

PROVO SUBDIVISION (0740)

Mile Post	Rule 6.3	CP #'s	Radio Display: Helper to Salt Lake-2323(*78)		Sta. #'s	Siding Feet	
			WEST ▼ STATIONS	EAST ▲			
626.4	CTC 2MT		HELPER (0.9)	BT	UW075		
627.3			W. HELPER XOVER (1.5)	X			
628.8			UTAH RY JCT. XOVER (1.6)	X	UW077		
630.4			CASTLE GATE (2.3)		UW078		
632.7			LYNN XOVER (6.2)	X	UW080		
638.9			KYUNE (5.9)	!	UW088	5230	
644.8			COLTON XOVER (5.3)	X	UW093		
650.1			E. SUMMIT XOVER (1.3)	X			
651.4			SUMMIT (0.5)	T!	UW100	7840	
651.9			W. SUMMIT XOVER (9.1)	X			
661.0			GILLULY (11.3)	!	UW110	7900	
672.3			NARROWS XOVER (4.4)	X	UW121		
676.7			RIO XOVER (8.0)	X	UW125		
684.7			CASTILLA XOVER (11.1)	X	UW132		
695.8			SPRINGVILLE XOVER (2.8)	X	UP081		
698.6			IRONTON XOVER (2.5)	X			
701.1			PROVO (4.6)		BT	UP076	
705.7			LAKOTA JCT. (1.4)			UP074	
707.1		GENEVA XOVER (1.3)	X	UP072			
Start Track 3							
P752.8	CTC 3MT		PROVO (4.4)	TY	UP076		
P757.2			LAKOTA JCT. (0.7)	(M)Y			
P757.9			GENEVA	Y	UP072	5975	
End Track 3							
708.4	CTC 2MT		PIPE MILL (5.7)		UP068		
714.1			AMERICAN FORK (5.7)	!	UP062	8820	
715.9							
719.8			MESA (7.5)	!	UP057	7240	
721.6							
727.3			RIVERTON (7.6)	!	UP049	6470	
728.6							
734.9	CTC 2MT		MIDVALE (1.0)	!T	UP040	6790	
735.9			MIDVALE XOVER (4.9)	X			

740.8	CTC		EAST ROPER (1.2)	X		
742.0			ROPER (1.5)	T	UP002	Yard
743.5	YL		13TH SO. XOVER (0.9)	Y		
744.4		RG 744	8th SO. XOVER (0.7)	Y		
745.1			SALT LAKE (0.1)	BY	UZ029	Yard
745.2		RG 745	2ND SO. (0.2)			
745.4		C 782	GRANT TOWER	(X)(M)	UZ030	

(119.0)

SI-01 MAIN TRACK AUTHORITY

CTC Between Helper and MP 743.4 and from MP 743.5 to CP C782 on the UP RR Running Track.

Yard Limits Between MP 743.4 and MP 745.2.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed		MPH	
Between Mileposts			
626.4 and 745.4 Westward Trks 1&2 PSGR FRT			
(Except as Below) 75 60			
626.4 and 639.9		30	30
639.9 and 644.5		35	35
644.5 and 650.3		65	60
650.3 and 651.6		60	60
651.6 and 654.3		40	25
654.3 and 665.3		30	25
665.3 and 666.8		45	35
666.8 and 667.7		35	35
667.7 and 670.8		40	35
670.8 and 672.7		55	35
672.7 and 674.3		30	25
674.3 and 680.2		40	35
680.2 and 682.2		40	35
682.2 and 688.2		50	45
688.2 and 692.7		60	50
692.7 and 695.7		50	50
695.7 and 700.0		60	50
700.0 and 701.0		50	50
701.0 and 702.0		40	40
702.0 and 708.4 Trk. 1		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 742.0		70	60
742.0 and 743.5		30	30
743.5 and 745.2		20	20
745.2 and 745.4		15	10

Between Mileposts		PSGR FRT	
745.4 and 626.4 Eastward Trks 1&2 PSGR FRT			
(Except as Below) 75 60			
745.4 and 745.2		15	10
745.2 and 743.5		20	20
743.5 and 742.0		30	30
742.0 and 734.5		70	60
734.5 and 734.4		50	50
734.4 and 731.4		70	60

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Between Mileposts			
745.4 and 626.4 Eastward Trks 1&2	PSGR	FRT	
(Except as Below).....	75	60	
731.4 and 730.4.....	60	60	
727.8 and 724.5.....	70	60	
724.5 and 723.0.....	60	60	
723.0 and 721.6.....	45	40	
721.6 and 717.3.....	75	45	
717.3 and 716.3.....	45	45	
702.8 and 702.5.....	50	50	
702.0 and 701.0.....	40	40	
701.0 and 700.0.....	50	50	
700.0 and 695.7.....	60	50	
696.1 and 683.8 Trk. 2.....	50	40	
695.7 and 692.7.....	50	50	
692.7 and 688.2.....	60	50	
688.2 and 682.2.....	50	45	
682.2 and 680.2.....	40	35	
680.2 and 674.3.....	40	35	
674.3 and 672.7.....	30	25	
672.7 and 670.8.....	55	35	
670.8 and 667.7.....	40	35	
667.7 and 666.8.....	35	35	
666.8 and 665.3.....	45	35	
665.3 and 654.3.....	30	30	
654.3 and 651.6.....	45	30	
651.6 and 650.3.....	60	60	
650.3 and 644.5.....	65	60	
644.5 and 639.9.....	35	35	
639.9 and 638.7.....	30	30	
638.7 and 626.4.....	30	25	
Between Mileposts			
No. 3 Track: P752.8 and P757.9			
(Except as Below).....	20		

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Kyune, Summit and Midvale.....	10
2. Dual Control Switch Turnouts	
Crossover UT Railway Jct.....	15
Crossover Castlla.....	40
Crossover Springville.....	50
MP 708.3.....	50
3. Misc. Speed Restrictions	
Geneva Steel Plant Yard.....	7
Geneva Steel Xings.....	15
Keigley - All yard tracks.....	5
UP RR and D&RGW Running Tracks MP 742.5	
and MP 745.2.....	20

<p>SI-04 MAIN TRACK DESIGNATIONS</p> <p>Two main tracks between Helper and Pipe Mill; East end Midvale and MP 740.8.</p> <p>Three main tracks between MP P752.8 and MP P757.9: North track is No.1 (MP 701.1 to MP 707.1) South track is No.2 (MP 701.1 to MP 707.1) Track No. 3 is (MP P752.8 to MP P757.9)</p>

<p>SI-05 MILEPOST EQUATIONS - None.</p>
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<p>SI-06 DTC BLOCK LIMITS - None.</p>
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SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
% 627.9	% 674.4	% 718.0
% 629.5	% 677.2	% 723.2
(# 630.5	% 679.0	% 725.2
% 633.9	% 681.8	(# 730.7
% 635.1	% 685.0	
% 637.1	# 685.3	
% 641.9	% 686.7	
% 643.2	% 688.5	
# 647.4	% 690.4 Trk.2	
% 654.2	% 693.2 Trk.2	
% 656.2	% 692.3 Trk.1	
% 658.2	# 696.9	
% 658.9	% 697.1	
% 662.2	% 703.5	
% 663.0	% 705.7	
% 665.6	% 709.8	
# 668.1	# 711.7	
% 669.6	% 712.2	

SI-08 RULES ITEMS

Rule 5.5 Reduce speed signs are placed one mile instead of two miles in advance of the following speed restriction limits:
Westward - MP 665.8, MP 671.7
Eastward - MP 671.8, MP 666.3

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 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 the 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 requirement no longer applies."

Rule 9.12.3 Sugar House Spur - Railroad Crossing:
Be governed by instructions in the release box.

Rule 31.7.1 Retainers must be used within the following locations when tons per axle of operative dynamic brake exceeds maximum indicated limit.

- Castle Gate to Helper - 550 tons
- Summit to Rio Xover - 550 tons
- Kyune to Castle Gate - 500 tons.

Only the road engine may be used in determining tons per axle of operative dynamic brake.
Exception:

When tons per axle of operative dynamic brake exceeds maximum limit thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.

<p>SI-09 FRA EXCEPTED TRACKS - None.</p>

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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: 32.4 miles. MP 0.0 and MP 32.4		
Maximum Speed except as below - 20 MPH		
MP 17.0 to MP 32.4E - 15 MPH;		
MP 32.4 to MP 27.5W - 10 MPH;		
MP 27.5 to MP 17.0W - 15 MPH.		
Track is out of service between Keigley and Burgin.		
Business Tracks	MP	Sta.#'s
Kirby	2.6	UP083
Spanish Fork	3.6	UP085
Payson	10.8	UP092

Garfield Industrial Lead: 12.8 miles. MP 5.1 and MP 17.9. Maximum speed - 20 MPH.
 Bacchus Spur 12 MPH.
 Trains entering Kennecott Corporation track MP 1.8 Bacchus Spur, must call Kennecott Corporation train dispatcher, 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 flag protection.
 After switches have been lined and signals indicate proceed, movement across Kennecott Corporation main track may be made. Movement must be continuous and switches restored to normal position on completion of movement.
 Trains entering Hercules property at Bacchus will operate within plant as follows: Derail located 287 feet west of building No. 2241 normally lined for derailing position, is locked with private lock when trucks are being loaded or unloaded. Barricades on track with flashing warning lights, indicate track is fouled by trucks. Sound whistle and guard will remove barricade and unlock derail when track is clear.
 Prior to crossing main track roadways, make a complete stop before proceeding. Should vehicular traffic be present, provide a flagman with proper equipment to control movement of train or vehicles based on the following requirements:
 Vehicles transporting nitroglycerin, live missiles or other hazardous cargo, shall have the right of way at all times. These may be easily identified. They are equipped with rotating or flashing red lights, clearly visible, and generally are preceded by an escort with similar flashing lights. All ordinary vehicular traffic will yield right of way when trains are present.
 Trains entering Magna Yard must occupy release section approaching block signal at west end of yard. If signal does not display proceed indication, a member of the crew must operate "release" located at entrance switch to yard. After operating "release" and signals fail to indicate proceed, crew member must precede movement at sufficient distance to stop any conflicting movements.
 Wye switches at Welby must be lined and locked for Garfield Lead when not in use.
 Retainers must be used at all times on all loads Burgin to Pearl.

Business Tracks	MP	Sta.#'s
Kearns	10.9	UJ206
Bacchus	11.2	UJ207
Magna	17.9	UJ212

Bingham Industrial Lead: 11.9 miles. MP 0.0 and MP 11.9.
 Maximum speed except as below - 20 MPH
 MP 0.0 to MP 5.3 - 10 MPH;
 MP 9.5 to MP 11.9 - 10 MPH;
 MP 9.5 to MP 5.3W - 15 MPH.

Retainers must be used Lead Mine to Welby when tons per axle of operative dynamic brake exceeds 250 tons.
 Only the road engine may be used in determining tons per axle of operative dynamic brake.
 Exception:

When tons per axle of operative dynamic brake exceeds maximum limit thus requiring retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If revised tons per axle of operative dynamic brake does not exceed maximum limit, the setting of retainers is not required.
 All cars set out at Lead Mine Yard must have hand brakes applied.
 Mineral Spur: Derail located at MP 0.1.

Business Tracks	MP	Sta.#'s
US Smelter	0.7	UJ100
Davidson Lumber	1.5	UJ101
West Jordan	2.0	UJ102
Rome Cable	3.5	UJ103
Plastronics	3.7	UJ104
Balkamp	4.3	UJ105
Welby	5.1	UJ106
Interstate Brick	6.6	UJ107
Bagley Spur	6.7	UJ108
Dalton	7.5	UJ109
Proler Steel	9.5	UJ111
Lead Mine	11.9	UJ113

Provo Industrial Lead: Geneva to Cutler; 13.8 miles westward; 20 MPH. Maximum gross weight 143 tons.

Business Tracks	MP	Sta.#'s
Cutler	P771.7	UP058
Lehi	P769.3	UP059
American Fork	P766.4	UP062
Pleasant Grove	P763.0	UP065
Hardy W.....	P761.8	UP067
Pipemill	P760.9	UP069
Gatex E.....	P756.1	UP075

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

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 100		60 MPH
100 to 115		50 MPH
Over 115		45 MPH

When tons per operative brake exceeds 80 tons and when tons per axle of operative dynamic brake exceeds 250 tons, train must not exceed speed indicated at the following locations:
 MP 651.4 to MP 665.6 (Westward) - 20 MPH;
 MP 665.6 to MP 682.0 (Westward) - 25 MPH;
 MP 638.9 to Spring Glen (Eastward) - 20 MPH.

SI-13 TRAIN MAKE-UP RESTRICTIONS

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

To use the table:

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

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

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

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

- 1. All be 73 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 feet 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.

C. The following applies when operating from:

Helper to Kyune;
Castilla to Summit.

- 1. Road locomotive of a loaded unit train must not exceed 36 axles of power.
- 2. Road locomotive of other than a loaded unit train must not exceed 24 axles of power.

When the maximum working number of axles is exceeded, isolate the excess trailing locomotive units.

Exception:

When isolating locomotive units in a consist to reduce the number of axles to the maximum limit, if the isolation of an additional locomotive unit brings the total number of axles BELOW the limit, this locomotive may be left on line in excess of the maximum number indicated above.

Helper to Kyune:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	731		SD38-2	897
B30-7, B36-7	780		SD39	940
B39-8, B40-8	1371		SD40, SD40-2, SD40T-2	1133
C30-7	1398		SD45	1127
C36-7	1692		SD45-2, SD45T-2	1185
C39-8	1797		SD50, SD50M	1643
C40-8	1821		SD60, SD60M	1761
C41-8	1878		SD70M	1871
C44-9	2087		SD70MAC	1670
C44AC, C60/44	2183		SD90/43	2118
C60AC	2720		SD90AC	2687
GP15, GP15-1	638			
GP30, GP35	750		Model	All AC Consist
GP38, GP38-2, GP39-2	771		C44AC, C60/44	2693
GP40, GP40-2, GP40P-2	800		C60AC	2725
GP40X	791		SD70MAC	2252
GP50	1165		SD90/43	2660
GP60	1371		SD90AC	2693

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Castilla to Summit:

Locomotive Tonnage Ratings for cut-in Helper placement				
Model	Consist With DC		Model	Consist With DC
B23-7	893		SD38-2	1102
B30-7, B36-7	953		SD39	1157
B39-8, B40-8	1657		SD40, SD40-2, SD40T-2	1385
C30-7	1700		SD45	1378
C36-7	2050		SD45-2, SD45T-2	1448
C39-8	2175		SD50, SD50M	1991
C40-8	2204		SD60, SD60M	2133
C41-8	2273		SD70M	2264
C44-9	2522		SD70MAC	2026
C44AC, C60/44	2636		SD90/43	2558
C60AC	3275		SD90AC	3236
GP15, GP15-1	783			
GP30, GP35	916		Model	All AC Consist
GP38, GP 38-2, GP39-2	943		C44AC, C60/44	3244
GP40, GP40-2, GP40P-2	978		C60AC	3283
GP40X	967		SD70MAC	2718
GP50	1411		SD90/43	3205
GP60	1657		SD90AC	3244

Coupler Limits:

The trailing tonnage behind a car must not exceed the coupler limit as specified in the following table when ascending a grade. Subtract total locomotive tonnage rating for any helper engine that is positioned within the trailing tonnage behind the car. This final figure is the actual trailing tonnage.

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength coupler, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

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

SI-14 MISC. INSTRUCTIONS

Repeater Signals: Repeater signals designated by the letter "R" are located at Helper MP 627.4 and Kyune MP 638.7. Repeater signal indicates the aspect of the next absolute signal located beyond the repeater signal. When repeater signal is dark or displays a flashing red aspect it is an indication that the next absolute signal will be displaying a Stop indication. Repeater signal aspects are for information only.

Castle Gate: Yellow flashing strobe light is located at the tipple. Warning light will be activated when coal chute is extended or released from locked, secured position. Trains must stop short of loading facility when warning light is activated.

Grade Securement Restrictions: Do not tie up and leave a train unattended between (West Helper Cross-over and Kyune) or (Castilla Cross-over and West Summit) unless:

1. The track the train is tied up on has derail protection; or
2. One of the rails on the descending direction in advance of the train is separated by M of W which will create a temporary derail.

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

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

Track 1 will normally be used for delivery of empty coal trains.

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

All tracks in UPRR yard are designated as Interchange tracks.

Geneva: Gate No. 1 grade crossing must not be blocked for more than 5 minutes, 7 days a week, 24 hours a day. Trains departing Geneva must stop short of Gate No. 1 crossing until permission is received from Dispatcher 78 to enter the main track.

An illuminated blue flashing light at Gate No. 1 grade crossing indicates an ambulance or other emergency vehicle approaching. Crossing must be immediately cleared without delay.

Following instructions must be observed for trains entering Geneva plant:

1. All inbound trains are to weigh.
2. Inbound trains must use the middle lead (Geneva A/20 Lead).
3. Outbound trains, unless otherwise advised, must use the East lead (Geneva A/1 Lead).
4. Speed while weighing must not exceed 4 MPH. A green light on the masts located at each end of the scale indicates proper weighing speed. A red light indicates weighing speed must be reduced. The red light will be illuminated until weighing begins. Trains stopping on the scale while weighing must not make a reverse movement.
5. All cars set out at Geneva must be bled off with sufficient handbrakes applied to secure the track.
6. Geneva yardmaster's office is equipped with a radio monitoring channels 4 and 2. Geneva Scale is equipped with a radio monitoring channels 4 and 2. Trains in Geneva yard will use these two channels only. Contact yardmaster or scale for yarding instructions. In yardmaster's absence, contact Dispatcher No. 78.

7. Copies of conductor's train lists must be left for the Geneva yardmaster on the counter in Geneva Yard Office.

8. Trains doubling over at the west end of Geneva Yard must use the straight rail while doubling.

9. All switches in the Geneva Plant are to be considered as rigid switches and must be hand operated.

10. Taxi cabs are not permitted in the Geneva Plant. Relief crews must contact the security guard at Gate 1 or Gate 4 to make arrangements for pedestrian travel through Gate No. 2.

Roper - Grant Tower: All freight trains, switch and light engine movements, including interchange deliveries between North Yard and Roper Yard will, unless otherwise provided, use the two running tracks between Grant Tower, 2nd South and Roper, 21st South. All movements in either direction on either track must be authorized by Roper Tower Yardmaster. The use of the 13th South cross-over from running track to Westbound Passenger Main Track must be authorized by Roper Tower Yardmaster and train dispatcher. North track is designated as UPRR Running Track. South track is designated as DRGW Running Track. All movements between Roper and Grant Tower on these running tracks are governed by Rule 6.28.

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

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

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

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.