



## **SALT LAKE CITY AREA TIMETABLE #3**

**Effective 0900 Monday, June 16, 2008**

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J. M. Santamaria, Vice President - Transportation  
R.S. Blackburn, Vice President - Northern Region  
G.D.Workman, Vice President - Southern Region  
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R. M. Grimaila, Sr. AVP - Safety, Environmental & Security  
B. J. Kanuch, Chief Mechanical Officer  
C. O. Malone, Vice President - Terminal Planning & Operations

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**This document supersedes:**

Union Pacific Railroad Salt Lake City Timetable 2 effective Oct 29, 2000

## EXPLANATION OF CHARACTERS

Symbol Represents		Symbol Represents		
ABS	AUTOMATIC BLOCK SIGNAL		+	HEAD - END RESTRICTION ONLY
ACS	AUTOMATED CAB SIGNAL		(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
ATC	AUTOMATIC TRAIN CONTROL		(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATS	AUTOMATIC TRAIN STOP		#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
CTC	CENTRALIZED TRAFFIC CONTROL		@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
TWC	TRACK WARRANT CONTROL		\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
DT	DOUBLE TRACK		%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
#MT	MULTIPLE MAIN TRACK - # (number MT's)		&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR		(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(A)	AUTOMATIC INTERLOCKING		(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY
B	BASE RADIO STATION			
D	DRAW BRIDGE			
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE			
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION			
(M)	MANUAL INTERLOCKING			
(S)	STOP SIGN			
T	TURNING FACILITY			
(X)	RAILROAD CROSSING AT GRADE			
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES			
Y	YARD LIMITS			
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED			
(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9			
(11)	SPECIAL INSTRUCTIONS APPLY ITEM 11			
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES			
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES			
N	NORTHWARD			
S	SOUTHWARD			
E	EASTWARD			
W	WESTWARD			
C	CENTER			

Track Diagram Color Codes	
<div></div>	CTC
<div></div>	ABS
<div></div>	TWC
<div></div>	ATC
<div></div>	ACS

## OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Timetable Item #	Area #	Area Name	Timetable Item #
1	Portland	PB-27020	10	Salina	PB-27029
2	Salt Lake City	PB-27021	11	Iowa	PB-27030
3	Roseville	PB-27022	12	Twin Cities	PB-27031
4	Los Angeles	PB-27023	13	Chicago	PB-27032
5	Sunset	PB-27024	14	St. Louis	PB-27033
6	Denver	PB-27025	15	North Little Rock	PB-27034
7	North Platte	PB-27026	16	Dallas / Ft. Worth	PB-27035
8	Council Bluffs	PB-27027	17	Houston	PB-27036
9	Kansas City	PB-27028	18	San Antonio	PB-27037

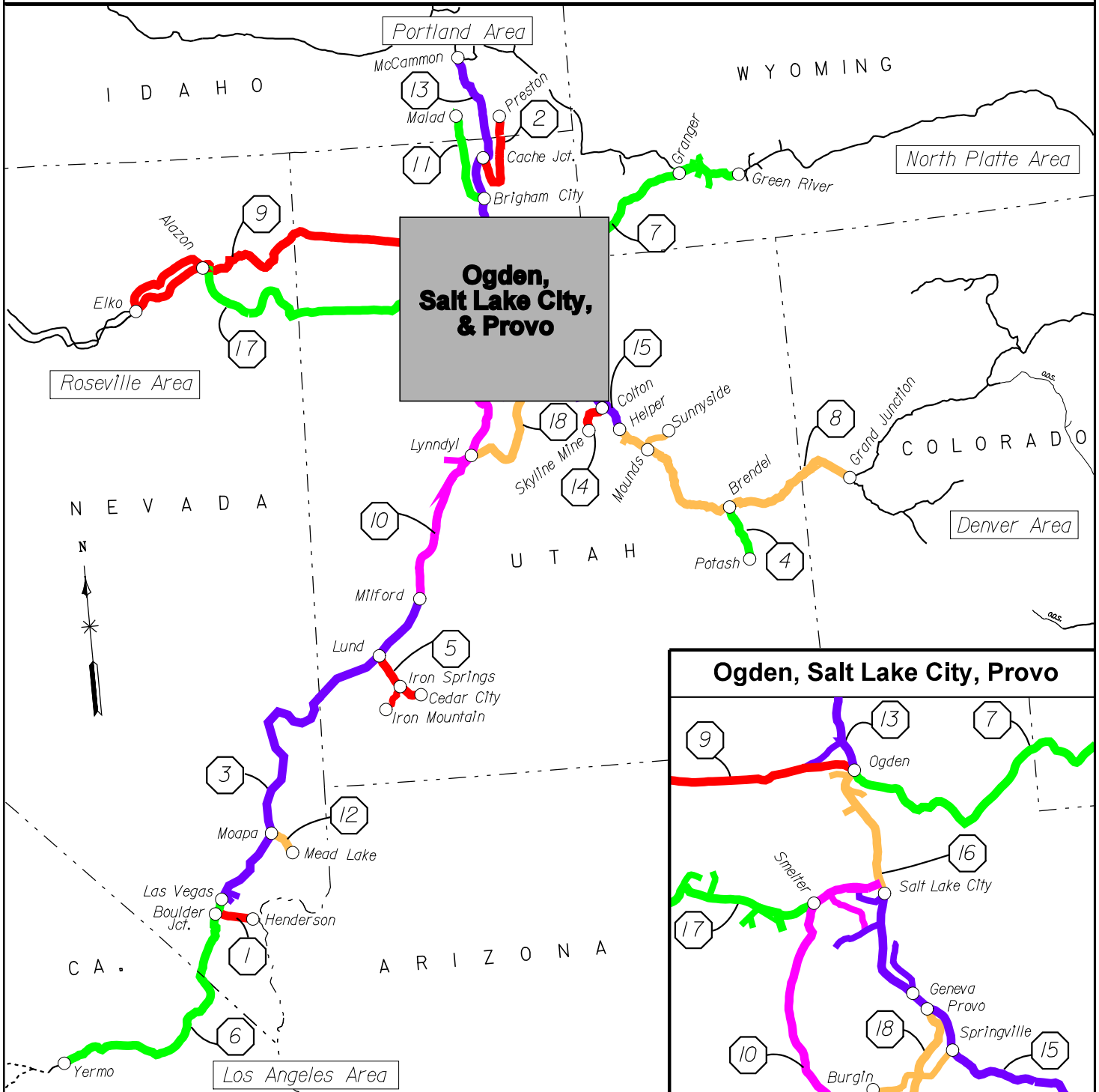


Building America

# SALT LAKE CITY AREA

## TIMETABLE # 3

Effective 0900 Monday, June 16, 2008



- |                       |        |
|-----------------------|--------|
| 1. BMI .....          | (0762) |
| 2. CACHE VALLEY ..... | (0755) |
| 3. CALIENTE .....     | (0765) |
| 4. CANE CREEK .....   | (0737) |
| 5. CEDAR CITY .....   | (0770) |
| 6. CIMA .....         | (0760) |

- |                      |        |
|----------------------|--------|
| 7. EVANSTON .....    | (0265) |
| 8. GREEN RIVER ..... | (0735) |
| 9. LAKESIDE .....    | (0796) |
| 10. LYNNDYL .....    | (0775) |
| 11. MALAD .....      | (0754) |
| 12. MEAD LAKE .....  | (0769) |

- |                          |        |
|--------------------------|--------|
| 13. OGDEN .....          | (0750) |
| 14. PLEASANT VALLEY..... | (0746) |
| 15. PROVO .....          | (0740) |
| 16. SALT LAKE .....      | (0747) |
| 17. SHAFTER .....        | (0785) |
| 18. SHARP .....          | (0757) |

# SALT LAKE CITY AREA

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# SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
13TH SOUTH		PROVO	10	CEDAR CITY	CI333	CEDAR CITY	47
18TH NORTH	UZ027	SALT LAKE	22	CENTERVILLE	UZ018	SALT LAKE	22
2ND SO.		PROVO	10	CHAMPLIN	UZ138	LYNN DYL	42
31st STREET		EVANSTON	26	CHASE	CX563	CIMA	50
6th WEST - GRANT TOWER	UZ030	PROVO	10	CIMA	CX559	CIMA	50
8th SOUTH		PROVO	10	CISCO	KP953	GREEN RIVER	2
900 WEST		LYNN DYL	42	CLEAR LAKE	UZ182	LYNN DYL	42
9th WEST		PROVO	10	CLEARFIELD	UZ002	SALT LAKE	22
ACOMA	CX328	CALIENTE	44	CLIFSIDE	UX177	SHAFTER	40
AGATE	KP947	GREEN RIVER	2	CLIVE	UX104	SHAFTER	40
ALAZON	UX244	LAKESIDE	36	COLTON	UW093	PLEASANT VALLEY	8
ALAZON	UX244	SHAFTER	40	COLTON	UW093	PROVO	10
ALCHEM	WX835	EVANSTON	26	CORINNE	UD906	MALAD	34
ALTAMONT	WX904	EVANSTON	26	COULAM	UN078	OGDEN	32
AMERICAN AZIDE		CEDAR CITY	47	CRESTLINE	CX319	CALIENTE	44
AMERICAN FORK	UP062	PROVO	10	CRUCERO	CX609	CIMA	50
APEX	CX461	CALIENTE	44	CRUZ	UZ203	LYNN DYL	42
ARCH		CANE CREEK	7	DAWES	CX570	CIMA	50
ARDEN	CX490	CIMA	50	DAYTON	UN071	OGDEN	32
ARIMO	UN105	OGDEN	32	DEETH	UX258	LAKESIDE	36
ARINOSA	UX133	SHAFTER	40	DELLE	UX079	SHAFTER	40
ARROWHEAD	CX703	MEAD LAKE	48	DELTA	UZ164	LYNN DYL	42
ASPEN	WX902	EVANSTON	26	DESERT	UW016	GREEN RIVER	2
BALCH	CX601	CIMA	50	DEVIL'S SLIDE	WX961	EVANSTON	26
BARRO	UX123	SHAFTER	40	DEWEY	UN036	OGDEN	32
BASIN	CX616	CIMA	50	DIKE	CX466	CALIENTE	44
BECKS	UZ026	SALT LAKE	22	DOWNEY	UN095	OGDEN	32
BERYL	CX286	CALIENTE	44	DRY LAKE	CX450	CALIENTE	44
BLACK ROCK	UZ214	LYNN DYL	42	DUNN	CX626	CIMA	50
BLOOM	UZ198	LYNN DYL	42	DURHAM	KP900	GREEN RIVER	2
BORAX	CX517	CIMA	50	E. ELKO (TRK 2 Only)		LAKESIDE	36
BOULDER JCT.	CX486	BMI	49	E. HELPER XOVER		GREEN RIVER	2
BOULTER	UZ109	LYNN DYL	42	E. MILFORD	CX235	LYNN DYL	42
BOYD	CX368	CALIENTE	44	EAST GRANGER	WX844	EVANSTON	26
BRANT	CX550	CIMA	50	EAST RIVERDALE		EVANSTON	26
BRENDEL	KP983	CANE CREEK	7	EAST ROPER		PROVO	10
BRENDEL	KP983	GREEN RIVER	2	EAST SUMMIT		PROVO	10
BRIDGE JCT.	UY994	SALT LAKE	22	EAST YERMO	CX649	CIMA	50
BRIDGER	WX886	EVANSTON	26	ECCLES	CX349	CALIENTE	44
BRIGHAM CITY	UN021	MALAD	34	ECHO	WX952	EVANSTON	26
BRIGHAM CITY	UN021	OGDEN	32	ELBA	KP964	GREEN RIVER	2
BROWN	CX324	CALIENTE	44	ELBURZ	UX275	LAKESIDE	36
BUENA VISTA	UZ034	LYNN DYL	42	ELGIN	CX375	CALIENTE	44
BURMESTER	UX061	SHAFTER	40	ELKO (Amtrak)	UX293	LAKESIDE	36
C.V. SPUR	UW065	GREEN RIVER	2	ELKO (TRK 1 Connection to TRK 2)		LAKESIDE	36
CACHE JCT.	UN049	OGDEN	32	ELORA	CX566	CIMA	50
CACHE JCT.	UN049	CACHE VALLEY	35	EMKAY		CANE CREEK	7
CALADA	CX526	CIMA	50	EMORY	WX943	EVANSTON	26
CALIENTE	CX353	CALIENTE	44	ERDA	UZ057	LYNN DYL	42
CARP	CX394	CALIENTE	44	ERIE	CX504	CIMA	50
CARTER	WX875	EVANSTON	26	ETNA	CX358	CALIENTE	44
CASTILLA	UW132	PROVO	10	EVANSTON	WX917	EVANSTON	26
CASTLE GATE	UW078	PROVO	10	FARRIER	CX420	CALIENTE	44
CECIL JCT.	UL001	EVANSTON	26	FAUST	UZ090	LYNN DYL	42
CECIL JCT.	UL053	OGDEN	32	FIELD	CX631	CIMA	50
CECIL JCT.	UL001	LAKESIDE	36	FLOY	KP989	GREEN RIVER	2
CEDAR	UW042	GREEN RIVER	2	FORD	UD912	MALAD	34

# SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
FRANKLIN	UC244	CACHE VALLEY	35	LOW	UX092	SHAFTER	40
FRUITA	KP911	GREEN RIVER	2	LUCIN	UL103	LAKESIDE	36
GALT	CX405	CALIENTE	44	LUND	CX272	CALIENTE	44
GARFIELD		LYNNDYL	42	LUND	CX272	CEDAR CITY	47
GARLAND	UD918	MALAD	34	LYNN	UW080	PROVO	10
GARNET	CX456	CALIENTE	44	LYNNDYL	UZ147	LYNNDYL	42
GENEVA	UP072	PROVO	10	LYNNDYL	UZ147	SHARP	19
GILLULY	UW110	PROVO	10	MACK	KP918	GREEN RIVER	2
GRAND JCT.	KP898	GREEN RIVER	2	MALAD	UD952	MALAD	34
GRANGER	WX847	EVANSTON	26	MANIX	CX635	CIMA	50
GRANT TOWER	UZ030	LYNNDYL	42	MARSH		LAKESIDE	36
GRASSY	UW035	GREEN RIVER	2	MAULE AVE.		CIMA	50
GREEN RIVER	UW004	GREEN RIVER	2	MAXWELL	UW071	GREEN RIVER	2
GROOME	UL071	LAKESIDE	36	McCAMMON	IY038	OGDEN	32
HALLECK (TRK 1 Only)	UX271	LAKESIDE	36	McINTYRE	UZ121	LYNNDYL	42
HAMPTON	WX866	EVANSTON	26	MEAD LAKE	CV717	MEAD LAKE	48
HAYDEN	CX574	CIMA	50	MESA	UP057	PROVO	10
HEIST	CX297	CALIENTE	44	MIDVALE	UP040	PROVO	10
HELPER	UW075	PROVO	10	MIDVALE XOVER		PROVO	10
HELPER	UW075	GREEN RIVER	2	MILFORD	CX236	LYNNDYL	42
HENDERSON	CN810	BMI	49	MILFORD	CX236	CALIENTE	44
HOGUP	UL062	LAKESIDE	36	MILLIS	WX913	EVANSTON	26
HOLBORN	UL159	LAKESIDE	36	MINNEOLA RD.		CIMA	50
HOLD SIG. EWD		EVANSTON	26	MOAPA	CX430	CALIENTE	44
HOLT	UC220	CACHE VALLEY	35	MOAPA	CX430	MEAD LAKE	48
HONEYVILLE	UN030	OGDEN	32	MODENA	CX303	CALIENTE	44
HOT SPRINGS	UN009	OGDEN	32	MONTELLO	UL121	LAKESIDE	36
HOYA	CX410	CALIENTE	44	MOOR	UL167	LAKESIDE	36
HYRUM	UC218	CACHE VALLEY	35	MOORE	CX541	CIMA	50
IRON SPRINGS	CI321	CEDAR CITY	47	MORGAN	WX968	EVANSTON	26
IRONTON		PROVO	10	MOUNDS	UW052	GREEN RIVER	2
ISLEN	CX338	CALIENTE	44	MP 931.46		EVANSTON	26
IVANPAH	CX545	CIMA	50	MURDOCK	UZ228	LYNNDYL	42
JACKSON	UL087	LAKESIDE	36	NARROWS	UW121	PROVO	10
JEAN	CX512	CIMA	50	NEPHI		SHARP	19
JERICO	UZ128	LYNNDYL	42	NIPTON	CX535	CIMA	50
JOSHUA	CX555	CIMA	50	NORTH SALT LAKE	UZ024	SALT LAKE	22
JUAB	UP133	SHARP	19	NORTH YARD		SALT LAKE	22
KELSO	CX577	CIMA	50	NUCOR	UD931	MALAD	34
KERENS	CX587	CIMA	50	OGDEN	UY993	EVANSTON	26
KNOLLS	UX113	SHAFTER	40	OGDEN WYE	UY993	SALT LAKE	22
KYLE	CX379	CALIENTE	44	OLA	UX160	SHAFTER	40
KYUNE	UW088	PROVO	10	ORANGE ST.	UZ032	LYNNDYL	42
LAKE POINT	UZ049	LYNNDYL	42	OWENS AVE.	CX477	CALIENTE	44
LAKESIDE	UL048	LAKESIDE	36	PARLEY	UP148	SHARP	19
LAKOTA JCT.	UP074	PROVO	10	PAYSON	UP092	SHARP	19
LAS VEGAS	CX479	CIMA	50	PEHRSON	UZ096	LYNNDYL	42
LAS VEGAS	CX479	CALIENTE	44	PEQUOP	UL151	LAKESIDE	36
LATIMER	CX262	CALIENTE	44	PERU	WX825	EVANSTON	26
LEE		CANE CREEK	7	PIGEON	UL097	LAKESIDE	36
LEITH	CX384	CALIENTE	44	PILOT	UX169	SHAFTER	40
LEMAY	UL080	LAKESIDE	36	PIPE MILL	UP068	PROVO	10
LEROY	WX891	EVANSTON	26	POTASH	UW936	CANE CREEK	7
LITTLE MOUNTAIN	UL015	LAKESIDE	36	PRESTO	UC242	CACHE VALLEY	35
LM BRYAN		LYNNDYL	42	PRESTON	UC251	CACHE VALLEY	35
LOFGREEN	UZ103	LYNNDYL	42	PRICE	UW068	GREEN RIVER	2
LOGAN	UC224	CACHE VALLEY	35	PROMONTORY POINT	UL024	LAKESIDE	36
LOGANDALE	CV710	MEAD LAKE	48	PROVO	UP076	SHARP	19

# SALT LAKE CITY AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
PROVO	UP076	PROVO	10	UTE	CX439	CALIENTE	44
READ	UZ223	LYNNDYL	42	UVADA	CX312	CALIENTE	44
RICHMOND	CX342	CALIENTE	44	VALCAM	UW718	PLEASANT VALLEY	8
RIO	UW125	PROVO	10	VALLEY	CX470	CALIENTE	44
RIVERDALE		EVANSTON	26	VALLEY PASS	UL143	LAKESIDE	36
RIVERTON	UP049	PROVO	10	VAN	UZ173	LYNNDYL	42
ROPER	UP002	PROVO	10	VENTOSA	UX220	SHAFTER	40
ROX	CX415	CALIENTE	44	VERNE	WX854	EVANSTON	26
RUBY	KP922	GREEN RIVER	2	VIGO	CX399	CALIENTE	44
RUBY	UX230	SHAFTER	40	VISTA	UW023	GREEN RIVER	2
SAGE	UX201	SHAFTER	40	W. GREEN RIVER	WX817	EVANSTON	26
SAGERS	KP969	GREEN RIVER	2	WAHSATCH	WX928	EVANSTON	26
SALDURO	UX143	SHAFTER	40	WANN	CX474	CALIENTE	44
SALT LAKE CITY	UZ029	SALT LAKE	22	WARNER	UZ065	LYNNDYL	42
SALT LAKE CITY	UZ029	LYNNDYL	42	WASH	UW060	GREEN RIVER	2
SANDS	CX595	CIMA	50	WELLINGTON	UW062	GREEN RIVER	2
SANDS AVE.	CX484	CIMA	50	WELLS	UX240	SHAFTER	40
SCOFIELD	UW715	PLEASANT VALLEY	8	WELLS	UX240	LAKESIDE	36
SEVEN MILE	UW921	CANE CREEK	7	WELLSVILLE	UC214	CACHE VALLEY	35
SHAFTER	UX192	SHAFTER	40	WENDOVER	UX151	SHAFTER	40
SHALE	KP927	GREEN RIVER	2	WEST HELPER		PROVO	10
SHARP	UP128	SHARP	19	WEST SUMMIT		PROVO	10
SILVER ZONE	UX186	SHAFTER	40	WESTERN ELECTRIC		CEDAR CITY	47
SKYLINE	UW720	PLEASANT VALLEY	8	WESTON	UN065	OGDEN	32
SLOAN	CX498	CIMA	50	WESTWATER	KP937	GREEN RIVER	2
SMELTER	UX047	SHAFTER	40	WHEELON	UN045	OGDEN	32
SMELTER	UZ047	LYNNDYL	42	WHITEHOUSE	KP959	GREEN RIVER	2
SMITHFIELD	UC232	CACHE VALLEY	35	WILLARD	UN014	OGDEN	32
SOLITUDE	KP996	GREEN RIVER	2	WOODSIDE	UW030	GREEN RIVER	2
SP JCT.	UN002	OGDEN	32	WYOMING AVE.		CIMA	50
SP NORTH SALT LAKE		SALT LAKE	22	YERMO	CX650	CIMA	50
SPHINX	UW010	GREEN RIVER	2	ZANE	CX281	CALIENTE	44
SPRING GLEN	UW073	GREEN RIVER	2				
SPRING VALLEY	WX898	EVANSTON	26				
SPRINGVILLE CROSSOVER	UW146	PROVO	10				
SPRUCE	UX211	SHAFTER	40				
ST. JOHN	UZ077	LYNNDYL	42				
STARR	UP107	SHARP	19				
STEWART AVE.		CALIENTE	44				
STINE	CX363	CALIENTE	44				
STOCKTON	UZ070	LYNNDYL	42				
STRAWBERRY	WX978	EVANSTON	26				
STRONG	UZ157	LYNNDYL	42				
SUMMIT	UW100	PROVO	10				
SWAN LAKE	UN085	OGDEN	32				
THERMO	CX251	CALIENTE	44				
THOMPSON	KP976	GREEN RIVER	2				
TIMPIE	UX072	SHAFTER	40				
TINTIC	UZ114	LYNNDYL	42				
TOOMEY	CX645	CIMA	50				
TREMONTON	UD920	MALAD	34				
TRENTON	UN057	OGDEN	32				
TROPICANA AVE.		CIMA	50				
UPTON	CX241	CALIENTE	44				
UTAH INDUSTRIAL PARK	UL013	LAKESIDE	36				
UTAH RY JCT.	UW077	PROVO	10				
UTALINE	KP932	GREEN RIVER	2				

# GREEN RIVER SUBDIVISION (0735)

		Radio Display: Grand Jct. to Helper - 5454- *80					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST	Sta. #'s	Siding Feet
450.0		CTC		GRAND JCT. (1.1)	BT	KP898	Yard
451.1			RG451	DURHAM	!	KP900	5080
452.2			RG452	(7.6)			
458.7			RG459	FRUITA	!	KP911	E6630
460.0			RG460				
461.4			RG461	(9.6)			W6730
468.3			RG468	MACK	!	KP918	7700
469.9			RG470	(4.0)			
472.3			RG472	RUBY	!	KP922	7570
473.9			RG474	(5.2)			
477.5			RG477	SHALE	!	KP927	4540
478.5			RG478	(5.0)			
482.5			RG482	UTALINE	!	KP932	6070
483.8			RG484	(4.4)			
486.9			RG487	WESTWATER	!	KP937	9890
488.9			RG489	(10.4)			
497.5			RG497	AGATE	!	KP947	7510
499.1			RG499	(6.2)			
503.7			RG504	CISCO	!	KP953	6890
505.2			RG505	(6.1)			
509.8			RG510	WHITEHOUSE	!	KP959	6140
511.1			RG511	(5.3)			
515.1			RG515	ELBA	!	KP964	5490
516.2			RG516	(4.8)			
519.9			RG520	SAGERS	!	KP969	7760
521.4			RG521	(7.4)			
527.3			RG527	THOMPSON	TI	KP976	7210
528.8			RG529	(6.0)			
533.3			RG533	BRENDEL	!	KP983	5100
534.3			RG534	(6.4)			
539.7			RG540	FLOY	!	KP989	5890
540.9			RG541	(6.5)			
546.2			RG546	SOLITUDE	!	KP996	7810
547.8			RG548	(8.3)			
554.5			RG554	GREEN RIVER	TI	UW004	7060
555.8			RG556	(6.4)			
560.9			RG561	SPHINX	!	UW010	6090
562.1			RG562	(6.0)			
566.9			RG567	DESERT	!	UW016	6020
568.2			RG568	(6.8)			
573.7			RG574	VISTA	!	UW023	6050
575.0			RG575	(7.3)			
581.0			RG581	WOODSIDE	!	UW030	6310
582.4			RG582	(4.9)			
585.9			RG586	GRASSY	!	UW035	6210
587.3			RG587	(6.6)			
592.5			RG592	CEDAR	!	UW042	5940
593.7			RG594	(9.5)			
602.0			RG602	MOUNDS	!	UW052	8930
603.9			RG604	(8.1)			
610.1			RG610	WASH	!	UW060	11240
612.3			RG612	(2.3)			
612.4			RG612	WELLINGTON	!	UW062	6180
613.7			RG614	(3.4)			
615.8			RG616	C.V. SPUR (1.7)		UW065	
617.5			RG617	PRICE	!	UW068	10790
619.6			RG620	(3.9)			
621.4			RG621	MAXWELL	!	UW071	6350
622.8			RG623	(3.9)			
625.3		CTC 2MT	RG625	SPRING GLEN (0.3)		UW073	
625.6			RG626	E. HELPER XOVER (0.8)			
626.4				HELPER	BT	UW075	
(176.4)							

## SI-01 MAIN TRACK AUTHORITY

CTC between: Entire Subdivision.

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed		MPH	
Between Mileposts		PSGR	FRT
450.0 and 626.4			
(Except as Below).....		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 477.6.....		50	50
477.6 and 479.1.....		55	50
479.1 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.....		70	60
578.4 and 582.2.....		70	60
582.2 and 582.8.....		50	50
582.8 and 584.8.....		79	50
584.8 and 585.8.....		55	50
585.8 and 587.7.....		70	50
587.7 and 589.7.....		79	50
589.7 and 592.2.....		35	35
592.2 and 594.8.....		40	35
594.8 and 595.3.....		35	35
595.3 and 598.3.....		70	60
598.3 and 598.9.....		50	50
598.9 and 602.0.....		70	60
602.0 and 607.0.....		50	40
607.0 and 614.0.....		70	60
617.4 and 618.7.....		70	60
618.7 and 619.9.....		40	40
619.9 and 621.1.....		60	60
621.1 and 622.7.....		70	60
622.7 and 624.5.....		50	50
624.5 and 625.3.....		30	30
625.3 and 626.4 W.....		30	30
625.3 and 626.4 E.....		30	25



# GREEN RIVER SUBDIVISION (0735)

3

## SI-03 OTHER SPEED RESTRICTIONS

**Maximum Speed** **MPH**

1. **Thru Sidings & Turnouts**  
Siding Grand Jct between MP 450.0 and CP RG451..... 30  
Turnout: CP RG616 to west leg of wye... 10
2. **Dual Control Switch Turnouts (No Exceptions.)**
3. **Misc. Speed Restrictions**  
CO-OP Loop Track, CV Spur..... 5

## SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between MP 626.4 and CP RG625

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 RCL OPERATIONS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

# 454.7	(#) 530.1	(#) 578.9
# 467.6	% 531.1	% 584.1
% 471.0	% 536.4	% 588.8
% 475.9	% 537.9	% 591.2
(#) 479.0	% 542.7	(#) 592.2
% 480.8	% 544.7	% 596.2
% 485.3	# 549.0	% 599.4
(#) 490.0	% 550.0	(#) 606.1
% 491.6	& 551.0 *	% 608.3
% 495.0	% 552.2	% 615.8
% 501.5	& 557.2 *	(#) 624.2
% 507.5	% 557.9	
(#) 508.3	(#) 563.1	
% 513.0	% 563.5	
% 518.0	% 565.3	
(#) 519.0	% 570.0	
% 523.1	% 572.3	
% 525.3	% 577.0	

\* Detector 552.4: Blue strobe light indicates the shifted load or DED at 551.0 has been tripped. This is in addition to the verbal radio alarm.

\* Detector 555.9: Blue strobe light indicates the shifted load or DED at 557.2 has been tripped. This is in addition to the verbal radio alarm.

## SI-08 RULES ITEMS

**Rule 6.21.4:** Stop Within Range of Vision:  
When a train is instructed by the train dispatcher in the words, "BETWEEN (location) AND (location) BE GOVERNED BY RULE 6.21.4", within specified limits, train must proceed at a speed which will permit stopping short of slide, rock, washout or debris on track.

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

**Signal Aspects:** The following signal indication changes are in effect for the Green River Subdivision:

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

Rule 9.2.10: DIVERGING ADVANCE APPROACH is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 30 MPH and be prepared to stop at second signal."

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Pabco .....	462.5	. . .
Gary .....	463.8	KP913
C.V. Spur .....	615.8	UW065

## SI-11 INDUSTRIAL LEADS

**Castle Valley Industrial Lead:(0736)**  
from main track MP 615.8, station number UW 065. Extends 2.6 miles to Savage Loop Track and Coop Loop Track.  
5 MPH on Coop Loop Track.

**Sunnyside Industrial Lead:(0738)** from main track MP 603.9. Extends 17.5 miles to Sunnyside. Use radio display 14-14, dispatcher call \*80.

Track not in service between  
MP 14.5 and MP 17.5.

Permanent derail on industrial lead at MP 9.0.

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

Use retainers on all loads  
Sunnyside to Columbia Jct.

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

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

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 143 Tons.

# GREEN RIVER SUBDIVISION (0735)

## SI-13 TRAIN MAKE-UP RESTRICTIONS

### TRAIN MAKEUP RESTRICTIONS BETWEEN

#### GRAND JCT. AND HELPER -

Note: asterisk (\*) character can be a letter or a number.

On ascending grades between Grand Jct. and Helper, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table and the 'Coupler Limits' table. To calculate the trains maximum trailing tonnage, multiply the equivalent power axles (EPA) of the locomotive consist by the FACTOR shown. The final figure is the actual trailing tonnage that must comply with the table.

Between Grand Jct. and Mounds:

AC only consist.....FACTOR is '405';

DC or AC/DC mixed consist....FACTOR is '360'.

Between Mounds and Helper:

AC only consist.....FACTOR is '430';

DC or AC/DC mixed consist....FACTOR is '380'.

Between Helper and Grand Jct.:

AC only consist.....FACTOR is '405';

DC or AC/DC mixed consist....FACTOR is '360'.

When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the helper by the EPA factor (listed above). Subtract this tonnage from the total trailing tonnage. This final figure is the actual trailing tonnage.

Maximum Trailing Tonnage		
Type of Car	3,000 Tons	4,100 Tons
Articulated doublestack car (P3*, P4*, P5*)	One or more empty platforms.	N/A
Multi-platform spine car (P3*, P5*)	One or more empty platforms.	N/A
73 feet in length or longer weighing less than 50 tons.	Coupled to a car less than 73 feet in length.	Coupled to a car 73 feet in length or longer.

Head End Car Restrictions		
Train Tonnage	First 5 Cars - Weight	First 5 Cars - Length
3,600+	Each car must weigh 50 tons or more.	N/A
4,100+	Each car must weigh 50 tons or more.	All cars must be 73 feet in length or longer; or, all cars must be less than 73 feet in length.

In determining train make-up restrictions, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car(P3\*, P4\*, P5\*) having all platform/wells loaded, is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car(P3\*, P4\*, P5\*) having any empty platform/wells, is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

## SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3\*)s.

Two-unit solid drawbar-connected long car (P2):

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

Three-unit solid drawbar-connected doublestack car (P3\*):

1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4\*):

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

Coupler Limits		
Territory	Standard Strength	High Strength
Grand Jct. to Mounds	9,300	14,400
Mounds to Helper	10,300	15,300
Helper to Grand Jct.	9,300	14,400

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" or "EX" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE, F512WEX.

**SI-14 MISC. INSTRUCTIONS**

**Repeater Signals** designated by letter "R" located at Grand Jct. MP 449.2 and MP 450.1 indicate aspect of the next Absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect, the next Absolute signal will display a STOP indication. Repeater signal aspects are for information only.

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

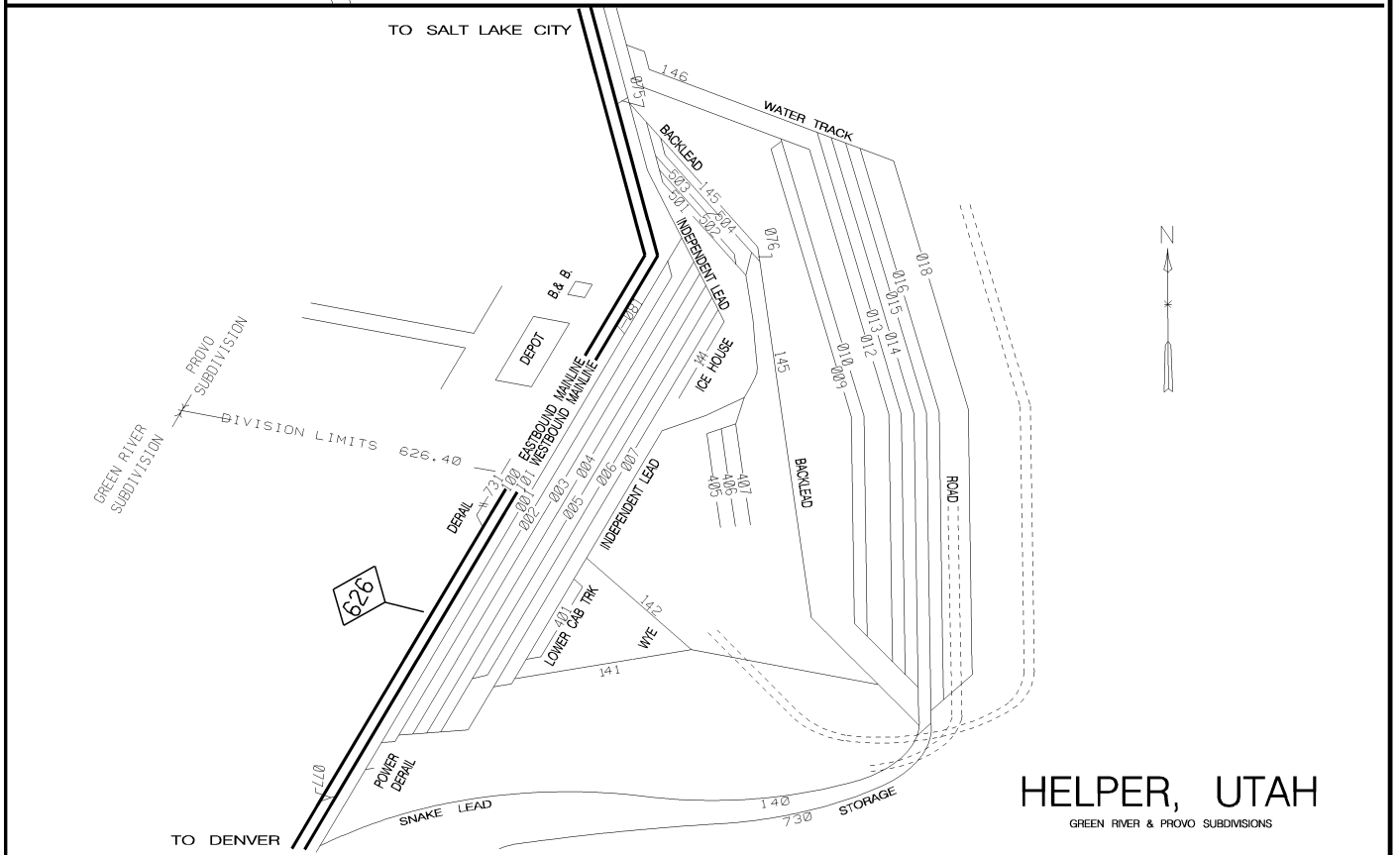
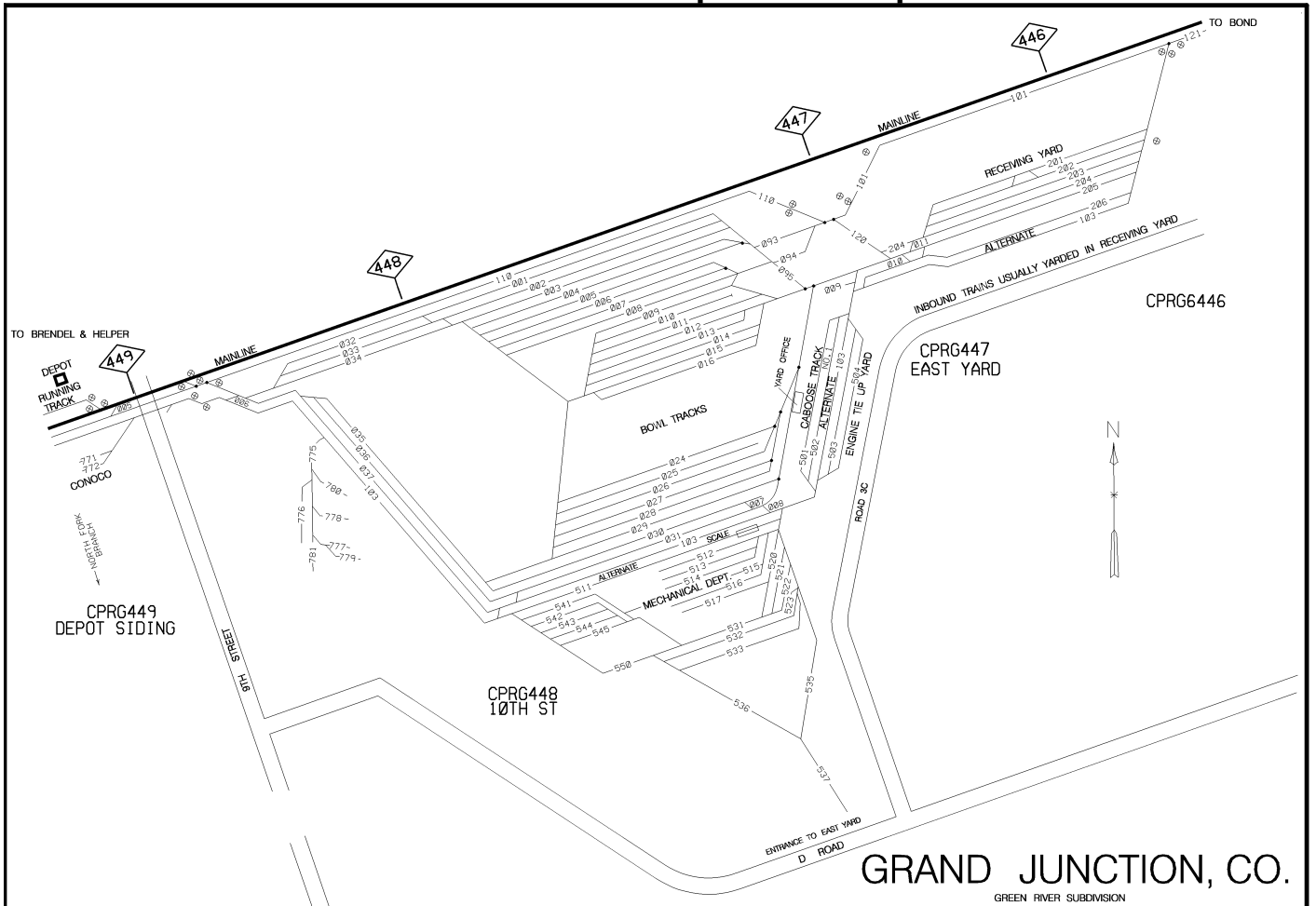
Dispatcher 78 controls dual-controlled derail governing eastward movements to Snake Lead. Eastward trains from Coal Yard must communicate with Dispatcher 78 when ready to depart and must occupy release section for one minute before derail can be positioned to enter Snake Lead. Derail will automatically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

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

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

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

# Grand Jct. and Helper Area Maps

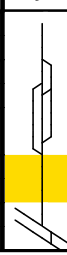



# CANE CREEK SUBDIVISION (0737)

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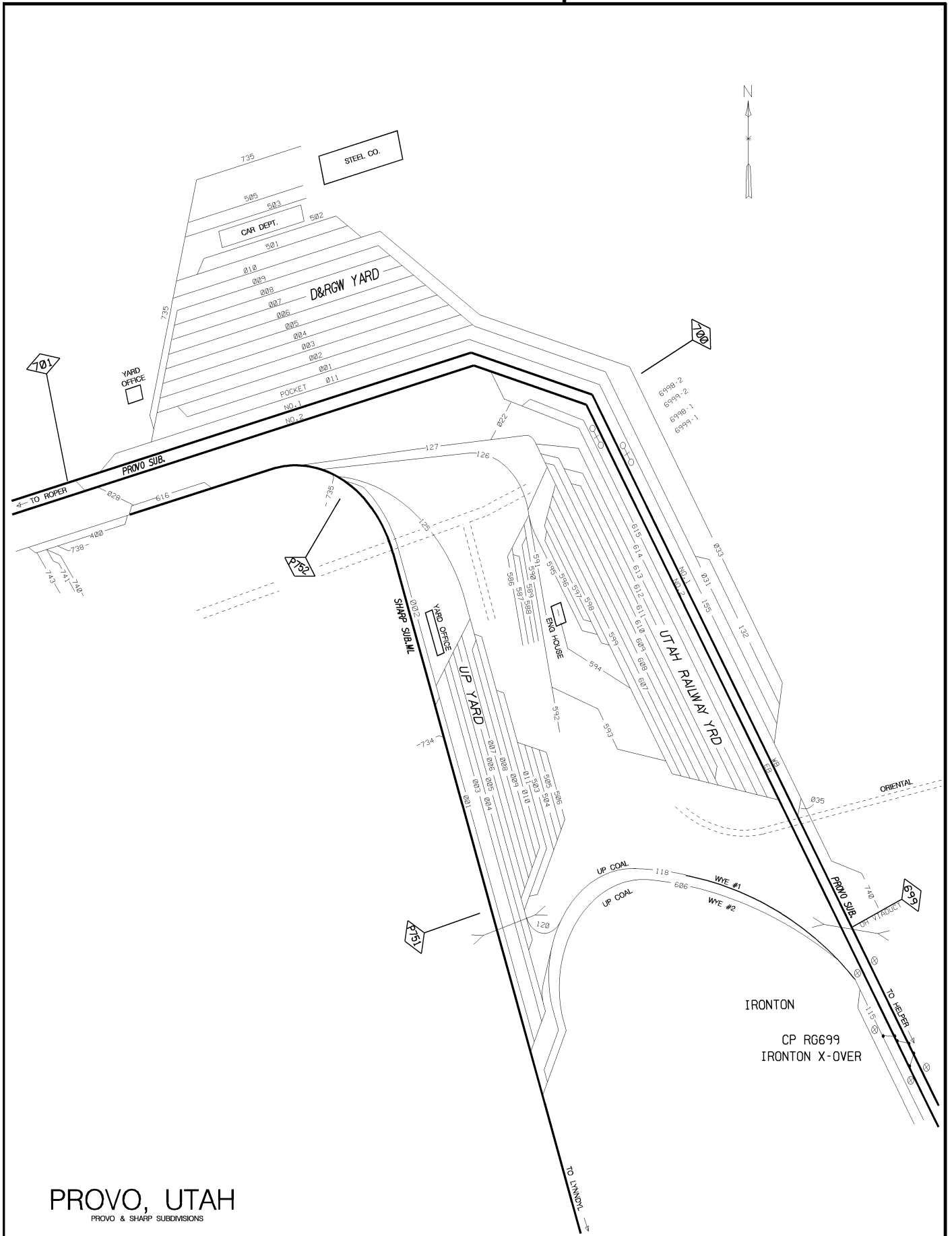
		Radio Display: Entire Subdivision -1414 - *80				
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #'s Siding Feet
37.4		6.28		END OF TRACK (1.6)		
35.8		TWC		POTASH (7.8)	UW936	
28.0				EMKAY (6.7)		
21.3				SEVEN MILE (2.9)	UW921	
18.4				LEE (8.1)		
10.3				ARCH (10.3)		
0.0				BRENDEL	KP983	
(35.8)						
SI-01 MAIN TRACK AUTHORITY						
TWC between: MP 35.8 POTASH and MP 0.0 BRENDEL						
Rule 6.28 MP 37.4 END OF TRACK and MP 35.8 POTASH						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed MPH						
Between Mileposts 35.8 and 0.0						
(Except as Below)..... 30						
37.4 and 35.8..... 10						
31.5 and 22.4..... 15						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed MPH						
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS - None.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
SI-11 INDUSTRIAL LEADS - None.						
SI-12 TONNAGE RESTRICTIONS/TPOB						
Maximum Gross Weight: 143 Tons.						
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.						
SI-14 MISCELLANEOUS INSTRUCTIONS - None.						

# PLEASANT VALLEY SUBDIVISION (0746)

		Radio Display: Entire Subdivision - 1414- *80				
Mile Post	Track Layout	Rule 6.3	CP #'s	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 16.0 and MP 1.0.						
Yard Limits between MP 21.1 and MP 16.0; MP 1.0 and MP 0.0.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed				MPH		
Between Mileposts 21.1 and 0.0						
(Except as Below).....				20		
21.1 and 19.5.....				10		
19.5 and 1.0 W.....				15		
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed				MPH		
1. Thru Sidings & Turnouts All Sidings..... 10						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS						
% 16.9		% 8.1		% 2.0		
% 14.0		% 6.4		% 0.6		
% 10.9		% 5.1				
% 9.5		% 3.5				
SI-08 RULES ITEMS						
Rule 33.7.7: If dynamic brake is inoperative, retainers must be set on all cars from 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 MISCELLANEOUS INSTRUCTIONS - None.						

# Provo Area Map

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# PROVO SUBDIVISION (0740)

		Radio Display: Helper to Ironton - 2323- *78 Ironton to Midvale - 4242- *13 Midvale to Grant Tower - 5757 - *48						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST ▲ STATIONS ▼	Sta. #’s	Siding Feet	
626.4		CTC 2MT		HELPER (0.9)	BT	UW075		
627.3			RG627	WEST HELPER (1.5)	X			
628.8			RG629	UTAH RY JCT. (1.6)	X	UW077		
630.4				CASTLE GATE (2.3)		UW078		
632.7			RG632	LYNN (6.2)	X	UW080		
638.9			RG639	KYUNE (5.9)		UW088	5230	
640.1			RG640					
644.8			RG645	COLTON (5.3)	X	UW093		
650.1			RG650	EAST SUMMIT (1.3)	X			
651.4				SUMMIT (0.5)	T	UW100	7840	
651.9			RG652	WEST SUMMIT (7.9)	X			
659.8			RG660	GILLULY (12.5)		UW110	7900	
661.6			RG662					
672.3			RG672	NARROWS (4.4)	X	UW121		
676.7			RG677	RIO (8.0)	X	UW125		
684.7			RG685	CASTILLA (11.1)	X	UW132		
695.8			RG696	SPRINGVILLE CROSSOVER (2.8)	X	UW146		
698.6			RG699	IRONTON (2.5)	X			
701.1			RG701	PROVO (4.6)	BT	UP076		
705.7			RG706	LAKOTA JCT. (1.4)		UP074		
707.1			RG707	GENEVA (1.3)	X	UP072	5975	
708.4		CTC	RG708	PIPE MILL (5.7)		UP068		
714.1			RG714	AMERICAN FORK (5.7)		UP062	8820	
715.9			RG716					
719.8			RG720	MESA (7.5)		UP057	7240	
721.6			RG722					
726.7		CTC 2MT	RG727	RIVERTON (8.7)		UP049	6470	
728.3			RG728					
734.4			RG735	MIDVALE (1.5)	IT	UP040	6790	
735.9			RG736	MIDVALE XOVER (4.9)	X			
740.8	RG741		EAST ROPER (1.2)	X				
742.0			ROPER (1.5)	T	UP002	Yard		
743.5	RG743		13TH SOUTH (0.9)	X				
744.4	RG744		8th SOUTH (0.8)					
745.2	RG745		2ND SO. (0.5)	X				
745.7	C783		6th WEST - GRANT TOWER (0.1)		UZ030			
745.8	C782		9th WEST					
(119.1)								
SI-01 MAIN TRACK AUTHORITY								
CTC: Entire subdivision.								

## SI-02 MAXIMUM SPEED TABLE

### Maximum Speed

### MPH

#### Between Mileposts

#### PSGR FRT

626.4 and 745.8

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

## SI-03 OTHER SPEED RESTRICTIONS

### Maximum Speed

### MPH

- Thru Sidings & Turnouts**  
Sidings Kyune, Summit and Midvale..... 10
- Dual Control Switch Turnouts**  
CP RG629: crossover..... 15  
CP RG685: crossover..... 40  
CP RG696: crossover..... 50  
CP RG699: crossover between No.2 and UPRR wye..... 10  
CP RG708..... 50  
CP RG745 west crossover ..... 20
- Misc. Speed Restrictions (No Exceptions).**

## SI-04 MAIN TRACK DESIGNATIONS

### Two main tracks between:

MP 626.4 Helper and CP RG708;  
CP RG735 and CP C783 Trk. 2;  
CP C782 Trk. 1.



# PROVO SUBDIVISION (0740)

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## SI-05 MILEPOST EQUATIONS

End Provo subdivision MP 745.67 = MP 782.55  
Lynndyl subdivision.

## SI-06 RCL OPERATIONS

### Remote Control Area:

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

### Remote Control Zones:

Provo Yard

Zone 1: Main 3 (trk.125) MP 751.9 to MP 752.6 at  
the compass north end of UPRR Yard.  
PSP Stop Transponder is located  
290 feet compass south of MP 752.6.

A flip-up sign has been installed at the beginning  
of zone. Remote Control Operator (RCO) is  
responsible when activating Zone to flip sign up  
which indicates the RCL zone is activated. When  
Zone is deactivated, RCO must flip sign down.

When operating remote control locomotive consists  
in tracks with positive stop protection, to obtain  
proper braking the following must be observed;

- 1) do not handle tonnage greater than that  
listed in the table;  
and
- 2) when entering PSP, speed must not exceed  
speed specified.

Zones	Tons Per Locomotive	Entry Speed	Outside PSP	Zone Contact PROVO / RCO
Zone 1	3800 Tons	10 MPH	3800Tons	Channel 87-87

When working outside of PSP (or if PSP is  
overridden) if tonnage exceeds that listed in the  
table above, PSP cannot be considered operative.  
Air brakes must be cut in and operative to assure  
necessary braking to stop locomotive and cars  
being handled. Cut in a minimum of one car of air  
for every 500 tons in the cut with a minimum of 5  
cars of air coupled.

### Remote Control Area:

Roper

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

### Remote Control Zones:

Roper Yard

Remote Control Zones 30th South:

Zone 1: Inbound East Roper (trk.112)  
MP 740.9 to MP 741.3  
Zone 2: Outbound East Roper/Middle Lead (trk.113)  
MP 740.9 to MP 741.3  
Zone 3: West Lead East Roper (trk.114)  
MP 740.9 to MP 741.3

Remote Control Zones 21st South:

Zone 5: UP Runner (trk.133)  
MP 743.3 to MP 742.6  
Zone 6: RG Runner/East Lead (trk.134)  
MP 743.3 to MP 742.6  
Zone 7: Middle Lead Roper North (trk.118)  
MP 742.6 to MP 741.9  
Zone 8: Industrial Lead Roper North (trk.119)  
MP 742.6 to MP 742.3  
Zone 9: Davis Cut-Off/Shadow Lead (trk.024)  
MP 742.6 to MP 742.0

PSP Stop Transponder Locations:

Zone 1...290 feet west of MP 740.9  
Zone 2-3...290 feet west of MP 740.9  
Zone 5-6...290 feet south of MP 742.6.  
Zone 7-9...290 feet south of MP 742.6.

## SI-06 RCL OPERATIONS Continued.....:

When operating remote control locomotive consists  
in tracks with positive stop protection, to obtain

proper braking the following must be observed;

- 1) do not handle tonnage greater than that listed  
in the table below; and
- 2) when entering PSP, speed must not exceed speed  
specified in the table below.

Zones	Tons Per Locomotive	Entry Speed	Outside PSP	Zone Contact YMaster/RCO
Zone 1	7000 Tons	8 MPH	7000Tons	Channel 87-87
Zone2-3	7000 Tons	10 MPH	7000Tons	Channel 87-87
Zone5-6	7000 Tons	10 MPH	7000Tons	Channel 74-74
Zone7-9	7000 Tons	7 MPH	7000Tons	Channel 74-74

When working outside of PSP (or if PSP is  
overridden) if tonnage exceeds that listed in the  
table above, PSP cannot be considered operative.  
Air brakes must be cut in and operative to assure  
necessary braking to stop locomotive and cars  
being handled. Cut in a minimum of one car of air  
for every 500 tons in the cut with a minimum of 5  
cars of air coupled.

Additional information: 1700 South road crossing  
equipped with camera, bell and whistle pucks.

### RCL Foul Time:

Roper - CP RG741 at Roper, to MP 739 on Trk 2.  
When necessary to make RCL movements on the Trk 2  
across CP RG741:

the RCL operator may request authority for these  
movements by requesting RCL FOUL TIME. When RCL  
Foul Time is requested, the train dispatcher must  
apply blocking or marking devices to the control  
machine to prevent movements into the limits and  
determine the limits are clear of all movements  
before authorizing the RCL movement. When RCL FOUL  
TIME is granted it authorizes movement in either  
direction within the limits authorized.  
Rule 6.4.2A does not apply within RCL Foul Time  
limits.

Requesting RCL foul time authority:

1. State UPRR RCL operator (name) with (engine  
number) at Roper requesting RCL Foul Time.
2. Specify RCL movements need to occupy  
(Track \_\_\_\_ ) between CP \_\_\_\_ and CP \_\_\_\_  
(including time limits if necessary) and is ready  
to copy the authority.

Train dispatcher will:

1. Verify the limits are clear of all movements.
2. Apply blocking or marking devices to the  
control machine to prevent movements into the  
limits.
3. Specify which track and control point RCL  
movements are authorized to occupy with RCL Foul  
Time.

RCO will:

1. Repeat the RCL foul time authority granted back  
to the train dispatcher.
2. RCL foul time authority is not in effect until  
"OK" time is received.
3. Once RCL foul time authority is granted, the  
RCO will place a dual control switch selector  
lever in hand position.
4. The movement may enter and occupy the limits  
authorized. Signals governing movements into the  
limits will display stop indication. After the RCL  
operator visually ascertains that the limits are  
clear, the requirements of Rule 6.27 are waived.  
RCL movements will be governed by the RCO.

## SI-06 RCL OPERATIONS Continued.....:

Once RCL foul time authority is in effect:

1. The movement may enter and occupy the limits

## PROVO SUBDIVISION (0740)

authorized.

2. Signals governing movements into the limits will display a Stop indication. After stopping at signals displaying a Stop indication, movement may proceed.

3. Movement may be made in either direction.

4. After the RCL operator visually ascertains that the limits are clear, the requirements of Rule 6.27 are waived. RCL movements will be governed by the RCL operator. Authority may not be issued "joint". The RCL operator may not allow other movements to occupy the limits.

### Releasing Authority:

1. Authority must be released (including RCL foul time number) and limits cleared before the expiration of the time granted.

2. Limits may be released to move in a specified direction.

3. Authority may only be released by the crew member who controls the locomotive.

4. If additional time is required, authority must be obtained before the authorized time limit expires.

5. If the train dispatcher cannot be contacted and the time limit expires, authority is extended until the train dispatcher can be contacted.

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 627.9	% 665.6	% 703.5
% 629.5	% 668.0	& 705.7
(#) 630.5	# 668.1	% 709.8
% 633.9	% 669.6	(#) 711.7
% 635.1	% 674.4	% 718.0
% 637.1	& 677.2	% 723.2
% 641.9	% 679.0	% 725.2
% 643.2	% 681.8 *	(#) 730.7
% 647.4	& 685.0	
# 647.5	# 685.3	
% 654.2	% 686.7	
% 656.2	% 688.5	
% 658.2	% 690.4 Trk.2	
% 658.9	% 692.3 Trk.1	
% 662.2	% 693.2 Trk.2	
% 663.0	(#) 696.9	

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

### SI-08 RULES ITEMS

**Rule 6.21.4:** When a train is instructed by the Train Dispatcher in the words "BETWEEN (location) AND (location), BE GOVERNED BY RULE 6.21.4", within specified limits train must proceed at a speed that will permit stopping short of slide, rock, washout or debris on track.

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

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

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

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

**Rule 32.1:** Grade Securement: Do not tie up and leave a train unattended between Helper and Springville unless track has derail protection.

**Rule 33.7.7:** If retainers are required, the district MOP must be contacted before train is allowed to operate with retainers set. Unless the MOP instructs otherwise, the MOP must be on board the train when retainers are in use.

**SSI Item 9:** - A quiet zone is established. Change Rule 5.8.2 (7): Item 9 of the System Special Instructions applies at and between: MP 745.25 and MP 745.66, 2nd So 675W.

### 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
Sampler .....	737.5	UP037
Murray W.....	738.8	UP036

## SI-11 INDUSTRIAL LEADS

### Tintic Industrial Lead: (0741)

Off main Track at CP RG696.

Extends 32.4 miles from MP 0.0 to MP 32.4.

Maximum Speed            MPH  
(Except as Below).....20  
16.0 and 26.0.....10  
26.0 and 32.4 E.....15  
32.4 and 27.5 W.....10  
27.5 and 26.0 W.....15

FRA Excepted Track MP 16.0 to MP 26.0.

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

### Bingham Industrial Lead: (0742)

Off main Track at Midvale.

Extends 11.9 miles. MP 0.0 and MP 11.9.

Maximum Speed            MPH  
(Except as Below).....20  
MP 0.0 to MP 5.3.....10  
MP 9.5 to MP 11.9.....10  
MP 9.5 to MP 5.3W.....15

Retainers must be used from Lead Mine to Welby when tons per axle of operative dynamic brake exceeds 250 tons. 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

## SI-11 INDUSTRIAL LEADS Continued...

### Garfield Industrial Lead: (0743)

Off Bingham Ind. Lead at Welby, MP 5.1.

Extends 12.8 miles to MP 17.9.

Maximum Speed            MPH  
(Except as Below).....20  
Bacchus Spur.....12

Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corp. Train Dispatcher at Copperton for permission to operate electric locks.

When Kennecott Corporation Dispatcher's office is closed or when phones are out of service, movement may be made by operating electric locks and waiting 3 minutes before lining switches. Movement may then be made after providing 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 derailling 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 a 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

### Provo Industrial Lead: (0758)

Off main Track at CP RG706 Lakota Jct.

Extends 13.8 miles to Cutler, westward;

Maximum Speed 20 MPH. Maximum gross weight 143tons.

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

## PROVO SUBDIVISION (0740)

### SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 143 Tons.

**TPOB Speed Restrictions:** When train exceeds 80 TPOB and 200 Tons Per Equivalent Dynamic Brake Axle between these locations, be governed by the following:

Milepost	MPH
651.4 and 665.6 W.....	20
665.6 and 682.0 W.....	25
638.9 and Helper E.....	20

For these speed restrictions, use only the lead engine consist to determine tons per axle of operative dynamic brake.

**Retainers:** must be used between the following locations when Tons per Equivalent Dynamic Brake Axle (EDBA) exceeds maximum indicated limit.

Territory	Maximum Tons per EDBA
Castle Gate to Helper	550
Kyune to Castle Gate	500
Summit to Rio	550

If the Tons per EDBA of the lead consist exceeds maximum limit, the EDBA of helper may be added. If revised tons per EDBA does not exceed maximum limit, the setting of retainers is not required.

### SI-13 TRAIN MAKE-UP RESTRICTIONS

Between HELPER and SPRINGVILLE: Note: asterisk (\*) character can be a letter or a number.

Between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table and the 'Coupler Limits Table'. To calculate the train's maximum trailing tonnage, multiply the equivalent power axles (EPA) of the locomotive consist by the FACTOR shown. The final figure is the actual trailing tonnage which must comply with the table.

Between Helper and Kyune:

AC only consist.....FACTOR is '175';  
DC or AC/DC mixed consist....FACTOR is '165'.

Between Castilla and Summit:

AC only consist.....FACTOR is '200';  
DC or AC/DC mixed consist....FACTOR is '180'.

When train includes any helper engine positioned within the trailing tonnage, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the helper by the EPA factor (listed above). Subtract this tonnage from the total trailing tonnage. This final figure is the actual trailing tonnage.

Maximum Trailing Tonnage		
Type of Car	3000 Tons	4100 Tons
Articulated doublestack car(P3*, P4*, P5*)	One or more empty platforms	N/A
Multi-platform spine car (P3*, P5*)	One or more empty platforms	N/A
Car 73 feet in length or longer weighing less than 50 tons	Coupled to a car less than 73 feet in length	Coupled to a car 73 feet in length or longer

Head End Car Restriction Table applies only between HELPER and SPRINGVILLE.

Head End Car Restriction		
Train Tonnage	First 5 Cars - Weight	First 5 Cars - Length
3,600 +	Each car must weigh 50 tons or more.	N/A
4,100+	Each car must weigh 50 tons or more.	All cars must be 73 feet in length or longer; or, all cars must be less than 73 feet in length.

Headend car restriction will not apply if train doesn't contain 5 cars that weigh 50 tons or more. In determining train make-up restrictions, be governed by the following when dealing with these non-conventional cars:

- A) Articulated doublestack car or spine car(P3\*,P4\*,P5\*) having all platform/wells loaded, is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.
- B) Articulated doublestack car or spine car(P3\*,P4\*,P5\*) having any empty platform/wells, is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.
- C) Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTT 1234 are all three platform (P3\*)s.

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

Two-unit solid drawbar-connected long cars (P2):  
 1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.  
 2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3\*):  
 1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.  
 2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4\*):  
 1. If the total weight of the car is 200 tons or more and all platforms are loaded, it is to be considered the equivalent of four cars, each weighing 50 tons and each less than 73 feet in length.  
 2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of four cars, each weighing less than 50 tons and each less than 73 feet in length.

**COUPLER LIMITS:**  
 On ascending grades, between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the helper by the factor listed. Subtract this tonnage from the total trailing tonnage behind a car. The final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

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

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" or "EX" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE, EF512WEX.

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

In determining train makeup restrictions above, be governed by the following:

Articulated double stack car or spine car (P3\*, P4\*, P5\*) having all platforms/wells loaded, is to be considered the equivalent of 2 1/2 cars each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car (P3\*, P4\*, P5\*) having any empty platform/wells, is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

**RESTRICTED TONNAGE TABLE:**

When helper exceeds 7 EPA, the cars that make up the tonnage ahead of the helper, as indicated in the following table, must comply with the makeup restrictions in Rule 32.12.7 Helper Placement.

RESTRICTED TONNAGE TABLE		
Helper EPA	Rear Helper	Cut-in Helper
8-18	500	250
19	850	400
20	1100	550
21	1350	700
22	1600	800
23	1800	900
24	N/A	1000
25	N/A	1100
26	N/A	1200
27	N/A	1350
28	N/A	1450
29	N/A	1570
30	N/A	1700
31	N/A	1800
32	N/A	1900
33	N/A	2050
34	N/A	2200
35	N/A	2300
36	N/A	2400

Two-unit solid drawbar-connected intermodal long cars (P2):

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

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

Three-unit solid drawbar-connected double stack car (P3\*):

A. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.

B. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars each weighing less than 50 tons and each less than 73 feet in length.

Note: (\*) Character can be a letter or a number.

**PROVO SUBDIVISION (0740)****SI-14 MISC. INSTRUCTIONS**

**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 the next absolute signal will display a Stop indication. Repeater signal aspects are for information only.

**Provo:** UP 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 UP main track switch (west end) will be lined normal for the coal tracks. Coal trains will normally be delivered to the UP 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 UP power. Track 1 will normally be used for delivery of empty coal trains.

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

All tracks in UPRR yard are designated as Interchange tracks.

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

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

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

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

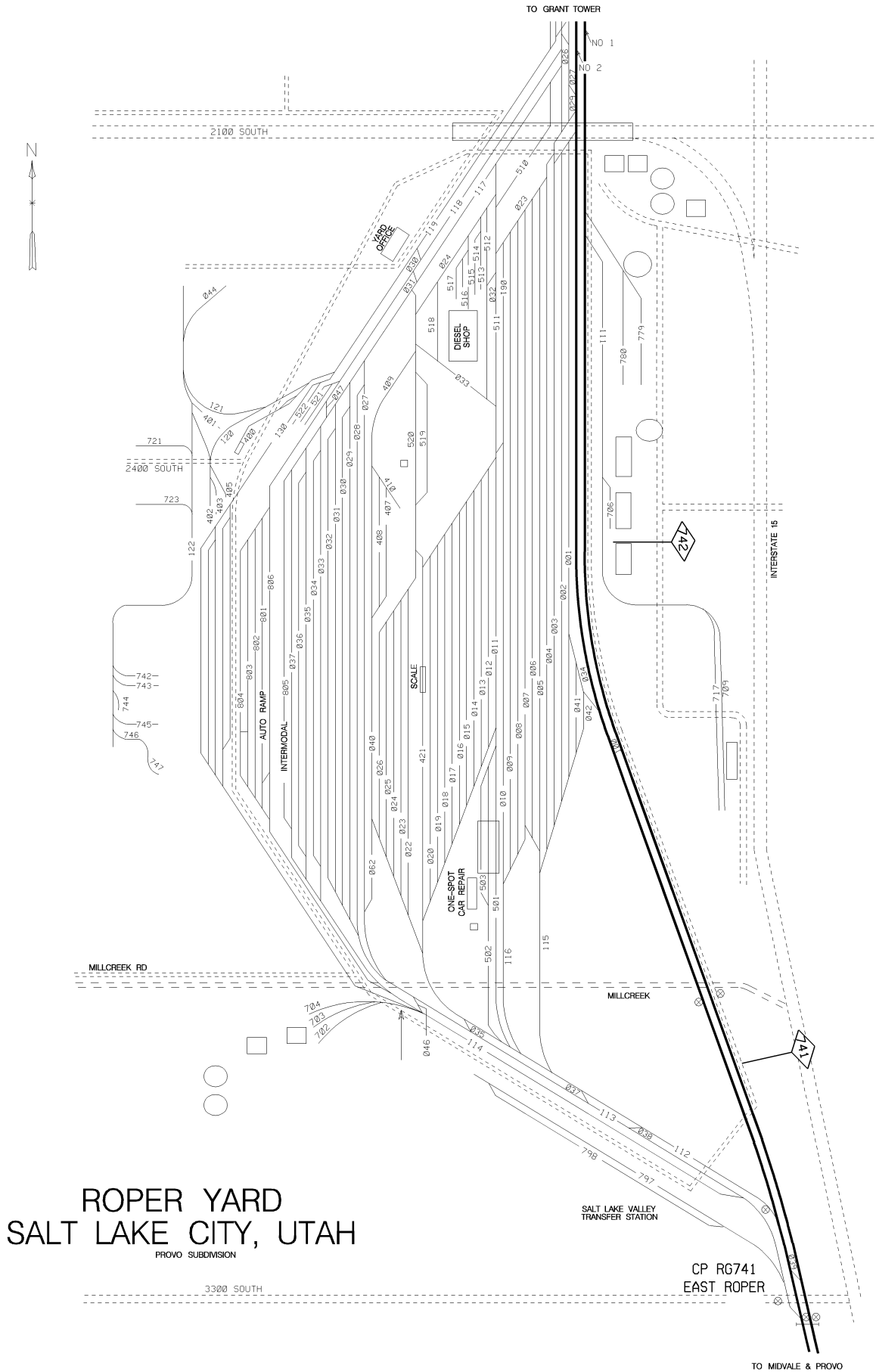
**Keigley:** Yard tracks removed from service.

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

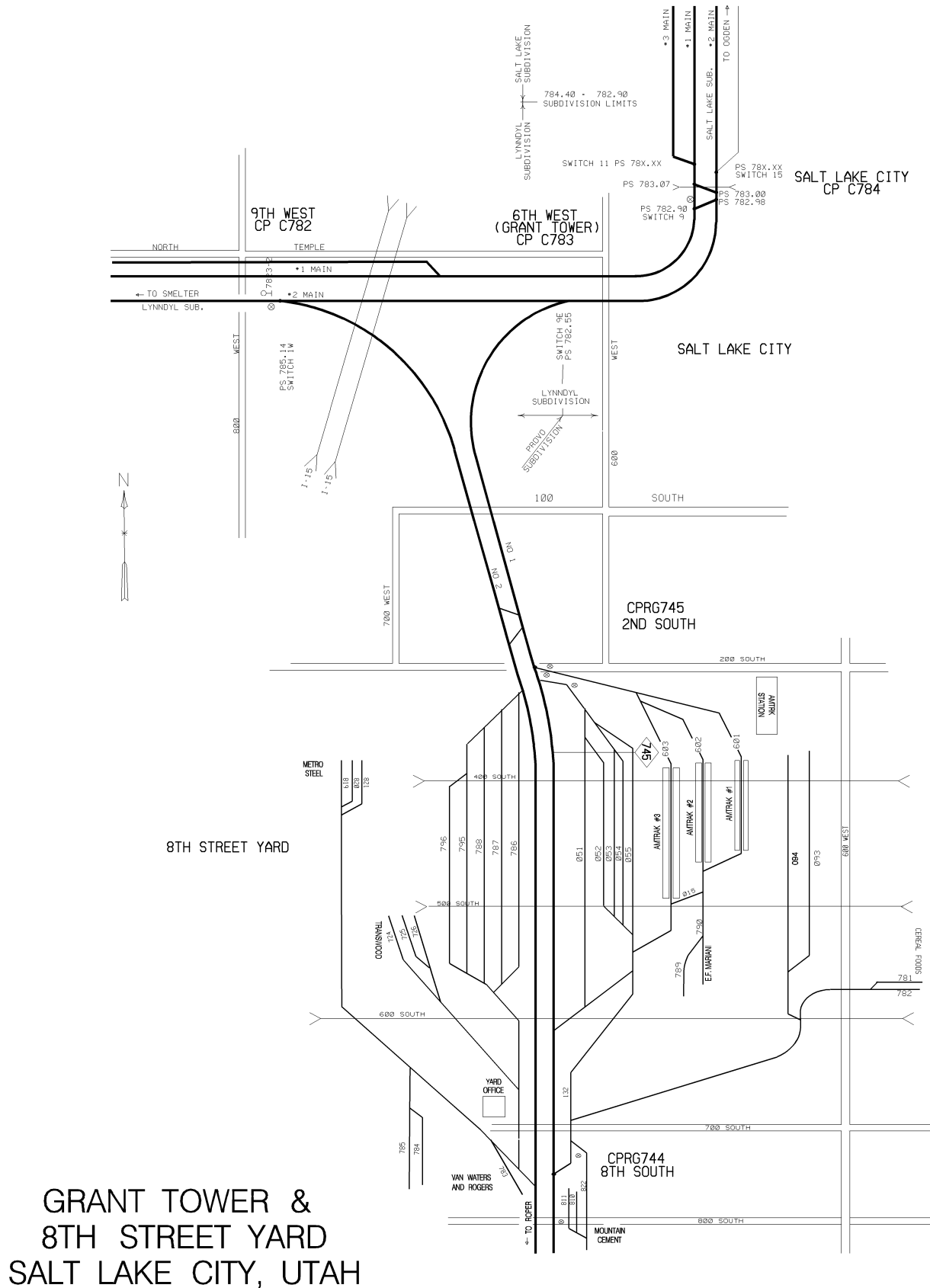
**East Mesa:** Trains must not depart without receiving a clear signal or a job briefing with the train dispatcher that movement is cleared to East American Fork.

# Roper Yard Area Map

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# Grant Tower & 8th Street Yard Area Maps



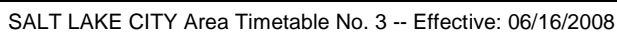


# SHARP SUBDIVISION (0757)

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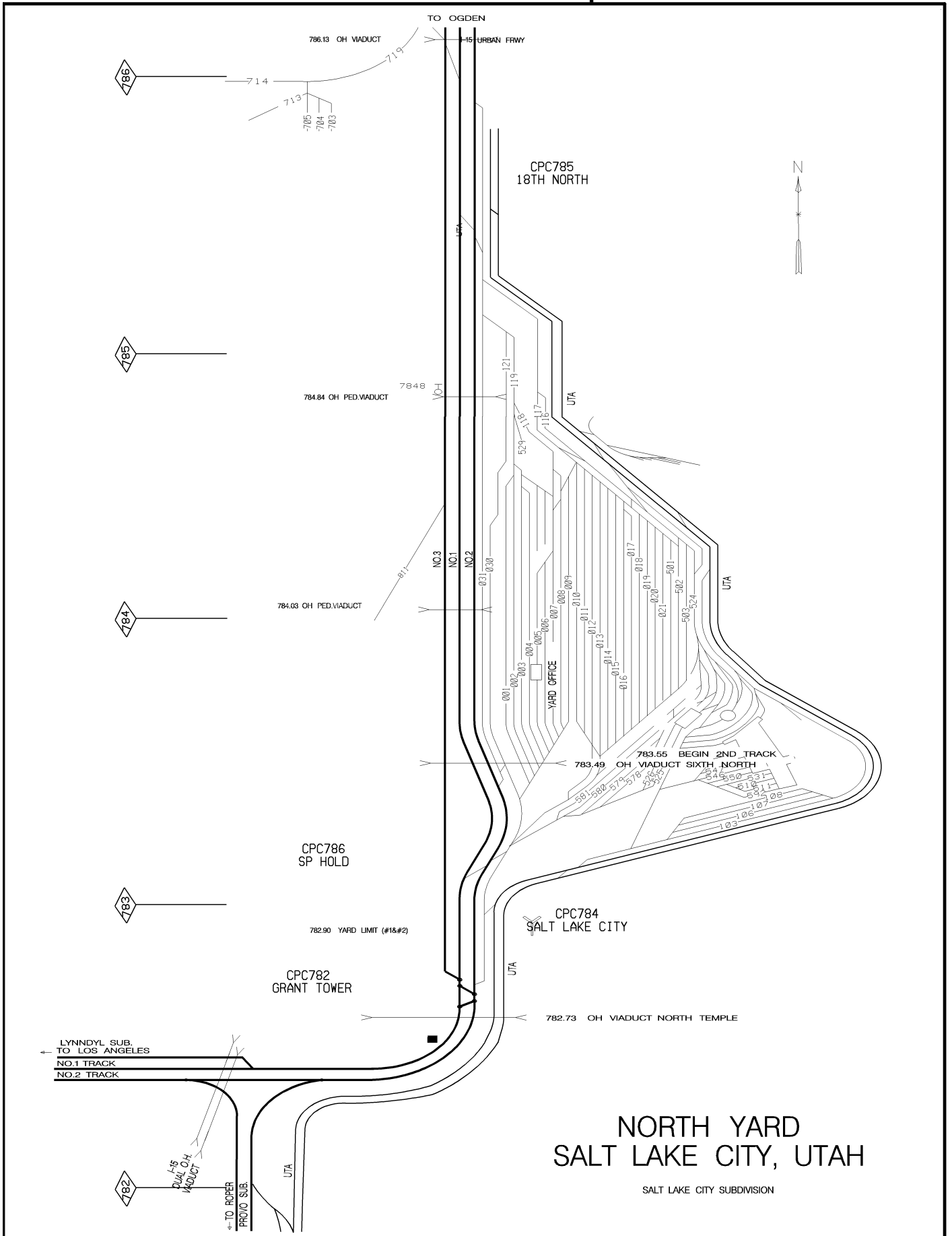
		Radio Display: Provo to Lynndyl - 4242- *13						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST ▲	Sta. #'s	Siding Feet	
P752.8 P748.9		YL	C753 C749	PROVO (15.7)	T	UP076		
P737.1 P735.8		CTC	C738 C735	PAYSON (14.2)	!	UP092	6102	
P722.9 P721.6			C723 C721	STARR (12.0)	!	UP107	6085	
P710.9			C710	NEPHI (9.2)				
P701.7 P699.1			C702 C700	SHARP (5.0)	!	UP128	13,436	
P696.7 P695.4			C696 C695	JUAB (15.5)	!	UP133	6082	
P681.2 P679.9			C681 C680	PARLEY (15.5)	!	UP148	6242	
P665.7 P664.2			C666 C664	LYNNDYL	!	UZ147	6406	
(88.6)								
SI-01 MAIN TRACK AUTHORITY								
CTC between: CP C749 and CP C664.								
Yard Limits between: CP C753 and CP C749.								
SI-02 MAXIMUM SPEED TABLE								
Maximum Speed				MPH				
Between Mileposts P752.8 and P664.2								
(Except as Below).....				50				
P752.8 and P748.9.....				10				
P733.5 and P732.6.....				30				
P694.4 and P692.6.....				35				
P692.6 and P691.8.....				30				
P686.2 and P676.4.....				30				
P676.4 and P674.8.....				35				
P667.2 and P666.3.....				35				
P666.3 and P664.2.....				30				
Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR passenger trains may operate at 10 MPH above maximum authorized speed for freight trains, not to exceed 79 MPH. Where permanent or temporary speed restrictions are in effect for passenger trains, they will apply.								
SI-03 OTHER SPEED RESTRICTIONS								
Maximum Speed				MPH				
1. Thru Sidings & Turnouts Parley Siding..... 20								
2. Dual Control Switch Turnouts (No Exceptions.) CP C700, W. Sharp..... 15								
3. Misc. Speed Restrictions (No Exceptions.)								
SI-04 MAIN TRACK DESIGNATIONS - None.								
SI-05 MILEPOST EQUATIONS - None.								
SI-06 RCL OPERATIONS								
SSI 10B (F) Remote Control Areas: Provo Yard: MP 752.6 and MP 750.0; Provo Yard to MP 752.8 on the Sharp Subdivision.								
Remote Control Zones: See instructions for the Provo Subdivision.								

<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
(#) P743.7	(#) P709.0	% P679.0
(#) P727.8	(#) P690.2 *	(#) 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.		
<b>SI-08 RULES ITEMS - None.</b>		
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #'S</b>
Spanish Fork .....	P744.4	UP085
Nephi .....	P711.5	UP118
Martmar .....	P676.1	UP153
<b>SI-11 INDUSTRIAL LEADS - None.</b>		
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
Maximum gross weight: 143 Tons.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISC. INSTRUCTIONS</b>		
Provo: Normal position of all switches on west leg of wye are for west leg of wye.		
Normal position at East end of Pipe Plant lead for S.P. Connection.		
No units are permitted to operate on Pipe Plant Highline beyond sign at underpass.		



# North Yard Area Map

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# SALT LAKE SUBDIVISION (0747)

Radio Display:								
Cecil Jct. to Salt Lake City - 5757- *48								
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST ▲	Sta. #'s	Siding Feet	
818.2		CTC 2MT	C819	OGDEN WYE (0.4)	BT	UY993	Yard	
817.8			C817	BRIDGE JCT.	X	UY994		
811.5			C811	(8.5)				
809.3			C809	CLEARFIELD (Trk.1)	BT	UZ002		
807.2			C807	(15.9)	X			
793.4			C793	CENTERVILLE (5.5)	X	UZ018		
787.9		CTC 3MT	C788	NORTH SALT LAKE (0.3)	X	UZ024		
787.6			C789	SP NORTH SALT LAKE (1.5)	(Trk.3)			
786.1			C787	BECKS (0.6)	(Trk.3)	UZ026		
785.5			C785	18TH NORTH (1.9)	(Trk.1&2)	X	UZ027	
783.6				NORTH YARD (0.7)	BT			
783.0			C784	SALT LAKE CITY (0.4)	XB	UZ029		
(35.7)								
SI-01 MAIN TRACK AUTHORITY								
CTC: Entire Subdivision.								
SI-02 MAXIMUM SPEED TABLE								
Maximum Speed				MPH				
Between Mileposts				PSGR FRT				
818.2 and 782.9								
(Except as Below).....				79	70			
812.2.....				70+	70			
807.2.....				70+	70			
806.1.....				70+	70			
798.2 and 796.4.....				70	60			
792.4 and 792.2.....				70	60			
787.9 and 787.0.....				70	70			
787.0 and 782.5.....				40	40			
783.1 and 787.9 TRK.3.....				30	30			
SI-03 OTHER SPEED RESTRICTIONS								
Maximum Speed				MPH				
1. Thru Sidings & Turnouts (No Exceptions.)								
2. Dual Control Switch Turnouts								
CP C817 between Trks. 1&2 at 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..... 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								
Salt Lake Diesel Facility - Trk.38..... 15								
All hand-operated center siding switches..... 15								
SI-04 MAIN TRACK DESIGNATIONS								
Three main tracks: between CP C788 and CP C784.								
North track is designated track No. 3.								
Center track is designated track No. 1.								
South track is designated track No. 2.								
Two main tracks: between CP C819 and CP C788								

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 RCL OPERATIONS

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

### Remote Control Zones: North Yard

Zone 1: East Lead (trk.117) MP 785 to MP 784.7

Zone 2: West Tramp Lead (trk.118) MP 785 to MP 784.7.

Zone 4: New Extension (trk.130) MP 783.0 to MP 783.5.

### PSP Stop Transponder Location:

Zone 1-2. 290 feet east of MP 784.7

Zone 4... 290 feet west of MP 784.7

When operating remote control locomotive consists in tracks with positive stop protection, to obtain proper braking, the following must be observed;

1) do not handle tonnage greater than that listed in the table, and;

2) when entering PSP, speed must not exceed speed specified.

Zones	Tons Per Locomotive	Entry Speed	Outside PSP	Zone Contact YMaster/ RCO
Zone1&2	5200Tons	7 MPH	5200Tons	Channel 53-08
Zone 4				or 50-18

When working outside of PSP (or if PSP is overridden) if tonnage exceeds that listed in the table above, PSP cannot be considered operative. Air brakes must be cut in and operative to assure necessary braking to stop locomotive and cars being handled. Cut in a minimum of one car of air for every 500 tons in the cut with a minimum of 5 cars of air coupled.

\*\*\*\*\*

### Remote Control Areas - Ogden Terminal:

See instructions on Evanston Subdivision.

\*\*\*\*\*

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

# SALT LAKE SUBDIVISION (0747)

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## SI-08 RULES ITEMS

**Rule 1.14:** Movements from Union Pacific Railroad track may be made onto Utah Transit Authority trackage between the hours of 0000 to 0400. Crews must obtain verbal permission from UTA Rail Traffic Control and obtain any track restrictions. If Union Pacific crews need to make moves prior to the hours stated above they may contact UTA Rail Traffic Control to check for an alternate time frame.

Movements over UTA trackage will be governed by the General Code of Operating Rules, current UTA Timetable and UTA System Special Instructions. Unless otherwise specified by UTA, trains and engines may only occupy UTA trackage after receiving:

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

**Rule 1.47, Part C, Item 3:** Radio Transmission, not in effect between Ogden MP 818.2 and Salt Lake MP 782.9 including North Yard.

**Rule 9.13.1. Clearfield:** First move must be made on signal indication unless otherwise authorized by control operator when setting out or picking up at CP C809. All movements over the dual control switches from main No. 1 to the north leg of the Wye or to the East Pass extension must be made with switches in hand operation when a return movement over the switches is necessary.

**SSI Item 9, Change Rule 5.8.2 (7):** Item 9 of the System Special Instructions applies at and between 300 North, MP 782.88 and I-15, MP 817.86.

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

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

## SI-11 INDUSTRIAL LEADS

### Syracuse Industrial Lead: (0748)

Originates MP 809.3. Extends 2.1 miles from Clearfield to Barnes.

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

### Woods Cross Industrial Lead: (0734)

Off main Track 3 at MP 787.7. Extends 4.5 miles from North Salt Lake to Woods Cross. Public xing at 5th St. MP 753.6, be governed by Rule 6.32.2.

Business Tracks	MP	Sta.#'s
Woods Cross .....	753.7	UZ021

### Evona Industrial Lead: (0752)

3.2 miles Ogden to Sugar Works Plant.

Business Tracks	MP	Sta.#'s
Evona E.....	0.7	UV700
Relico E.....	1.0	UV702
Sugar Works .....	3.2	UV703

### Hill Field Industrial Lead: (0749)

6.8 miles Ogden to Arsenal.

Maximum Speed	MPH
(Except as Below).....	15
4.4 and 4.8.....	10
6.0 and 6.8.....	10

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 exceeding 100 TPOB** with reefer cars (R in car code field) may operate at a maximum speed of 70 MPH provided train does not:

1. exceed 110 TPOB;
2. exceed a total of 75 cars;
3. contain more than four other cars, including four multi-platform intermodal cars.

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

**SALT LAKE SUBDIVISION (0747)****SI-14 MISC. INSTRUCTIONS**

**Wind Indicator** at MP 795.5.

**ACS between** MP 818.2 and MP 0.0  
(main tracks No. 1 and No. 2);  
Bypass Track to MP 991.0.

**ACS Test Loops Eastward:**

on main Tracks 1 & 2, MP 784.4 to MP 785.3;  
and  
Tracks 103 & 104, MP 785.2 to 785.3.

**Salt Lake North Yard:** Power switches equipped  
with solar panels have clearances that are close.  
These solar panels have a clearance that does not  
meet the minimum clearance standards.

**Union Pacific - UTA Operating Procedures:**

Union Pacific - UTA Emergency Notification System:  
A repeater system is installed on the UTA site,  
Promontory Point. When a 911 transmission is  
initiated, an emergency signal will be  
regenerated to the other railroad, tying the two  
systems together. The railroad that initiated the  
911 call can broadcast the nature of the  
emergency. Strobe lights activate in UTA  
command center.

**UPRR-UTA Emergency Notification Responsibilities:**

Union Pacific train crews will initiate a 911  
call from radio key pad, when the  
following occurs on the Salt Lake Subdivision  
main Trk. 2 either direction:  
Trains have an undesired emergency, hotbox  
detector notification, dragging equipment  
notification, crossing accident etc. or other  
conditions that may foul UTA main Trk.

**Protection for employees walking disabled trains:**

Once train crews make contact with UPRR - UTA,  
all UTA trains are to reduce to restricted speed,  
until the following occurs.  
Conductor or Employee In Charge has contacted  
the command centers for both railroads that the  
disabled train is not foul of UTA main trk. and  
other issues do not exist, hazmat spill etc.  
Conductor or Employee In Charge has completed  
inspection of train between main Trk. 2 Salt Lake  
Subdivision and UTA main trk.  
Once a UTA train has passed the disabled train,  
normal train speed may resume.

**UPRR-UTA Maintenance of Way - Form B Requirements:**

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

**Union Pacific Wide Loads:**

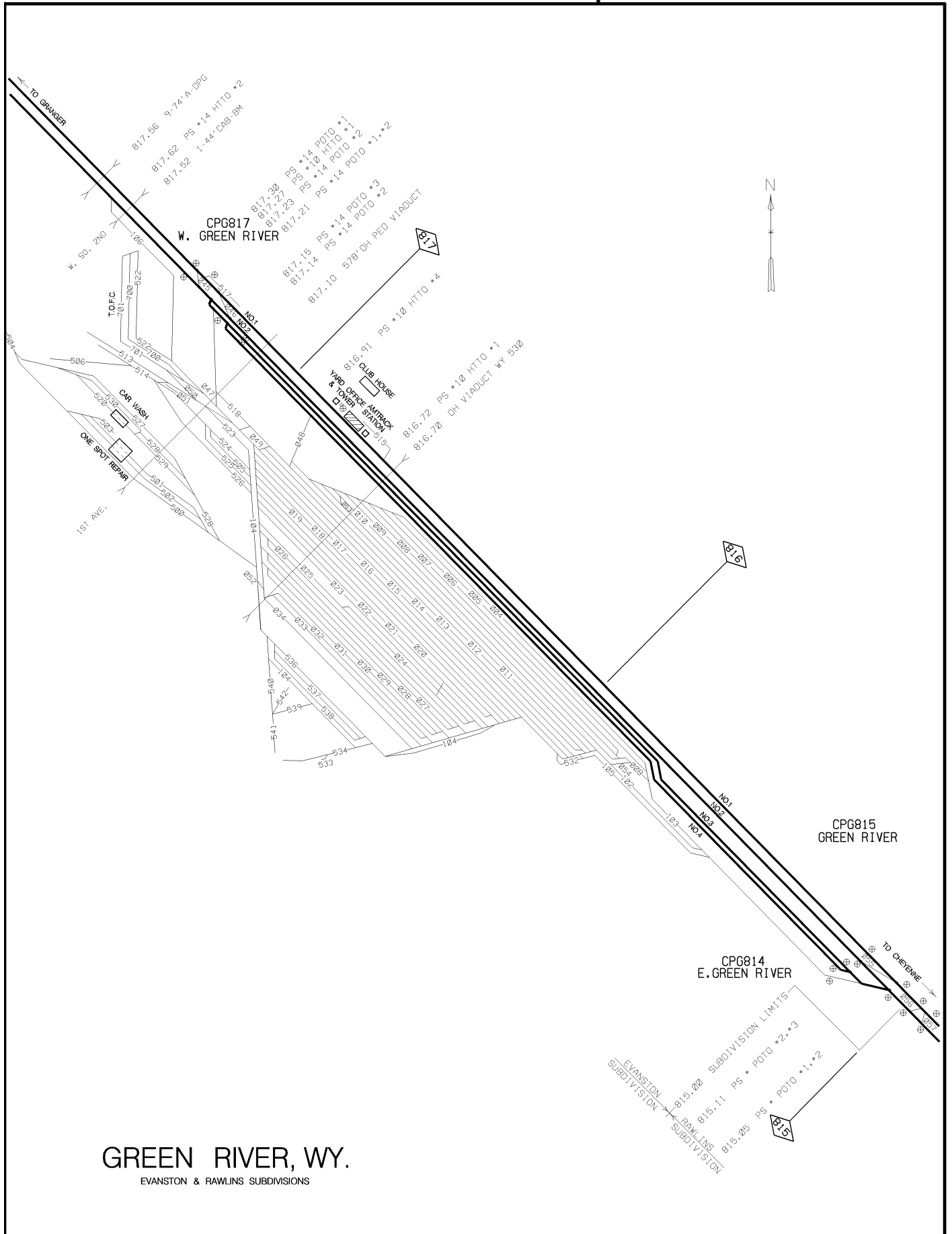
Due to close clearance on the Salt Lake  
Subdivision Trk. 2 and UTA main trk, all UPRR  
trains carrying wide loads must be routed on main  
Trk. 1, Salt Lake Subdivision.

**Union Pacific - UTA Grade Crossing:**

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

# Green River Area Map

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# EVANSTON SUBDIVISION (0265)

Radio Display:						
Green River to E. Riverdale - 2727- *11 E. Riverdale to Cecil Jct. - 5757 - *48						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS	EAST STATIONS	Sta. #s Siding Feet
817.3		CTC 4MT	G817	W. GREEN RIVER (2.0)		WX817
819.3		CTC2MT ACS	G819	CP G819 (5.6)		
824.9			G825	PERU (8.4)	X	WX825
833.3				CP G833 (1.6)	X	WX833
834.9			G835	ALCHEM (9.1)		WX835
844.0			G844	EAST GRANGER (2.5)	! X	WX844
846.5			G847	GRANGER (7.5)	! XT	WX847 N13456
847.1		DT ABS ACS		VERNE (5.8)		WX854 C6040
854.0			G860	CP G860 EWD (3.9)		
859.8			G864	CP G864 WWD (2.5)		
863.7				HAMPTON (9.2)		WX866 C1913
866.2				CARTER (10.2)		WX875 C6522
875.4			G876	CP G876 WWD (0.7)		
875.6				HOLD SIG. EWD (9.3)		
876.3				BRIDGER (3.4)		WX886 C6378
885.6			G889	CP G889 EWD (0.3)		
889.0			G890	CP G890 WWD (1.2)		
889.3		CTC2MT ACS		LEROY (7.1)		WX891 C1079
890.5				SPRING VALLEY (2.5)		WX898 C689
897.6			G900	ASPEN (4.7)	X	WX902
900.1			G905	ALTAMONT (7.7)	X	WX904 S4825
904.8		DT ABS ACS		MILLIS (3.3)		WX913 C1501
912.5			G915	CP G915 WWD (1.4)		
915.8				EVANSTON (2.0)	T	WX917 N9064
917.2			G919	CP G919 EWD (7.9)		
919.2				WAHSATCH (15.2)		WX928 C4662
927.1				MP 931.46 (0.0)		
942.3			G942	CP G942 WWD (0.7)		
943.0				EMORY (9.2)		WX943 C5665
952.2			G952	CP G952 EWD (0.5)		
952.7				ECHO (8.4)		WX952 C6628
961.1				DEVIL'S SLIDE (0.5)		WX961 C5791
961.6			G962	CP G962 WWD (6.4)		

968.0			MORGAN (7.5)	WX968	C6751
975.5		G975	CP G975 WWD (2.2)		
977.7		CTC 2MT	G978 STRAWBERRY (10.9)	X	WX978
988.6		CTC 3MT	C988 EAST RIVERDALE (1.1)	X	
989.7			C990 RIVERDALE (1.8)		
991.5			C992 31st STREET (1.1)		
992.6			OGDEN (1.0)	BYT	UY993
993.6			C993 CECIL JCT.		UL001

(188.9)

## SI-01 MAIN TRACK AUTHORITY

### CTC between:

CP G817 and CP G847;  
CP G900 and CP G905;  
CP G978 and CP C993.

### ABS Rule 9.14 between:

CP G847 to CP G900;  
CP G905 to CP G978.



# EVANSTON SUBDIVISION (0265)

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## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
814.7 and 915.6		
(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 Mileposts	PSGR	FRT
915.6 and 992.6		
(Except as Below).....	70	50
915.6 and 919.1.....	50	45
926.5 and 928.8 Trk.1.....	45	35
928.8 and 935.8 Trk.1.....	30	30
935.8 and 939.4 Trk.1.....	50	40
939.4 and 942.9 Trk.1.....	55	45
926.5 and 941.6 Trk.2.....	55	45
941.6 and 942.9 Trk.2.....	50	40
942.9 and 952.1.....	50	40
951.7 and 952.5 Trk.1.....	35	35
951.2 and 952.7 Trk.2.....	35	35
952.5 and 954.5.....	60	45
959.7 and 961.9.....	70	50
961.9 and 963.1.....	55	50
963.1 and 965.1.....	40	30
967.2 and 967.8.....	60	50
974.1 and 976.1.....	50	40
976.1 and 978.7.....	55	50
978.7 and 980.3.....	40	30
980.3 and 981.0 Trk.1.....	45	35
981.0 and 983.5 Trk.1.....	50	40
983.5 and 987.9 Trk.1.....	60	45
987.9 and 989.6 Trk.1.....	65	45
980.3 and 983.8 Trk.2.....	45	35
983.8 and 986.8 Trk.2.....	60	50
986.8 and 988.7 Trk.2.....	65	45
988.7 and 992.6.....	40	40
991.5 and 992.0 Trk.3.....	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 Trk.3 and yard	
lead).....	40
CP G815.....	20
CP C990, CP C992, CP G817 between main	
track and yard lead, CP G835 between	
Running Track & Allied Spur.....	15
3. Misc. Speed Restrictions	
All hand-operated center siding	
switches.....	15
Running track CP G835 and CP G839.....	10

## SI-04 MAIN TRACK DESIGNATIONS

Four main tracks at:  
CP G817.  
Three main tracks between:  
CP C992 and CP C988.  
Two main tracks between:  
CP G817 and CP C992.

## SI-05 MILEPOST EQUATIONS

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

## SI-06 RCL OPERATIONS

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

Remote Control Zones: Ogden Yard:  
Zone 1 - East Drill MP 990.7 to MP 988.9  
Zone 2 - West Drill MP 990.0 to MP 988.9  
Zone 3 - Pork and Beans (trk. 101)  
MP 991.8 to MP 817.65 (Bridge Jct)  
Zone 4 - Class Lead MP 991.4 to (trk.111)  
MP 991.3 (33rd Street)

PSP Stop Transponder Location:  
Zone 1-4: 290 feet west of MP 988.9.

When operating remote control locomotive consists  
in tracks with positive stop protection, to obtain  
proper braking the following must be observed;  
1) do not handle tonnage greater than that  
listed in the table;  
and  
2) when entering PSP, speed must not exceed speed  
specified.

Zones	Tons Per Locomotive	Entry Speed	Outside PSP	Zone Contact YMaster / RCO
Zone1-4	7000 tons	10 MPH	7000Tons	Channel 89-89

When working outside of PSP (or if PSP is  
overridden) if tonnage exceeds that listed in the  
table above, PSP cannot be considered operative.  
Air brakes must be cut in and operative to assure  
necessary braking to stop locomotive and cars  
being handled. Cut in a minimum of one car of air  
for every 500 tons in the cut with a minimum of 5  
cars of air coupled.

Remote Control Area: Green River Yard

Remote Control Zones: Green River Yard - See  
Rawlins Subdivision instructions in North Platte  
Area Timetable #3.

# EVANSTON SUBDIVISION (0265)

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 819.3	@ 854.7	@ 925.6 Trk.2
(@) 822.0 Trk.2	@ 867.7	@ 936.9 Trk.1
% 822.3	@ 884.1	(#) 955.1 Trk.1
@ 827.4	(#) 890.5 Trk.1	@ 958.6 Trk.2
(@) 837.6 Trk.1	@ 909.1 Trk.1	@ 968.8 Trk.1
(#) 843.9	(#) 910.6 Trk.2	@ 986.2

## SI-08 RULES ITEMS

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

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

**Rule 30.10.2:** Before departure from Stauffer, General Chemical, Texas Gulf and FMC plant yards, initial terminal test of air brakes must be made as prescribed by Rule 30.10.2

## 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: (0267)

Off main track 2 at MP 830.7 and extends 9 miles, MP 0.0 and MP 9.0.

### Stauffer Industrial Lead: (0266)

Off main track 1 at MP 834.1 and extends 10.2 miles, MP 0.0 and MP 10.2.

Maximum speed:

MP 0.0 to MP 7.2 - 20 MPH

MP 7.2 to MP 10.2 - 10 MPH.

Air brakes must be cut in and operative on all cars handled.

Max. gross weight: 143 tons.

### General Chemical Industrial Lead: (0268)

Originates at MP 835.1 and extends 2.4 miles. Air brakes must be cut in and operative on all cars handled.

### Texas Gulf Soda Industrial Lead: (0269)

Off main track at MP 842.5. Extends 5.2 miles, MP 0.0 to MP 5.2

Maximum Speed

0.0 and 3.6 - 20 MPH

3.6 and 4.8 - 15 MPH

4.8 and 5.2 - 5 MPH.

Air brakes must be cut in and operative on all cars handled.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 158 Tons.

### On descending grades

between Wahsatch MP 928.0 and Echo MP 953.0, and on Trk.2 between MP 981.0 and East Riverdale MP 987.0, the following table must be used to determine the maximum allowable speed taking into account the freight train's TPOB and tons per axle of operative dynamic brake.

Maximum FRT speed on descending grade between MP 928.0-MP 987.0 - 40 MPH, unless otherwise restricted.

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

Below 100	500 or less	No restrictions
	500+ to 750	Speed sign-10
100 to 130	300 or less	No restrictions
	300 to 500	Speed sign-5
	500+ to 750	Speed sign-10
130 +	500 or less	Speed sign-10
	500+ to 750	Speed sign-15

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

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

**SI-14 MISC. INSTRUCTIONS**

**ACS between**

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

**ACS Test Loops**

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

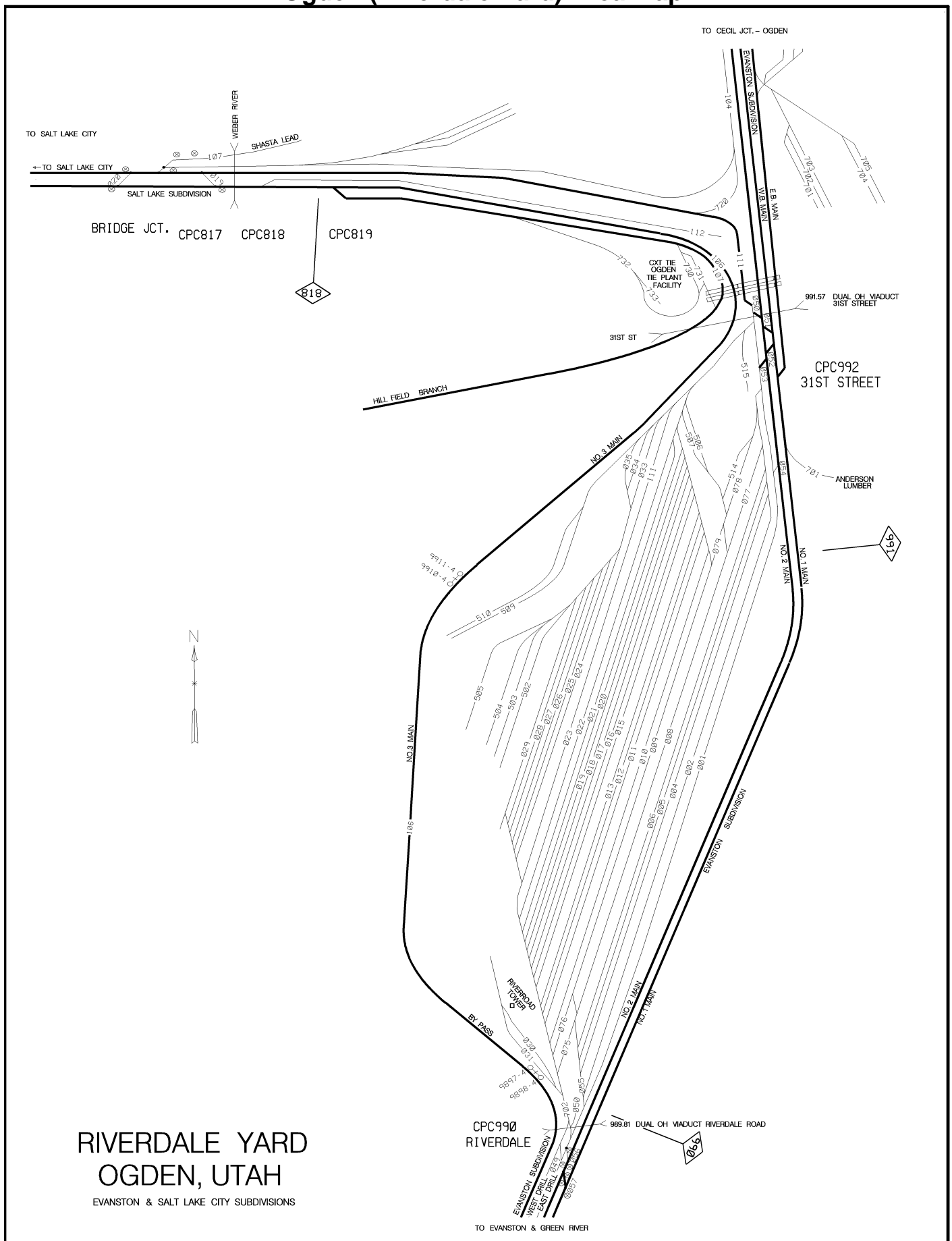
**Altamont and Aspen Tunnels:** To prevent a train stall while operating within either the Altamont or Aspen Tunnels, westward trains with less than 400 tons per equivalent powered axle or 1.4 HPT and/or if they are unable to maintain 14 MPH approaching tunnel #2, they must inform the train dispatcher of this condition before passing MP 885.6, BRIDGER. The train dispatcher must then make arrangements to add locomotives or reduce train tonnage prior to entering either tunnel.

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

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

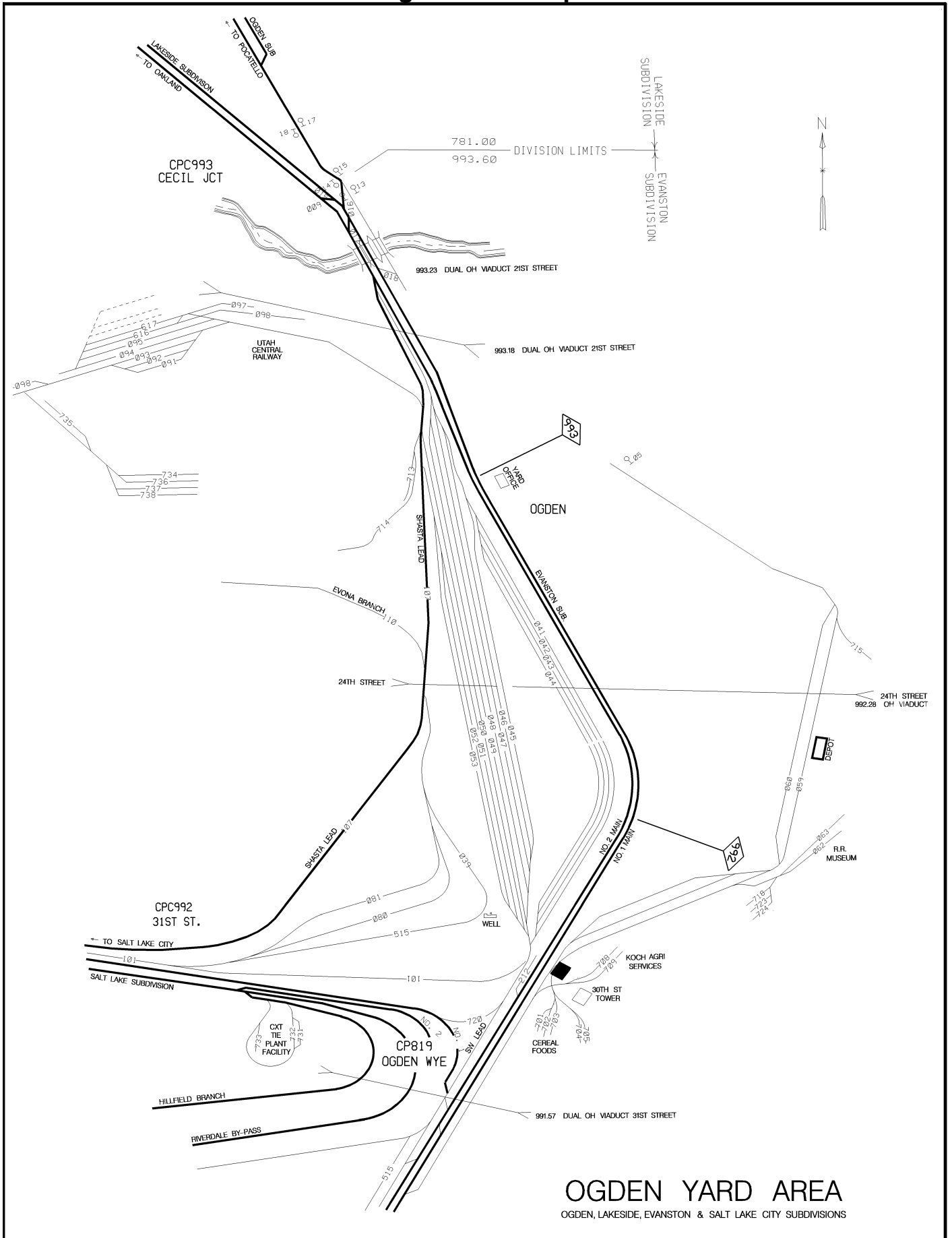
**Clarification of track numbering at STRAWBERRY.**  
Westbound at STRAWBERRY passing ENTERING CTC sign, the north track is Trk.1 the south track is Trk.2.

Eastbound at STRAWBERRY passing LEAVING CTC sign, the north track is Trk.2 the south track is Trk.1.



# Ogden Area Map

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# OGDEN SUBDIVISION (0750)

		Radio Display: McCammon to Cecil Jct.- 2525- *10				
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼	Sta. #'s Siding Feet
111.4		CTC	G192	CP G192 (0.2)		
111.2 109.8			G111 G110	McCAMMON (6.4)	TY038	E6624 w6368
104.8		TWC ABS		ARIMO (9.8)	UN105	6046
95.0				DOWNEY (10.6)	UN095	5991
84.4				SWAN LAKE (5.6)	UN085	6005
78.8				COULAM (7.4)	UN078	6007
71.4				DAYTON (6.0)	UN071	6011
65.4				WESTON (8.8)	UN065	6103
56.6				TRENTON (8.0)	UN057	6098
48.6				CACHE JCT. (4.6)	BT UN049	8619
44.0				WHEELON (8.3)	UN045	6010
35.7				DEWEY (5.3)	UN036	6044
30.4				HONEYVILLE (9.3)	UN030	5984
21.1		YL ABS		BRIGHAM CITY (6.5)	YT UN021	Yard
14.6		TWC ABS		WILLARD (5.6)	UN014	6027
9.0				HOT SPRINGS (7.3)	UN009	5938
1.7				SP JCT. (0.5)	UN002	6079
1.2		CTC 2MT	C993	CECIL JCT. (0.0)	UL053	
(110.1)						
<b>SI-01 MAIN TRACK AUTHORITY</b> <b>CTC between:</b> MP 111.4 and MP 109.8. <b>CTC at:</b> CP C993. <b>TWC/ABS between:</b> MP 109.8 and CP C993. <b>Yard Limits between:</b> MP 23.0 and MP 19.0.						

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
<b>Between Mileposts</b>	
111.4 and 1.2	
(Except as Below).....	60
111.4 and 110.8.....	30
102.7 and 102.4.....	55
99.7 and 99.4.....	50
90.4 and 90.1.....	50
83.0 and 82.7.....	40
67.2 and 66.0.....	40
51.4 and 49.4.....	40
49.4 and 47.2.....	30
47.2 and 46.2.....	25
46.2 and 44.6.....	12
44.6 and 43.5.....	25
43.5 and 42.0.....	35
42.0 and 37.8.....	40
23.5 and 21.1.....	55
21.1 and 20.9.....	35
20.9 and 19.1.....	55
3.0 and 1.9.....	55
1.9 and 1.2.....	25

Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR business trains made up of passenger equipment may operate at 10 MPH above maximum authorized speed for freight trains not to exceed 79 MPH.

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>	
<b>2. Dual Control Switch Turnouts</b>	
CP 993: crossover.....	15
McCammon Jct.: turnout to Trk. 1.....	15
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>	

## SI-04 MAIN TRACK DESIGNATIONS - None.

## SI-05 MILEPOST EQUATIONS

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

## SI-06 RCL OPERATIONS

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

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

## SI-08 RULES ITEMS

**Rule 6.32.2:** Crossing protection located on north leg of the wye at Little Mountain Junction, (Milepost 9.5), on the former Little Mountain Branch is out of service. Before cars or engines foul this crossing, an employee must be on the ground on the crossing in order to provide a warning to any traffic. The employee must remain on the crossing until it is occupied by the train or engine.

**SSI Item 9, Change Rule 5.8.2 (7):** Item 9 of the System Special Instructions applies at and between MP 1.20, 17th St. and MP 2.92, 2nd St.

## SI-09 FRA EXCEPTED TRACKS - None.

OGDEN SUBDIVISION (0750)

SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Virginia .....	100.4	UN100
Randall .....	6.3	UN007
Wip .....	5.8	UN006
Harrisville .....	4.7	UN005
SI-11 INDUSTRIAL LEADS - None.		
SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum gross weight: 143 Tons.		
SI-13 TRAIN MAKE-UP RESTRICTIONS - 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 (0754)

		Radio Display: Entire Subdivision - 2525- *10				
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼	Sta. #'s Siding Feet
52.1		TWC		MALAD (21.1)	T	UD952
51.5				NUCOR (11.3)		UD931
31.0				GARLAND (1.9)		UD918
19.7				TREMONTON (6.3)		UD920
17.8				FORD (6.0)		UD912
11.5				CORINNE (5.5)		UD906
5.5				BRIGHAM CITY	T	UN021
0.0		YL				
(52.1)						
SI-01 MAIN TRACK AUTHORITY						
TWC In Effect: between MP 4.0 and MP 52.1.						
Yard Limits: between MP 0.0 and MP 4.0.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed				MPH		
Between Mileposts						
52.1 and 0.1						
(Except as Below).....				10		
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed				MPH		
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS - None.						
SI-09 FRA EXCEPTED TRACKS						
FRA Excepted Track: between 52.1 and 7.0.						
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 (0755)

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		Radio Display: Preston to Cache Jct. - 2525- *10				
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼	Sta. #'s Siding Feet
50.8		TWC		PRESTON (7.2)	T	UC251
43.6				FRANKLIN (2.1)		UC244
41.5				PRESTO (10.0)		UC242
31.5				SMITHFIELD (7.4)		UC232
24.1				LOGAN (3.9)	T	UC224
20.2				HOLT (2.6)		UC220
17.6				HYRUM (3.8)		UC218
13.8				WELLSVILLE (13.6)		UC214
0.2				CACHE JCT.	T	UN049
(50.6)						
SI-01 MAIN TRACK AUTHORITY						
TWC In Effect entire subdivision.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed				MPH		
Between Mileposts						
50.8 and 0.2						
(Except as Below).....				10		
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed				MPH		
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions (No Exceptions.)						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS						
Rule 6.32.2: All engine and train movements be governed by rule at crossing MP 50.6.						
SI-09 FRA EXCEPTED TRACKS						
Entire subdivision: FRA excepted track.						
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 (0796)

Radio Display:						
Cecil Jct. to Alazon - 9696 - *76						
Ogden Yard - 5757- *48						
Alazon to Elko Trk. 2 - 2424- *14						
Alazon to Elko Trk. 1 - 9696- *76						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST	Sta. #’s Siding Feet
781.0		CTC	C993	CECIL JCT.	X	UL001
		DT ABS		(11.3)		
769.7				UTAH INDUSTRIAL PARK (2.5)	T	UL013
767.2		CTC	RV767	LITTLE MOUNTAIN (8.1)		UL015 C2535
759.1			RV759	PROMONTORY POINT (12.0)	!	UL024 21193
754.9			RV755			
747.1		TWC		MARSH (9.8)		
746.2						
737.3		CTC	RV737	LAKESIDE (14.5)	!	UL048 10560
734.0			RV734			
721.4			RV721	HOGUP (9.7)	!	UL062 9670
719.5			RV719			
711.7			RV712	GROOME (8.9)	!	UL071 9650
709.8			RV710			
702.8			RV703	LEMAY (8.3)	!	UL080 9590
700.9			RV701			
694.5			RV695	JACKSON (8.4)	!	UL087 9630
692.6			RV693			
686.1			RV686	PIGEON (5.8)	!	UL097 9580
684.2			RV684			
679.5		DT ABS	RV680	LUCIN (17.6)		UL103
				MONTELLO (22.2)		UL121 N6000
661.9						
641.6		CTC	RV642	VALLEY PASS (8.2)	!	UL143 9715
639.7			RV640			
633.4			RV633	PEQUOP (7.9)	!	UL151 9700
631.5			RV631			
625.5			RV626	HOLBORN (8.1)	!	UL159 9480
623.6			RV624			
617.4		DT ABS	RV618	MOOR (9.9)		UL167
607.5				WELLS (3.9)		UX240 N6145
603.7		CTC 2MT	RV604	ALAZON		UX244
589.3		DT ABS		DEETH (14.3)		UX258 5723
579.7				HALLECK (TRK 1 Only) (12.6)		UX271
573.2				ELBURZ (3.5)	X	UX275
561.4			F671	E. ELKO (TRK 2 Only) (11.8)	B(M)T	Yard
559.5				ELKO (TRK 1 Connection to TRK 2) (13.9)		
557.0			RV560	ELKO (Amtrak) (2.5)	BT	UX293
(180.4)						

## SI-01 MAIN TRACK AUTHORITY

### CTC between:

CP RV767 and CP RV755  
CP RV737 and CP RV680;  
CP RV642 and CP RV618.

### CTC at:

CP C933 Cecil Jct;  
CP RV604 Alazon.

### TWC between:

CP RV755, MP 754.9 and CP RV737, MP 737.3

### ABS Rule 9.14/9.15 Track Permit between:

CP C933 and CP RV767;  
CP RV680 and CP RV642;  
CP RV618 and CP RV604.

### Rule 9.14/ABS between:

CP RV604 and CP F671 Trk 2;  
CP RV604 and CP RV560 Trk 1.

**Between** MP 561.4 and MP 566.6 on Trk. 2, and between MP 557 and MP 562 on Trk. 1, trains and engines may move in both directions on authority of Train Dispatcher. Movement against the current of traffic must be made at restricted speed.

## SI-02 MAXIMUM SPEED TABLE

### Maximum Speed

### MPH

#### Between Mileposts

#### 781.0 and 603.6 Westward

(Except as Below).....	70
781.0 and 780.5.....	55
780.5 and 767.2.....	60
767.2 and 767.0.....	50
767.0 and 754.9.....	60
754.9 and 737.3.....	49
684.3 and 682.7.....	65
679.6 and 679.5.....	50
673.7 and 672.1.....	65
663.5 and 655.8.....	60
655.8 and 645.0.....	40
645.0 and 641.5.....	60
641.5 and 635.7.....	65
635.7 and 616.2.....	50
616.2 and 614.9.....	45
614.9 and 613.8.....	40
613.8 and 607.0.....	45
607.0 and 603.6.....	60

#### Against Current of Traffic

(Westward).....	
781.0 and 780.0.....	25
780.0 and 767.2.....	40
679.3 and 653.3.....	49
653.3 and 650.0.....	40
650.0 and 646.6.....	49
646.6 and 646.4.....	45
646.4 and 641.6.....	49
617.4 and 608.6.....	40
608.6 and 603.7.....	49
603.7 and 603.2.....	40

#### Between Mileposts

#### PSGR FRT

#### 603.6 and 557.0 Trk. 1 Westward

(Except as Below).....	70	70
569.7 and 566.5.....	60	50
566.5 and 562.9.....	60	60
558.2 and 557.0.....	70	65

# LAKESIDE SUBDIVISION (0796)

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## Between Mileposts 603.6 and 781.0 Eastward

(Except as Below).....	70
603.6 and 603.7.....	40
603.7 and 608.6.....	50
608.6 and 617.4.....	40
617.4 and 635.7.....	50
635.7 and 641.5.....	65
641.5 and 645.0.....	60
645.0 and 646.4.....	50
646.4 and 646.6.....	45
646.6 and 650.0.....	50
650.0 and 653.3.....	40
653.3 and 658.0.....	50
658.0 and 679.5.....	60
679.5 and 679.6.....	50
684.3 and 689.4.....	60
689.4 and 691.2.....	65
737.3 and 754.9.....	49
754.9 and 767.0.....	60
767.0 and 767.2.....	50
767.2 and 780.5.....	60
780.5 and 781.0.....	55

## 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 781.0.....	25

## Between Mileposts PSGR FRT

603.6 and 557.0 Trk. 2 Eastward	
(Except as Below).....	79 70
603.6 and 597.8.....	70 60
597.8 and 574.9.....	70 70
574.9 and 571.0.....	70 60
571.0 and 565.3.....	50 45
565.3 and 561.4.....	65 50

Business Trains: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR business trains made up of passenger equipment may operate at 10 MPH above maximum authorized speed for freight trains not to exceed 79 MPH. Where permanent or temporary speed restrictions are in effect for passenger trains, they will apply.

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Sidings Wells, Montello, Little Mountain, Deeth.....	10
<b>2. Dual Control Switch Turnouts</b>	
CP RV 680 .....	50
CP RV 642: crossover.....	40
CP RV618.....	30
CP RV604: turnout Alazon MP 603.6.....	40
MP 559.3 Trk. 1.....	35
<b>3. Misc. Speed Restrictions (No Exceptions)</b>	

## SI-04 MAIN TRACK DESIGNATIONS

### Two main tracks between:

CP C993 and CP RV767;  
CP RV680 and CP RV640;  
CP RV618 and CP RV604.

Alazon and Elko.

Track No 1. is signalled for movement  
westward between CP RV604 and CP RV560  
eastward between CP F671 and CP RV604.

## SI-05 MILEPOST EQUATIONS

At CP RV680 Lucin:

MP 679.56 = MP 680.3

At Cecil Jct. CP C993:

Lakeside sub = MP 781.0;

Ogden sub = MP 1.2;

Evanston sub = MP 993.6.

## SI-06 RCL OPERATIONS

### Remote Control Area:

Elko Yard:

Westbound, Shafter Sub. MP 561.1 to MP 669.9

Eastbound, Elko Sub MP 668.0 to Shafter Sub  
MP 671.7

### Remote Control Zones:

Elko Yard:

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

Zone 2 - 17 Lead MP 669.4 to MP 669.9

PSP Stop Transponder Location:

Zone 1 & 2: 290 feet West of MP 669.4.

Zones are protected by fold down signs.

When signs are folded down they will display:

RCO ZONE ACTIVE

If this message is visible, before entering a zone contact Elko switch job on (42-42) for instructions. When the zones are not active, the signs are folded up and the message is not visible.

When operating remote control locomotive consists in tracks with positive stop protection, to obtain proper braking, the following must be observed;

- 1) Do not handle tonnage greater than that listed in the table,  
and;
- 2) When entering PSP, speed must not exceed speed specified.

Zones	Tons Per Locomotive	Entry Speed	Outside PSP	Zone Contact RCO
1-2	4000 Tons	10 MPH	4000Tons	Chnl.4242 (RCO)

When working outside of PSP (or if PSP is overridden) if tonnage exceeds that listed in the table above, PSP cannot be considered operative. Air brakes must be cut in and operative to assure necessary braking to stop locomotive and cars being handled. Cut in a minimum of one car of air for every 500 tons in the cut with a minimum of 5 cars of air coupled.

\*\*\*\*\*

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

\*\*\*\*\*

# LAKESIDE SUBDIVISION (0796)

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 776.0 Trk 2	(#) 664.0	(#) 581.1 Trk1
(#) 772.0 *	(#) 653.2	& 574.1 Trk1
% 760.9	(#) 644.2 Trk1	(#) 563.2 Trk1
(#) 754.1	(#) 642.0 Trk2	
(#) 734.0	(#) 620.6	
(#) 716.1	% 610.4 Trk1	
(#) 706.0	% 604.6 Trk2	
(#) 684.0	(#) 591.2 Trk2	
(#) 676.4 Trk2	(#) 599.0 Trk1	

\*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 6.32.2:** Against Current of Traffic at MP 772.0 and MP 679.3 (Lucin Rd.).

**Rule 14.6:** (Movement against the Current of Traffic) is in effect.

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

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Cobre E.....	644.6	UL139
Tecoma E.....	669.3	UL113
Tulasco Trk.2 (set out) E.....	598.9	UX249
Pardo Trk.2 E.....	564.2	UX285
Tulasco Trk.1 (set out) W.....	594.1	UX249

## SI-11 INDUSTRIAL LEADS

**UTIP Industrial Lead:** (0794) 4.5 miles from MP 769.7 Little Mountain to Utah Industrial Park. 6-axle units must not move more than 500 feet west of the West Storage Track switch due to high degree curves.

Do not exceed 5 mph and do not shove more than 35 cars on curve between Switch No. 601 and Switch No. 708.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 158 Tons.

### Descending grades:

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

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

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

## SI-13 TRAIN MAKE-UP RESTRICTIONS

TRAIN MAKE-UP RESTRICTIONS between WELLS and MOOR, LUCIN and VALLEY PASS (No. 2), MONTELLO and VALLEY PASS (No. 1).

### 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.

Between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the table. On ascending grade when train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper from the total trailing tonnage behind the car. This final figure is the actual trailing tonnage that must comply with the 'Coupler Limits' table.

Coupler Limits		
Territory	Standard Car Coupler	High Strength Car Coupler
Wells and Moor	10,000	14,400
Lucin and Valley Pass (No. 2)	10,000	14,400
Montello and Valley Pass (No. 1)	10,000	14,400

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.

## SI-14 MISC. INSTRUCTIONS

**Time Zone:** Pacific Time west of Cecil Jct.

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

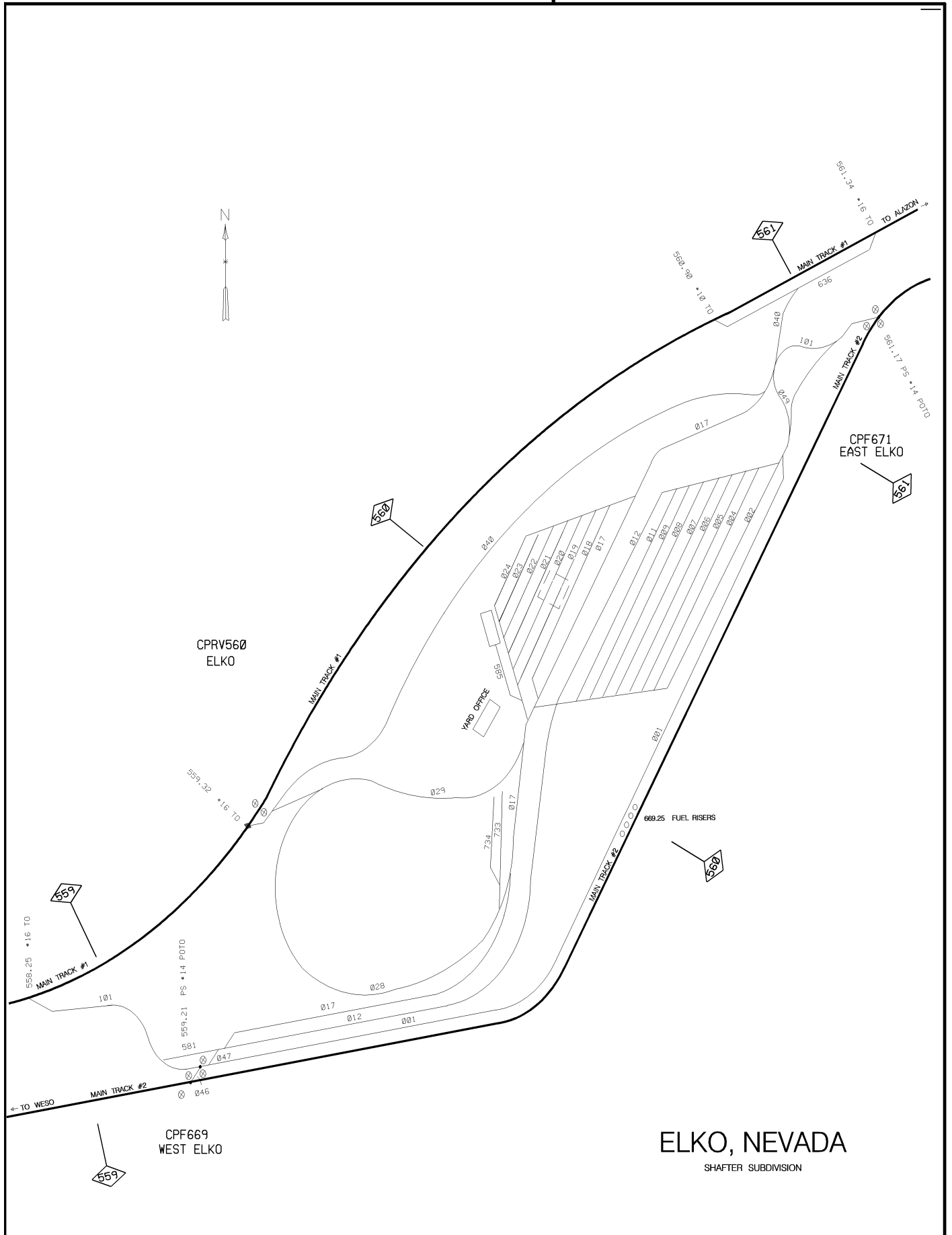
**Marsh Siding:** with east switch at MP 747.0, west switch at MP 746.1 is for Maintenance of Way use only.

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

**Elko:** All westward freight trains must contact Train Dispatcher before departing.

# Elko Area Map

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## SHAFTER SUBDIVISION (0785)

Radio Display: Smelter to Alazon - 2424- *14								
Mile Post	Track Layout	Rule 6.3	CP #’s	WEST ▼ STATIONS	EAST ▲	Sta. #’s	Siding Feet	
911.4		CTC	C766	SMELTER (13.6)	X	UX047		
897.8			F898	BURMESTER (10.8)		UX061	6135	
896.5			F896					
887.0			F887	TIMPIE (7.6)	!	UX072	8028	
885.3			F885					
879.4			F879	DELLE (12.6)	T	UX079	8000	
877.8			F878					
866.8			F867	LOW (11.9)		UX092	5959	
865.5			F865					
854.9			F855	CLIVE (9.1)		UX104	6002	
853.6			F854					
845.8			F846	KNOLLS (10.3)		UX113	5965	
844.5			F845					
835.5			F836	BARRO (9.7)		UX123	6251	
834.3			F834					
825.8			F826	ARINOSA (9.8)		UX133	6239	
824.5			F825					
816.0			F816	SALDURO (7.9)		UX143	6114	
814.8			F815					
808.1			F808	WENDOVER (8.8)		UX151	10410	
806.0			F806					
799.3			F799	OLA (9.7)		UX160	5979	
798.0			F798					
789.6			F790	PILOT (8.0)		UX169	5994	
788.4			F788					
781.6			F782	CLIFSIDE (8.5)		UX177	5976	
780.3			F780					
773.1			F773	SILVER ZONE (6.0)		UX186	5994	
771.8			F772					
767.1			F767	SHAFTER (8.8)		UX192	6002	
765.8			F766					
758.3			F758	SAGE (10.4)		UX201	6020	
757.0			F757					
747.9			F748	SPRUCE (9.0)	T	UX211	6102	
746.6			F747					
738.9			F739	VENTOSA (10.2)		UX220	6224	
737.7			F738					
728.7			F729	RUBY (10.3)		UX230	6010	
727.4			F727					
718.4			F718	WELLS (4.8)		UX240	6146	
717.1			F717					
713.6			CTC 2MT	RV604	ALAZON (13.6)	X	UX244	
(197.8)								
SI-01 MAIN TRACK AUTHORITY								
CTC between: CP C766 and CP RV604.								

## SI-02 MAXIMUM SPEED TABLE

## Maximum Speed

## MPH

## Between Mileposts

## PSGR FRT

911.4 and 713.6

(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 713.6.....	70	60

## SI-03 OTHER SPEED RESTRICTIONS

## Maximum Speed

## MPH

- Thru Sidings & Turnouts (No Exceptions.)  
Deeth..... 10
- Dual Control Switch Turnouts  
CP F855: turnout to Enviro..... 15  
CP C766..... 40  
CP RV604 Alazon: crossover to Trk. 1... 30
- Misc. Speed Restrictions (No Exceptions.)

## SI-04 MAIN TRACK DESIGNATIONS

Two main tracks at Alazon (CP RV604)

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 RCL OPERATIONS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) & 893.7	(#) 816.3	(#) 733.0
(#) 860.4	(#) 802.8	
(#) 829.9	(#) 769.4	

## SI-08 RULES ITEMS - None.

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

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

## SHAFTER SUBDIVISION (0785)

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### SI-11 INDUSTRIAL LEADS

**Ellerbeck Industrial Lead: (0788)** 5.7 miles  
Ellerbeck to Dolomite.

Max. Speed:

Ellerbeck to Wye 20 MPH;

Wye to Flux and Wye to Dolomite 10 MPH.

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

**Marblehead Industrial Lead: (0786)** 4.9 miles  
Marblehead to Marblehead Plant.

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

**Rowley Industrial Lead: (0787)** 11.2 miles Delle to  
Rowley.

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

**Time Zone:** Pacific Time west of Smelter.

## LYNN DYL SUBDIVISION (0775)

		Radio Display: Salt Lake City to Smelter - 5757 - *48 Smelter to Milford- 4242- *13					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST	Sta. #'s	Siding Feet
782.9 =784.4		CTC 2MT	C784	SALT LAKE CITY (0.4)	X	UZ029	Yard
784.0			C783	GRANT TOWER (0.3)		UZ030	
783.7			C782	900 WEST (1.7)			
782.0			C780	ORANGE ST. (1.4)	X	UZ032	S6000
780.6			C779	BUENA VISTA (3.4)		UZ034	
777.2			C776	LM BRYAN (7.3)	X		
768.8			C770	GARFIELD (0.6)			N9712
768.2			C768	CPC768 (1.8)			
766.4			C766	SMELTER (1.2)	X	UZ047	
765.2		CTC	C765	LAKE POINT (8.3)	!	UZ049	6012
756.9			C757	ERDA (8.5)		UZ057	5985
748.4			C748	WARNER (4.6)	T	UZ065	9722
743.8			C744	STOCKTON (6.9)		UZ070	6410
736.9			C737	ST. JOHN (13.0)		UZ077	6009
723.9			C724	FAUST (6.2)	!	UZ090	8805
717.7			C718	PEHRSON (6.4)		UZ096	6013
711.3			C711	LOFGREEN (5.6)		UZ103	6717
705.7			C706	BOULTER (7.0)	!	UZ109	8855
698.7			C699	TINTIC (6.1)	!	UZ114	5964
692.6			C693	McINTYRE (6.5)		UZ121	6036
686.1	C686		JERICO (9.9)	!	UZ128	9709	
676.2	C676		CHAMPLIN (8.7)		UZ138	6797	
667.5	C667		LYNN DYL (3.3)	!	UZ147	8804	
664.2	C664		CP 664 (5.2)				
659.0	C659		STRONG (8.1)		UZ157	5989	
650.9	C651		DELTA (3.0)	T	UZ164	N6069	
647.9	C648		CP C648 (7.5)			S9046	
640.4	C640		VAN (7.6)		UZ173	5997	
631.9	C632		CLEAR LAKE (14.9)	!	UZ182	10200	
617.9	C618		BLOOM (7.0)	!	UZ198	5989	
610.9	C611		CRUZ (10.7)	!	UZ203	8862	
600.2	C600		BLACK ROCK (8.8)	!	UZ214	6022	
591.4	C591		READ (6.0)	!	UZ223	10406	
585.4	C585		MURDOCK (6.4)		UZ228	5995	

579.0		CTC 2MT	C579	E. MILFORD (2.3)	B	CX235	
576.7			C577	MILFORD	BX	CX236	
(208.9)							
SI-01 MAIN TRACK AUTHORITY							
CTC: Entire subdivision.							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed				MPH			
Between Mileposts				PSGR FRT			
784.4 and 678.0							
(Except as Below)				79 60			
784.4 and 782.3				40 40			
782.3 and 780.6				50 50			
779.2 and 778.4 Trk. 2				50 50			
770.6 and 770.1				70 60			
767.5 and 767.1				70 60			
763.4 and 762.7				65 55			
758.9 and 757.1 (R)				50 40			
757.1 and 754.6				60 45			
754.6 and 754.2				55 45			
744.1 and 742.1				50 40			
721.0 and 719.6				60 50			
715.9 and 712.5				55 45			
712.5 and 712.1				50 45			
712.1 and 711.3				55 45			
711.3 and 709.9				55 40			
709.9 and 707.8				50 40			
707.8 and 705.8				55 40			
700.0 and 699.6				70 60			
689.0 and 680.5				60 45			
680.5 and 678.9				65 50			
Between Mileposts				PSGR FRT			
678.0 and 576.7							
(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			
CP C664, IPP				20			
3. Misc. Speed Restrictions (No Exceptions.)							
SI-04 MAIN TRACK DESIGNATIONS							
Two main tracks							
CP C784 - Salt Lake to CP C766 - Smelter;							
CP C579 - E. Milford to CP C577 - Milford.							
SI-05 MILEPOST EQUATIONS							
Salt Lake Sub. MP 782.90 = MP 784.40 Lynndyl Sub.							
Equation located at south crossover switch							
at CP C784 from Trk. 1 to Trk. 2.							
SI-06 RCL OPERATIONS							
*****							
Remote Control Areas: Salt Lake North Yard							
Terminal.							
See instructions on Salt Lake Subdivision.							
*****							



# LYNNDYL SUBDIVISION (0775)

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## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 781.9	@ 682.2	@ 604.6
@ 774.2	@ 663.0	% 597.1
@ 751.0	@ 644.0	% 595.5
@ 729.7	% 636.9	% 593.9
@ 718.5	% 634.7	% 592.6
@ 703.3	@ 623.4	@ 583.5

## SI-08 RULES ITEMS

**Rule 13.1.4 ACS Test Loop:** MP 779.2

**SSI Item 9, Change Rule 5.8.2 (7):** Item 9 of the System Special Instructions applies at and between MP 781.93, 1000 West and MP 782.82, 600 West/SO Temple.

## SI-09 FRA EXCEPTED TRACKS - None.

## SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Industrial Center .....	781.3	UZ033
SLGW Conn. W.....	780.4	. . .
New Cent. Pk. E.....	780.1	. . .
SAPP .....	779.8	. . .
Old Cent. Pk. E.....	779.1	UZ036
Garfield Pit .....	766.7	UX046
Cline E.....	661.2	UZ152
Continental Lime E.....	618.0	. . .

## SI-11 INDUSTRIAL LEADS

**IPP Industrial Lead:(0776)** 8.9 miles from Lynndyl CP C664 MP 0.0 to MP 8.9. TWC in effect.

Maximum Speed between:

MP 0.0 and 8.9 .....40 MPH.  
Siding Offsite.....15 MPH.  
IPP Turnout.....20 MPH.  
Other tracks.....15 MPH.

## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 158 Tons.

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

## SI-14 MISCELLANEOUS INSTRUCTIONS - None.

# CALIENTE SUBDIVISION (0765)

		<b>Radio Display:</b>					
		Milford to Caliente - 4242- *13					
		Caliente to Las Vegas - 2727- *12					
<b>Mile Post</b>	<b>Track Layout</b>	<b>Rule 6.3</b>	<b>CP #'s</b>	<b>WEST STATIONS</b>	<b>EAST STATIONS</b>	<b>Sta. #'s</b>	<b>Siding Feet</b>
576.7		CTC 2MT	C577	MILFORD (1.9)	XB	CX236	Yard
574.8			C575	CP C575 (2.8)		CX237	
572.0		CTC	C572	UPTON (9.9)		CX241	6026
570.8			C571				
562.1			C562	THERMO (10.8)	!	CX251	8737
560.3			C561				
551.3			C551	LATIMER (8.5)		CX262	5982
550.0			C550				
542.8			C543	LUND (10.4)	TI	CX272	9100
540.9			C541				
532.4			C532	ZANE (5.5)		CX281	6006
531.1			C531				
526.9			C527	BERYL (9.5)		CX286	5972
525.6			C525				
517.4			C518	HEIST (6.6)	!	CX297	8854
515.6			C516				
510.8			C511	MODENA (9.0)	T	CX303	6000
509.6			C510				
501.8			C502	UVADA (4.2)		CX312	6007
500.5			C501				
497.6			C498	CRESTLINE (7.3)	!	CX319	8811
495.8			C496				
490.3			C490	BROWN (5.5)		CX324	6013
489.0			C489				
484.8			C485	ACOMA (8.1)		CX328	6034
483.6			C484				
476.7			C477	ISLEN (5.4)	!	CX338	8539
475.0			C475				
471.3			C471	RICHMOND (4.4)	!	CX342	5876
470.0			C470				
466.9		CTC 2MT	C467	ECCLES (5.9)		CX349	
463.9		CTC	C464				
461.0		CTC 2MT	C461	CALIENTE (2.8)	XB	CX353	
459.7			C460				
458.2			C458	CP C458 (2.7)			
455.5		CTC	C455	ETNA (5.0)		CX358	6098
454.2			C454				
450.5			C451	STINE (4.1)		CX363	5978
449.2			C449				
446.4			C447	BOYD (7.4)	!	CX368	8820
444.6			C445				
439.0			C439	ELGIN (3.4)		CX375	6166
437.8			C438				
435.6			C436	KYLE (5.9)	!	CX379	8832
433.8			C434				
429.7			C430	LEITH (10.4)	!	CX384	5957
428.5			C428				
419.3			C419	CARP (5.3)	!	CX394	8927
417.5			C418				
414.0			C414	VIGO (5.2)	!	CX399	6083
412.7			C413				
408.8			C409	GALT (5.4)	!	CX405	6145
407.7			C408				
403.4			C403	HOYA (4.6)	!	CX410	8839
401.6			C402				
398.8			C399	ROX (5.1)	!	CX415	6660
397.5			C397				
393.7			C394	FARRIER (9.3)		CX420	6066
392.4			C392				
384.4			C384	MOAPA (10.0)	TI	CX430	8919
382.6			C383				
374.4			C374	UTE (10.5)		CX439	6101
373.1			C373				
363.9			C364	DRY LAKE (6.1)		CX450	6094
362.6			C363				

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

(242.2)

## SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

## SI-02 MAXIMUM SPEED TABLE

### Maximum Speed

### MPH

#### Between Mileposts

#### PSGR FRT

576.7 and 500.0

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

576.7 and 576.2 (R)..... 50 35

576.3 Trk. 2..... 20+ 20+

502.5 and 500.0..... 70 55

#### Between Mileposts

#### PSGR FRT

500.0 and 393.9

(Except as Below)..... 79 50

500.0 and 497.9..... 70 50

497.9 and 497.6..... 60 50

497.6 and 494.6..... 70 50

494.6 and 492.4..... 75 50

492.4 and 491.5..... 70 50

491.5 and 489.9..... 60 50

489.9 and 488.7..... 50 40

488.7 and 486.8..... 35 30

486.8 and 484.4..... 60 50

481.7 and 479.1..... 40 35

479.1 and 477.3..... 50 35

477.3 and 475.9..... 35 25

475.9 and 475.0..... 30 25

475.0 and 470.7 (R)..... 20 20

470.7 and 469.1..... 30 25

469.1 and 468.1..... 55 45

468.1 and 466.9..... 60 45

466.9 and 466.3 Trk. 1..... 60 45

466.9 and 463.9 Trk. 2..... 30 30

466.3 and 466.0 Trk. 1..... 50 45

466.0 and 463.9 Trk. 1..... 60 45

463.9 and 461.7..... 40 35

461.7 and 461.2..... 30 25

461.2 and 458.2 Trk. 1..... 40 30

461.2 and 460.0 Trk. 2..... 45 35

460.0 and 458.2 Trk. 2..... 50 40

455.2 and 452.5..... 40 35

452.5 and 450.2..... 40 30

450.2 and 450.0..... 35 30

450.0 and 446.9..... 40 30

446.9 and 445.4..... 35 30

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

# CALIENTE SUBDIVISION (0765)

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Between Mileposts	PSGR	FRT
500.0 and 393.9		
(Except as Below).....	79	50
428.2 and 425.4.....	50	45
425.4 and 419.7.....	70	50
419.7 and 418.0.....	45	40
418.0 and 416.4.....	35	30
416.4 and 414.0.....	40	30
414.0 and 411.0.....	35	30
411.0 and 407.5.....	40	30
407.5 and 404.6.....	35	30
404.6 and 403.7.....	40	30
400.6 and 398.6.....	70	50
398.6 and 397.5.....	40	35
397.5 and 395.9.....	70	50
395.9 and 394.6.....	40	35
394.6 and 393.9.....	60	45
Between Mileposts	PSGR	FRT
393.9 and 334.3		
(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	
Milford Trk. 2: Hand-operated switches at MP 576.3 and MP 578.0.....	20+
2. Dual Control Switch Turnouts	
CP C475, CP C471, CP C467, CP C464, CP C447, CP C434, CP C409, CP C408, ...	20
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS	
Two main tracks between:	
MP 576.7 and CP C575;	
CP C467 and CP C464;	
CP C461 and CP C458;	
CP C336 and CP C335.	
Three main tracks between:	
CP C336 and MP 334.3.	
Between MP 336.0 and CP C333:	
North track is designated main track No. 3;	
Center track is designated main track No. 1;	
South track is designated main track No. 2.	

SI-05 MILEPOST EQUATIONS	
MP 493.3 = MP 494.2	

SI-06 RCL OPERATIONS - None.	
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SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#) 566.4	% 442.9	% 400.4
(#) 546.5	@ 436.1	% 395.5
(#) 520.8	% 434.6	(#) 388.2
(#) 499.0	% 432.3	(#) 368.4
(#) 479.6	% 430.2	(#) 353.1
% 474.0	% 427.1	(#) 344.8
% 472.9	(#) 423.0	
% 472.3	% 415.8	
% 471.1	% 411.8	
% 470.0	% 410.4	
@ 456.3	% 406.3	
% 448.7	(#) 404.5	

SI-08 RULES ITEMS	
<b>Rule 13.2.2:</b> Speed Condition Warning Device located between MP 492 and MP 495. Be governed by rule.	
<b>Rule 30.13:</b> Passenger trains must make running air brake test as required before cresting grade at MP 494.	
<b>Rule 32.2. Apex:</b> Train Handling and Securement: Between MP 351.0 and MP 354.0 the following applies:	
Westward trains setting out or picking up will:	
* Stop train stretched;	
* Remote trains set rear DPU power in set out mode;	
* Tie sufficient number of hand brakes on head end of train of cars left standing to prevent movement.	

SI-09 FRA EXCEPTED TRACKS - None.	
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SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #'S
Arrolime .....	353.8	CX459
Fibreboard Spur W.....	352.0	CX461
Nevada Industrial Park W.....	340.0	CX473

SI-11 INDUSTRIAL LEADS	
<b>Las Vegas Industrial Park Industrial Lead:(0766)</b>	
Off main track MP 334.7. Do not exceed 5 MPH on all curves.	
<b>Nellis Industrial Lead:(0767)</b>	
Off main track at MP 340.5. Do not exceed 5 MPH on all curves.	

SI-12 TONNAGE RESTRICTIONS/TPOB	
<b>Maximum Gross Weight:</b> 158 Tons.	
<b>Westward Freight Trains:</b> When departing Crestline, dynamic brake must be placed in service and tested for proper operation between MP 493 and MP 485.	
<b>TPOB Speed Restriction</b> between Crestline and Farrier.	
<b>Tons Per</b>	<b>Tons Per Dynamic</b>
<b>Operative Brake:</b>	<b>Brake Axle:</b>
85+	500+
	25
<b>Retaining Valves:</b>	
On descending grade between Islen and Richmond:	
Freight trains exceeding 650 TPDBA and 75	
TPOB must set all retaining valves.	
When the use of retainers is required, crew must notify Train Dispatcher who must notify a Manager of Operating Practices before the train proceeds.	

**CALIENTE SUBDIVISION (0765)****SI-13 TRAIN MAKE-UP RESTRICTIONS**

TRAIN MAKE-UP RESTRICTIONS for trains between FARRIER and CRESTLINE.

A) The following table applies to eastward trains: Except for empty bulk-commodity unit trains with less than 4500 trailing tons.

\*Trains exceeding 8000 tons require helper be entrained or DP'd per Rule 32.12.7.

<b>WEIGHT RESTRICTION for HEADEND CARS</b>	
<b>Trailing Tonnage</b>	<b>Head End Restriction</b>
Less than 3500 Tons	No Restrictions
3500 thru 4000	Five (5) Head Cars must each weigh 45 tons or more.
4000+ thru 4500	Ten (10) Head Cars must each weigh 45 tons or more.
4500+ thru 8000	Fifteen (15) Head Cars must each weigh 45 tons or more.

Except for loaded or empty bulk commodity trains, the following table applies to westward trains:

Trains exceeding 12,000 trailing tons require helper be entrained or DP'd per Rule 32.12.7.

<b>WEIGHT RESTRICTION for HEADEND CARS</b>	
<b>Trailing Tonnage</b>	<b>Restriction</b>
Less than 4000	No Restrictions
4000 thru 4500	Five (5) Head Cars must each weigh 45 tons or more.
4500+ thru 12,000	Fifteen (15) Head Cars must each weigh 45 tons or more.

B) A car 80 feet or longer weighing less than 60 tons must not be placed ahead of more than 4500 tons.

C) A car 80 feet or longer must not be coupled to a car 45 feet or less in length when entrained ahead of 3000 tons.

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

Articulated doublestack car or spine car(P3\*, P4\*, P5\*) having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 45 tons and each less than 73 feet in length.

Articulated doublestack car or spine car(P3\*, P4\*, P5\*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 45 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3\*)s.

**SI-13 TRAIN MAKEUP RESTRICTIONS Continued...**

Two-unit solid drawbar-connected long cars (P2):

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 45 tons and each over 73 feet in length.

2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 45 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3\*):

1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.

2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4\*):

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

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

**SI-14 MISC. INSTRUCTIONS**

**Time Zone:** East of MP 334 is Mountain Time. West of MP 334 is Pacific Time.

**Las Vegas Review Journal:** Trains must STOP at sign located on south side of track. Be governed by Rule 6.32.2.

**Derail (Rule 8.20)** located at Dike, west end of siding.

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

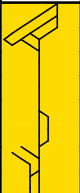
**All Eastward Trains:** operating on No. 2 track must not pass MP 334.8 until the Train Dispatcher assures the train crew that train will be authorized to proceed past CP C336.

All eastward trains operating on No. 1 or No. 3 track must not pass CP C335 unless block signal indication is more favorable than Approach or until the Train Dispatcher assures the train crew that train will be authorized to proceed past CP C336.

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<b>SI-12 TONNAGE RESTRICTIONS - None.</b>
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>
<b>SI-14 MISC. INSTRUCTIONS</b> Derail (Rule 8.20): located on main track at MP 31.8.

## MEAD LAKE SUBDIVISION (0769)

		Radio Display: Moapa to Mead Lake - 2727 - *12				
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS	EAST ▲	Sta. #'s Siding Feet
0.0		TWC		MOAPA (3.3)	T	CX430
3.3				ARROWHEAD (6.9)		CX703
10.2				LOGANDALE (6.5)		CV710
16.7 17.1				MEAD LAKE	T	CV717
(17.1)						
SI-01 MAIN TRACK AUTHORITY						
TWC between MP 0.0 and MP 17.1 End of Track.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed					MPH	
Between Mileposts 0.00 and 17.1						
(Except as Below).....					25	
1.6 and 2.3.....					20	
5.0 and 6.7.....					10	
7.0 and 9.0.....					20	
16.5 and 17.1.....					10	
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed					MPH	
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions						
Moapa Wye Track 0.00 and 0.25.....					5	
Simplot Yard: all tracks and crossovers					5	
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS - None.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
SI-11 INDUSTRIAL LEADS - None.						
SI-12 TONNAGE RESTRICTIONS - None.						
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.						
SI-14 MISCELLANEOUS INSTRUCTIONS - None.						

# BMI SUBDIVISION (0762)

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		Radio Display: Boulder Jct. to Henderson - 2727- *12				
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #'s Siding Feet
0.0		TWC		BOULDER JCT. (9.9)		CX486
9.9				HENDERSON (7.2)		CN810
10.9				END OF TRACK		
(10.9)						
SI-01 MAIN TRACK AUTHORITY						
TWC between: MP 0.0 and MP 10.9						
TWC authority on this subdivision should be "Work Between". If a different type authority is received, notify the train dispatcher.						
SI-02 MAXIMUM SPEED TABLE						
Maximum Speed					MPH	
Between Mileposts 0.0 and 10.9 (Except as Below)..... 10						
SI-03 OTHER SPEED RESTRICTIONS						
Maximum Speed					MPH	
1. Thru Sidings & Turnouts (No Exceptions.)						
2. Dual Control Switch Turnouts (No Exceptions.)						
3. Misc. Speed Restrictions Henderson: Pioneer Lead and yard tracks 5						
SI-04 MAIN TRACK DESIGNATIONS - None.						
SI-05 MILEPOST EQUATIONS - None.						
SI-06 RCL OPERATIONS - None.						
SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.						
SI-08 RULES ITEMS - None.						
SI-09 FRA EXCEPTED TRACKS - None.						
SI-10 BUSINESS TRACKS - None.						
SI-11 INDUSTRIAL LEADS						
BMI Henderson Industrial Lead: (0763) From End Of Track at MP 10.9 extending eastward to MP 17.5. Trains must not operate past MP 17.5 without permission from Train Dispatcher.						
Maximum speed: 10 MPH.						
Derail installed on main track at MP 11.1. Normal position for switch is lined in the non-derailing position or lined for movement on the Industrial Lead. (Note: derail is also installed on old trackage at MP 21.7. Tracks end at MP 22.36 near Boulder City.)						
SI-12 TONNAGE RESTRICTIONS - None.						
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.						

## SI-14 MISC. INSTRUCTIONS

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

## CIMA SUBDIVISION (0760)

		Radio Display: Las Vegas to Yermo - 2727- *12						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #'s	Siding Feet	
334.3		CTC 3MT		LAS VEGAS (1.6)	B	CX479		
332.7		CTC 2MT	C333	WYOMING AVE. (2.2)	X			
330.5			C330	SANDS AVE. (1.9)	X	CX484		
328.6			C329	TROPICANA AVE. (2.2)	X			
326.4		CTC	C326	MAULE AVE. (3.3)				
323.1			C323	ARDEN (7.8)	IT	CX490	8467	
321.3			C321					
315.3			C315	SLOAN (5.3)	B	CX498	6282	
314.0			C314					
310.0			C310	ERIE (8.1)	I	CX504	8843	
308.1			C308					
301.9			C302	JEAN (4.9)		CX512	5721	
300.7			C301					
297.0			C297	BORAX (8.2)		CX517	5792	
295.8			C296					
288.8			C289	CALADA (10.6)	B	CX526	8791	
287.0			C287					
278.2			C278	NIPTON (5.2)		CX535	5767	
276.9			C277					
273.0			C273	MOORE (5.0)		CX541	5765	
271.8			C272					
268.0			C268	IVANPAH (4.1)	I	CX545	9835	
266.0			C266					
263.9			C264	BRANT (5.4)		CX550	5751	
262.8			C263					
258.5			C259	JOSHUA (3.9)	I	CX555	6066	
257.2			C257					
254.6			CTC 2MT	C255	CIMA (2.0)	BIT	CX559	S9862
253.3				C253				N6266
252.6		C252		CP C252 (1.5)				
251.1		CTC	C251	CHASE (3.2)		CX563	5765	
249.8			C250					
247.9			C248	ELORA (4.0)		CX566	5780	
246.7			C247					
243.9			C244	DAWES (3.9)	I	CX570	9025	
242.0			C242					
240.0			C240	HAYDEN (3.5)		CX574	5780	
238.7			C239					
236.5			C237	KELSO (9.8)	IB	CX577	1 - 9190	
234.5			C235				2 - 9190	
226.7			C227	KERENS (7.2)		CX587	5754	
225.4			C225					
219.5			C220	SANDS (7.3)	I	CX595	9017	
217.7			C218					
212.2			C212	BALCH (8.0)		CX601	5765	
211.0			C211					
204.2			C204	CRUCERO (6.6)	I	CX609	10200	
202.0			C202					
197.6			C197	BASIN (5.8)		CX616	6196	
196.3			C196					
188.0			C188	DUNN (9.6)	I	CX626	9529	
186.1			C186					
182.9			C183	FIELD (4.7)		CX631	5760	
181.7			C182					
178.2			C178	MANIX (9.5)	B	CX635	5775	
176.9		C177						
168.7		CTC 2MT	C168	TOOMEY (2.3)		CX645		
166.4			C166	MINNEOLA RD. (2.6)	X			
163.8			C164	EAST YERMO (1.8)	X	CX649		
162.0				YERMO	BT	CX650		
(172.3)								

## SI-01 MAIN TRACK AUTHORITY

CTC: Entire subdivision.

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed		MPH	
Between Mileposts		PSGR	FRT
334.5 and 309.3			
(Except as Below).....		79	60
334.5 and 333.0.....		20	20
332.6 and 326.4 Trk1.....		40	40
321.1 and 320.5.....		50	50
320.5 and 319.7.....		60	55
319.7 and 314.6.....		40	30
312.5 and 311.7.....		45	40
309.8 and 309.3.....		65	60
Between Mileposts		PSGR	FRT
309.3 and 162.0			
(Except as Below).....		79	70
254.6 and 251.3 Trk2.....		30	30
254.6 and 251.3 Trk1.....		45	45
246.7 and 246.3.....		45	45
231.2 and 230.9.....		70	60
196.2 and 194.1.....		55	45
194.1 and 191.8.....		40	40
191.8 and 188.4.....		45	45
188.4 and 186.1.....		65	60
168.6 and 163.4 Trk1.....		40	40
163.4 and 162.0 Trk1.....		20	20
163.9 and 163.6 W Trk2.....		40	40
163.6 and 162.2 W Trk2.....		79	60
162.2 and 163.3 E Trk2.....		79	60
163.3 and 163.6 E Trk2.....		40	40
162.2 and 162.0 Trk2.....		20	20

## SI-03 OTHER SPEED RESTRICTIONS

## Maximum Speed MPH

- Thru Sidings & Turnouts**  
Kelso Siding number 1 and 2..... 20  
N. Siding Cima MP 253.2 and MP 252.8.. 20
- Dual Control Switch Turnouts**  
CP C287 West Calada..... 20  
CP C244 East Dawes..... 20
- Misc. Speed Restrictions (No Exceptions.)**

## SI-04 MAIN TRACK DESIGNATIONS

## Three main tracks between:

MP 334.3 and CP C333.

## Two main tracks between:

CP C333 to CP C326;

CP C255 to CP C252;

CP C168 to CP C159.

## Between MP 334.3 and CP C333:

North track is designated main track No. 3;

Center track is designated main track No. 1;

South track is designated main track No. 2.

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 RCL OPERATIONS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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



**SI-08 RULES ITEMS**

**Rule 30.13:** Passenger trains must make running air brake test before cresting grade at Cima.

**Rule 33.2.1:** On westward trains between Las Vegas and Yermo, operative dynamic brakes on the head of loaded bulk commodity unit trains and loaded double stack trains must not exceed 33 EDBA; all other trains must not exceed 28 EDBA. Double stack trains may contain up to four other intermodal cars (including 4 other multi-platform intermodal cars) if entrained in the rear 5500 tons of the train.

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

**SI-10 BUSINESS TRACKS - None.**

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

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum Gross Weight:** 158 Tons.

**Descending Grades:** On all westward freight trains, the dynamic brake must be tested between MP 309 and MP 292.

**TPOB Speed Restrictions:**

1. The following restrictions apply on descending grades:

Westward between MP236.0 and MP219.6;

Eastward between MP254.0 and MP282.0.

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

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

2. The following restrictions apply on descending grade between MP 254 and MP 236. Use the following table to determine maximum speed within these limits:

TPOB/TPDBA Speed Restriction Table:

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

\*If it becomes necessary to use air brakes to balance the grade, speed must be reduced to 25 MPH. <sup>DAC</sup>

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

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

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

Additional train make-up restrictions for trains between ARDEN and YERMO:  
These instructions are in addition to the requirements contained in SSI item 5-A.

1. Trains exceeding 5,500 trailing tons:  
The following cars must not be within the first 15 cars/platforms:
  - A) Any non-multiplatform car weighing less than 45 tons.
  - B) Any flat car loaded with a single trailer/container, 80 feet in length or longer, regardless of car weight.

Note: This includes solid drawbar-connected twin flat cars (P2) in series TTEX & RTTX loaded with a single trailer or container.

- C) Multi-platform cars with any empty platforms.

2. Trains exceeding 7,000 total tons:  
The rear 1/4 (25%) of the total train length, excluding locomotives, must not weigh more than 1/3 (33 1/3%) of the total trailing tonnage.

Exceptions:

1. Empty or loaded bulk-commodity unit trains;
2. Trains consisting entirely of intermodal equipment;
3. Trains consisting entirely of cars weighing 60 tons or more.

COUPLER LIMITS:

Between designated limits the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. On ascending grade when train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the helper by the factor '164' for eastward trains and '230' for westward trains. Subtract this tonnage from the total trailing tonnage behind a car. The final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

**Coupler Limits Table**

Territory	Standard Coupler	High Strength Coupler
Yermo to Las Vegas	6300	8700
Las Vegas to Yermo	11,200	16,800

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" or "EX" as the last character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE, EF512WEX.

**SI-14 MISC. INSTRUCTIONS**

**Time Zone:** East of MP 334 is Mountain Time.  
West of MP 334 is Pacific Time.

**Arden:** Departing trains must not exceed 8,000 feet in length (excluding locomotives) without permission from Train Dispatcher.

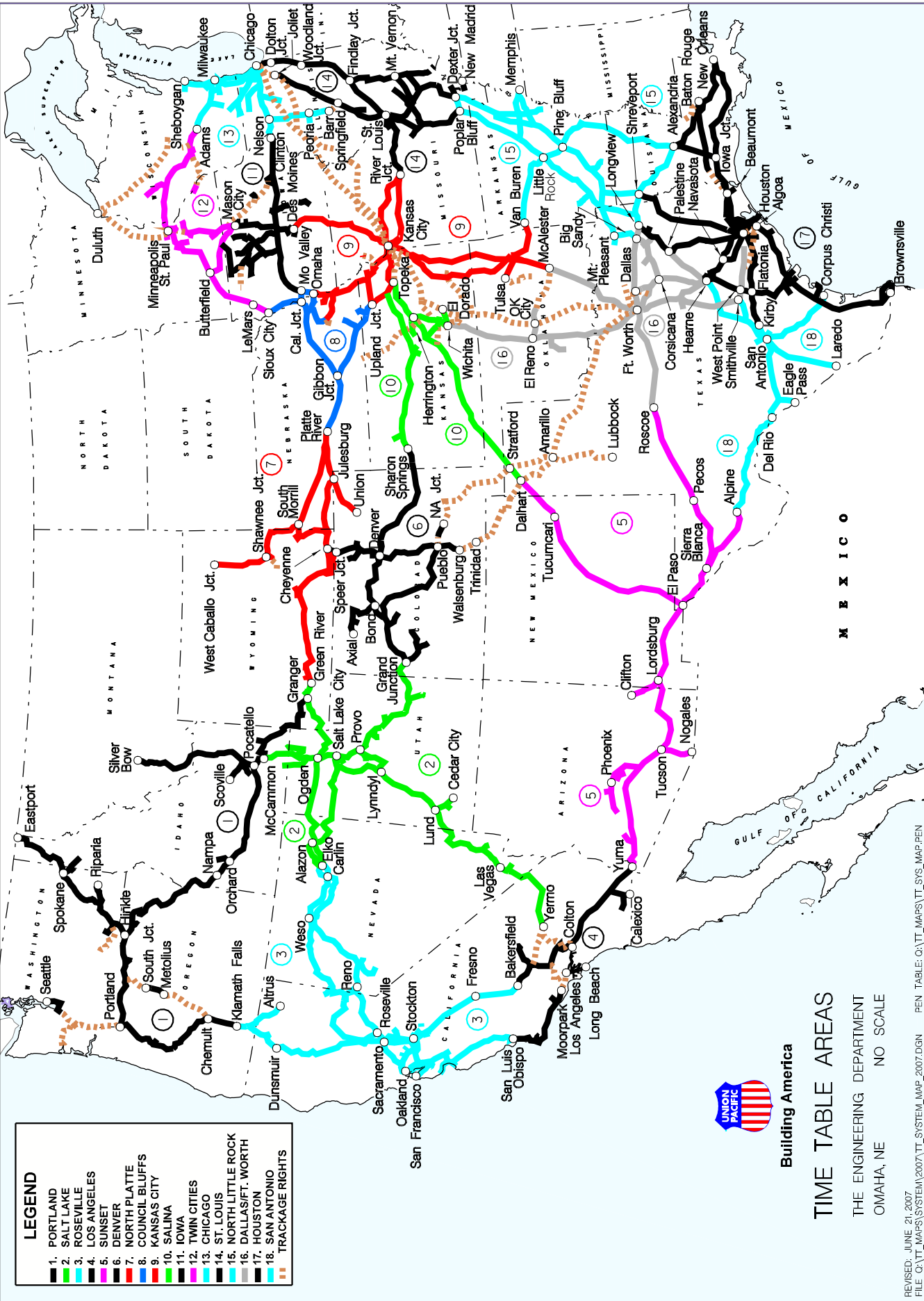
**Rule 32.20:** "No Idle Zone" is in effect between MP 164.3 and MP 164.8. Do not allow locomotives to idle for more than 30 minutes within these limits.



NOTES:

**NOTES:**

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### Continental Time Conversion Chart

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

### TABLE OF TRAIN SPEEDS

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



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