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

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**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: |
|---|---|
| CTC | CENTRALIZED TRAFFIC CONTROL |
| CTC<br>ATC | CENTRAL TRAFFIC CONTROL<br>AUTOMATIC TRAIN CONTROL |
| ATC | AUTOMATIC TRAIN CONTROL |
| ABS | AUTOMATIC BLOCK SIGNAL SYSTEM |
| DT | DOUBLE TRACK |
| DTC | DIRECT TRAFFIC CONTROL |
| DTC<br>ABS | DIRECT TRAFFIC CONTROL<br>AUTOMATIC BLOCK SIGNAL SYSTEM |
| TWC | TRACK WARRANT CONTROL |
| TWC<br>ABS | TRACK WARRANT CONTROL<br>AUTOMATIC BLOCK SIGNAL SYSTEM |
| #MT | MULTIPLE MAIN TRACK -#(number MT's) |
| ! | SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR |
| (A) | AUTOMATIC INTERLOCKING |
| B | BASE RADIO STATION |
| D | DRAW BRIDGE |
| (G) | GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE |
| G | GATE-NORMAL POSITION AGAINST THIS SUBDIVISION |
| (M) | MANUAL INTERLOCKING |
| (S) | STOP SIGN |
| T | TURNING FACILITY |
| (X) | RAILROAD CROSSING AT GRADE |

| | Symbol represents: |
|---|---|
| X | CROSSOVER BETWEEN MAIN TRACKS<br>DUAL CONTROL SWITCHES |
| Y | YARD LIMITS |
| (9) | SPECIAL INSTRUCTIONS APPLY ITEM 9 |
| (11) | SPECIAL INSTRUCTIONS ITEM 11 |
| N | NORTHWARD |
| S | SOUTHWARD |
| E | EASTWARD |
| W | WESTWARD |
| C | CENTER |
| + | HEAD-END RESTRICTION ONLY |
| (R) | REDUCE/RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION |
| (#) | HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR |
| # | HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR |
| @ | HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS |
| $ | HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY |
| % | DRAGGING EQUIPMENT DETECTORS WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY |
| & | HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR |

## 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 # |
|---|---|---|---|
| (EWD HOLD SIG) | | EVANSTON | 20 |
| (EWD HOLD SIG) | | EVANSTON | 20 |
| (EWD HOLD SIG) | | EVANSTON | 20 |
| (WWD HOLD SIG) | | EVANSTON | 20 |
| (WWD HOLD SIG) | | EVANSTON | 20 |
| (WWD HOLD SIG) | | EVANSTON | 20 |
| (WWD HOLD SIG) | | EVANSTON | 20 |
| (WWD HOLD SIG) | | EVANSTON | 20 |
| 13TH SOUTH CROSSOVER | | PROVO | 8 |
| 18TH NORTH | UZ027 | SALT LAKE | 16 |
| ACOMA | CX328 | CALIENTE | 34 |
| AFTON | CX621 | CIMA | 40 |
| AGATE | KP947 | GREEN RIVER | 2 |
| ALAZON | UX244 | SHAFTER | 30 |
| ALAZON | UX244 | SHAFTER | 30 |
| ALAZON | UX244 | LAKESIDE | 28 |
| ALCHEM | WX83 | EVANSTON | 20 |
| ALTAMONT | WX90 | EVANSTON | 20 |
| AMERICAN AZIDE | | CEDAR CITY | 37 |
| AMERICAN FORK | UP062 | PROVO | 8 |
| APEX | CX461 | CALIENTE | 34 |
| ARDEN | CX490 | CIMA | 40 |
| ARIMO | UN105 | OGDEN | 24 |
| ARINOSA | UX133 | SHAFTER | 30 |
| ARROWHEAD (W) | CX703 | MEAD LAKE | 36 |
| ASPEN | WX90 | EVANSTON | 20 |
| BALCH | CX601 | CIMA | 40 |
| BANNING | UW80 | SUNNYSIDE | 6 |
| BARRO | UX123 | SHAFTER | 30 |
| BASIN | CX616 | CIMA | 40 |
| BECKS | UZ026 | SALT LAKE | 16 |
| BERYL | CX286 | CALIENTE | 34 |
| BLACK ROCK | UZ214 | LYNNDYL | 32 |
| BLOOM | UZ198 | LYNNDYL | 32 |
| BORAX | CX517 | CIMA | 40 |
| BOULDER JCT. | CX486 | BMI | 43 |
| BOULTER | UZ109 | LYNNDYL | 32 |
| BOYD | CX368 | CALIENTE | 34 |
| BRANT | CX550 | CIMA | 40 |
| BRENDEL | KP983 | CANE CREEK | 5 |
| BRENDEL | KP983 | GREEN RIVER | 2 |
| BRIDGE | UL029 | LAKESIDE | 28 |
| BRIDGE JCT. | UY994 | SALT LAKE | 16 |
| BRIDGER | WX88 | EVANSTON | 20 |
| BRIGHAM CITY | UN021 | OGDEN | 24 |
| BRIGHAM CITY | UN021 | MALAD | 26 |
| BROWN | CX324 | CALIENTE | 34 |
| BUENA VISTA | UZ034 | LYNNDYL | 32 |
| BURMESTER | UX061 | SHAFTER | 30 |
| CACHE JCT. | UN049 | OGDEN | 24 |
| CACHE JCT. | UN049 | CACHE VALLEY | 27 |
| CALADA | CX526 | CIMA | 40 |
| CALIENTE | CX353 | CALIENTE | 34 |
| CARP | CX394 | CALIENTE | 34 |
| CARTER | WX87 | EVANSTON | 20 |
| CASTILLA XOVER | UW13 | PROVO | 8 |
| CASTLE GATE | UW07 | PROVO | 8 |
| CEDAR | UW04 | GREEN RIVER | 2 |

| Station Name | Circ7 # | Subdivision | Page # |
|---|---|---|---|
| CEDAR CITY | CI333 | CEDAR CITY | 37 |
| CENTERVILLE | UZ018 | SALT LAKE | 16 |
| CHAMPLIN | UZ138 | LYNNDYL | 32 |
| CHASE | CX563 | CIMA | 40 |
| CIMA | CX559 | CIMA | 40 |
| CISCO | KP953 | GREEN RIVER | 2 |
| CLEAR LAKE | UZ182 | LYNNDYL | 32 |
| CLEARFIELD | UZ002 | SALT LAKE | 16 |
| CLIFSIDE | UX177 | SHAFTER | 30 |
| CLIVE | UX104 | SHAFTER | 30 |
| COLTON | UW09 | PLEASANT VALLEY | 14 |
| COLTON XOVER | UW09 | PROVO | 8 |
| COLUMBIA JCT. | UW81 | SUNNYSIDE | 6 |
| COMSTOCK | CI411 | COMSTOCK | 38 |
| CORINNE | UD906 | MALAD | 26 |
| COULAM | UN078 | OGDEN | 24 |
| CP 664 | | LYNNDYL | 32 |
| CP C252 | | CIMA | 40 |
| CP C458 | | CALIENTE | 34 |
| CP C575 | CX237 | CALIENTE | 34 |
| CP C648 | | LYNNDYL | 32 |
| CP C768 | | LYNNDYL | 32 |
| CP C818 | | SALT LAKE | 16 |
| CP G192 | | OGDEN | 24 |
| CP G819 | | EVANSTON | 20 |
| CP G833 | WX83 | EVANSTON | 20 |
| CRESTLINE | CX319 | CALIENTE | 34 |
| CRUCERO | CX609 | CIMA | 40 |
| CRUZ | UZ203 | LYNNDYL | 32 |
| DAWES | CX570 | CIMA | 40 |
| DAYTON | UN071 | OGDEN | 24 |
| DEETH | UX258 | SHAFTER | 30 |
| DEETH | UX258 | SHAFTER | 30 |
| DELLE | UX079 | SHAFTER | 30 |
| DELTA | UZ164 | LYNNDYL | 32 |
| DESERT | UW01 | GREEN RIVER | 2 |
| DEVIL'S SLIDE | WX96 | EVANSTON | 20 |
| DEWEY | UN036 | OGDEN | 24 |
| DIKE | CX466 | CALIENTE | 34 |
| DOWNEY | UN095 | OGDEN | 24 |
| DRY LAKE | CX450 | CALIENTE | 34 |
| DUNN | CX626 | CIMA | 40 |
| DURHAM | KP900 | GREEN RIVER | 2 |
| E HELPER X OVER | | GREEN RIVER | 2 |
| E. GREEN RIVER | | EVANSTON | 20 |
| E. MILFORD | CX235 | LYNNDYL | 32 |
| E. SUMMIT XOVER | | PROVO | 8 |
| EAST GRANGER | WX84 | EVANSTON | 20 |
| EAST GRANT TOWER. | | LYNNDYL | 32 |
| EAST RIVERDALE | | EVANSTON | 20 |
| EAST ROPER | | PROVO | 8 |
| EAST YERMO | CX649 | CIMA | 40 |
| ECCLES | CX349 | CALIENTE | 34 |
| ECHO | WX95 | EVANSTON | 20 |
| ELBA | KP964 | GREEN RIVER | 2 |
| ELBURZ | UX275 | SHAFTER | 30 |
| ELGIN | CX375 | CALIENTE | 34 |
| ELKO | UX293 | SHAFTER | 30 |
| ELKO | UX293 | SHAFTER | 30 |

# SALT LAKE CITY AREA

| Station Name | Circ7 # | Subdivision | Page # |
|---|---|---|---|
| ELKO (UP CONNECTION) | | SHAFTER | 30 |
| ELORA | CX566 | CIMA | 40 |
| EMORY | WX94 | EVANSTON | 20 |
| END OF TRACK | | BMI | 43 |
| END OF TRACK | | COMSTOCK | 38 |
| END OF TRACK | | MALAD | 26 |
| END OF TRACK | | CEDAR CITY | 37 |
| END OF TRACK | | PLEASANT VALLEY | 14 |
| ERDA | UZ057 | LYNNDYL | 32 |
| ERIE | CX504 | CIMA | 40 |
| ETNA | CX358 | CALIENTE | 34 |
| EVANSTON | WX91 | EVANSTON | 20 |
| FARRIER | CX420 | CALIENTE | 34 |
| FAUST | UZ090 | LYNNDYL | 32 |
| FIELD | CX631 | CIMA | 40 |
| FLOY | KP989 | GREEN RIVER | 2 |
| FORD | UD912 | MALAD | 26 |
| FRANKLIN | UC244 | CACHE VALLEY | 27 |
| FRUITA | KP911 | GREEN RIVER | 2 |
| GALT | CX405 | CALIENTE | 34 |
| GARFIELD | UZ045 | LYNNDYL | 32 |
| GARLAND | UD918 | MALAD | 26 |
| GARNET | CX456 | CALIENTE | 34 |
| GENEVA | UP072 | PROVO | 8 |
| GENEVA XOVER | UP072 | PROVO | 8 |
| GILLULY | UW11 | PROVO | 8 |
| GRAND JCT. | KP898 | GREEN RIVER | 2 |
| GRANGER | WX84 | EVANSTON | 20 |
| GRANT TOWER | UZ030 | PROVO | 8 |
| GRANT TOWER | UZ030 | LYNNDYL | 32 |
| GRASSY | UW03 | GREEN RIVER | 2 |
| GREEN RIVER | UW00 | GREEN RIVER | 2 |
| GREEN RIVER | WX81 | EVANSTON | 20 |
| GROOME | UL071 | LAKESIDE | 28 |
| HALLECK | UX271 | SHAFTER | 30 |
| HAMPTON | WX86 | EVANSTON | 20 |
| HAYDEN | CX574 | CIMA | 40 |
| HEIST | CX297 | CALIENTE | 34 |
| HELPER | UW07 | GREEN RIVER | 2 |
| HELPER | UW07 | PROVO | 8 |
| HENDERSON | CN810 | BMI | 43 |
| HOGUP | UL062 | LAKESIDE | 28 |
| HOLBORN | UL159 | LAKESIDE | 28 |
| HOLT | UC220 | CACHE VALLEY | 27 |
| HONEYVILLE | UN030 | OGDEN | 24 |
| HOT SPRINGS | UN009 | OGDEN | 24 |
| HOYA | CX410 | CALIENTE | 34 |
| HYRUM | UC218 | CACHE VALLEY | 27 |
| IRON MT. | CI415 | COMSTOCK | 38 |
| IRON SPRINGS | CI321 | COMSTOCK | 38 |
| IRON SPRINGS | CI321 | CEDAR CITY | 37 |
| IRONTON XOVER | | PROVO | 8 |
| ISLEN | CX338 | CALIENTE | 34 |
| IVANPAH | CX545 | CIMA | 40 |
| JACKSON | UL087 | LAKESIDE | 28 |
| JEAN | CX512 | CIMA | 40 |
| JERICHO | UZ128 | LYNNDYL | 32 |
| JOSHUA | CX555 | CIMA | 40 |
| JUAB | UP133 | SHARP | 18 |

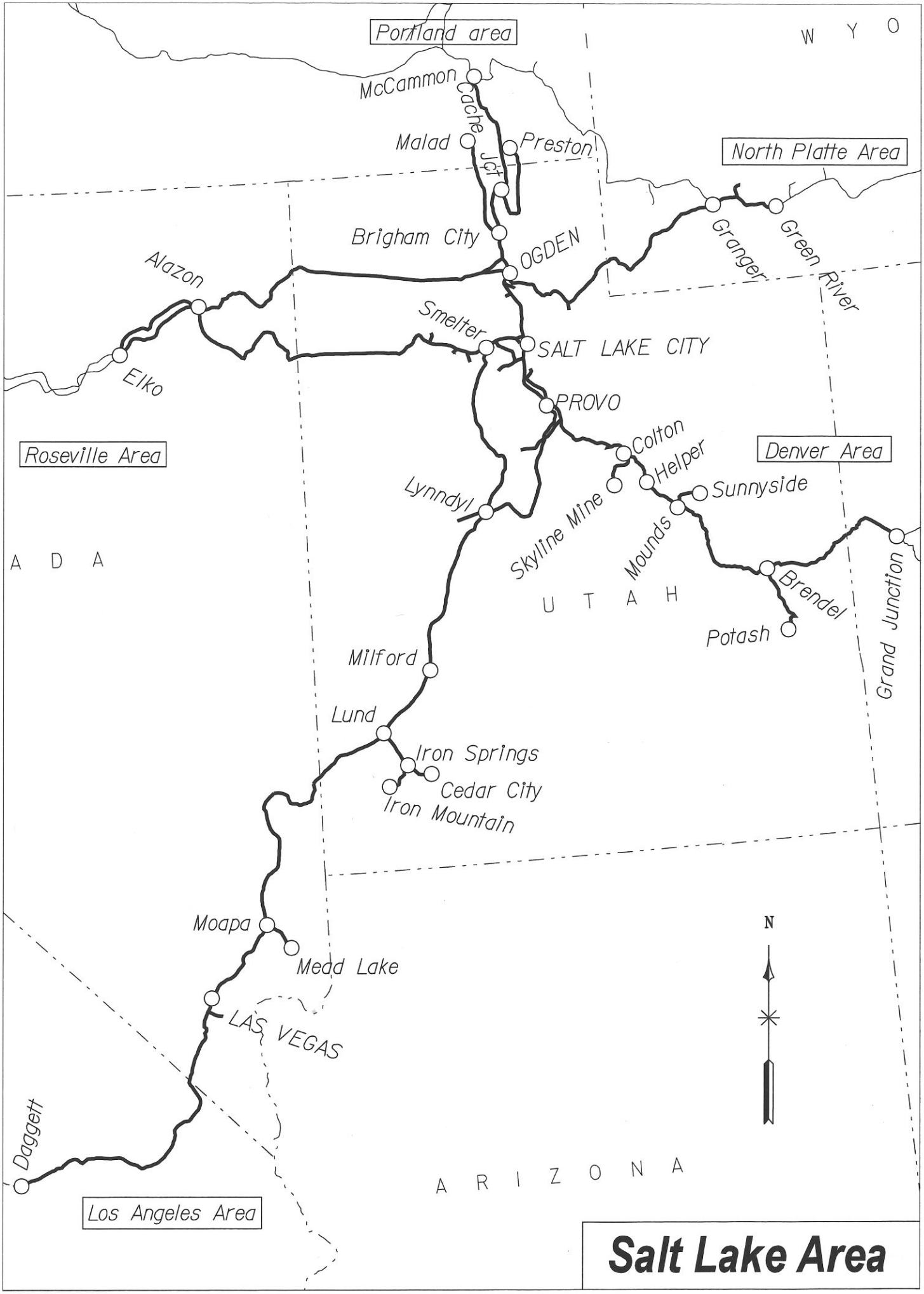
| Station Name | Circ7 # | Subdivision | Page # |
|---|---|---|---|
| KAYSVILLE | UZ009 | SALT LAKE | 16 |
| KELSO | CX577 | CIMA | 40 |
| KERENS | CX587 | CIMA | 40 |
| KNOLLS | UX113 | SHAFTER | 30 |
| KYLE | CX379 | CALIENTE | 34 |
| KYUNE | UW08 | PROVO | 8 |
| LAKE POINT | UZ049 | LYNNDYL | 32 |
| LAKESIDE | UL048 | LAKESIDE | 28 |
| LAKOTA JCT. | | PROVO | 8 |
| LAKOTA JCT. | UP074 | PROVO | 8 |
| LAS VEGAS | CX479 | CALIENTE | 34 |
| LAS VEGAS | CX479 | CIMA | 40 |
| LATIMER | CX262 | CALIENTE | 34 |
| LAYTON | UZ007 | SALT LAKE | 16 |
| LEITH | CX384 | CALIENTE | 34 |
| LEMAY | UL080 | LAKESIDE | 28 |
| LEROY | WX89 | EVANSTON | 20 |
| LITTLE MOUNTAIN | UL015 | LAKESIDE | 28 |
| LITTLE MOUNTAIN JCT. | | OGDEN | 24 |
| LOFGREEN | UZ103 | LYNNDYL | 32 |
| LOGAN | UC224 | CACHE VALLEY | 27 |
| LOGANDALE | CV710 | MEAD LAKE | 36 |
| LOW | UX092 | SHAFTER | 30 |
| LUCIN | UL103 | LAKESIDE | 28 |
| LUND | CX272 | CALIENTE | 34 |
| LUND | CX272 | CEDAR CITY | 37 |
| LYNN XOVER | UW08 | PROVO | 8 |
| LYNNDYL | UZ147 | SHARP | 18 |
| LYNNDYL | UZ147 | LYNNDYL | 32 |
| MACK | KP918 | GREEN RIVER | 2 |
| MALAD | UD952 | MALAD | 26 |
| MANIX | CX635 | CIMA | 40 |
| MAULE AVE. | | CIMA | 40 |
| MAXWELL | UW07 | GREEN RIVER | 2 |
| McCAMMON | IY038 | OGDEN | 24 |
| McINTYRE | UZ121 | LYNNDYL | 32 |
| MEAD LAKE | CV717 | MEAD LAKE | 36 |
| MESA | UP057 | PROVO | 8 |
| MIDVALE | UP040 | PROVO | 8 |
| MIDVALE XOVER | | PROVO | 8 |
| MILFORD | CX236 | CALIENTE | 34 |
| MILFORD | CX236 | LYNNDYL | 32 |
| MILLIS | WX91 | EVANSTON | 20 |
| MINEOLA RD. | | CIMA | 40 |
| MOAPA | CX430 | MEAD LAKE | 36 |
| MOAPA | CX430 | CALIENTE | 34 |
| MODENA | CX303 | CALIENTE | 34 |
| MONTELLO | UL121 | LAKESIDE | 28 |
| MOOR | UL167 | LAKESIDE | 28 |
| MOORE | CX541 | CIMA | 40 |
| MORGAN | WX96 | EVANSTON | 20 |
| MOUNDS | UW05 | SUNNYSIDE | 6 |
| MOUNDS | UW05 | GREEN RIVER | 2 |
| MURDOCK | UZ228 | LYNNDYL | 32 |
| NARROWS XOVER | UW12 | PROVO | 8 |
| NEPHI HOLD SIGNAL | | SHARP | 18 |
| NIPTON | CX535 | CIMA | 40 |
| NORTH SALT LAKE | UZ024 | SALT LAKE | 16 |
| NORTH YARD | | SALT LAKE | 16 |

# SALT LAKE CITY AREA

| Station Name | Circ7 # | Subdivision | Page # |
|---|---|---|---|
| NUCOR | UD931 | MALAD | 26 |
| OGDEN | UY993 | EVANSTON | 20 |
| OGDEN | UY993 | OGDEN | 24 |
| OGDEN | UY993 | LAKESIDE | 28 |
| OGDEN | UY993 | SALT LAKE | 16 |
| OLA | UX160 | SHAFTER | 30 |
| ORANGE ST. | UZ032 | LYNNDYL | 32 |
| OWENS AVE. | CX477 | CALIENTE | 34 |
| PARLEY | UP148 | SHARP | 18 |
| PAYSON | UP092 | SHARP | 18 |
| PEHRSON | UZ096 | LYNNDYL | 32 |
| PEQUOP | UL151 | LAKESIDE | 28 |
| PERU | WX82 | EVANSTON | 20 |
| PIGEON | UL097 | LAKESIDE | 28 |
| PILOT | UX169 | SHAFTER | 30 |
| PIPE MILL | UP068 | PROVO | 8 |
| POTASH | UW93 | CANE CREEK | 5 |
| PRESTO | UC242 | CACHE VALLEY | 27 |
| PRESTON | UC251 | CACHE VALLEY | 27 |
| PRICE | UW06 | GREEN RIVER | 2 |
| PROMONTORY POINT | UL024 | LAKESIDE | 28 |
| PROVO | UP076 | PROVO | 8 |
| PROVO | UP076 | PROVO | 8 |
| PROVO | UP076 | SHARP | 18 |
| READ | UZ223 | LYNNDYL | 32 |
| RICHMOND | CX342 | CALIENTE | 34 |
| RIO XOVER | UW12 | PROVO | 8 |
| RIVERDALE | WX99 | EVANSTON | 20 |
| RIVERTON | UP049 | PROVO | 8 |
| ROPER | UP002 | PROVO | 8 |
| ROX | CX415 | CALIENTE | 34 |
| RUBY | UX230 | SHAFTER | 30 |
| RUBY | KP922 | GREEN RIVER | 2 |
| SAGE | UX201 | SHAFTER | 30 |
| SAGERS | KP969 | GREEN RIVER | 2 |
| SALDURO | UX143 | SHAFTER | 30 |
| SALT LAKE | UZ029 | PROVO | 8 |
| SALT LAKE CITY | UZ029 | LYNNDYL | 32 |
| SALT LAKE CITY | UZ029 | SALT LAKE | 16 |
| SANDS | CX595 | CIMA | 40 |
| SANDS AVE. | CX484 | CIMA | 40 |
| SCOFIELD | UW71 | PLEASANT VALLEY | 14 |
| SEVEN MILE | UW92 | CANE CREEK | 5 |
| SHAFTER | UX192 | SHAFTER | 30 |
| SHALE | KP927 | GREEN RIVER | 2 |
| SHARP | UP128 | SHARP | 18 |
| SILVER ZONE | UX186 | SHAFTER | 30 |
| SKYLINE | UW72 | PLEASANT VALLEY | 14 |
| SLOAN | CX498 | CIMA | 40 |
| SMELTER | UX047 | SHAFTER | 30 |
| SMELTER | UZ047 | LYNNDYL | 32 |
| SMITHFIELD | UC232 | CACHE VALLEY | 27 |
| SOLITUDE | KP996 | GREEN RIVER | 2 |
| SP CONNECTION | | SHAFTER | 30 |
| SP CONNECTION | UX257 | SHAFTER | 30 |
| SP HOLD | | SALT LAKE | 16 |
| SP JCT. | UN002 | OGDEN | 24 |
| SP NORTH SALT LAKE | | SALT LAKE | 16 |
| SPHINX | UW01 | GREEN RIVER | 2 |
| SPRING GLEN | UW07 | GREEN RIVER | 2 |
| SPRING VALLEY | WX89 | EVANSTON | 20 |
| SPRINGVILLE XOVER | UP081 | PROVO | 8 |
| SPRUCE | UX211 | SHAFTER | 30 |
| ST. JOHN | UZ077 | LYNNDYL | 32 |
| STARR | UP107 | SHARP | 18 |
| STEWART AVE. | | CALIENTE | 34 |
| STINE | CX363 | CALIENTE | 34 |
| STOCKTON | UZ070 | LYNNDYL | 32 |
| STRAWBERRY | WX97 | EVANSTON | 20 |
| STRONG | UZ157 | LYNNDYL | 32 |
| STRONGKNOB | UL053 | LAKESIDE | 28 |
| SUMMIT | UW10 | PROVO | 8 |
| SUNNYSIDE | UW81 | SUNNYSIDE | 6 |
| SWAN LAKE | UN085 | OGDEN | 24 |
| THERMO | CX251 | CALIENTE | 34 |
| THOMPSON | KP976 | GREEN RIVER | 2 |
| TIMPIE | UX072 | SHAFTER | 30 |
| TINTIC | UZ114 | LYNNDYL | 32 |
| TOOMEY | CX645 | CIMA | 40 |
| TREMONTON | UD920 | MALAD | 26 |
| TRENTON | UN057 | OGDEN | 24 |
| TRESEND | UL043 | LAKESIDE | 28 |
| TROPICANA AVE. | | CIMA | 40 |
| UP CONNECTION | | SHAFTER | 30 |
| UPTON | CX241 | CALIENTE | 34 |
| UTAH INDUSTRIAL PARK | UL013 | LAKESIDE | 28 |
| UTAH RY JCT. XOVER | UW07 | PROVO | 8 |
| UTALINE | KP932 | GREEN RIVER | 2 |
| UTE | CX439 | CALIENTE | 34 |
| UVADA | CX312 | CALIENTE | 34 |
| VALCAM | UW71 | PLEASANT VALLEY | 14 |
| VALLEY | CX470 | CALIENTE | 34 |
| VALLEY PASS | UL143 | LAKESIDE | 28 |
| VAN | UZ173 | LYNNDYL | 32 |
| VENTOSA | UX220 | SHAFTER | 30 |
| VERNE | WX85 | EVANSTON | 20 |
| VIGO | CX399 | CALIENTE | 34 |
| VISTA | UW02 | GREEN RIVER | 2 |
| W. GREEN RIVER | WX81 | EVANSTON | 20 |
| W. HELPER XOVER | | PROVO | 8 |
| W. SUMMIT XOVER | | PROVO | 8 |
| WAHSATCH | WX92 | EVANSTON | 20 |
| WANN | CX474 | CALIENTE | 34 |
| WARNER | UZ065 | LYNNDYL | 32 |
| WASH | UW06 | GREEN RIVER | 2 |
| WELLINGTON | UW06 | GREEN RIVER | 2 |
| WELLS | UX240 | LAKESIDE | 28 |
| WELLS | UX240 | SHAFTER | 30 |
| WELLSVILLE | UC214 | CACHE VALLEY | 27 |
| WENDOVER | UX151 | SHAFTER | 30 |
| WESTERN ELECTRIC | | CEDAR CITY | 37 |
| WESTON | UN065 | OGDEN | 24 |
| WESTWATER | KP937 | GREEN RIVER | 2 |
| WHEELON | UN045 | OGDEN | 24 |
| WHITEHOUSE | KP959 | GREEN RIVER | 2 |
| WILLARD | UN014 | OGDEN | 24 |
| WOODSIDE | UW03 | 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)

Radio Display:
Grand Jct. to Helper -5454

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|---|
| 450.0 | CTC | | GRAND JCT. (2.1) | BT | KP898 | Yard |
| 451.7 | | | DURHAM (8.8) | ! | KP900 | 5080 |
| 460.5 | | | FRUITA (8.4) | ! | KP911 | E6630 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) | TI | 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) | TI | 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 | 8930 |
| 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)** | **79** | **60** |
| 450.0 and 451.5 | 50 | 50 |
| 460.0 and 461.0 | 70 | 60 |
| 468.9 and 471.2 | 70 | 60 |
| 471.2 and 472.8 | 50 | 40 |
| 472.8 and 474.7 | 50 | 50 |
| 474.7 and 477.6 (R) | 50 | 50 |
| 477.6 and 479.1 | 55 | 50 |
| 479.1 (R) and 479.7 | 50 | 45 |
| 479.7 and 481.9 | 50 | 50 |
| 486.1 and 486.9 | 50 | 50 |
| 486.9 and 490.2 | 70 | 60 |
| 490.2 and 492.7 | 65 | 60 |
| 495.3 and 501.7 | 70 | 60 |
| 501.7 and 502.4 | 50 | 50 |
| 502.4 and 509.2 | 70 | 60 |
| 509.2 and 511.8 | 55 | 55 |
| 511.8 and 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<br>WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 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 Between Mile Posts | MPH |
|---|---|
| 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<br>WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 17.5 | YL | | SUNNYSIDE Y<br>(4.3) | UW818 | |
| 13.2 | TWC | | COLUMBIA JCT.<br>(8.2) | UW813 | |
| 5.0 | | | BANNING<br>(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)

Radio Display:
Helper to Salt Lake -2323

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 626.4 | CTC 2MT | | HELPER BT (0.9) | UW075 | |
| 627.3 | | | W. HELPER XOVER X (1.5) | | |
| 628.8 | | | UTAH RY JCT. XOVER X (1.6) | UW077 | |
| 630.4 | | | CASTLE GATE (2.3) | UW078 | |
| 632.7 | | | LYNN XOVER X (6.2) | UW080 | |
| 638.9 | | | KYUNE I (5.5) | UW088 | 5230 |
| 644.8 | | | COLTON XOVER X (5.7) | UW093 | |
| 650.1 | | | E. SUMMIT XOVER X (1.3) | | |
| 651.4 | | | SUMMIT TI (0.5) | UW100 | 7840 |
| 651.9 | | | W. SUMMIT XOVER (9.1) | | |
| 661.0 | | | GILLULY ! (11.3) | UW110 | 7900 |
| 672.3 | | | NARROWS XOVER X (4.4) | UW121 | |
| 676.7 | | | RIO XOVER X (8.0) | UW125 | |
| 684.7 | | | CASTILLA XOVER X (11.1) | UW132 | |
| 695.8 | | | SPRINGVILLE XOVER (2.8) | UP081 | |
| 698.6 | | | IRONTON XOVER (2.5) | | |
| 701.1 | | | PROVO BT (4.6) | UP076 | |
| 705.7 | | | LAKOTA JCT. (1.4) | UP074 | |
| 707.1 | | | GENEVA XOVER X (1.3) | UP072 | |
| | | | **Start Track 3** | | |
| P752.8 | YL 3MT | | PROVO TY (5.2) | UP076 | |
| P757.2 | | | LAKOTA JCT. (M)Y (0.6) | | |
| P757.9 | | | GENEVA Y | UP072 | 5975 |
| | | | **End Track 3** | | |
| 708.4 | CTC | | PIPE MILL (6.6) | UP068 | |
| 715.0 | | | AMERICAN FORK I (5.3) | UP062 | 8820 |
| 720.3 | | | MESA ! (8.3) | UP057 | 7240 |
| 728.6 | | | RIVERTON I (6.3) | UP049 | 6470 |
| 734.9 | CTC 2MT | | MIDVALE IT (1.0) | UP040 | 6790 |
| 735.9 | | | MIDVALE XOVER X (4.8) | | |
| 740.8 | CTC | | EAST ROPER (1.7) | | |
| 742.0 | | | ROPER T (1.5) | UP002 | |
| 743.5 | YL | | 13TH SOUTH CROSSOVER Y (1.6) | | |
| 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 1&2 | PSGR | FRT |
|---|---|---|
| **(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 1&2 | PSGR | FRT |
|---|---|---|
| **(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 |

| Between Mile Posts 745.4 and 626.4 Eastward Trks 1&2 | PSGR | FRT |
|---|---|---|
| **(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

| Maximum Speed | MPH |
|---|---|
| **1. Thru Sidings & Turnouts** | |
| Sidings Kyune, Summit and Midvale | 10 |
| **2. Dual Control Switch Turnouts** | |
| Crossover UT Railway Jct | 15 |
| Crossover Castlla | 40 |
| Crossover Springville | 50 |
| MP 708.3 | 50 |
| **3. Misc. Speed Restrictions** | |
| Geneva Steel Plant Yard | 7 |
| Geneva Steel Xings | 15 |
| Keigley - All yard tracks | 5 |
| UP 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.

# PROVO SUBDIVISION (740)

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 | | |

**SI-14 MISC. INSTRUCTIONS**

**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 tipple. Warning light will be activated when coal chute is extended or released from locked, secured position. Trains must stop short of loading facility when warning light is activated.

**Grade Securement Restrictions:** Do not tie up and leave a train unattended between (West Helper Cross-over and Kyune) or (Castilla Cross-over and West Summit) unless:
1. The track the train is tied up on has derail protection; or
2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail.

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

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

Track 1 will normally be used for delivery of empty coal trains 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<br>WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 21.1 | YL | | END OF TRACK (1.6) Y | | |
| 19.5 | | | SKYLINE (2.0) Y | UW720 | 12600 |
| 17.5 | | | VALCAM (2.3) Y | UW718 | 7690 |
| 15.2 | TWC | | SCOFIELD (15.2) | UW715 | |
| 0.0 | YL | | COLTON Y | UW093 | |

(21.1)

## 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 Between Mile Posts | MPH |
|---|---|
| **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)

Radio Display:
Ogden to Salt Lake City -2727

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 0.0<br>818.2 | CTC | C819 | OGDEN BYT<br>(1.0) | UY993 | Yard |
| 818.0 | | C818 | CP C818 YX<br>(0.2) | | |
| 817.8<br>811.5 | | C817<br>C811 | BRIDGE JCT. X<br>(6.5) | UY994 | |
| 809.3<br>807.2 | | C809<br>C807 | CLEARFIELD BTX<br>(5.4) | UZ002 | c4727 |
| 803.9 | | C804 | LAYTON<br>(1.4) | UZ007 | |
| 802.5 | | C802 | KAYSVILLE<br>(9.1) | UZ009 | N6352 |
| 793.4 | | C793 | CENTERVILLE X<br>(5.8) | UZ018 | |
| 787.6 | | C789 | SP NORTH SALT LAKE<br>(1.5) | | |
| 787.9 | | C788 | NORTH SALT LAKE X<br>(0.3) | UZ024 | |
| 786.1 | | C787 | BECKS<br>(2.7) | UZ026 | |
| 783.4 | | C786 | SP HOLD<br>(2.0) | | |
| 785.4 | DT<br>ABS | C785 | 18TH NORTH YX<br>(1.8) | UZ027 | |
| 783.6 | YL | | NORTH YARD BYT<br>(0.7) | | Yard |
| 782.9 | | C784 | SALT LAKE CITY B(M)TY<br>(0.2) | 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 Between Mile Posts 818.2 and 782.9 | MPH 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)

Radio Display:
Provo to Lynndyl -4242

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| P752.8<br>P748.9 | CTC | C753<br>C749 | PROVO TY<br>(15.7) | UP076 | Yard |
| P737.1<br>P735.8 | | C738<br>C735 | PAYSON !<br>(14.1) | UP092 | 6102 |
| P722.9<br>P721.6 | | C723<br>C721 | STARR !<br>(21.9) | UP107 | 6085 |
| P710.9 | | C710 | NEPHI HOLD SIGNAL | | |
| P701.7<br>P699.1 | | C702<br>C700 | SHARP !<br>(4.6) | UP128 | 13,436 |
| P696.7<br>P695.4 | | C696<br>C695 | JUAB !<br>(15.3) | UP133 | 6082 |
| P681.2<br>P679.9 | | C681<br>C680 | PARLEY !<br>(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 Between Mile Posts | MPH |
|---|---|
| **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)

Radio Display: Green River to Ogden -2727

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 814.7 | CTC 2MT | G814 | E. GREEN RIVER BX (0.4) | | |
| 815.1 | CTC 4MT | G815 | GREEN RIVER BXT (2.2) | WX817 | |
| 817.3 | | G817 | W. GREEN RIVER (2.0) | WX817 | |
| 819.3 | CTC ACS | G819 | CP G819 (5.6) | | |
| 824.9 | | G825 | PERU X (8.4) | WX825 | |
| 833.3 | | | CP G833 X (1.6) | WX833 | |
| 834.9 | | G835 | ALCHEM (9.1) | WX835 | |
| 844.0 | | G844 | EAST GRANGER X! (2.5) | WX844 | |
| 846.5 | | G847 | GRANGER TIX (7.5) | 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 X (4.7) | WX902 | |
| 904.8 | | G905 | ALTAMONT X (7.7) | WX904 | |
| 912.5 | DT ACS | | MILLIS (3.3) | WX913 | C1501 |
| 915.8 | | G915 | (WWD HOLD SIG) (1.4) | | |
| 917.2 | | | EVANSTON T (2.0) | 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 | C5665 |
| 952.2 | | G952 | (EWD HOLD SIG) (0.5) | | |
| 952.7 | | | ECHO (8.4) | WX952 | C6628 |
| 961.1 | | | DEVIL'S SLIDE (0.5) | WX961 | C5791 |
| 961.6 | | G962 | (WWD HOLD SIG) (6.4) | | |
| 968.0 | | | MORGAN (6.5) | WX968 | C6751 |
| 975.5 | | G975 | (WWD HOLD SIG) (2.2) | | |
| 977.7 | CTC 2MT | G978 | STRAWBERRY X (10.9) | WX978 | |
| 988.6 | | C988 | EAST RIVERDALE X (1.1) | | |
| 989.7 | | C990 | RIVERDALE YX (2.9) | 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 SOUTH ▼ STATIONS ▲ NORTH | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 111.4 | CTC | G192 | CP G192 (0.2) | | |
| 111.2<br>109.8 | | G111<br>G110 | McCAMMON TI (6.4) | IY038 | E6624<br>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. BT (4.6) | 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 YT (6.5) | UN021 | Yard |
| 14.6 | | | WILLARD (5.1) | UN014 | 6027 |
| 9.5 | | | LITTLE MOUNTAIN JCT. T (0.5) | | |
| 9.0 | | | HOT SPRINGS (7.3) | UN009 | 5938 |
| 1.7 | | | SP JCT. Y (1.7) | 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 Between Mile Posts 111.4 and 0.0 | MPH PSGR | FRT |
|---|---|---|
| (Except as Below) | 79 | 60 |
| 111.4 and 110.8 | 45 | 40 |
| 107.8 and 107.3 | 70 | 60 |
| 102.7 and 102.3 | 65 | 60 |
| 99.7 and 99.4 | 60 | 55 |
| 93.9 and 92.3 | 70 | 60 |
| 90.4 and 90.1 | 55 | 50 |
| 87.5 and 85.6 | 65 | 60 |
| 83.0 and 82.7 | 50 | 45 |
| 67.2 and 66.0 | 50 | 45 |
| 64.5 and 64.1 | 70 | 60 |
| 53.9 and 53.5 | 70 | 60 |
| 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 |

**SI-11 INDUSTRIAL LEADS**

**Little Mountain Industrial Lead:** MP 0.0 to MP 1.0 and MP 11.0 to MP 14.31. Maximum gross weight: 158 Tons

| Business Tracks | MP | Sta.#'s |
|---|---|---|
| Little Mountain ..... | 14.3 | UL314 |

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum gross weight:** 143 Tons.

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

**SI-14 MISC. INSTRUCTIONS**

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

# MALAD SUBDIVISION (754)

| Mile Post | Rule 6.3 | CP #'s | Radio Display: Malad -2020<br>SOUTH ▼ STATIONS ▲ NORTH | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 52.1 | TWC | | END OF TRACK<br>(0.6) | | |
| 51.5 | | | MALAD T<br>(20.5) | UD952 | |
| 31.0 | | | NUCOR<br>(11.3) | UD931 | |
| 19.7 | | | GARLAND<br>(1.9) | UD918 | |
| 17.8 | | | TREMONTON<br>(6.3) | UD920 | |
| 11.5 | | | FORD<br>(6.0) | UD912 | |
| 5.5 | | | CORINNE<br>(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 Between Mile Posts | MPH |
|---|---|
| 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 SOUTH ▼ STATIONS ▲ NORTH | | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|---|
| 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<br>WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 781.2 | DTC DT | | OGDEN BT (12.6) | UY993 | |
| 769.7 | | | UTAH INDUSTRIAL PARK T (2.5) | UL013 | |
| 767.2 | | | LITTLE MOUNTAIN (8.7) | UL015 | M2535 |
| 758.5 | CTC | | PROMONTORY POINT ! (5.6) | 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) | UL062 | 9670 |
| 711.1 | | | GROOME ! (9.0) | UL071 | 9650 |
| 702.1 | | | LEMAY ! (8.4) | UL080 | 9590 |
| 693.7 | | | JACKSON ! (8.6) | UL087 | 9630 |
| 685.1 | | | PIGEON ! (5.3) | 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) | UL151 | 9700 |
| 624.6 | | | HOLBORN ! (8.2) | 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 |

# LAKESIDE SUBDIVISION (796)

## 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 | Bagley 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)

Radio Display:
Smelter to Elko -2424

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 766.4 | CTC | C766 | SMELTER X<br>(14.3) | UX047 | |
| 897.8<br>896.5 | | F898<br>F896 | BURMESTER<br>(11.1) | UX061 | 6135 |
| 887.0<br>885.3 | | F887<br>F885 | TIMPIE I<br>(7.4) | UX072 | 8028 |
| 879.4<br>877.8 | | F879<br>F878 | DELLE T<br>(12.5) | UX079 | 8000 |
| 866.8<br>865.5 | | F867<br>F865 | LOW<br>(11.9) | UX092 | 5959 |
| 854.9<br>853.6 | | F855<br>F854 | CLIVE<br>(8.9) | UX104 | 6002 |
| 845.8<br>844.5 | | F846<br>F845 | KNOLLS<br>(10.4) | UX113 | 5965 |
| 835.5<br>834.3 | | F836<br>F834 | BARRO<br>(9.7) | UX123 | 6251 |
| 825.8<br>824.5 | | F826<br>F825 | ARINOSA<br>(9.6) | UX133 | 6239 |
| 816.0<br>814.8 | | F816<br>F815 | SALDURO<br>(8.9) | UX143 | 6114 |
| 808.1<br>806.0 | | F808<br>F806 | WENDOVER<br>(8.0) | UX151 | 10410 |
| 799.3<br>798.0 | | F799<br>F798 | OLA<br>(9.7) | UX160 | 5979 |
| 789.6<br>788.4 | | F790<br>F788 | PILOT<br>(8.0) | UX169 | 5994 |
| 781.6<br>780.3 | | F782<br>F780 | CLIFSIDE<br>(8.7) | UX177 | 5976 |
| 773.1<br>771.8 | | F773<br>F772 | SILVER ZONE<br>(6.0) | UX186 | 5994 |
| 767.1<br>765.8 | | F767<br>F766 | SHAFTER<br>(8.9) | UX192 | 6002 |
| 758.3<br>757.0 | | F758<br>F757 | SAGE<br>(10.3) | UX201 | 6020 |
| 747.9<br>746.6 | | F748<br>F747 | SPRUCE T<br>(9.0) | UX211 | 6102 |
| 738.9<br>737.7 | | F739<br>F738 | VENTOSA<br>(10.1) | UX220 | 6224 |
| 728.7<br>727.4 | | F729<br>F727 | RUBY<br>(10.4) | UX230 | 6010 |
| 718.4<br>717.1 | | F718<br>F717 | WELLS<br>(4.1) | UX240 | 6146 |

## Track 1

| | | | | | |
|---|---|---|---|---|---|
| 603.6 | CTC | F714 | ALAZON<br>(12.5) | UX244 | |
| 591.1 | DT TRK 1 | | UP CONNECTION<br>(1.5) | | |
| 589.6 | | | DEETH<br>(12.5) | UX258 | |
| 576.7 | | | HALLECK<br>(17.4) | UX271 | |
| 559.3 | | | ELKO (UP CONNECTION)<br>(2.3) | | |
| 557.0 | | | ELKO Y | UX293 | |

## Track 2

| | | | | | |
|---|---|---|---|---|---|
| 713.6 | CTC | F714 | ALAZON<br>(12.6) | UX244 | |
| 701.0 | DT TRK 2 | F702 | SP CONNECTION<br>(1.0) | UX257 | |
| 700.0 | | | DEETH<br>(16.7) | UX258 | 5723 |
| 683.3 | | | ELBURZ<br>(0.2) | UX275 | 5780 |
| 683.1 | | | SP CONNECTION<br>(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.

# LYNNDYL SUBDIVISION (775)

Radio Display:
Grant Tower -2323- -Yard
18th No. to Orange St. -3838
Orange St. to Milford -4242

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 782.9 | CTC | C784 | SALT LAKE CITY T(M)Y (0.2) | UZ029 | Yard |
| 782.7 | | C783 | EAST GRANT TOWER. (M)TY (0.2) | | |
| 782.5 | CTC 2MT | C782 | GRANT TOWER TY (1.7) (X)(M) | UZ030 | |
| 780.5 | | C780 | ORANGE ST. X (2.8) | UZ032 | S6000 |
| 779.1 777.9 | | C779 C778 | BUENA VISTA (9.5) | UZ034 | S6000 |
| 768.8 | | C770 | GARFIELD I (3.2) | UZ045 | S6153 N5832 |
| 768.2 | | C768 | CP C768 (1.8) | | |
| 766.4 | CTC | C766 | SMELTER X (1.2) | UZ047 | |
| 765.2 763.9 | | C765 C764 | LAKE POINT (8.3) | UZ049 | 6012 |
| 756.9 755.6 | | C757 C756 | ERDA (8.5) | UZ057 | 5985 |
| 748.4 746.4 | | C748 C746 | WARNER TI (4.6) | UZ065 | 9722 |
| 743.8 742.5 | | C744 C742 | STOCKTON (6.9) | UZ070 | 6410 |
| 736.9 735.6 | | C737 C736 | ST. JOHN (13.0) | UZ077 | 6009 |
| 723.9 722.1 | | C724 C722 | FAUST I (6.2) | UZ090 | 8805 |
| 717.7 716.4 | | C718 C716 | PEHRSON (6.4) | UZ096 | 6013 |
| 711.3 709.9 | | C711 C709 | LOFGREEN (5.6) | UZ103 | 6717 |
| 705.7 703.9 | | C706 C704 | BOULTER I (7.0) | UZ109 | 8855 |
| 698.7 697.4 | | C699 C697 | TINTIC I (6.1) | UZ114 | 5964 |
| 692.6 691.3 | | C693 C691 | McINTYRE (6.5) | UZ121 | 6036 |
| 686.1 684.1 | | C686 C684 | JERICHO I (9.9) | UZ128 | 9709 |
| 676.2 674.8 | | C676 C675 | CHAMPLIN (8.7) | UZ138 | 6797 |
| 667.5 665.7 | | C667 C666 | LYNNDYL I (8.5) | UZ147 | 8804 |
| 664.2 | | C664 | CP 664 (5.2) | | |
| 659.0 657.7 | | C659 C658 | STRONG (8.1) | UZ157 | 5989 |
| 650.9 649.6 | | C651 C650 | DELTA TI (10.5) | UZ164 | N6069 |
| 647.9 | | C648 | CP C648 (7.5) | | |
| 640.4 639.2 | | C640 C639 | VAN (8.5) | UZ173 | 5997 |
| 631.9 630.7 | | C632 C631 | CLEAR LAKE (14.0) | UZ182 | 5900 |
| 617.9 616.7 | | C618 C617 | BLOOM (7.0) | UZ198 | 5989 |
| 610.9 609.1 | | C611 C609 | CRUZ I (10.7) | UZ203 | 8862 |
| 600.2 598.9 | | C600 C599 | BLACK ROCK (9.6) | UZ214 | 6022 |
| 590.6 589.3 | | C591 C589 | READ (5.2) | UZ223 | 5996 |
| 585.4 584.1 | | C585 C584 | MURDOCK (8.7) | UZ228 | 5995 |
| 579.0 | CTC 2MT | C579 | E. MILFORD B (2.3) | 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.

# LYNNDYL 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 Lynndyl 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<br>WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 576.7 | CTC 2MT | C577 | MILFORD BXI<br>(4.7) | CX236 | 21474 |
| 574.8 | | C575 | CP C575<br>(2.8) | CX237 | |
| 572.0<br>570.8 | CTC | C572<br>C571 | UPTON<br>(9.9) | CX241 | 6026 |
| 562.1<br>560.3 | | C562<br>C561 | THERMO !<br>(10.8) | CX251 | 8737 |
| 551.3<br>550.0 | | C551<br>C550 | LATIMER<br>(8.5) | CX262 | 5982 |
| 542.8<br>540.9 | | C543<br>C541 | LUND TI<br>(10.4) | CX272 | 9100 |
| 532.4<br>531.1 | | C532<br>C531 | ZANE<br>(5.5) | CX281 | 6006 |
| 526.9<br>525.6 | | C527<br>C525 | BERYL<br>(9.5) | CX286 | 5972 |
| 517.4<br>515.6 | | C518<br>C516 | HEIST !<br>(6.6) | CX297 | 8854 |
| 510.8<br>509.6 | | C511<br>C510 | MODENA T<br>(9.0) | CX303 | 6000 |
| 501.8<br>500.5 | | C502<br>C501 | UVADA<br>(4.2) | CX312 | 6007 |
| 497.6<br>495.8 | | C498<br>C496 | CRESTLINE !<br>(7.3) | CX319 | 8811 |
| 490.3<br>489.0 | | C490<br>C489 | BROWN<br>(5.5) | CX324 | 6013 |
| 484.8<br>483.6 | | C485<br>C484 | ACOMA<br>(8.1) | CX328 | 6034 |
| 476.7<br>475.0 | | C477<br>C475 | ISLEN !<br>(5.4) | CX338 | 8539 |
| 471.3<br>470.0 | | C471<br>C470 | RICHMOND !<br>(4.4) | CX342 | 5876 |
| 466.9<br>463.9 | CTC 2MT | C467<br>C464 | ECCLES !<br>(5.9) | CX349 | 15177 |
| 461.0<br>459.7 | CTC | C461<br>C460 | CALIENTE BI<br>(5.5) | CX353 | N6257<br>S6768 |
| 458.2 | CTC 2MT | C458 | CP C458<br>(2.7) | | |
| 455.5<br>454.2 | CTC | C455<br>C454 | ETNA<br>(5.0) | CX358 | 6098 |
| 450.5<br>449.2 | | C451<br>C449 | STINE<br>(4.1) | CX363 | 5976 |
| 446.4<br>444.6 | | C447<br>C445 | BOYD !<br>(7.4) | CX368 | 8820 |
| 439.0<br>437.8 | | C439<br>C438 | ELGIN<br>(3.4) | CX375 | 6166 |
| 435.6<br>433.8 | | C436<br>C434 | KYLE !<br>(5.9) | CX379 | 8832 |
| 429.7<br>428.5 | | C430<br>C428 | LEITH<br>(10.4) | CX384 | 5957 |
| 419.3<br>417.5 | | C419<br>C418 | CARP !<br>(5.3) | CX394 | 8927 |
| 414.0<br>412.7 | | C414<br>C413 | VIGO<br>(5.2) | CX399 | 6083 |
| 408.8<br>407.7 | | C409<br>C408 | GALT !<br>(5.4) | CX405 | 6145 |
| 403.4<br>401.6 | | C403<br>C402 | HOYA !<br>(4.6) | CX410 | 8839 |
| 398.8<br>397.5 | | C399<br>C397 | ROX<br>(5.1) | CX415 | 6660 |
| 393.7<br>392.4 | | C394<br>C392 | FARRIER<br>(9.3) | CX420 | 6066 |
| 384.4<br>382.6 | | C384<br>C383 | MOAPA TI<br>(10.0) | CX430 | 8919 |
| 374.4<br>373.1 | | C374<br>C373 | UTE<br>(10.5) | CX439 | 6101 |
| 363.9<br>362.6 | | C364<br>C363 | DRY LAKE<br>(6.1) | CX450 | 6094 |
| 357.8<br>356.0 | | C358<br>C356 | GARNET !<br>(5.1) | CX456 | 8774 |
| 352.7<br>351.4 | | C353<br>C351 | APEX<br>(5.4) | CX461 | 6074 |
| 347.3<br>346.1 | | C347<br>C346 | DIKE<br>(3.8) | CX466 | 6156 |
| 343.5<br>341.6 | | C344<br>C342 | VALLEY !<br>(3.8) | CX470 | 9232 |
| 339.7<br>337.8 | | C340<br>C338 | WANN !<br>(4.4) | CX474 | 8974 |
| 335.3 | CTC 2MT | C336 | OWENS AVE.<br>(0.8) | CX477 | |
| 334.5 | CTC 3MT | C335 | STEWART AVE.<br>(0.2) | | |
| 334.3 | | | LAS VEGAS B | CX479 | Yard |

(242.4)

## 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 | PSGR | FRT |
|---|---|---|
| **576.7 and 500.0** | | |
| **(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 amd 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 |

# CALIENTE SUBDIVISION (765)

| Between Mile Posts 500.0 and 393.9 | PSGR | FRT |
|---|---|---|
| **(Except as Below)** | **79** | **50** |
| 450.0 and 446.9 | 40 | 30 |
| 446.9 amd 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 Vagas;
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)

Radio Display:
Moada to Mead Lake -2727

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 0.0 | TWC | | MOAPA T (3.3) | 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 0.00 and 16.7 | MPH |
|---|---|
| (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<br>WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 0.0 | TWC | | LUND YT<br>(16.0) | CX272 | |
| 16.1 | | | WESTERN ELECTRIC<br>(0.4) | | |
| 16.5 | | | AMERICAN AZIDE<br>(3.8) | | |
| 20.3 | | | IRON SPRINGS T<br>(11.5) | CI321 | |
| 31.8 | | | CEDAR CITY<br>(0.6) | CI333 | |
| 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 Between Mile Posts | MPH |
|---|---|
| 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)

Radio Display:
Iron Springs to Iron Mt. -4242

| Mile Post | Rule 6.3 | CP #'s | WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 0.0 | TWC | | IRON SPRINGS TY<br>(10.9) | CI321 | |
| 10.9 | | | COMSTOCK T<br>(3.5) | CI411 | |
| 14.4 | | | IRON MT.<br>(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 Between Mile Posts | MPH |
|---|---|
| 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<br>WEST ▼ STATIONS ▲ EAST | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 334.3 | CTC 3MT | | LAS VEGAS B<br>(1.6) | CX479 | |
| 332.7 | CTC 2MT | C333 | WYOMING AVE. X<br>(2.2) | | |
| 330.5 | | C330 | SANDS AVE. X<br>(1.9) | CX484 | |
| 328.6 | | C329 | TROPICANA AVE. X<br>(2.2) | | |
| 326.4 | CTC | C326 | MAULE AVE.<br>(3.5) | | |
| 323.9<br>321.3 | | C323<br>C321 | ARDEN !T<br>(8.6) | CX490 | 8467 |
| 315.3<br>314.0 | | C315<br>C314 | SLOAN B!<br>(5.3) | CX498 | 6282 |
| 310.0<br>308.1 | | C310<br>C308 | ERIE !<br>(8.1) | CX504 | 8843 |
| 301.9<br>300.7 | | C302<br>C301 | JEAN<br>(4.9) | CX512 | 5721 |
| 297.0<br>295.8 | | C297<br>C296 | BORAX<br>(8.2) | CX517 | 5792 |
| 288.8<br>287.0 | | C289<br>C287 | CALADA B!<br>(10.6) | CX526 | 8791 |
| 278.2<br>276.9 | | C278<br>C277 | NIPTON<br>(5.2) | CX535 | 5767 |
| 273.0<br>271.8 | | C273<br>C272 | MOORE<br>(5.0) | CX541 | 5765 |
| 268.0<br>266.0 | | C268<br>C266 | IVANPAH !<br>(4.1) | CX545 | 9835 |
| 263.9<br>262.8 | | C264<br>C263 | BRANT<br>(5.4) | CX550 | 5751 |
| 258.5<br>257.2 | | C259<br>C257 | JOSHUA !<br>(3.9) | CX555 | 6066 |
| 254.6<br>253.3 | CTC 2MT | C255<br>C253 | CIMA BIT<br>(3.5) | CX559 | S9862<br>N6266 |
| 252.6 | | C252 | CP C252<br>(1.5) | | |
| 251.1<br>249.8 | CTC | C251<br>C250 | CHASE<br>(3.2) | CX563 | 5765 |
| 247.9<br>246.7 | | C248<br>C247 | ELORA<br>(4.0) | CX566 | 5780 |
| 243.9<br>242.0 | | C244<br>C242 | DAWES !<br>(3.9) | CX570 | 9025 |
| 240.0<br>238.7 | | C240<br>C239 | HAYDEN<br>(3.5) | CX574 | 5780 |
| 236.5<br>234.5 | | C237<br>C235 | KELSO !B!<br>(9.8) | CX577 | 1 - 9190<br>2 - 9190 |
| 226.7<br>225.4 | | C227<br>C225 | KERENS<br>(7.2) | CX587 | 5754 |
| 219.5<br>217.7 | | C220<br>C218 | SANDS !<br>(7.3) | CX595 | 9017 |
| 212.2<br>211.0 | | C212<br>C211 | BALCH<br>(8.0) | CX601 | 5765 |
| 204.2<br>202.9 | | C204<br>C203 | CRUCERO<br>(6.6) | CX609 | 5775 |
| 197.6<br>196.3 | | C197<br>C196 | BASIN<br>(5.8) | CX616 | 6196 |
| 191.8 | | C192 | AFTON B<br>(3.8) | CX621 | |
| 188.0<br>186.1 | | C188<br>C186 | DUNN !<br>(5.1) | CX626 | 9529 |
| 182.9<br>181.7 | | C183<br>C182 | FIELD<br>(4.7) | CX631 | 5760 |
| 178.2<br>176.9 | | C178<br>C177 | MANIX B<br>(9.5) | CX635 | 5775 |
| 168.7 | CTC 2MT | C168 | TOOMEY<br>(2.3) | CX645 | |
| 166.4 | | C166 | MINEOLA RD. X<br>(2.6) | | |
| 163.8 | | C164 | EAST YERMO X<br>(1.8) | 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

# CIMA SUBDIVISION (760)

## 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.

## SI-05 MILE POST EQUATIONS - None.

## SI-06 DTC BLOCK LIMITS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

| | | |
|---|---|---|
| (#)324.2 | (#)256.0 | (#)190.4 |
| (#)307.0 | 245.4 ** | (#)175.3 |
| (#)292.7 | (#)233.4 | |
| (#)273.7 | (#)209.2 | |

** MP 245.0, Cold Wheel Detector

## SI-08 RULES ITEMS

**Rule 31.5.1** On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head of loaded bulk commodity unit trains and double stack trains must not exceed 32 axles; all other trains must not exceed 28 axles. Double stack trains may contain up to four other intermodal cars (including 4 other multi-platform intermodal cars) if entrained in the rear 5500 tons of the train. Provisions in System Special Instructions Item 5-A for empty intermodal cars remain in effect.

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

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS - None.

## SI-11 INDUSTRIAL LEADS - None.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum gross weight** - 158 Tons.

**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.

**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<br>NORTH ▼ STATIONS ▲ SOUTH | Sta. #'s | Siding Feet |
|---|---|---|---|---|---|
| 0.0 | YL | | BOULDER JCT. Y<br>(9.0) | CX486 | |
| 4.0 | TWC | | | | |
| 9.9 | YL | | HENDERSON Y<br>(1.9) | 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 Between Mile Posts | MPH |
|---|---|
| 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.**

# SAFETY
## IS MY PERSONAL RESPONSIBILITY