Kelso sidings 1 & 2.....	20
Kelso Siding No. 1.....	10
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

<p>SI-04 MAIN TRACK DESIGNATIONS Three Main Tracks: Las Vegas to CP C333 Track 3 - North Track Track 1 - Center Track Track 2 - South Track Two Main Tracks: CP C333 to CP C326; CP C255 to CP C252; CP C168 to CP C159.</p>												
<p>SI-05 MILE POST EQUATIONS - None.</p>												
<p>SI-06 DTC BLOCK LIMITS - None.</p>												
<p>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</p> <table border="1"> <tr> <td>(#)324.2</td> <td>(#)256.0</td> <td>(#)190.4</td> </tr> <tr> <td>(#)307.0</td> <td>245.4 **</td> <td>(#)175.3</td> </tr> <tr> <td>(#)292.7</td> <td>(#)233.4</td> <td></td> </tr> <tr> <td>(#)273.7</td> <td>(#)209.2</td> <td></td> </tr> </table> <p>** MP 245.0, Cold Wheel Detector</p>	(#)324.2	(#)256.0	(#)190.4	(#)307.0	245.4 **	(#)175.3	(#)292.7	(#)233.4		(#)273.7	(#)209.2	
(#)324.2	(#)256.0	(#)190.4										
(#)307.0	245.4 **	(#)175.3										
(#)292.7	(#)233.4											
(#)273.7	(#)209.2											
<p>SI-08 RULES ITEMS</p> <p>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.</p> <p>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.</p>												
<p>SI-09 FRA EXCEPTED TRACKS - None.</p>												
<p>SI-10 BUSINESS TRACKS - None.</p>												
<p>SI-11 INDUSTRIAL LEADS - None.</p>												
<p>SI-12 TONNAGE RESTRICTIONS/TPOB Maximum gross weight - 158 Tons.</p> <p>Between MP 254.0 and MP 236.0, westward freight trains not exceeding 110 tons per operative brake and not exceeding 200 tons per dynamic brake axle and not exceeding 3500 trailing tons which are controlled exclusively with dynamic brake must not exceed 35 MPH.</p>												

On descending grade from Cima to Kelso the following items A through G apply:

A. Freight trains exceeding 3500 trailing tons must not be controlled exclusively with dynamic brake.

B. Retaining valves must be set:
 1. On any freight train exceeding 80 tons per operative brake and 300 tons per dynamic brake axle (including helper locomotives). (See Note 1 below)
 Note 1: Retaining valve requirement does not apply to double stack trains not exceeding 138 tons per operative brake, not exceeding 9600 trailing tons and not exceeding 300 tons per dynamic brake axle (including helper locomotives). These 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.
 2. On any freight train exceeding 500 tons per dynamic brake axle (including helper locomotives). Such trains must not exceed 15 MPH.
 3. On any freight train being handled without pressure maintaining.

C. All freight trains exceeding 80 tons per operative brake and operating without retainers:
 1. Anytime a train is stopped with a total brake pipe reduction exceeding 15 pounds, sufficient hand brakes, but not less than 15 must be applied to hold train and brake system must be recharged before proceeding. (See Note 2)
 2. Anytime total brake pipe reduction exceeds 15 pounds to control speed, train must be stopped and retainers set prior to releasing train brakes. Brake system must be recharged before proceeding. If retainers are not sufficient to hold train while recharging, hand brakes must also be applied. (See Note 2)
 Note 2: Whenever necessary to apply hand brakes to hold train on grade, after air brake system is recharged, reduce brake pipe pressure not less than 6 pounds to hold train while hand brakes are released.

D. Freight trains not exceeding 85 tons per operative brake and not required to use retaining valves may operate at a speed not to exceed 25 MPH provided speed can be controlled with minimum brake pipe reduction (6-8 pounds). If more than minimum brake pipe reduction is required to control speed, a speed of 20 MPH must not be exceeded.

E. Freight trains exceeding 85 tons per operative brake must not exceed 20 MPH.
 EXCEPTION: Freight trains not exceeding 110 tons per operative brake may operate at a maximum speed of 35 MPH provided the train does not exceed 200 tons per dynamic brake axle and does not exceed 3500 trailing tons and the train is controlled exclusively with dynamic brake.

F. Freight trains authorized to operate at a maximum speed of 35 MPH when controlled exclusively with dynamic brake must comply with the provisions of item D shown above when train air brakes are used. These trains may operate at a maximum speed of 35 MPH after a running release, provided not more than a 12 pound reduction has been made or after train has been stopped and brake system has been recharged.

G. In cases where a train is required to stop, provisions of Air Brake Rule 31.1.3 will govern. Between Kelso and MP 219.6, westward freight trains exceeding 75 tons per operative brake and which have over 500 tons per dynamic brake axle, must not exceed 30 MPH at any point.
 EXCEPTION TO ITEM 2-F DOUBLE STACK TRAINS:

CIMA SUBDIVISION (760)

Double stack trains exceeding 100 tons per operative brake must not exceed 60 MPH westward between Kelso and MP 217.6, and eastward between Cima and MP 282. These trains may contain up to 4 other cars, including 4 other multi-platform intermodal cars.

On all westward manifest trains (except TOFC, COFC, Unit trains and "z" symbol trains) operating between Cima and Kelso:

Trains requiring use of retaining valves, and all trains which required a brake pipe reduction in excess of 10 psi. to control speed on Cima grade will stop at Kelso where crew will perform a walking inspection of their train in accordance with Operating Rule 6.29.2. While inspecting, particular attention must be given box cars and flat cars, loaded or empty, for signs of smoke, fire, or heat being generated from within car or lading, also noting underframe of car for these signs. On affected retainer trains this inspection will be performed when train is stopped to position retaining valves to the exhaust position. These instructions will be in effect during the months of May through October."

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

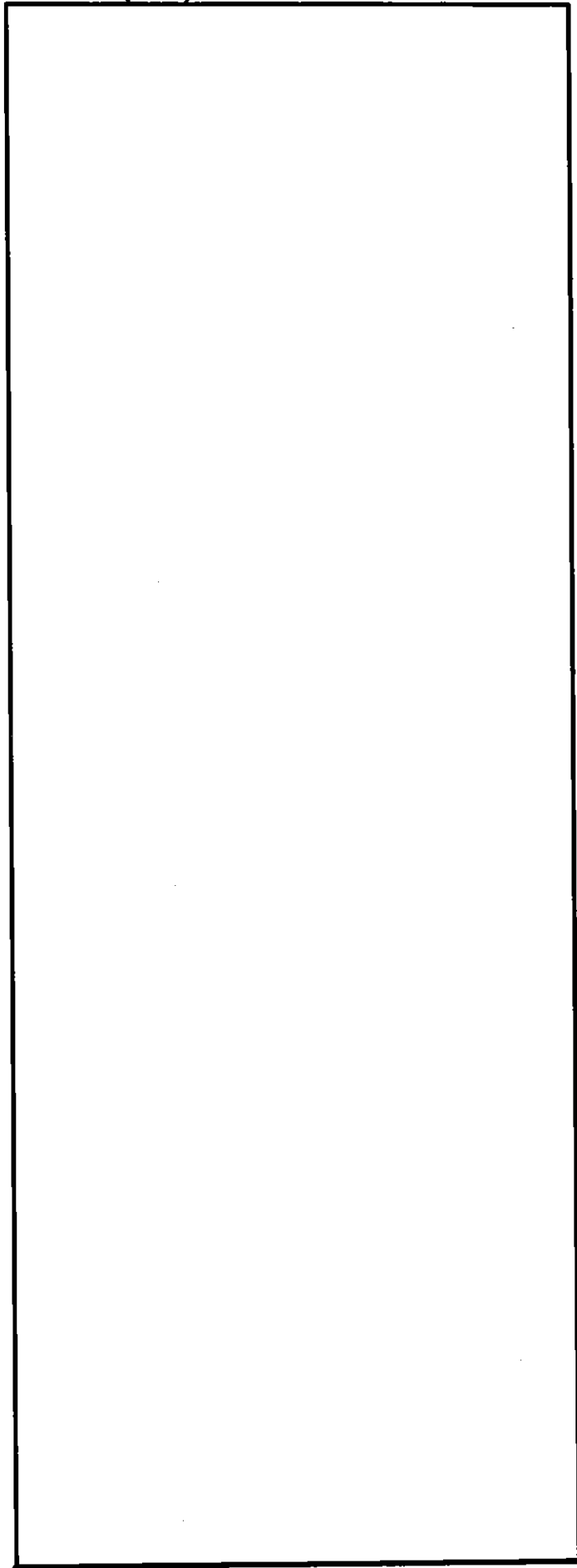
On all westward trains, dynamic brake must be tested between MP 309 and MP 292. Conductor must advise engineer of number of cars in train, total tonnage, and tons per operative brake.

At Cima, speed of all westward trains over crest of grade must be 10 MPH less than maximum authorized speed on descending grade.

Passenger trains without operative dynamic brake must not exceed 20 MPH Cima to Kelso.

BMI SUBDIVISION (762)

Mile Post	Rule 6.3	CP #s	Radio Display: Boulder Jct. to Henderson -2727		Sta. #s	Siding Feet
			NORTH ▼ STATIONS ▲	SOUTH		
0.0	YL		BOULDER JCT. (9.0)		Y CX486	
4.0	TWC					
9.9	YL		HENDERSON (1.9)		Y CN810	
10.9			END OF TRACK			
(10.9)						
SI-01 MAIN TRACK AUTHORITY						
TWC Between MP 2.0 and MP 8.5.						
Yard Limits Between MP 0.0 and MP 2.0; MP 8.5 and MP 10.9.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed			MPH			
Between Mile Posts 0.0 and 10.9						
(Except as Below).....						10
No Exceptions.						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed			MPH			
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions						
Henderson - BMI Lead and Yard Tracks... 5						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILE POST 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.						





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