

## GREEN RIVER SUBDIVISION (0735)

Mile Post	Rule 6.3	CP #'s	Radio Display: Grand Jct. to Helper -5454		Sta. #'s	Siding Feet
			WEST ▼ STATIONS	EAST ▲		
450.0	CTC		GRAND JCT. (2.1)	BT	KP898	Yard
451.1 452.2			DURHAM (7.6)		KP900	5080
458.7 460.0 461.4			FRUITA (9.6)		KP911	E6630 W6730
468.3 469.9			MACK (3.9)		KP918	7700
472.3 473.9			RUBY (5.2)		KP922	7570
477.5 478.5			SHALE (5.0)		KP927	4540
482.5 483.8			UTALINE (4.4)		KP932	6070
486.9 488.9			WESTWATER (10.4)		KP937	9890
497.5 499.1			AGATE (6.2)		KP947	7510
503.7 505.2			CISCO (6.1)		KP953	6890
509.8 511.1			WHITEHOUSE (5.3)		KP959	6140
515.1 516.2			ELBA (4.8)		KP964	5490
519.9 521.4			SAGERS (7.4)		KP969	7760
527.3 528.8			THOMPSON (6.0)	T!	KP976	7210
533.3 534.3			BRENDEL (6.4)		KP983	5100
539.7 540.9			FLOY (6.5)		KP989	5890
546.2 547.8			SOLITUDE (8.3)		KP996	7810
554.5 555.8			GREEN RIVER (6.4)	T!	UW004	7060
560.9 562.1			SPHINX (6.0)		UW010	6090
566.9 568.2			DESERT (6.8)		UW016	6020
573.7 575.0			VISTA (7.3)		UW023	6050
581.0 582.4			WOODSIDE (4.9)		UW030	6310
585.9 587.3			GRASSY (6.6)		UW035	6210
592.5 593.7			CEDAR (9.5)		UW042	5940
602.0 603.9			MOUNDS (8.1)		UW052	8930
610.1 612.3			WASH (2.3)		UW060	11240
612.4 613.7			WELLINGTON (5.1)		UW062	6180
617.5 619.6			PRICE (3.9)		UW068	10790
621.4 622.8			MAXWELL (3.9)		UW071	6350

625.3	CTC		SPRING GLEN (0.3)	UW073	
625.6	2MT		E HELPER X OVER (0.8)		
626.4			HELPER	BT	UW075
(1764)					
<b>SI-01 MAIN TRACK AUTHORITY</b>					
<b>CTC Between</b> Grand Jct. and Helper.					

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## SI-02 MAXIMUM SPEED TABLE

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

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Depot siding Grand Jct.....	15
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>	
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>	

## SI-04 MAIN TRACK DESIGNATIONS

**Two main tracks** between Helper and Spring Glenn.

## SI-05 MILEPOST EQUATIONS - None.

## SI-06 DTC BLOCK LIMITS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

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

## SI-08 RULES ITEMS

**Rule 9.2.3** Indication of signal Rule 9.2.3 as contained in System Special Instructions is changed to read: "Proceed prepared to stop at second signal. Speed passing second signal must not exceed 30 MPH. When next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop at second signal no longer applies. When next signal is seen to display Clear, the 30 MPH speed requirement no longer applies.

**Rule 9.2.9** Indication of signal Rule 9.2.9 as contained in System Special Instructions is changed to read: "Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Speed passing next signal must not exceed 30 MPH. When next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop at second signal no longer applies. When next signal is seen to display Clear, the 30 MPH speed requirement no longer applies.

## 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

## GREEN RIVER SUBDIVISION (0735)

<b>SI-11 INDUSTRIAL LEADS</b>		
Castle Valley Industrial Lead: MP 615.8; Station number UW 065.		
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
Maximum gross weight: 143 Tons.		
<b>Tons Per Operative Brake:</b>	<b>Tons Per Dynamic Brake Axle:</b>	<b>Maximum Speed:</b>
Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

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

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

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

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

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

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

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

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

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

Two-unit solid drawbar-connected intermodal long cars:

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

Three-unit solid drawbar-connected double stack cars:

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

**SI-14 MISC. INSTRUCTIONS**

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

**Operation Gary:** Crews having work to perform at Gary Plant will be governed by the following:  
Flashing blue lights are displayed on Gary yard Trk. 1, 2, 3 and 4 and indicate workmen are on or about equipment on track or tracks when blue lights are displayed. When flashing blue light is displayed on any of these tracks, trains or locomotives must not enter such tracks until the flashing blue light is turned off.

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

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

**Operation Helper:** Dispatcher 78 controls all movement from MP 625.3, Spring Glen, West.  
Dispatcher 78 controls dual controlled derail governing eastward movements to Snake lead. Eastward trains from Coal Yard must communicate with Dispatcher 78 when ready to depart and must occupy release section one minute before dual controlled derail can be positioned to enter Snake Lead.

The derail will automatically return to the derailing position when the trailing car has cleared the release section. The power must be taken off, and the derail hand operated prior to making a westward trailing movement when the derail is in the derailing position.

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