

EVANSTON SUBDIVISION (0265)

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

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

(177.5)

SI-01 MAIN TRACK AUTHORITY

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

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

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

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

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

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SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts		
814.7 and 915.6	PSGR	FRT
(Except as Below)	79	70
814.7 and 816.7.....	40	30
816.7 and 816.9 - Trks.1&4.....	20+	20+
816.7 and 816.9 - Trks.2&3.....	25	25
816.9 and 818.2.....	40	30
818.2 and 823.6.....	60	50
823.6 and 828.4.....	65	60
833.6 and 834.1.....	70	60
844.8 and 845.4.....	65	65
849.9 and 850.2.....	70	60
860.1 and 862.5.....	70	60
866.7 and 874.5.....	65	60
878.2 and 880.1.....	70	60
880.1 and 885.0.....	65	50
885.0 and 896.7.....	65	60
896.7 and 901.7.....	50	45
901.7 and 903.6.....	50	40
903.6 and 908.6.....	50	45
908.6 and 915.6.....	70	60
Between Mileposts		
915.6 and 993.0	PSGR	FRT
(Except as Below)	70	50
915.6 and 919.1.....	50	45
926.5 and 928.8 - Trk.1.....	45	35
928.8 and 935.8 - Trk.1.....	30	30
935.8 and 939.4 - Trk.1.....	50	40
939.4 and 942.9 - Trk.1.....	55	45
926.5 and 941.6 - Trk.2.....	55	45
941.6 and 942.9 - Trk.2.....	50	40
942.9 and 952.1.....	50	40
952.1 and 952.5.....	35	35
952.5 and 954.5.....	60	45
961.9 and 963.1.....	55	50
963.1 and 965.1.....	40	30
967.2 and 967.8.....	60	50
974.1 and 976.1.....	50	40
976.1 and 978.7.....	55	50
978.7 and 980.3.....	40	30
980.3 and 981.0 - Trk.1.....	45	35
981.0 and 983.5 - Trk.1.....	50	40
983.5 and 987.9 - Trk.1.....	60	45
987.9 and 989.6 - Trk.1.....	65	45
980.3 and 983.8 - Trk.2.....	45	35
983.8 and 986.8 - Trk.2.....	60	50
986.8 and 989.6 - Trk.2.....	65	45
991.5 and 993.0.....	30	30

SI-03 OTHER SPEED RESTRICTIONS

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

SI-04 MAIN TRACK DESIGNATIONS

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

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

SI-08 RULES ITEMS

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

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

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

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

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

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<p>SI-11 INDUSTRIAL LEADS</p> <p>Solvay Industrial Lead: 9 miles, MP 0.0 and MP 9.0.</p>
<p>Stauffer Industrial Lead: 10.2 miles, MP 0.0 and MP 10.2</p> <p>Max speed: MP 0.0 to MP 7.2 - 20 MPH MP 7.2 to MP 10.2 - 10 MPH. Air brakes must be cut in and operative on all cars handled. Max. gross weight: 143 tons.</p>
<p>General Chemical Industrial Lead: originates at MP 835.1 - 2.4 Miles. Air brakes must be cut in and operative on all cars handled.</p>
<p>Texas Gulf Soda Industrial Lead: MP 0.0 to MP 5.2 - 5.2 Miles 0.0 and 3.6 - 20 MPH 3.6 and 4.8 - 15 MPH 4.8 and 5.2 - 5 MPH. Air brakes must be cut in and operative on all cars handled.</p>

<p>SI-12 TONNAGE RESTRICTIONS/TPOB</p> <p>Trains that contain cars identified by the letter "R" as the second letter in the TCS car kind field may operate at a maximum speed of 70 MPH provided the train:</p> <ul style="list-style-type: none"> - Does not exceed 110 TPOB. - Does not exceed a total of 75 cars, and - Does not contain more than four other cars, including four multi-platform intermodal cars. <p>Maximum gross weight: 158 Tons.</p> <p>Wahsatch to Ogden (Westward) on both tracks.</p>		
Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
59 or less	No Dynamic required	Timetable
60-79	500 or less	Timetable
	Over 500	20MPH MP928-936; 30MPH MP936-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
80-99	500 or less	Timetable
	Over 500 to 1000	20MPH MP928-936; 30MPH MP936-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
	Over 1000	20MPH MP928-953; 30MPH MP953-987
100 & over (see Note 1)	500 or less	20MPH MP928-936; 30MPH MP936-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
	Over 500 to 750	20MPH MP928-953; 40MPH MP953-963.1; 30MPH MP963.1-965.1; 40MPH MP965.1-978.7; 30MPH MP978.7-987
	Over 750	20MPH MP928-953; 30MPH MP953-987
<p>NOTE 1: Exception - Trains that are 100 or more tons per operative brake with symbol Z and/or consisting entirely of double stack cars are authorized to operate at timetable speed provided the train has 375 or less tons per dynamic brake axle.</p>		

Westward Trains Between: Wahsatch and Echo Tracks 1&2
The following applies to freight trains that exceed 70 tons per operative brake and 375 tons per dynamic brake axle:
Stop the train and set retaining valves when:
1. Total brake pipe reduction exceeds 15 pounds to stop or control speed.
2. Handling a train with an inoperative pressure maintaining feature, or
3. An emergency brake application occurs.
When retaining valves are required on trains having:
1. 375 to 500 tons per dynamic brake axle; set retainers on at least 30% of total train tonnage.
2. Over 500 tons per dynamic brake axle; set retainers on at least 50% of total train tonnage.

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

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS
ACS between MP 818.2 and CP C988 (Main Trk. 1 and Main Trk. 2);
Bypass Track and MP 991.0.
ACS Test Loops On Main Trk. 1 and Trk. 2 westward MP 817.5 to MP 818.3; MP 917.5 eastward and westward pass Evanston; Bridge Jct. CP C818 to MP 991.0 eastward on Bypass Track and CP C990 to CP C988 (Main Trk. 1 and Main Trk. 2 and Running Tracks) eastward.

