



UNION PACIFIC RAILROAD
NEBRASKA DIVISION
 BRIDGE SUBDIVISION

**UNION PACIFIC
 RAILROAD COMPANY**
 Eastern District

Bridge Subdivision
 (NEBRASKA DIVISION)

**Special Rules
 No. 6**

**Effective Friday,
 November 15, 1946**

Superseding Special Rules No. 5

Employees whose duties are in any way affected thereby, must have a copy of these rules with them while on duty.

H. H. LARSON,
 General Manager

A. E. STODDARD,
 Asst. General Manager

E. H. BAILEY,
 Superintendent

BEFORE OPERATING OVER TRACKS OF THE BRIDGE SUBDIVISION, ALL TRAIN AND ENGINE EMPLOYEES MUST PASS REQUIRED EXAMINATION ON UNION PACIFIC OPERATING RULES AND SPECIAL RULES.

2 (R). Operating Rules 2, 2 (A) and 2 (B) are cancelled.
 Employees listed below and other employes as may be designated must, while on duty, have a reliable railroad grade watch* which must not vary more than 30 seconds from correct time.

(*A railroad grade watch is one equipped with a lever set.)

- | | |
|-------------------------|--|
| Safety Agents | Flagmen |
| Trainmasters | Firemen |
| Assistant Trainmasters | Hostlers |
| Traveling Conductors | Outside Hostler Helpers |
| Road Foremen of Engines | Yardmasters |
| Traveling Firemen | Assistant Yardmasters |
| †Station Agents | Engine Foremen |
| †Operators | Switchtenders |
| Conductors | Engine Herders |
| Engineers | Such other employes as may be designated |
| Brakemen | |

(†Except when assigned in offices where standard clock is located).

2 (S). Officers and employes must not make solicitation in connection with the sale of watches.

2 (T). Employes must present their watches to officers and supervisors upon request.

3 (R). Conductors, engine foremen and engineers of other railroads who have made and registered watch comparison at the beginning of trip or shift, will not be required to make and register watch comparison on Bridge Subdivision.

8 (R). Yellow flags by day and yellow lights by night will be used by switchtenders.

10 (S). Last paragraph of Rule 10 (H) is changed to read:
 "Such speed restrictions will also be shown in time-table or superintendent's bulletin."

14 (R). Whistle signals prescribed by Rules 14 (r) and 14 (s) will be used to recall flagman on tracks shown below:
 Running tracks Nos. 3 and 4 between Tower A and Tower B, Council Bluffs;
 South running track, Omaha, between 15th Street and Summit;
 Main tracks Nos. 3 and 4 between west end of Missouri River Bridge and Summit.

17 (R). The following will govern use of oscillating red headlight:
 When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation, and then extinguish white headlight.

A train on adjacent track must stop before passing headlight and be governed by Rule 102.

When head end protection is required, engineer will immediately display red headlight. When occupying main track in meeting an opposing train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17 (B), after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.

Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause and be governed by conditions.

Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.

If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.

When standing at terminals and red headlight is not required, it must be extinguished.

17 (S). Rule 17 (C) is cancelled.
 First sentence of Rule 17 is changed to read: "Headlight must be displayed to the front of every train by day and night."

19 (R). The following will govern use of oscillating red rear end light:
 When standing at terminals and red rear end light is not required, it should be extinguished.

Leaving terminals, unless red rear end light is necessary to protect rear of train, trainman must see that red rear end light switch is set for automatic operation, with light extinguished.

When train is stopped with less than total 20 pounds automatic brake pipe reduction, engineer must immediately make a 20-pound reduction; or, when stopped with less than total 30 pounds electro-pneumatic brake application, engineer must immediately make a 30-pound brake application.

Red rear end light must always be displayed when rear end protection is required. When red light is not displayed automatically, trainman must immediately display it manually.

When red rear end light has been displayed either automatically or manually, and necessity for protection no longer exists, trainman must extinguish it.

When train is moving under circumstances in which it may be overtaken by another train, if light is not displayed automatically, trainman must immediately display it by manual operation.

When train is clear of main track and rear end protection is no longer required, trainman must place switch in OFF position to definitely insure light will remain extinguished. When movement to main track is started, trainman will display light by manual operation. When normal speed is resumed, he will return switch to automatic position, with light extinguished.

Engineer of train observing red rear end light displayed by train ahead must take immediate action to stop short of such train.

Display of red light does not relieve trainmen nor enginemen from complying with Rule 99, nor any other rule.

21 (R). When a train is equipped with indicators, white flags will not be displayed by extra trains.

93 (R). That part of last paragraph of Rule 93 reading, "(See Special Rule 152-R)" is changed to read, "See speed restrictions in time-table."

93 (S). The Bridge Subdivision comprises the tracks between the points shown below and all are within yard limits:

- | | |
|-----------------------------|---|
| Council Bluffs | } and west switch at Gilmore; |
| Main Street at 10th Ave. | |
| 9th Street at Union Ave. | |
| C. R. I. & P. Jet. | |
| Omaha | } and yard limit sign on Lane Cut-Off; |
| Summit | |
| Mo. Pac. Jct. near Cass St. | |
| End of Carter Lake track | |
| End of new industry track | and Douglas Street;
and Carter Lake track. |

93 (T). On Bridge Subdivision, all tracks may be used protecting against first-class trains.

On Bridge Subdivision tracks, all trains and engines must move prepared to stop unless the track is seen or known to be clear, and must approach all junction points expecting to find trains entering or leaving Bridge Subdivision tracks.

The rear of all trains and engines must be protected at all times on the tracks shown below:

- Main tracks Nos. 1 and 2, between C. & N. W. Jct. at Council Bluffs and west end of Missouri River Bridge;
- Main tracks between C. R. I. & P. Jet., Council Bluffs, and Tower A, Council Bluffs;
- Running tracks Nos. 3 and 4 between Tower A and Tower B, Council Bluffs;
- South running track, Omaha, between 15th Street and Summit;
- Main tracks Nos. 1, 2, 3 and 4, between west end of Missouri River Bridge and Summit;
- Main tracks Nos. 1 and 2 between Summit and Gilmore, except when standing or switching between L Street and Q Street, South Omaha;
- Running tracks Nos. 7 and 8, between 9th Street and cross-over to C. B. & Q. Transfer south of Douglas Street.

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93 (T). Continued.

On Pacific trains and engines using C. B. & Q. main track east of Council Bluffs (U. P. Transfer), must protect in both directions.

Except where protected by interlocking, trains and engines entering or leaving Bridge Subdivision tracks must be protected by a flagman, and when such movement makes it necessary to cross another track, they must be protected in both directions, except between L Street and Q Street, South Omaha.

93 (U). All trains and engines must approach Omaha Union Station tracks expecting to find them occupied by engines or cars and must stop before crossing main platform in front of gates, unless proceed signal is received from yardmaster.

Eastward trains and engines on No. 4 main track must approach 7th Street, Omaha, prepared to stop unless switches are seen to be in proper position.

96 (R). Westward Union Pacific passenger trains must receive clearance before leaving Omaha Union Station. Other trains need not receive clearance before leaving their initial station.

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
12th Street and Union Ave., Council Bluffs.	C. & N. W. (Crossing)	U. P.	Stop signs.
3rd Ave. and Union Ave., Council Bluffs.	C. & N. W. (Junction)	C. & N. W.	Stop signs.
4th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing)	U. P.	Stop signs.
On Union Ave. between 4th Ave. and 5th Ave., Co. Bluffs.	I. C. (Junction)	C. & N. W. and I. C.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing)	U. P.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	C. B. & Q. (Crossing)	U. P.	Stop signs.
10th Ave. and Union Ave., Council Bluffs.	Westward C. G. W. crosses eastward track, and junction.	U. P.	Stop signs.
10th Ave. between Main St. and 6th St., Council Bluffs.	C. B. & Q. (Crossing)	C. B. & Q.	Stop signs.
12th St. and 10th Ave., Council Bluffs.	C. & N. W. (Crossing)	C. & N. W.	Stop signs.
Tower A, Council Bluffs.	C. R. I. & P. C. M. St. P. & P. Wabash.		Interlocking.
Tower B, Council Bluffs.	U. P. tracks.		Interlocking.
Tower A, Omaha.	U. P. tracks.		Interlocking.
6th St., Omaha, Lininger track.	C. B. & Q.	C. B. & Q.	Gate.
Tower B, Omaha.	U. P. tracks.		Interlocking.
Tower C, Omaha.	C. R. I. & P., C. G. W., and U. P. tracks.		Interlocking.
Summit.	C.G.W., C.&N.W. cross-overs between Tracks 1, 2, 3 and 4.		Interlocking and signal from switchtender.
N St., South Omaha.	Union Stock Yards connection.		Signal from switchtender.
Q St., South Omaha.	C. R. I. & P. connection.		Signal from switchtender.
U St., South Omaha.	C. R. I. & P. (Crossing)	C. R. I. & P.	Gate.
Gilmore Junction.	Junction with C. B. & Q. and Mo. Pac.		Interlocking.
Between Hall Ave. and Burdette St., at 11th St.	I. C. (Crossing)	U. P.	Stop signs.
Between Harney St. and Howard St. on 5th Street.	C. B. & Q. (Crossing)	U. P.	Gate and signals. Rule 98 (S).

98 (S). At Omaha, C. B. & Q. Crossing, between Harney Street and Howard Street on 5th Street, gate and signals govern movements on Tracks 7 and 8 on freight house lead.

All trains and switch movements on eastward running Track 7 must come to stop before passing home signal and will then be governed by indication of signal.

When home signals display Stop indication, they must not be passed except under flag protection and then only after thorough understanding with gate tender.

103 (R). A yardman or trainman need not ride on leading foot-board of engine as follows, but such movements must be made at restricted speed:

- | | |
|----------------|---|
| Council Bluffs | —Main tracks 1 and 2 between Tower A and Broadway; |
| | —10th Avenue track, at 12th, 16th and 17th Streets; |
| Omaha | —Main tracks 1, 2, 3 and 4 at 17th Street; |
| | —South running track, at 17th Street; |
| | —Carter Lake track; |
| | —Running tracks 7 and 8 between 20th Street and Davenport Street inclusive. |

104 (R). At Gilmore, switch at end of double track will be set normally for eastward track.

D-151 (R). Trains and engines must not move against the current of traffic on Bridge Subdivision without permission from the train dispatcher, and a flagman must be sent ahead when such movements are made.

Exception: Between Tower A, Council Bluffs and Tower A, Omaha, on tracks 1 and 2 and between Tower B, Omaha and Tower C, Omaha, on main tracks 1, 2, 3 and 4, when an interlocking signal displays indication for movement against the current of traffic, movement may be made without permission from train dispatcher and without sending flagman ahead.

509 (R). At Summit, when Signal 49-3 displays Stop indication, a train or engine which is to enter Summit yard from No. 3 main track, may pass this signal without stopping, provided switch is set for movement and proper hand signal is received from man in charge of switch.

509 (S). Automatic Block Signal A, located at west end ice dock track No. 5, Council Bluffs, governs trains and engines moving from track 5 against the current of traffic on No. 4 track. When switch leading to No. 5 track is reversed and no train approaching on No. 4 track, Signal A will indicate Proceed. With train approaching on No. 4 track, Signal A will indicate Stop and movement may be made only under protection of flagman. Flag protection must be furnished at all times for movement from Track No. 6 against the current of traffic on No. 4 track.

733 (R). There is hazard of carbon monoxide fumes from exhaust of Diesel or gasoline engines and precautions must be taken to avoid possibility of accident therefrom.

Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

802 (R). All persons are prohibited from riding in cars while being switched, which are in the process of loading or unloading. Part loads will not be switched unless properly broken down or properly braced to prevent contents falling and being damaged. Before switching with or moving cars which are in the process of loading or unloading, persons working in the car must be notified and trainmen and yardmen should see that cars are not switched with until cars are vacated.

802 (S). Trainmen, enginemen, yardmen, agents, and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Whenever placards or car certificates become detached or lost in transit, they must be replaced. If both car certificates are missing, proper inspection, in so far as possible, must be made and new car certificates applied. (BE 589-c)

Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains and must be not nearer than the sixteenth car from the engine, or a caboose in service if next to engine,

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electric locomotive, or motor car, nor the eleventh car from the rear end caboose, if the length of the train will permit. Cars placarded "Explosives" in all cases must be not nearer than the second car from engine, electric locomotive, motor car, or caboose. Where helper engines or electric locomotives are employed ahead of caboose, cars placarded "Explosives" must be separated from such helpers by at least one car. (BE 589-g)

Cars placarded "Explosives" may be placed in local freight trains, or mixed trains when authorized herein, not nearer than the second car from the engine, electric locomotive, motor car, or a caboose in service, when placing them near the middle of the train would require additional switching at way stations. (BE 589-h)

Cars placarded "Explosives" must not be placed in through or local trains next to dead engines, placarded tank cars, wooden-frame flat or gondola cars; or carloads of pipe, lumber, poles, iron, steel, or similar lading which by shifting may break through end of car placarded "Explosives" due to rough handling; refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to cars containing lighted heaters, stoves, or lanterns; or cars with livestock or poultry occupied by an attendant. (BE 489-i)

Cars placarded "Explosives" must not be placed in through or local trains next to cars which bear "Dangerous" placards, unless the remainder of the train consists only of such cars. (BE 589-j)

Placarded loaded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to flat cars with lading such as logs, lumber, rails, or pipe, or gondola cars with such lading higher than ends, that is liable to shift. In through trains such tank cars must not be placed nearer than the sixth car from the engine, electric locomotive or motor car, or a caboose in service, and in local trains not nearer than the second car from engine, electric locomotive, motor car or a caboose in service, when length of train permits and cars other than loaded tank cars are in the train. (BE 589-k)

When handling cars placarded "Explosives" in yards or on sidings, explosive cars must be coupled to engine, electric locomotive, or motor car, protected by a car between. (BE 589-l)

When necessary to switch a train in which there are cars loaded with explosives, such cars should be set over before switching is commenced, and when switching completed, cars should be picked up and replaced in train. All moves with cars loaded with explosives must be made with air brakes cut in and operative and with hand brakes operative.

Cars containing dangerous explosives, class A, poison gases or liquids, class A, and tank cars requiring "Dangerous" placards must not be hauled in a passenger train. If freight train service is not operated such cars may be hauled in mixed trains. (BE 589-v)

In mixed train service or when passengers are carried in a caboose car of a freight train, a car containing a shipment of dangerous explosives, class A, or poison gases or liquids, class A, or a tank car placarded "Dangerous" may be hauled but such cars must not be placed next to cars carrying passengers, and whenever it is practicable to do so cars placarded "Explosives" must be placed between cars not bearing "Dangerous" or "Poison Gas" placards. (BE 589-w)

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car, and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

804 (R). At Council Bluffs, hand brakes must be set on cars on east end of Ice Dock tracks 5 and 6, tracks at east end of Pool Yard, at east end of South yard and west end of elevator tracks.

At Omaha, hand brakes must be set on all cars set out at Summit, Martha Street and in east end of 7th Street yard.

896 (R). Engines of any class must not go on the following tracks:

- Omaha —Track scale on Alcohol Plant tracks, near 6th and Jones Streets;
- Beyond span 15 on coal trestle at American Smelting and Refining Co. plant;
- Gilmore —Beyond fouling point at each end of cleaning track.

Engines weighing more than 205,000 pounds on drivers, except Diesel-electric switch engines, must not go on the following tracks:

- Omaha —Freight house tracks and leads to team tracks;
- South Omaha —Through turnouts (circle rails) of slip switches at N Street to and from lead onto yard tracks.

Engines weighing more than 210,000 pounds on drivers, except Diesel-electric switch engines, must not go on the following tracks:

- South Omaha —Rip track;
- All industry tracks.

Engines weighing more than 280,000 pounds on drivers must not go on the following tracks:

- Council Bluffs —Freight repair yard;
- Passenger repair yard;
- Turnout to Milwaukee main track from U.P. switching lead at east end of north yard;
- Omaha —Lead to east end 7th Street yard;
- Sidings in Hill yard.

Engines weighing more than 368,000 pounds on drivers must not go on the following tracks:

- Council Bluffs —Bull dog track;
- Wye track;
- C. & N. W. Connection;
- Leads at south end of west, east, and Hump yards;
- Leads at south end of elevator tracks;
- Summit —Long tracks 1 and 2.

900 (R). There are close clearances above and at the side of main tracks as shown below, and in addition thereto, at platforms and other structures above and at the side of industry, stock, and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at—
M.P. 2.09.....	Missouri River Bridge	Top over No. 1 track, west end.
M.P. 2.09.....	Missouri River Bridge	Side on both tracks.
Omaha, 9th and Douglas Streets.....	Trolley Wires.....	Top on all tracks.
Omaha, Union Station..	Umbrella sheds.....	Side on tracks 1 to 13.
Express dock, east end Omaha Union Station	Dock.....	North side.
Omaha, 10th Street....	Viaduct.....	Top on all tracks.
Omaha, 11th Street....	Viaduct.....	Top on all tracks.
South Omaha, N Street.	Between U.P. track 4 and Stock Yard track 3.....	Sides.
South Omaha, L Street.	Viaduct.....	Top on all tracks.
M.P. 12.65 on Old Main Line.....	Bridge.....	Sides.

1042 (R). Retaining valves must be used on trains or cuts of cars consisting of more than 20 cars, 50 percent or more of which are loads, being handled from Summit to Lower Yard, from East End to Lower Yard, or from South Omaha to Lower Yard.

One retaining valve must be turned up for each five cars in train. Example: If 50 cars in train, 10 retaining valves must be used consecutively, starting at the head end of train.

Engineer and engine foreman will be held responsible for the use of retaining valves in trains requiring their use, to safely control speed of train.

1093 (R). Following has been added to Air Brake Rule 1093 (I): If rear end of rear car is not equipped with inside operating lever to steam train line end valve, or if for any reason inside operating lever cannot be operated, trainman must fully open steam train line end valve from ground immediately after train is stopped.

THE UNION PACIFIC RAILROAD COMPANY
BRIDGE SUBDIVISION
NEBRASKA DIVISION

Map showing the location of the bridge over the Missouri River, between Omaha, Nebraska and Council Bluffs, Iowa. The map includes the Missouri River, the Union Pacific Railroad tracks, and the bridge structure. The map is oriented with North at the top.

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