UNION PACIFIC RAILROAD COMPANY

Eastern District

Nebraska Division

Special Rules No. 15

Effective Wednesday, April 15, 1959

Superseding Special Rules No. 14

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

C. H. BURNETT,
General Manager

O. A. DURRANT,
General Superintendent

T. F. SHANAHAN,
Superintendent

Note.—Changes in this issue are printed in type same as this.

Spec Rules 16 eff 1 June 1961

Note.—Referring to note on page 17 of Operating Rules:

The term "conductor" as used in Operating Rules, Special Rules, superintendents' bulletins or notices will also apply to yard pilots. The term "brakeman" also applies to engine herders.

Railroad Watches

2 (R). In addition to employes listed in Operating Rule 2, switchmen who have attained one or more years seniority must, while on duty, have a reliable railroad grade watch.

Signals

8 (R). Electric lanterns may be used by switchtenders and interlocking signalmen for displaying yellow lights.

Markers

19 *(R). When rear car of a passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, 19 (A), 19 (C) and 19 (E).*

When such train is clear of main track at night and rear end protection is not required, the red rear end light must be extinguished and the auxiliary marker must display green light to rear.

Rear trainman is responsible for proper display of the auxiliary marker as well as the rear end light.

19 *(S). Reflectorized emergency markers on electrically lighted cabooses will be used only in case of failure of electric power or failure of electric markers at night.*

In case of such failure, electric markers must be removed and reflectorized markers must be displayed showing red to rear and green to front when train is on main track. When train is clear of main track, except in CTC territory, reflectorized markers must be removed and concealed.

Inspection and Repair Protection

26 (R). Second paragraph of Operating Rule 26 (C) is changed to read as follows:

Where mechanical blue flag protection is in service at P. F. E. icing platforms, when blue signal is displayed, any train, engine or cars on icing platform tracks between points where blue signals are displayed, must not be coupled to or moved. Other trains, engines or cars required to enter tracks thus protected must stop before passing the blue signal at end of icing platform and may then proceed at restricted speed but must not couple to or move other cars, engines or trains so long as blue signals are displayed.

Switches

104 (R). No. 14 turnouts are installed at all dual control switches in C. T. C. territory.

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

104 *(S). For movement through a spring switch where locomotive does not precede the cars, switch must be operated by hand.*

Rule 251 Operation

251 (R). In Rule 251 territory, when a train has entered siding account indication displayed by a siding indicator (Operating Rule 240-L), a member of crew must immediately communicate with train dispatcher by telephone for instructions.

Remote Control and Dual Control Switches

529 *(R). Referring to Rule 529:*

When a train has moved on signal indication beyond the leaving signal at a station, either on main track or siding, and it is necessary to make a reverse movement, a member of crew must so advise dispatcher.

Dispatcher must block switch and signal levers, and must not change position of the switch, clear a signal for a conflicting movement, or remove marker blocks until he has been advised verbally by a member of the crew that his train has backed clear of the insulated joints at the signal.

General Regulations

702 (R). Operating Rule 702 (A) is changed to read as follows: Employes must not sleep while on duty.

Exchanging Signals and Inspection of Trains

713 *(R). Where Operating Rule 713 (A) or Special Rule requires a trainman to be stationed on rear of train in position to give or receive signals, on freight trains he must be on rear platform of caboose; on passenger trains including streamline trains, he must be on rear platform or in rear door, or if rear car is a business, dining or observation car, he must be on front platform of rear car or rear platform of car next ahead, and top half of vestibule door must be open.*

713 (S). A trainman must be stationed on rear of train in position to give or receive signals, when passing depots and towers. On freight trains, this trainman must be on rear platform of caboose.

Handling of Explosives or Other Dangerous Articles

802 (R). 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.

Placards on Cars

BE 589 (b). A car requiring car certificates and "Explosives", "Dangerous", "Dangerous-Radioactive Material", "Poison Gas", or "Caution-Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required. Placards and car certificates lost in transit shall be replaced at next inspection point and those not required shall be removed.

BE 589 (b). (1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

Switching Cars Containing Explosives or Poison Gas or Placarded Trailers on Flat Cars

BE 589 (c). A car placarded "Explosives" or placarded "Poison Gas" or any flat cars carrying a placarded trailer shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives" or placarded "Poison Gas" or any flat car carrying a placarded trailer nor shall any such car be coupled into with more force than is necessary to complete the coupling.

BE 589 (c). (1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

BE 589 (c). (2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

BE 589 (d). In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

BE 589 (d). (1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

Placement of Freight Cars Containing Explosives, in Yards, on Sidings, or Sidetracks

BE 589 (e). Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains

BE 589 (f). At all terminals or other places where trains are made up by crews other than road crew accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

Continued on page 3.

802 (R). Continued.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (l) of this section.

Separating Cars Placarded "Explosives" From Other Cars in Train

BE 589 (h). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

1. Occupied passenger car; except as provided in paragraph (l) of this section.
2. Occupied combination car; except as provided in paragraph (l) of this section.
3. *Any car placarded "Dangerous" or "Dangerous-Radioactive Material".*
4. Engine.
5. Any car placarded "Poison Gas".
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulation in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. *Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.*
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (l) of this section.

Position in Train of Loaded Placarded Tank Car

BE 589 (i). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

BE 589 (i). (1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

BE 589 (i). (2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

Separating Loaded Tank Cars Placarded "Dangerous" From Other Cars in Train

BE 589 (j). In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives."
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads).
7. Loaded flat cars. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph).
8. *Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.*
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves, or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids, Class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous".

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" or "Poison Gas", or both, when Accompanied by Cars Carrying Guards or Gas Handling Crews

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

Cars Containing Explosives or Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains

BE 589 (m). Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

BE 589 (m). (1) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in paragraph (1) of this section.

BE 589 (m). (2) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employe of the carrier, placards must be applied to the car as required by this part.

Position in Train of Cars Containing Class D Poison

BE 589 (n). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Radioactive Material" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Empty Tank Cars

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 "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

Handling Cabooses

***802** (S). Referring to Operating Rule 802 (G). Caboose must not be cut off while in motion, either from train or in switching operations. Other cars must not be cut off while in motion and allowed to strike a caboose.*

Position of Cars in Train

***807** (R). Operating Rule 807 is modified as follows:*
Eliminate "Outfit Cars".

Care must be exercised to insure that outfit cars which are stencilled or tagged for handling only on rear of train, or which, under the other provisions of Rule 807 must be handled on rear of train, are so handled.

***807** (S). Operating Rule 807 (B) is cancelled.*

Inspection of Trains

811 (R). Referring to Operating Rule 811 (E):

On turbine or diesel locomotives, wheels with flat spots two inches or longer are condemnable and when discovered, conductor or engineer must immediately report to train dispatcher and be governed by his instructions.

811 (S). In addition to close running inspection between terminals, crews will make additional inspection whenever and wherever in the judgment of the crew it is necessary to preclude any chance of accident.

Regular passenger trains will stop and make additional inspection if necessary to preclude any chance of accident.

When visibility does not permit close observance of train, all passenger trains except streamline trains, and conventional trains consisting entirely of roller bearing equipment, must stop once between terminals for complete inspection and conductor will make additional inspections when in his opinion weather conditions warrant.

811 (*T*). *As soon as hot box is detected, train must be stopped and no attempt made to run to next siding to set out car without making an inspection before proceeding.*

If necessary to set out car account hot box, packing must be removed, all fire extinguished and dirt, gravel or snow placed on top of box at back end over top of dust guard retainer opening, after which lid on journal box should be closed to prevent oxygen getting to box in sufficient quantities to re-ignite. Thorough inspection must be made of car before and after attention given to hot box to insure no fire on car body, and that inspection must comply with Rule 811 (B).

Exhaust Gases

812 (*R*). *When trains are stalled in snow of sufficient depth to restrict dissipation of exhaust gases from Waukesha-type engines, such engines must be stopped, and to avoid possible delay in getting them stopped, they should be stopped by pressing "stop" button in electric lockers.*

Engine Service

866 (R). During extremely dry weather, in order to prevent fires on right-of-way and cars in train, ash pan sprinklers on coal burning engines must be used at intervals of approximately 30 minutes and oftener if conditions such as strong cross winds exist.

872 (*R*). *When an engine consisting of two or more units is to be moved in yards, around engine-houses, or between stations without cars, if unit at each end is equipped with control cab, engine must be operated from leading unit in direction of movement unless the movement is protected by a trainman.*

875 (R). Where engine crews with 3800 and 3900 class locomotives eat at intermediate stations, one member of crew must stay with engine at all times.

888 (*R*). *In moving over dual control, remote control or spring switches, to avoid depositing heavy accumulation of sand on rail, automatic sanding device must be nullified passing fouling point. When tonnage and gradient requires use of sand to avoid slipping, hand sanders may be used.*

Track Restrictions

899 (*S*). *Union Pacific trailer flat cars series 53700-53899 and foreign line 85 foot flat cars must not be handled on curves in excess of 16 degrees except as follows:*

Where movement is authorized by an officer, these cars may be handled on curves of more than 16 degrees but not exceeding 20 degrees at speed not exceeding 4 MPH. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

Station Service

910 (R). Last sentence of Operating Rule 910 is changed to read as follows:

They must see that train bulletin boards are kept in a neat condition and bear such information regarding trains as required by instructions or by law.

Air Brake Rules

1001 (*R*). *Hostlers must know before moving an engine that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.*

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

At locations where units are cut into or out of an engine, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train, to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

1005 (*R*). *Air Brake Rule 1005, standard brake pipe pressures, is amended to read as follows:*

Class of Service	*Pounds*
Freight, mixed trains and branch line passenger trains	*80*
Main line passenger trains	*110*

1030 (R). Where Sperry rail-detector car is working when temperature is below freezing, trains, engines and track cars must be operated at a safe speed, using sand where necessary to overcome slippery condition caused by use of calcium chloride solution by rail car.

1037 (R). To prevent undesired emergency brake applications, engineers should be governed by the following in making the initial brake pipe reduction of 6 to 8 pounds when braking conventional passenger trains in accordance with Air Brakes Rules 1037, 1037-A, 1037-B and 1037-E.

> "When applying brakes for making ordinary slow-downs or stops, the air gauge must be observed for measuring reductions and the initial reduction should be 6 from 70, 7 from 90, and 8 from 110 pounds as indicated by equalizing reservoir gauge."

1064 (*R*). *As required by Form 7170, Rules 1064, 1066, 1066 (C) and 1066 (F), when necessary to cut out brakes on passenger car equipment due to sticking brakes or defective brake rigging, cut-out cock in brake cylinder pipe must be closed.*

Cut-out cock in brake pipe branch pipe to control valve must be used ONLY in the event of defect causing undesired emergency application or any other defect in pipe or valve that is causing excessive loss of brake pipe pressure.

SPECIAL RULES — FIRST SUBDIVISION

Old Main Line, Beatrice, Stromsburg, Norfolk, Albion, Cedar Rapids, Ord-Loup City, Hastings and Kearney Branches

Markers

19 (T). At North Platte, when a train on belt track is clear of the main track, at night the markers must display green lights to the front and side, a green light to the rear on the side next to the main track, and a red light to the rear on the opposite side.

Switch Lights

27 (R). Switch lights will not be used on:

Stromsburg Branch;

Ord-Loup City Branch, between Cotesfield and Ord;

Ord-Loup City Branch, between Boelus and Loup City;

Kearney Branch, between Oconto and Stapleton.

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

Movements in Yards

93 (R). At points shown below, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when a first-class train is due or when view is obscured:

At Grand Island — Between east yard limit sign and Clark St.;

At North Platte — Between extreme east and west switches.

Use of CB&Q Trackage at Lincoln

93 (T). All members of crews of trains and engines using C. B. & Q. tracks at Lincoln must be examined and qualified on C. B. & Q. rules.

While using such tracks, employes will be under supervision of C. B. & Q. supervisors and will be governed by the following C. B. & Q. rules in addition to U. P. rules which do not conflict:

C. B. & Q. Definition: Restricted Speed—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail.

C. B. & Q. Definition: Reduced Speed— Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

C. B. & Q. Rule 93: Within yard limits, second class, extra trains and engines may use the main track, clearing first class trains when due to leave the next station where time is shown, but not less than five minutes.

Within yard limits, second class, extra trains and engines may use the main track without protection as prescribed by Rule 99, except in case of failure to clear first class trains, as required, when carrying passengers or caretakers or when handling occupied company service cars.

Second class, extra trains and engines must move within yard limits at Reduced Speed unless the main track is known to be clear.

CLEAR INDICATION OF BLOCK SIGNALS DOES NOT MODIFY THE REQUIREMENTS OF THIS RULE.

NOTE TO RULE 93.—The "Next Station" means the next station in the direction of any approaching first class train.

C. B. & Q. Rule 99: When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fusees at proper intervals and take such other action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, in addition, displaying lighted fusees. When recalled and safety of train will permit, he may return, leaving the torpedoes and when conditions require, a lighted fusee.

When a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

The front of the train must be protected in the same way when necessary by the forward trainman or in his absence by the fireman.

Continued Opposite Side.

93 (T). Continued.

Conductors and enginemen are responsible for the protection of their trains.

C. B. & Q. Rule 663: Trains or engines must not pass an interlocking signal indicating stop until a member of the train or engine crew is fully informed of the situation. Movement may then be made on hand signal or permission of the operator, at Restricted Speed.

Hand signals must be given with a yellow flag by day and a yellow light by night from center of track on which the movement is to be made. When more than one train or engine is in sight, hand signals must be given from a point not to exceed 100 feet in advance of the engine.

When interlocking signals operated by remote control are in Stop position a member of the train or engine crew will promptly communicate with operator and when so instructed may proceed by Stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

Where interlocking signal governs the block beyond interlocking limits, Rule 509 must be observed.

C. B. & Q. Rule 908: Engines and cars must be moved on yard tracks only as such tracks are seen or known to be clear.

C. B. & Q. Time-table special instruction: Trains and engines must move at Reduced Speed over crossover switches, Nos. 1, 2, 3 and 4 tracks, near subway, Lincoln Passenger Yard, and know they are properly lined.

Clearances

96 (R). A clearance must be received as follows:

Omaha Union Station—by all westward Union Pacific passenger trains;

Gilmore Junction —by all westward Union Pacific trains;

Grand Island —by all trains.

96 (S). Trains are not required to receive a clearance, per Operating Rule 96, as follows:

Summit — All westward passenger trains;

Gilmore — All westward trains;

Lane — Trains entering or leaving Old Main Line;

Oconee — All trains;

Genoa — All Cedar Rapids Branch trains when no operator on duty.

96 (T).

A Clearance Received At	By	Will Confer the Same Authority on	As When Received at
Omaha	Westward first-class trains.	First Subdivision.	Summit.
Gilmore Junction	Westward trains.	Old Main Line.	Gilmore.
Gilmore Junction	Westward trains.	First Subdivision.	Lane.
Columbus	Westward trains going to Albion Branch.	Albion Branch.	Oconee.
Columbus	Westward trains going to Cedar Rapids Branch.	Cedar Rapids Branch.	Genoa.
Spalding	Eastward trains.	Albion or Norfolk Branches.	Genoa or Oconee.
Albion	Eastward trains.	Norfolk Branch.	Oconee.
Grand Island	Any train.	First Subdivision.	Initial Station.

96 (U). Referring to Operating Rules 96 (A) and 97 (A):

The authority conferred by a clearance to a train at its initial station terminates upon arrival at Grand Island, and authority must be received for further movement.

Movements To and From Industrial District at 72nd Street, Omaha

97 (R). At Omaha, for movement of yard engines to and from industrial district at 72nd Street, authority will be conferred by indication of interlocking signal at Summit and instructions from train dispatcher.

Continued on page 6.

97 (R). Continued.

When interlocking signal at Summit displays Clear or Approach indication for a switching movement enroute to this industrial district, authority is conferred for movement to cross-over at west end of Seymour without receipt of Clearance Form 2643, but oral or message instructions from train dispatcher must be complied with. Interlocking operator at Summit must receive authority from train dispatcher before displaying such indications.

On arrival at cross-over at Seymour, engine foreman must obtain permission from train dispatcher by telephone before cross-over switches are opened. If authority is received, cross-over movement may be made under block signal protection, but Operating Rule 516 must be complied with. While standing on westward main track preparatory to making cross-over movement, rear of train must be protected as per Rule 99.

For return movement from Seymour to Summit, engine foreman must obtain permission from train dispatcher by telephone before switches are opened or main track fouled. When authority is received, movement may be made without receipt of Clearance Form 2643, but Operating Rule 516 must be complied with. If stop is made between Seymour and Summit, Rule 99 will apply as required.

Markers need not be displayed, but when such movement consisting of three cars or more behind engine is being made, a member of crew must take conspicuous position on rear car and at night a red light must be displayed on that car.

Railroad Crossings and Junctions

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
Summit. (M.P. 5.1)	C. G. W., C. & N W. cross-overs between Tracks 1, 2, 3, and 4.		Interlocking and signal from switchtender when making movement to south running track and Track 4.
Lane. (M.P.17.1)	Old Main Line crosses eastward track.		Block signals. Operating Rule 518 and Special Rule 533 (R).
Fremont. (M.P. 38.2)	F. S. Y. & L. Co.	U. P.	Cabin Interlocking. Special Rule 98 (S).
Fremont, on Canning Factory Spur.	C. B. & Q. crosses Canning Factory Spur.	U. P.	Gate.
Columbus. (M.P. 83.8)	C. B .& Q.		Semi-Automatic Interlocking. Operating Rule 613.
Central City. (M.P.124.3)	C. B. & Q.		Semi-Automatic Interlocking. Operating Rule 613.
Central City. (M.P. 124.6)	Stromsburg Branch crosses eastward track from eastward siding.		Westward Stromsburg Branch trains will contact Train Dispatcher and cross over under block signal protection. If an eastward train is seen approaching, switch must not be opened or cross-over occupied until approaching train has stopped.
Gibbon (M.P. 175.92)	Hastings Branch crosses eastward track from eastward siding.		Interlocking. Special Rule 240 (S).
Wahoo. (M.P. 19.6)	C. & N. W.	U. P.	Stop signs.
Wahoo. (M.P. 19.6)	C. B. & Q.	U. P.	Stop signs.
Beatrice. (M.P. 97.2)	C. R. I. & P.	U. P.	Stop signs.
Beatrice. (M.P. 97.6)	C. B. & Q.	U. P.	Stop signs.
Humphrey. (M.P. 25.1)	C. & N. W.	U. P.	Stop signs.

Continued Opposite Side.

98 (R). Continued.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Norfolk. (M.P. 48.7)	C. & N. W.	C. & N. W.	Semi-Automatic Interlocking. Special Rule 613 (R).
Norfolk. (M.P. 50.2)	C. & N. W.	C. & N. W.	Stop signs.
Brainard. (M.P. 15.0)	C. & N. W.	U. P.	Stop signs.
David City. (M.P. 23.5)	C. B. & Q.	U. P.	Stop signs.
Ord. (M.P. 60.7)	C. B. & Q.	U. P.	Stop signs.

98 (S). At F. S. Y. & L. Co. crossing, Fremont, a train stopped by Stop indication of signal governing movement over crossing, may proceed when signal changes to Proceed or Approach indication.

If signal continues to display Stop indication, flagman must be sent to crossing to ascertain that derails on C. & N. W. track are in derailing position, and if no conflicting movement is evident and if other conditions permit, flagman will signal his train to proceed over crossing.

Flag Protection

99 (R). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E only on branch lines.

99 (S). In CTC territory, when a work train has been authorized in accordance with Rule 266, the work train may occupy the main track and move in either direction within the designated limits without protection by flagman. This does not, however, modify requirements for proper observance of signal indications or for protection of adjacent tracks not included in the working authority.

Public Crossings

103 (R). The following will govern trains and engines at the public crossings named below:

Stop At—	After stopping, proceed only as follows:
South Sixth St., Beatrice.	Following flagman.
Court St., Beatrice.	Following flagman.
Norfolk Ave. and Fourth Street, Norfolk.	Member of crew must precede movement and act as crossing watchman.

103 (S). At Valley, cars must not be left within 60 feet of the first street crossing west of the depot.

At Valley, at stock yards crossing, eastward trains stopping to cut off engine must stop before passing white marker post 350 feet west of crossing to permit crossing gates to clear for highway traffic. After stopping, movements toward crossing must not exceed 5 MPH.

At Norfolk, cars must not be left closer than 15 feet from the outside edge of the sidewalk.

At Grand Island, all movements on industrial track must stop before crossing U. S. Highway 30 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by yellow insulated joints, extending 50 feet on each side of crossing.

At Central City, while standing, freight trains must keep all crossings clear between the hours of 6:00 a.m. and 11:00 p.m.

103 (T). At Kearney, when Signal 1890 displays Stop indication, eastward trains on main track must stop clear of Fifth Avenue crossing. When Signal 1890 displays Stop indication and track occupancy indicator indicates siding is occupied, eastward trains to use siding must remain clear of Fifth Avenue crossing

Switches

104 (T). Switches will be set normally:

Gilmore —at end of double track, for eastward track;
Oconee —for Norfolk Branch;
Genoa —for Cedar Rapids Branch.

Track Occupancy Indicators

105 (R). At Kearney, when an illuminated letter "O" is displayed on track occupancy indicator, it indicates siding is not occupied. When no light is displayed, it indicates siding is occupied. Indications displayed by these indicators do not modify requirements of Operating Rule 105.

Trains at Stations

107 (R). At Valley, passengers will be discharged from westward trains on south side of track.

At Fremont, Columbus and Kearney, passengers will be discharged from eastward trains on north side of track.

Automatic Block Signals

240 (S). At Gibbon, upper unit of Signal H-273 on Hastings Branch governs westward movements on eastward siding to interlocking dwarf signal. Center unit governs movements through cross-over to westward main track. Lower unit may display illuminated letter "S".

When stopped by this signal, trains from Hastings Branch must not use eastward siding nor open cross-over switches without permission from operator, except that when illuminated letter "S" is displayed, cross-over switches may be opened. If center unit then displays yellow light, movement may then be made to westward main track and proceed to telegraph office for clearance. If signal displays Stop indication after cross-over switches have been opened, Rule 518 will govern.

Centralized Traffic Control System

267 (R).CTC Stop signals, located as follows, are designated as "starting signals":

Hastings—Eastward signal from Grand Island, near 12th Street;
—Second eastward signal east of coal chute, near 12th Street;
—First westward signal west of coal chute.

When stopped by a "starting signal", member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator but movement must be made at restricted speed and Operating Rule 267 must be complied with.

267 (S). In CTC territory between Hastings and Gibbon, push-buttons have been installed in telephone booths of relay houses at dual control switch locations for emergency use when the dispatcher cannot clear signals or when a Stop indication is displayed and communication has failed.

Two push-buttons are installed at each location, one marked "East" and the other marked "West" and the operation of the button for the proper direction will, when conditions permit, cause signals to clear for the movement. The following will govern:

Emergency push-buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by dispatcher, or when communication fails.

When instructed by dispatcher to use emergency button and a Clear indication is received, train or engine may proceed in accordance with signal indications.

When stopped by a Stop indication and communication has failed, proper push-button may be used, and if a Clear indication is then displayed, the train or engine may proceed, but must move at restricted speed to the next Stop signal (A signal) in advance, keeping close lookout for track car or obstruction. A report must be made by wire to Superintendent and Chief Dispatcher at first stop or first open telegraph office.

267 (T). At Hastings, when first eastward "A" signal east of yard office displays Approach indication, switching movement is authorized between that point and C. B. & Q. crossing.

Eastward train must not proceed on such indication except on verbal authority from dispatcher.

267 (U). At Hastings, when westward CTC signals at west end of yard display Approach indication, switching movement is authorized between that point and CTC signal at M. P. 4, Hastings Branch. A westward train must not proceed on such indication except on verbal authority from dispatcher.

267 (V). An eastward train stopped by Stop signal at M. P. 4, Hastings Branch, need not receive Form C clearance, but must be governed by instructions from dispatcher.

Remote Control Switches

526 (R). Remote control switches are located as follows: (See Operating Rules 526 to 528.)

Location	Under Control of
Council Bluffs, east end of Missouri River Bridge.	Operator, Tower A.
Council Bluffs, west end of ice dock tracks 5 and 6.	Operator, Tower A.
Grand Island, east end.	*Operator, Grand Island Tower (3 long rings on telephone).*
North Platte, east end.	Operator, east end.

526 (S). Approaching North Platte, westward freight trains will sound one long and one short sound of whistle, two poles west of MP 279 to indicate approach of freight train to operator.

Electric Locked Switches

533 (R). At Lane, high electric lock installed at junction switch, and low electric lock at west switch of cross-over, automatically unlock when there is no train or engine in the circuit approaching the switch. Track occupancy indicators are located at these switches, and in addition to complying with Operating Rule 515 when Occupied indication is displayed, padlock must not be removed from hasp on low electric lock at west switch of cross-over.

Indicator lamp inside high lock case and on post near low electric lock will display a steady light when electric lock is released. When flashing light is displayed, it indicates that timing device is functioning to release electric lock.

When indicator light does not display a steady light to indicate lock is released and there is no conflicting train movement evident, push button inside case of high lock must be depressed, or padlock removed from hasp on low lock, to start time-release device which will release electric lock in approximately four minutes.

When movement is to be made from eastward main track to Old Main Line, front of train must be between "Release Section" sign and junction switch so that electric lock will release without necessity of waiting four minutes for the timing device to release it.

When Signal A-241 on Old Main Line displays Approach indication, westward trains and engines must stop at telephone booth and member of crew must communicate with train dispatcher and be governed by his instructions.

Interlocking

605 (S). At C. B. & Q. Hall Tower, Lincoln, a siren is in service, and signals by the siren indicate as follows:

Sound	Indication
—	All trains within interlocking limits stop immediately.
o o	Resume normal movement after receiving the proper signal or permission from the signalman.
o o o	Siren test.
o o o o	Call for signal maintainer.

613 (R). When semi-automatic interlocking at Norfolk is out of order, trains must not use the crossing until protected by flagman, in both directions on C. & N. W. Union Pacific chief dispatcher must be immediately notified by wire.

Exchanging Signals and Inspection of Trains

713 (T). Referring to Operating Rules 713, 713 (A) and 713 (B). The following additional requirements must be observed in the operation of all passenger trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves as follows:

M.P. 22.2 and M.P. 22.6 (near Elkhorn)	—reverse curves
M.P. 103.2 (Near Silver Creek)	—single curve
M.P. 216.2	—single curve
M.P. 258.1 and M.P. 258.5	—reverse curves

On curves indicated above, at train order stations and after passing through yard limits, a trainman at rear of the train must ex-

Continued on page 8.

713 (T). Continued.

change signals with a member of the engine crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted by either trainmen or enginemen must be promptly investigated and condition known to be safe before permitting train to proceed.

Passengers on Freight Trains

719 (R). Passengers with tickets may be carried on freight trains between stations at which the trains stop, as follows:

Trains Nos. 237 and 238.

Spreaders and Snow Plows

732 (S). Wedge snow plows 01 to 08 inclusive, and 020 to 023 inclusive, must not be operated on tracks shown below:

Omaha Union Station — tracks 8 to 13 inclusive, adjacent to old umbrella sheds;

Lincoln Union Station — first track west of station adjacent to passenger station.

Retarder Yard — North Platte

802 (T). Switching movements handled by Car Retarder System are controlled by signal indications or as otherwise directed verbally by the yardmaster.

Hump signal, located at crest of the hump, governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop
Yellow	—Proceed not exceeding 2 MPH
Green	*—Proceed not exceeding 8 MPH*
Flashing Red	—Back up.

Trimmer signal, located at crest of the hump, controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop, and not proceed except on instructions from hump yardmaster.
Green	—Proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

An air whistle located on the compressor building will be controlled from hump yardmaster's office and Tower A. The following whistle signals will be used:

1 long blast	—Humping operations are about to start.
2 short blasts	—Call for maintainer.
3 short blasts	—Call for section foreman.

Switching Cars with Air Brakes Cut In

804 (R). Air brakes must be cut in and operative on all cars being handled at the following points:

Columbus	—Between sand pit and train yard and between sand pit and C. B. & Q. Transfer;
Grand Island	—Between train yard and sugar factory;
Grand Island	—Between train yard and Webb Stockyard;
North Platte	—Between train yard and stockyard.

Doubleheading

808 (R). 800 and 3900 class engines must not be operated doublehead over Bridge 12.65, Old Main Line.

Inspection of Trains

811 (U). To afford carmen opportunity to make roll-by inspection, a speed of 10 MPH must not be exceeded by freight trains, passing inspection points at Grand Island, North Platte and Hastings.

Leaving Engine Unattended

875 (S). Engineers must not leave engine unattended after arriving at Omaha Union Station until relieved by either engine watchman, hostler, or outgoing engineman.

Standpipe Spouts

890 (R). After taking water at Grand Island passenger station, on westward trains the standpipe spout must be left turned to the east, and on eastward trains it must be left turned to the west.

Track Restrictions

899 (R). Engines heavier than indicated below must not go on the tracks named:

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE — Includes all GP-7, F-7, GP-9 and SD-7 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE — Includes all Alco road switchers, units numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

Permission must be received from dispatcher or officer before permitting steam engines to operate on any branch.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
Gilmore	Beyond fouling point at each end of cleaning track	None permitted
Weco	*Industry tracks*	*D. E. Road Engine*
Waterloo	Seed house track	*D. E. Switch Engine*
Valley	Coy Seed Spur	*D. E. Switch Engine*
	Cone sand pit spur, M.P. 1, Beatrice Branch	*D. E. Switch Engine*
	Lyman-Richey sand spur, M.P. 2, Beatrice Branch	*D. E. Switch Engine*
	Yard track No. 2 south of depot, between 275 feet west of east switch and cross-over opposite depot	*D. E. Switch Engine*
	Spur north of roundhouse	*D. E. Switch Engine*
	Electric light spur	*D. E. Switch Engine*
	Stockyards track	*D. E. Road Engine*
Mercer	Industry track	*D. E. Switch Engine*
Fremont	F. S. Y. & L. Co. side tracks	*D. E. Switch Engine*
	Canning factory track and spur	*D. E. Switch Engine*
	West end south industry track (Lottie track)	*D. E. Switch Engine*
	Shellenberger Sand Co. track	*D. E. Switch Engine*
	North industry track	*D. E. Switch Engine*
	Thomas coal spur	*D. E. Switch Engine*
	Fremont Mill Co. spur	*D. E. Switch Engine*
	Gas plant spur	*D. E. Switch Engine*
	F. S. Y. & L. Co. main track	*D. E. Road Engine*
	North C. & N. W. transfer track	*D. E. Road Engine*
	Freight house track	*D. E. Road Engine*
Schuyler	Freight house spur	*D. E. Switch Engine*
	Higgins & Coufal spur	*D. E. Switch Engine*
	Water and light plant spur	*D. E. Road Engine*
Columbus	Electric light spur (Swift & Co.)	*D. E. Switch Engine*
	Hord elevator track	*D. E. Switch Engine*
	Freight house track	*D. E. Switch Engine*
	Old rip tracks	*D. E. Switch Engine*
	Cinder pit spur	*D. E. Switch Engine*
	Cinder pit track at roundhouse	*D. E. Switch Engine*
	Second track north of coal chute	*D. E. Switch Engine*
Duncan	Industry track east of stockyards	*D. E. Switch Engine*
Havens	Industry track west of stockyards loading chute	*D. E. Switch Engine*
Central City	Two C. B. & Q. joint tracks at Hord Mill	*D. E. Switch Engine*
Grand Island	Coal storage tracks in old material yard	*D. E. Switch Engine*
	All shop tracks	*D. E. Switch Engine*
	West leads to turntable	*D. E. Switch Engine*
	Canning factory spur	*D. E. Switch Engine*
	Horse barn track	*D. E. Switch Engine*
	Freight house tracks	*D. E. Switch Engine*
	Tracks on Front Street	*D. E. Switch Engine*
	Tulley fence spur	*D. E. Switch Engine*
	Farmer's Elevator spur	*D. E. Switch Engine*
	Brewery spur	*D. E. Switch Engine*
	Two south coal storage spurs	*D. E. Switch Engine*
	Middle yard tracks Nos. 3, 4, 5, 6 and 7	*D. E. Switch Engine*

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899 (*R*). Continued.

Location	Track	Heaviest Engine Permitted
Grand Island.... (Continued)	First track north of freight house	*D. E. Switch Engine*
	Spurs east and west of depot	*D. E. Switch Engine*
	Passenger yard rubbish spur	*D. E. Switch Engine*
	Third, fourth and fifth tracks north of carmen's shanty, passenger yard	*D. E. Switch Engine*
	Lumber yard tracks	*D. E. Switch Engine*
	West stock yard track	*D. E. Switch Engine*
	East caboose alley track	*D. E. Road Engine*
	West caboose alley track	*D. E. Road Engine*
	Scale track west of Dago track switch	*D. E. Road Engine*
	Coal chute hopper track	*D. E. Road Engine*
	Coal chute cinder track	*D. E. Road Engine*
	Paint and sand blast track	*D. E. Road Engine*
	Cross-over between inner and outer belt tracks just west of blow-off box east of coal chute	*D. E. Road Engine*
	Inner belt track	*D. E. Road Engine*
Alda	Cornhusker Ordnance Plant	*D. E. Road Engine*
	House track	*D. E. Road Engine*
Shelton	*House track*	*D. E. Road Engine*
Gibbon	North and south storage tracks in wye	*D. E. Road Engine*
Kearney	Trackage to Kearney Municipal Airport	*D. E. Road Engine*
	Motor car stall track	*D. E. Switch Engine*
	Alley track	*D. E. Switch Engine*
	Oil spur	*D. E. Switch Engine*
	Old repair yard spur	*D. E. Switch Engine*
	Freight house track	*D. E. Switch Engine*
	Freight house spurs	*D. E. Switch Engine*
	Enginehouse track	*D. E. Road Engine*
	Cut-off south of passenger depot to mill track	*D. E. Road Engine*
	First track north of roundhouse	*D. E. Road Engine*
Lexington	Third and fourth tracks north side, east of depot	*D. E. Road Engine*
Willow Island	*House track*	*D. E. Road Engine*
Gothenburg	Water tank spur	*D. E. Switch Engine*
	Wye track	*D. E. Road Engine*
Maxwell	*House track*	*D. E. Road Engine*
North Platte	Old engine Nos. 1, 4 and 5 tracks	*D. E. Switch Engine*
	North and south stationary track	*D. E. Switch Engine*
	Downtown tail track	*D. E. Switch Engine*
	Downtown stationary boiler spur	*D. E. Switch Engine*
	Swift & Company and water works spur	*D. E. Switch Engine*
	Spur to carmen's shanty, passenger yard	*D. E. Switch Engine*
	Storage spurs at new turntable	*D. E. Switch Engine*
	Hopper track	*D. E. Switch Engine*
	Oil spur at roundhouse	*D. E. Switch Engine*
	Beyond frogs of turnouts of new repair tracks, retarder yard	*D. E. Road Engine*
Weston	Chicago Lumber track	*D. E. Switch Engine*
Valparaiso	East switch to cinder pit track	*D. E. Switch Engine*
West Lincoln	Spur	*D. E. Switch Engine*
Lincoln	Spurs north of freight house	*D. E. Switch Engine*
	Engine house tracks	*D. E. Switch Engine*
	Cinder pit spur	*D. E. Switch Engine*
	Tracks south of K Street Tower (4th Street)	*D. E. Switch Engine*
Beatrice	Swift track, from west switch to road crossing at west end Swift & Company plant	*D. E. Switch Engine*
	Freight house spur across and west of Ella Street	*D. E. Switch Engine*
	Sidings south of Court Street	*D. E. Switch Engine*
	Allers Grain Company spur	*D. E. Switch Engine*

Note: Gas Turbine engines may operate on Hastings Branch, but must not be operated over following tracks:

Hayland —House track
Denman —House track

Close Clearances

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 —
At all stations..	Mail cranes	Side.
First Subdivision		
M.P. 5.59	Bridge	Side on both tracks.
M.P. 7.94	C. & N. W. Bridge	Side on both tracks.
M.P. 23.86	Bridge	Side on both tracks.
Schuyler	Train order delivery cranes	Side on both tracks.
Columbus	Coal chute	Side and top on both tracks.
M.P. 86.49	Bridge	Side on both tracks.
Central City	Train order delivery cranes	Side on both tracks.
Gibbon	Train order delivery cranes	Side on both tracks.
M.P. 158.0	Bridge	Side on both tracks.
Kearney	Coal chute	Side and top on both tracks.
Lexington	Train order delivery cranes	Side on both tracks.
Cozad	Train order delivery cranes	Side on both tracks.
Gothenburg	Coal chute	Top on both tracks.
Old Main Line		
M.P. 12.65	**Bridge**	**Sides.**
BeatriceBranch		
Lincoln	**O Street Viaduct**	**Top.**
Lincoln	**Buildings between G and H Streets**	**Sides.**
Lincoln	**Refrigerator Dock at Lincoln Packing Co.**	**Sides.**
Stromsburg Branch		
M.P. 0.34	**Bridge**	**Sides.**
Norfolk Branch		
M.P. 47.89	Bridge	Sides.
Albion Branch		
M.P. 15.90	**Bridge**	**Sides.**
Ord Branch		
M.P. 20.99	Bridge	Sides.
Cedar Rapids Branch		
M.P. 12.96	Bridge	Sides.
M.P. 22.55	Bridge	Sides.
M.P. 23.58	Bridge	Sides.

900 (S). Pennsylvania box cars, series 36987-37090 inclusive, inside length 60 feet 6 inches and height over running board 15 feet 2½ inches.

At Omaha Union Station, these cars will clear west end of old style umbrella shed adjacent to Track 13 on inside of curve by only 3½ inches and must be carefully handled by these close clearances.

900 (U). 3700, 3800 and 3900 class cabooses with extended smoke stacks and 3900 and 4000 class engines must not be moved through umbrella sheds at Council Bluffs, Omaha and Cheyenne, account insufficient clearance.

900 (V). Dome cars must not be operated over tracks 8 to 13 inclusive, Omaha Union Station.

Air Brakes Rules

1035 (R). On passenger trains, running air test must be made at the following points:

Summit — Eastward;
Touhy — Westward;
Loma — Eastward.

1043 *(R). Inspection required by Air Brake Rule 1043 (D) (Revised March 1, 1958) must be made as follows:*

North Platte — All eastward and westward trains.

SPECIAL RULES — SECOND SUBDIVISION
North Platte Branch, North Platte Cut-Off, Gering, Lyman and Sears Branches

Markers

19 (T). At North Platte, when a train on belt track is clear of the main track, at night the markers must display green lights to the front and side, a green light to the rear on the side next to the main track, and a red light to the rear on the opposite side.

Switch Lights

27 (R). Switch lights will not be used on:

North Platte Branch;
North Platte Cut-off;
Sears Branch;
Lyman Branch;
Gering Branch.

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

Register Check

D-83 *(R). Information required by Operating Rule D-83 need not be received at O'Fallons by eastward trains from North Platte Branch.*

Movements in Yards

93 (R). At points shown below, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when a first-class train is due or when view is obscured:

At North Platte — Between extreme east and west switches;
At Sidney — Between extreme east and west switches;
At Cheyenne — Between East Crossover and Tower A.

93 (S). At Cheyenne, between west wye switch and Tower A, all trains and engines must approach cross-over switches in main tracks carefully, expecting to find tracks in vicinity of passenger station occupied by trains or cars, and switches lined for other than main track movement.

Eastward trains and engines approaching west end Cheyenne passenger station must be prepared to stop clear of cross-over unless proceed signal is received from yardman in charge of switches.

Westward trains and engines approaching east end Cheyenne passenger station must be prepared to stop clear of cross-overs at east end of passenger yard tracks unless proceed signal is received from yardman in charge of switches.

Trains leaving Cheyenne passenger station must not foul lead or cross-overs until proceed signal is received from yardman in charge of switches.

Proceed signal must be answered.

At Cheyenne, trains and engines using Wyoming Division First Subdivision main track between Tower A and passenger station must move expecting to find the track occupied, and a speed of 20 MPH must not be exceeded under any circumstances.

All eastward trains must approach west end of Cheyenne yard prepared to stop unless it can be seen that the lead is clear and switch is properly lined for their head-in track. When view is obscured or lead occupied, trainman must precede movement and know that switches are properly lined and lead clear before giving proceed signal.

Clearances

96 (R). A clearance must be received as follows:

Sidney — by all trains.

96 (S). Trains are not required to receive a clearance, per Operating Rule 96, as follows:

O'Fallons — *Only section of a regular train from North Platte Branch.*

96 (T)

A Clearance Received At	By	Will Confer the Same Authority on	As When Received at
Sidney.	*Any train.*	*Second Subdivision.*	*Initial Station.*
Gering.	*Only section of a regular train.*	*Second Subdivision.*	*O'Fallons*

96 (U). Referring to Operating Rules 96 (A) and 97 (A):

The authority conferred by a clearance to a train at its initial station terminates upon arrival at Sidney and authority must be received for further movement.

Railroad Crossings and Junctions

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
O'Fallons. (M.P. 300.7)	North Platte Branch.		Under flag protection.
Egbert. (M.P. 477.7)	North Platte Cut-Off.		Under flag protection.
Cheyenne. (M.P. 508.4)	Westward freight trains cross eastward track.		*Remote control signals. See Special Rule 526 (S)*

Flag Protection

99 (R). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E only on North Platte Cut-Off and all branch lines.

Public Crossings

103 (R). The following will govern trains and engines at the public crossings named below:

At Pine Bluffs, while standing, freight trains must keep crossing just east of depot clear;

At Hillsdale, while standing, freight trains must keep crossing at depot clear between the hours of 8:30 a.m. and 10:00 a.m.

103 (U). At Ogallala, when engine is to be cut off an eastward train on main track, train must be left west of aluminum painted pole located 150 feet west of public crossing.

Trains or cars must not be left standing on eastward siding between public crossing and yellow painted joint bars located 150 feet west of crossing.

Trains leaving westward siding or starting from coal chute should approach public crossing at very slow speed to allow time for crossing gates to lower.

Switches

104 (T). Switches will be set normally:

Yoder — for main track to South Torrington.

Trains at Stations

107 (R). At Julesburg, passengers will be discharged from eastward trains on north side of track.

Cross-over Movements — Cheyenne

D-152 (R). At Cheyenne, movements through cross-over just east of east leg of the wye, may be made under block signal protection. If a train or engine is seen approaching, switch must not be opened nor cross-over occupied until approaching train or engine has stopped.

Automatic Block Signals

240 (R). At Cheyenne, when a train or engine is stopped by dwarf signal located between eastward and westward main tracks 525 feet west of M.P. 509 or dwarf signals at the fouling point on C. B. & Q. transfer track, old ice house track and old shop track or Signal 5089, a flagman must be sent ahead to next signal or to "End of Block" sign.

Remote Control Switches

526 (R). Remote control switches are located as follows: (See Operating Rules 526 to 528).

Location	Under Control of
North Platte, east end.....	Operator, east end.
Cheyenne, east end.	*Operator, Cheyenne Yard Office. See Special Rule 526 (S)*

526 (T). At east end Cheyenne, Yard Track Indicator is located north of westward main track and 190 feet west of cross-over. This Yard Track Indicator will illuminate AFTER a westward train has passed the entering signal and will display a letter to indicate the yard to be used and a numeral to indicate the track to be used by that train. Letters on Yard Track Indicator will indicate the following:

"P" — Passenger Yard
"S" — South Freight train yard
"N" — North Freight train yard

If, after passing entering signal, Yard Track Indicator does not display indication, westward freight trains must stop and be governed by instructions from operator.

If a westward passenger train receives indication to head into freight yard, train must stop and be governed by instructions from operator.

Interlocking

605 (R). To indicate the route to be used, the following whistle signals will be used:

At Julesburg:

For movement from westward main track to Third Subdivision or from Third Subdivision to eastward main track..... —o

For movement from westward main track to eastward main track or from eastward main track to westward main track or from Third Subdivision to westward main track..... o—o

At Julesburg, when interlocking dwarf signals display indication permitting movement against current of traffic, movement may be made without flag protection to "End of Block" signs.

At Tower A, Cheyenne:

For movement from any track to —

Stock yard..... —o—
No. 3 main track..... —o
New yard south lead..... — —o
New yard north lead..... —oooo
No. 2 main track..... o—o
No. 1 main track..... o—o—

Exchanging Signals and Inspection of Trains

713 (T). Referring to Operating Rules 713, 713 (A) and 713 (B). The following additional requirements must be observed in the operation of all passenger trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves as follows:

M.P. 323.5 and M.P. 324.4 — reverse curves
M.P. 355 — single curve
M.P. 422.6 and M.P. 423.5 — reverse curve
M.P. 486.2 and M.P. 487.6 — reverse curve

On curves indicated above, at train order stations and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the engine crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted by either trainmen or enginemen must be promptly investigated and condition known to be safe before permitting train to proceed.

Passengers on Freight Trains

719 (R). Passengers with tickets may be carried on freight trains between stations at which the trains stop, as follows:

Trains Nos. 97, 98, 241, 242, 353 and 354.

Spreaders and Snow Plows

732 (R). Spreaders and snowplows will not clear concrete platforms at Cheyenne passenger station.

Retarder Yard — North Platte

802 (T). *Switching movements handled by Car Retarder System are controlled by signal indications or as otherwise directed verbally by the yardmaster.*

Hump signal, located at crest of the hump, governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Color	Indication
Red	— Stop
Yellow	— Proceed not exceeding 2 MPH
Green	*— Proceed not exceeding 8 MPH.*
Flashing Red	— Back up

Trimmer signal, located at crest of the hump, controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

Color	Indication
Red	— Stop, and not proceed except on instructions from hump yardmaster
Green	— Proceed

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

An air whistle located on the compressor building will be controlled from hump yardmaster's office and Tower A. The following whistle signals will be used:

1 long blast — Humping operations are about to start
2 short blasts — Call for maintainer
3 short blasts — Call for section foreman

Switching Cars with Air Brakes Cut In

804(R). Air brakes must be cut in and operative on all cars being handled at the following points:

North Platte — Between train yard and stockyard
Northport — Between depot and C. B. & Q. Transfer

Inspection of Trains

811 (U). To afford carmen opportunity to make roll-by inspection, a speed of 10 MPH must not be exceeded by freight trains passing inspection points as follows:

North Platte — Westward
Sidney — Eastward and Westward
Cheyenne —Westward

At Cheyenne, freight trains which are not headed into freight yard will move on westward main track to east end station platform, head across at passenger yard 7 into Old Yard 7 and stop head end at Crow Creek.

Track Restrictions

899 (R). Engines heavier than indicated below must not go on the track named:

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE — Includes all GP-7, F-7, GP-9 and SD-7 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE — Includes all Alco road switchers, units numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

Permission must be received from dispatcher or officer before permitting steam engines to operate on any branch.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
North Platte.....	Old engine Nos. 1, 4 and 5 tracks.....	*D. E. Switch Engine*
	North and south stationary track.....	*D. E. Switch Engine*
	Downtown tail track.....	*D. E. Switch Engine*

Continued on page 12.

899 *(R).* Continued.

Location	Track	Heaviest Engine Permitted
North Platte.... (Continued)	Downtown stationary boiler spur.....	*D. E. Switch Engine*
	Swift & Company and water works spur....	*D. E. Switch Engine*
	Spur to carmen's shanty, passenger yard...	*D. E. Switch Engine*
	Storage spurs at new turntable.....	*D. E. Switch Engine*
	Hopper track.....	*D. E. Switch Engine*
	Oil spur at roundhouse.....	*D. E. Switch Engine*
	Beyond frogs of turnouts of new repair tracks, retarder yard.....	*D. E. Road Engine*
Big Springs.....	Beyond derail on boot spur.....	*D. E. Road Engine*
Ogallala.....	Hopper track beyond coal chute.....	*D. E. Switch Engine*
Julesburg.....	Spur track inside wye.....	*D. E. Switch Engine*
Sidney.....	Industry spur north of roundhouse.....	*D. E. Switch Engine*
	Rip track north of wye.....	*D. E. Switch Engine*
	High line track.....	*D. E. Switch Engine*
	Freight house track.....	*D. E. Switch Engine*
Brownson.....	Government tracks.....	*D. E. Road Engine*
Pine Bluffs.....	Pump house spur.....	*D. E. Road Engine*
Tracy.....	Industry spur.....	*D. E. Road Engine*
Durham.....	Industry spur.....	*D. E. Road Engine*
Cheyenne.....	Cross-over between east lead track to south yard and drill track at east end of south yard.....	*D. E. Road Engine*
Gering.....	Swift & Company spur.....	*D. E. Switch Engine*
	Brown Bean Company elevator and stock track.....	*D. E. Switch Engine*

Close Clearances

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—
At all stations..	Mail cranes.....	Side.
Second Subdivision		
Ogallala.....	Coal chute.....	Side and top on both tracks.
M.P. 358.85.....	Bridge.....	Side on both tracks.
Julesburg.....	Coal chute.....	Side and top on both tracks.
M.P. 390.57.....	Bridge.....	Side on both tracks.
M.P. 403.26.....	Bridge.....	Side on both tracks.
M.P. 403.87.....	Bridge.....	Side on both tracks.
Sidney.....	Coal chute.....	Side and top on westward track.
Sidney.....	Signal 4083.....	Side on westward track.
M.P. 419.57.....	Bridge.....	Side on both tracks.
M.P. 426.86.....	Bridge.....	Side on both tracks.
M.P. 506.33.....	Bridge.....	Side on both tracks.
Cheyenne	Passenger station train sheds.....	Sides.

900 (T). At Cheyenne passenger station, the following freight equipment must not be moved through umbrella sheds, account insufficient clearance:

UP562109	*UP563071*	*UP564024*
UP562140	*UP563090*	*UP564047*
UP562148	*UP563152*	*UP564100*
UP562149	*UP563162*	*UP564129*
UP562173	*UP563182*	*UP564143*

In addition, movement of excessively high or wide foreign freight equipment or high and wide loads through these sheds is prohibited.

900 *(U). 3700, 3800 and 3900 class cabooses with extended smoke stacks and 3900 and 4000 class engines must not be moved through umbrella sheds at Cheyenne, account insufficient clearance.*

Air Brake Rules

1035 (R). On passenger trains, running air test must be made at the following points:

M.P. 24, North Platte Cut-Off — Eastward

1043 *(R). Inspection required by Air Brake Rule 1043 (D) (revised March 1, 1958) must be made as follows:*

North Platte — All eastward and westward trains
Cheyenne — All eastward trains

1044 (R). On freight trains, air brake test as required by Air Brake Rule 1044 must be made at:

M.P. 24, North Platte Cut-Off — Eastward

1045 (R). Retaining valves must be used on all eastward freight trains from M.P. 24, North Platte Cut-Off, to Tremain.

Exception — Trains averaging not to exceed fifty-five gross tons per car may be handled without the use of retaining valves when handled by engines equipped with two air compressors which are operative.

1045 (S). Retaining valves must be used on trains consisting of more than 20 cars, any of which are explosives, being handled from classification yard, Sioux Ordnance Plant to Brownson.

One retaining valve must be turned up for each 5 cars in train. Example: If 50 cars in train, 10 retaining valves must be used consecutively, starting at head end of train. See Air Brake Rule 1045 (A).

All retaining valves must be turned down again upon arrival at Brownson.

SPECIAL RULES — THIRD SUBDIVISION

Watch Comparison

3 (R). Conductors and engineers of C. B. & Q. trains who have made and registered watch comparison at C. B. & Q. initial station will not be required to make or register watch comparison at Sterling or Union.

Train Register

83 (R). At Union, eastward Union Pacific trains which have not ascertained that C. B. & Q. trains due have arrived or left, must approach C. B. & Q. junction switch at restricted speed, but if operator is located west of C. B. & Q. junction switch and gives proceed signal and delivers train order check on C. B. & Q. trains, and if block signals indicate Proceed, eastward trains may proceed.

Clearances

96 (R). A clearance must be received as follows:
Sterling — by all trains

96 (T).

A Clearance Received At	By	Will Confer the Same Authority on	As When Received at
Sterling.	*Any Union Pacific train.*	*Third Subdivision.*	*Initial Station.*

Railroad Crossings and Junctions

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
Union. (M.P. 81.0)	C. B. & Q.		Block signals. Special Rule 83 (R).

Switches

104 (U). At Sterling, switch at east end of No. 1 yard track is a spring switch equipped with facing point lock. When an eastward train or engine is stopped by interlocking signal on No. 1 yard track and no immediate conflicting movement is evident, movement may be made in compliance with Rules 517 and 612.

Interlocking

605 (R). To indicate the route to be used, the following whistle signals will be used:

At Julesburg:

For movement from westward main track to Third Subdivision or from Third Subdivision to eastward main track..... —o

For movement from westward main track to eastward main track or from eastward main track to westward main track or from Third Subdivision to westward main track..... o—o

At Julesburg, when interlocking dwarf signals display indication permitting movement against current of traffic, movement may be made without flag protection to "End of Block" signs.

Inspection of Trains

811 *(U). To afford carmen opportunity to make roll-by inspection, a speed of 10 MPH must not be exceeded by freight trains passing inspection points, as follows:*

Sterling — *Westward.*
Sterling — *Eastward.*

Engine Supplies

869 *(R). Water must not be taken at Hardin or Snyder except in emergencies. When necessary to take water at these stations, only enough water will be taken to make next regular water station.*

Track Restrictions

899 *(R). Engines heavier than indicated below must not go on the tracks named:*

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE — Includes all GP-7, F-7, GP-9 and SD-7 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE — Includes all Alco road switchers, units numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1805, and 1870 to 1877.

Permission must be received from dispatcher or officer before permitting steam engines to operate on any branch.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
Ovid.....	Cross-over at beet hopper.....	*D. E. Road Engine*
	House track.....	*D. E. Road Engine*
Proctor.....	*House track*.....	*D. E. Road Engine*
Sterling.....	West industry spur.....	*D. E. Road Engine*
	East and west lead to sugar factory.....	*D. E. Road Engine*
	C. B. & Q. coach spur.....	*D. E. Road Engine*
	Coal chute hopper track.....	*D. E. Road Engine*
	Alfalfa mill spur.....	*D. E. Road Engine*
	East and west stock and industry tracks...	*D. E. Road Engine*
Hurley.....	House track.....	*D. E. Road Engine*
Weldona.....	*House track*.....	*D. E. Road Engine*
La Salle.....	Sugar beet spur at east end.....	*D. E. Road Engine*
	Wye track.....	*D. E. Road Engine*
	Depressed track of cinder pit.....	None permitted

899 *(T). At Sterling, cars must not be spotted between air boxes and Chestnut Street.*

At La Salle and Sterling, 800, 3900 and 4000 class engines must not be turned on turntables.

Close Clearances

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 sides of industry, stock and other tracks:

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations..	Mail cranes.....	Side.
Third Subdivision		
M.P. 7.05.....	Bridge.....	Side.
M.P. 33.19.....	Bridge.....	Side.
M.P. 48.71.....	Bridge.....	Side.
M.P. 50.34.....	Bridge.....	Side.
Crook.....	Standpipe.....	Side.
Sterling.....	First semaphore east of depot.....	Side.
Sterling.....	Snow plows on main track or siding will not clear standpipes.	
	Standpipe east of depot.....	Side.
	Standpipe west of depot.....	Side.
M.P. 106.41.....	Bridge.....	Side.
M.P. 132.53.....	Bridge.....	Side.

RATING OF STEAM AND DIESEL LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Locomotive	Numbers (Inclusive)	Cheyenne to Sidney	Sidney to North Platte	North Platte to Valley	Valley to Council Bluffs	Gering to O'Fallons	South Torrington to Gering	Egbert to Yoder	Beatrice to Lincoln	Lincoln to Valparaiso	Valparaiso to Wahoo	Wahoo to Valley	Gibbon to Hastings	LaSalle to Julesburg
CSA 69 $\frac{22-22}{32}$ 400 394 407	3800 to 3839	8000	8000	9500	5800									6000
4-6-6-4 3 69 5 $\frac{21-21}{32}$ 406 404 407	3930 to 3949 3950 to 3969 3975 to 3999	8000	8000	9500	5800									6000
4-8-8-4 1 68 2 $\frac{23\frac{3}{4}-23\frac{3}{4}}{32}$ 540 545	4000 to 4019 4020 to 4024	9000	9000	9500	6800									
FEF 77 $\frac{24\frac{1}{2}}{32}$ 266	800 to 819	5000	5500	7500	4540				4500	3400	2200	3400	5500	6000
FEF 80 $\frac{25}{32}$ 266	820 to 844													

TYPE	NUMBERS (Inclusive)	H.P.												
TURBINE	1-8	8500		10620	Car Limit	Car Limit	10620							
TURBINE	51-75	4500		9000	9500	9000	9000				7000	6000	5200	6000	7800	
EMD-GP7	100-129	1500												
EMD-GP9	130-244	1750		3000	3200	3000	3000				2330	2000	1750	2000	2600	
EMD-F7	1400-1496	1500												
ALCO	1600-1643	1500												

Note. Rating is for single unit. If more than one unit, combined rating will govern.

EXPLANATION

FEF.....4-8-4
CSA.....Challenger
EXAMPLE: Challenger locomotive having 69 inch drivers, cylinders 22 inch diameter and 32 inch stroke, and weighing 400,000 pounds on drivers:

CSA 69 $\frac{22-22}{32}$ 400

RATING OF STEAM AND DIESEL LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Locomotive	Numbers (Inclusive)	Council Bluffs to Valley	Valley to North Platte	North Platte to Sidney	Sidney to Cheyenne	O'Fallons to Gering	Gering to South Torrington	Yoder to Egbert	Valley to Wahoo	Wahoo to Valparaiso	Valparaiso to Lincoln	Lincoln to Beatrice	Hastings to Gibbon	Julesburg to LaSalle
CSA 69 — 22–22 / 32 — 400 / 394 / 407	3800 to 3839	5800	7070	4900	4200									4000
4-6-6-4 69 — 21–21 / 32 — 3 / 4 / 5 — 406 / 404 / 407	3930 to 3949 3950 to 3969 3975 to 3999	5800	7070	4900	4200									4000
4-8-8-4 68 — 23¾–23¾ / 32 — 1 / 2 — 540 / 545	4000 to 4019 4020 to 4024	6800	8000	6500	6000									
FEF 77 — 24½ / 32 — 266	800 to 819	4540	5000	3400	3000				4250	2300	4250	2500	4380	3200
FEF 80 — 25 / 32 — 266	820 to 844													

TYPE	NUMBERS (Inclusive)	H.P.												
TURBINE	1–8	8500		10120	13000	9900	8240							
TURBINE	51–75	4500		7800	9000	7800	6500				7000	5100	7000	5600	8300	
EMD-GP7	100–129	4500		2600	3000	2600	2150				2330	1700	2330	1860	2760	
EMD-GP9	130–244	5250														
EMD-F7	1400–1496	4500														
ALCO	1600–1643	4500														

EXPLANATION

FEF.....4-8-4
CSA.....Challenger

EXAMPLE: Challenger locomotive having 69 inch drivers, cylinders 22 inch diameter and 32 inch stroke, and weighing 400,000 pounds on drivers:

CSA 69 $\frac{22\text{–}22}{32}$ 400

Note. Rating is for single unit. If more than one unit, combined rating will govern.