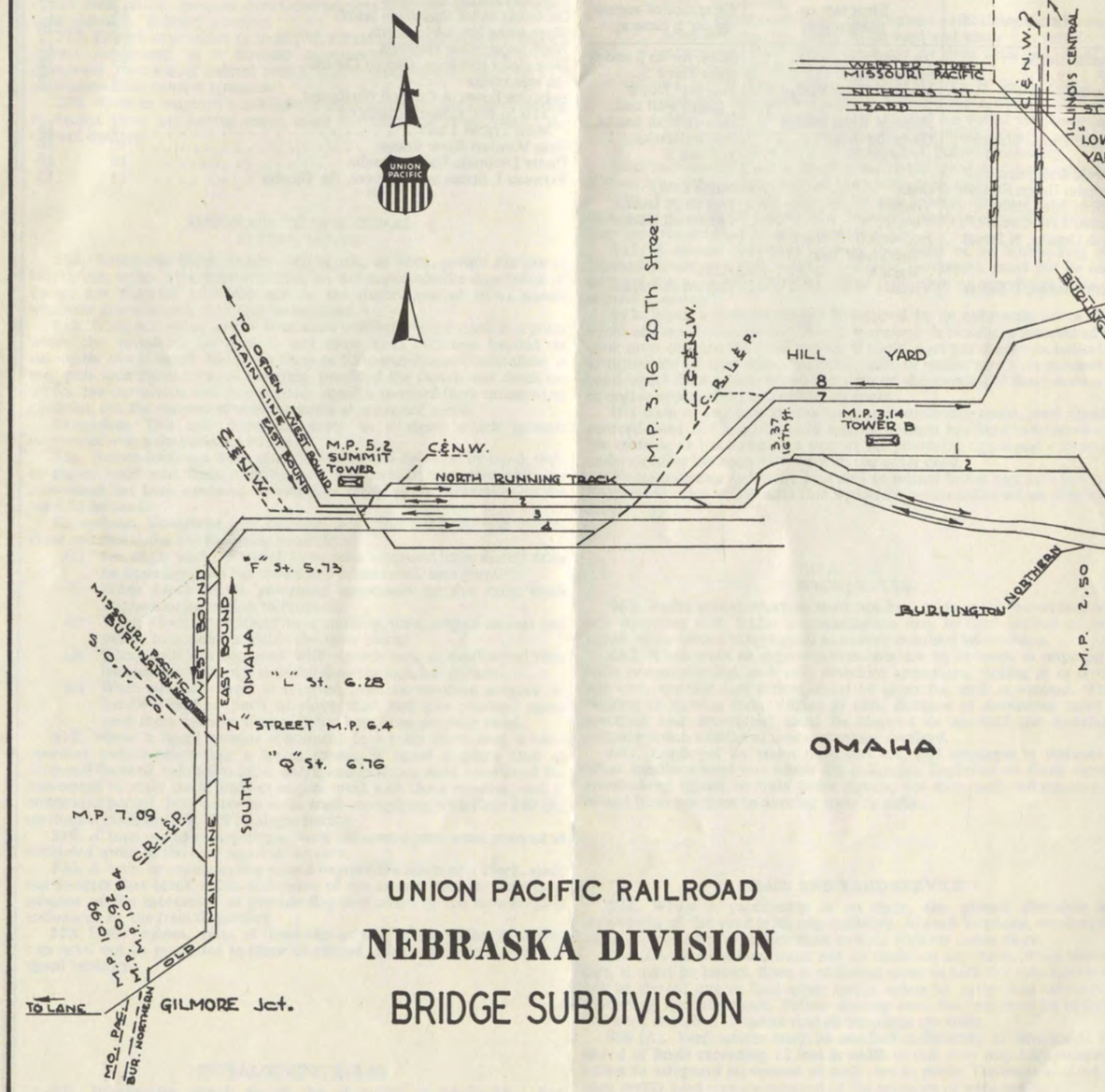
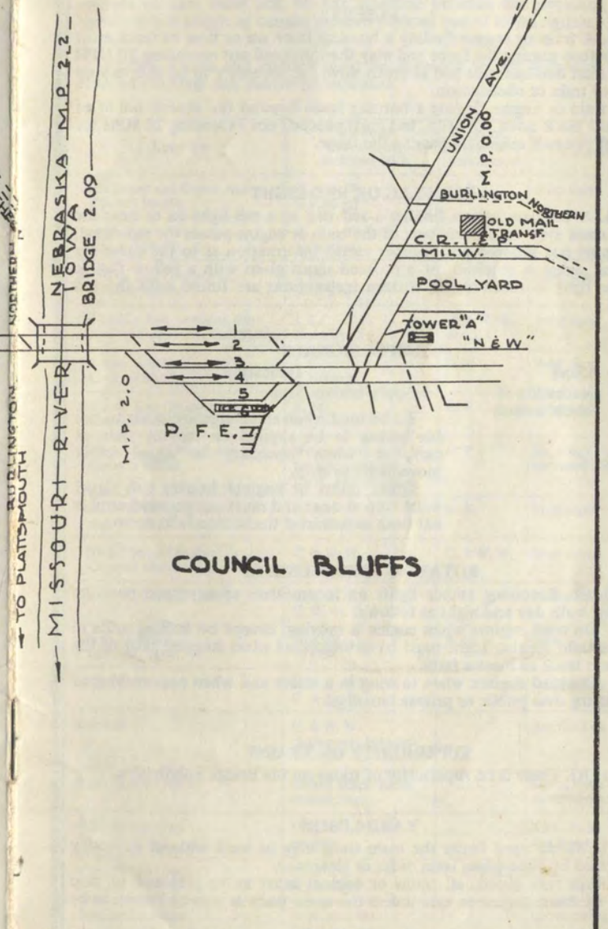


UNION PACIFIC RAILROAD

NEBRASKA DIVISION

BRIDGE SUBDIVISION



COUNCIL BLUFFS

UNION PACIFIC RAILROAD COMPANY

Eastern District

Bridge Subdivision

(NEBRASKA DIVISION)

Rules for Employes of Tenant Lines

Effective May 1, 1972

Employes whose duties are in any way affected thereby, must have a copy of these rules in their possession while on duty on Bridge Subdivision.

O. A. DURRANT
General Manager

S. D. GATCHELL
General Superintendent

E. C. MAY
Superintendent

The rules herein set forth are for the government of employes of tenant lines operating on Bridge Subdivision, Nebraska Division of the Union Pacific Railroad Company. Except for the rules provided herein, employes of tenant lines will be governed by the rules of the railroad by which they are employed.

They take effect May 1, 1972, superseding all previous rules and instructions not consistent therewith.

Special instructions may be issued by proper authority.

O. A. DURRANT,
GENERAL MANAGER

LIMITS OF BRIDGE SUBDIVISION, NEBRASKA DIVISION, UNION PACIFIC RAILROAD CO.

The Bridge Subdivision comprises the tracks between the points shown below. All are within yard limits:

Council Bluffs

Main Street at 10th Ave.)
9th Street at Union Ave.) and West Switch, Gilmore
C.R.I.&P. Junction)

Omaha

Summit	and Yard Limit sign, Lane Cut-off
Mo.Pac. Jct. (near Cass St.)	and 20th Street
End of Carter Lake Track	and Douglas Street
End of Industrial Track	and Carter Lake Track

	LOCATIONS	M.P.	
	I.C. JCT. C.R.I.&P. JCT. B.N. JCT.		
4 MAIN TRACKS	TOWER "A" COUNCIL BLUFFS	0.5	Interlocking
	EAST END MO. RIVER BRIDGE	2.1	Interlocking
2 MAIN TRACKS	WEST END MO. RIVER BRIDGE	2.4	Interlocking
4 MAIN TRACKS	TOWER "B" OMAHA	3.1	Interlocking
	20TH STREET	3.9	Interlocking
	SUMMIT	5.1	Interlocking
DOUBLE TRACK	SOUTH OMAHA	A- 6.4	
	C.R.I.&P. JCT.	A- 7.0	
	GILMORE JCT.	A-11.0	Interlocking

Rule 261 in effect on main tracks 1, 2, 3 and 4 between Tower "A", Council Bluffs and 20th Street and on main tracks 1 and 2 between 20th Street and Summit.

Rule 251 in effect on main tracks 3 and 4 between 20th Street and Summit and on double track between Summit and Gilmore Jct.

Interlocking control operators:

Vicinity Tower "A", Council Bluffs	– Tower "A", Council Bluffs
East end Missouri River Bridge to and including 20th Street	– Tower "B", Omaha
Vicinity Summit	– Summit
Gilmore Jct.	– Tower "B", Omaha

DEFINITION:

RESTRICTED SPEED. – Proceed prepared to stop short of train, engine, obstruction or switch not properly lined and be on lookout for broken rail or anything that may affect movement of train or engine but a speed of 20 MPH must not be exceeded.

TIME-TABLES

4 (R). There is no time-table in effect on Bridge Subdivision. Regular trains will respect time shown in the time-table of their own railroad at stations on Bridge Subdivision.

SIGNALS

7 (B). Rear view mirror must not be used for observing hand signals or conditions when making couplings or back up movements.

7 (G). Yellow flags by day and yellow lights by night will be used by switchtenders in giving hand signals.

FUSEES

11. A train or engine finding a burning fusee on or near its track must stop before passing the fusee and may then proceed not exceeding 20 MPH for at least one-half mile and as much slower as necessary to be able to stop short of train or obstruction.

A train or engine finding a burning fusee beyond the nearest rail of an adjacent track need not stop, but must proceed not exceeding 20 MPH for at least one-half mile after passing the fusee.

RED FLAG OR RED LIGHT

12. A train or engine finding a red flag or a red light on or near the track must stop before any part of the train or engine passes the red signal, and must not proceed until proper verbal information as to the cause for the red signal is received, or a proceed signal given with a yellow flag or yellow light is received, or written instructions are found with the red signal.

WHISTLE SIGNALS

	Sound	Indication
14(a)	Succession of short sounds	Apply brakes. Stop. To be used when an emergency exists to call for brakes to be applied on moving train or cars, or when necessary to signal other movements to stop. Other trains or engines hearing this signal must stop at once and must not proceed until it has been determined that it is safe to do so.

ROTATING AMBER LIGHTS

17 (F). Revolving amber lights on locomotives so equipped must be burning both day and night as follows:

On road engines when engine is moving, except on trailing units in multiple consist. Light must be extinguished when stopped clear of the main track to meet a train.

On yard engines when moving in a street and when approaching or passing over public or private crossings.

SUPERIORITY OF TRAINS

71 (R). There is no superiority of trains on the Bridge Subdivision.

YARD LIMITS

93. Within yard limits the main track may be used without authority conferred by time-table, train order or clearance.

Within yard limits, all trains or engines must move prepared to stop short of train, engine or cars unless the main track is seen or known to be clear.

Within yard limits where the main track is protected by a continuous automatic block signal system, protection against other trains or engines is not required.

Within yard limits where the main track is not protected by continuous block signals, protection as prescribed by Rule 99 must be provided against first class trains.

Continued on page 3

93 Continued

Unless otherwise authorized, a train or engine must not move against the current of traffic until provision has been made for protection of the movement.

Second class trains, extra trains and engines must avoid delay to first class trains within yard limits.

Note. – "Known to be clear" includes when the main track is known to be clear by the indication of block signals or interlocking signals.

CLEARANCES

96 (R). Trains are not required to receive a clearance before leaving their initial station on Bridge Subdivision.

RAILROAD CROSSINGS AND JUNCTIONS

98 (B). At a railroad crossing, trains or engines must not be permitted to stand across the tracks of a conflicting route or foul of such tracks, if it can be avoided.

98 (C). At a railroad crossing at grade protected by signals, trains, engines or cars must not be left standing between the opposing home signals unless length of consist extends beyond one of those signals.

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.	B. N. (Crossing)	U. P.	Stop signs.
10th Ave. and Union Ave., Council Bluffs.	Westward C. & N. W. crosses eastward track, and junction.	U. P.	Stop sign on eastward track.
10th Ave. between Main St. and 6th St., Council Bluffs.	B. N. (Crossing)	B. N.	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.		Interlocking.
6th St., Omaha, Lininger track.	N. & W. B. N.	B. N.	Gate.
20th Street	C. R. I. & P. C. & N. W.		Interlocking
Summit.	C. & N. W. cross-overs between Tracks 1, 2, 3 and 4.		Interlocking
N St., South Omaha.	Union Stock Yards connection		Signal from switchtender.
Q St., South Omaha.	C. R. I. & P. connection.		ABS. Rules 98 and 516.
U St., South Omaha.	C. R. I. & P. (Crossing)	C. R. I. & P.	Gate.
Gilmore Junction.	B. N. and Mo. Pac. (Junction)		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.	B. N. (Crossing)	U. P.	Automatic Interlocking. Operating Rule 612 and Special Rule 98 (T).

98 (S). Trains and engines must approach all junction points expecting to find trains entering or leaving Bridge Subdivision tracks.

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

98 (T). At Omaha, movements over B. N. crossing on Fifth Street between Howard Street and Harney Street are governed by indication of automatic interlocking signals. In addition to Operating Rule 612 the following will govern:

Approach clearing sections have been installed. When a movement approaching crossing enters clearing section, if there is no conflicting movement, signal will display aspect permitting movement to proceed. If movement is delayed after entering approach section, signal may resume Stop indication at expiration of time interval.

Approach clearing section must not be occupied unnecessarily by standing engine or cars.

EMERGENCY STOPS

102. When a train becomes disabled or is stopped suddenly by an emergency application of the brakes or other causes, a lighted red fusee must be immediately displayed on adjacent track at front and rear of train, and adjacent track as well as tracks of another railroad that are liable to be obstructed must immediately be protected in both directions in accordance with Rule 99 until it is ascertained they are safe and clear for the movement of trains. After lighted fusee has been displayed at front of train, headlight must be extinguished.

In such cases, it must be determined by inspection that the train involved and the track to be used are safe for the train to proceed. Train involved must not proceed nor may flagmen be recalled until engineer has been definitely advised by conductor that it is safe to do so.

A train on an adjacent track must not pass the disabled train unless it is preceded by a flagman or unless definitely assured by the conductor of the disabled train that the track is clear and it is safe to proceed.

PUBLIC CROSSINGS

103 (R). At South Omaha, automatic crossing signals and gates are in service at Washington Street, and automatic crossing signals at Madison Street.

Cars must not be left standing on bonded portion of these tracks which extends 50 feet on each side of these crossings.

Before moving over these crossings, switching movements in either direction on Long Track, Hold Track, or industry track which parallels eastward main track, must stop not less than 50 feet from crossing, and in proceeding must keep careful lookout for highway traffic.

MOVEMENT ON TRACKS OTHER THAN MAIN TRACKS

105. Except where movement is governed by signal indication, trains or engines using any track other than a main track must move prepared to stop short of a train, engine or obstruction or a switch not properly lined.

SUPERINTENDENTS BULLETINS

109. Bulletins affecting movement or safety of trains will be issued by the superintendent. They will be furnished to tenant lines to be posted at locations where tenant line employes report for duty. Such employes must acknowledge bulletins as prescribed by the rules of the company by which employed and will be responsible for compliance with the requirements of bulletins.

CURRENT OF TRAFFIC

D-151 (R). Current of traffic is established as follows:

Main track 3, between 20th Street and Summit – Westward.

Main track 4, between Summit and 20th Street – Eastward.

On double track between Summit and Gilmore Jct., trains and engines must keep to the right.

On running tracks 7 and 8 between 20th Street and cross-over to B.N. transfer south of Douglas Street, trains and engines must keep to the right. Eastward track is designated as Running track 7, Westward track as Running track 8.

Exceptions – On running tracks 7 and 8, movements may be made against the current of traffic between 9th Street and cross-over at 13th Street.

Movements may be made against the current of traffic on any of the tracks named above when authorized by the train dispatcher.

When moving against the current of traffic over a public crossing protected by automatic signals or by gates, a member of the crew must protect the crossing unless a crossing watchman is on duty.

151 (S). Between Tower A, Council Bluffs and Summit, main tracks are numbered from north to south, 1 through 4.

GENERAL DESCRIPTION OF SIGNALS

Block signals and interlocking signals are of the color light type. Their aspects are shown by lights of the prescribed color as viewed from an approaching train and may be qualified by flashing of lights, or by number plate or letter plate.

Block and interlocking signals, as far as practicable, are located adjacent to or directly over the track which they govern.

Two signals may be bracketed and located on one supporting mast for displaying indications on two tracks, right hand signal governing right hand track and left hand signal the left hand track.

When a track intervenes between a signal and track governed, a stub post with a blue light at night, will be placed to the right of the signal.

Unless otherwise indicated, where two or more signals are located on the same mast, the upper signal will govern main route and the lower signal or signals will govern diverging route or routes.

At locations where one-unit or two-unit signal, located on signal bridge or mast is accompanied by a dwarf signal at the same location governing movements on the same track in the same direction, such dwarf signal is to be regarded as the lower unit of a two-unit or three-unit signal.

Stop signals are designated by the absence of number plates and may also be marked by a plate bearing the letter "A".

Stop-and-Proceed signals are designated by number plates.

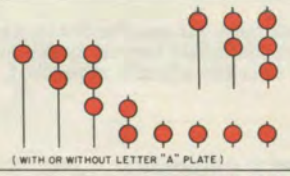
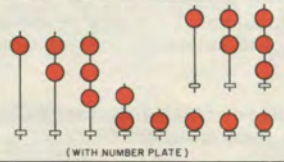
Block signal numbers indicate their location approximately in miles and tenths according to mile posts. Signals governing eastward trains have even numbers and signals governing westward trains have odd numbers.

Block and Interlocking

Following symbols are used in diagrams of signal aspects:

To indicate number plate; ⏚

To indicate flashing light; ☼

RULE	ASPECTS
240A	
240B	
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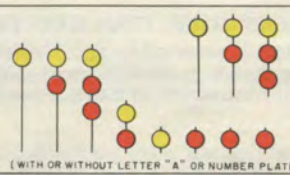
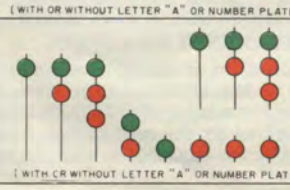
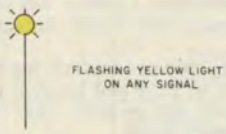
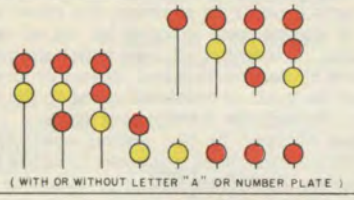
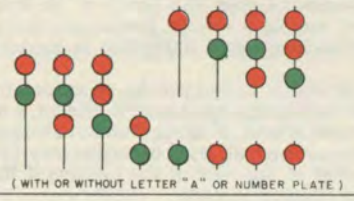
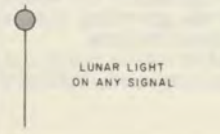
240D	
240E	

Signal Indications

Aspects shown in Rules 240 C through 240 N may be displayed on signals with or without a number plate on signal mast.

NAME	INDICATION
Stop	Stop before any part of train or engine passes the signal.
Stop and Proceed	Stop before any part of train or engine passes the signal then proceed at restricted speed through entire block.
Flashing Stop & Proceed	Stop. Block occupied. Proceed at restricted speed.
Approach	Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 30 MPH must immediately reduce to that speed.
Clear	Proceed.

RULE	ASPECTS
240F	
240L	
240M	
240N	

NAME	INDICATION
Advance approach	Proceed. Speed passing next signal must not exceed 40 MPH.
Diverging approach	Proceed on diverging route prepared to stop at next signal. Prescribed speed through turn-out. Trains exceeding 30 MPH must immediately reduce to that speed.
Diverging clear	Proceed on diverging route. Prescribed speed through turn-out.
Restricting	Proceed on route indicated at restricted speed.

GENERAL SIGNAL RULES

242. Trains and engines must comply with the indications of all signals which govern their movements. In foggy or stormy weather, engineers must approach all signals with great care, stopping, when necessary, to determine the indication.

243. When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at restricted speed to the next signal or to a point where the track is seen to be clear to the next signal.

244. Engineers must bear in mind that even though a signal has displayed a Proceed indication, the next signal may change to display a restrictive indication while the train is between the two signals.

Engineers must be on the alert and prepared to respect whatever indication next signal in advance may give.

245. After stopping for a signal, two long sounds of engine whistle must be sounded when ready to proceed.

246. When block signal rules require movement at restricted speed through a block, speed must not be increased until after the rear of train has passed the next signal.

RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

251. On portions of the railroad and on designated tracks so specified in the time-table, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

252. The movement of trains will be supervised by the train dispatcher. Oral and message instructions issued by him must be complied with.

RULES GOVERNING OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

261. On portions of the railroad and on designated tracks so specified in the time-table, trains will be governed by block signals, whose indications will supersede the superiority of trains for both opposing and following movements on the same track.

262. The reverse movement of a train or engine must not be made except by signal indication, without permission of control operator.

263. Movement of trains will be supervised by the train dispatcher who may also operate the control machine.

When the control machine is operated by other than the train dispatcher, the train dispatcher will issue necessary instructions to the control operator.

DUAL CONTROL SWITCHES

275. When a train or engine is stopped by a signal governing movement over a dual control switch and no conflicting movement is evident, a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used.

When authorized to proceed, movement must be made at restricted speed to the next signal. Before proceeding, selector lever on all dual control switches over which movement is to be made must be placed in "HAND" position. Hand throw lever on each such switch must be operated until switch points are seen to move with the movement of the lever. Switches must be lined for the route to be used. As soon as leading wheels are 100 feet past the Stop signal, selector levers on all switches may be restored to "MOTOR" position and locked.

276. Dual control switches must not be operated by hand without authority from the control operator except when communication has failed.

When necessary to operate a dual control switch by hand to perform switching, the time switch may be used and the limits of the movement must be clearly stated and understood. When possible, first move must be made on signal indication.

Selector lever on all switches over which movement is to be made must then be placed in "HAND" position and must be left in that position until all movements have been completed.

After all movements have been completed, selector levers on all switches must be restored to "MOTOR" position and control operator must be so advised.

Continued on page 6

276 Continued

During the time selector lever is in "HAND" position, indications of Stop signals governing movement over the switch may be considered suspended, but all movements must be made at restricted speed.

276 (A). When communication has failed and it is necessary to operate a dual control switch by hand, if movement is to be made to a main track, switch must not be operated until three minutes after the selector lever has been placed in "HAND" position.

277. Except as provided in Rule 276, a train or engine must not make a reverse movement, or a forward movement after making a reverse movement, over a dual control switch, except on signal indication, or with permission from control operator.

278. When an employe's call light is displayed, any employe observing it, except those on moving trains, must communicate at once with the control operator.

AUTOMATIC BLOCK SIGNAL SYSTEM RULES

505. Automatic block signals, cab signals, or both, govern the use of blocks but, unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other signals whenever and wherever they may be required.

512. When a train or engine is to enter a siding or yard track at a point where the switch to be used is not more than 500 feet beyond an automatic block signal displaying Stop or Stop-and-Proceed indication, it may pass such signal without stopping, provided the switch and derail are set for the movement and proper hand signal is received from trainman or yardman, but the movement must be made at restricted speed.

Exception: This rule does not apply at a signal which governs movement over a dual control switch.

516. Before fouling a main track at any switch operated by hand, train or engine must wait three minutes after any switch connected with the movement has been operated to establish block signal protection on the track to be used.

Exceptions: Movement may be made to a main track without waiting three minutes under the following conditions:

(a) On single track, if switch to be used is opened immediately after an opposing train has passed and other conditions permit;
(b) When block signal governing movement to the main track displays an indication to proceed;
(c) When block is occupied by a standing train, engine or cars and switch to be used is within the same block;
(d) When switch is equipped with electric lock or mechanical time lock and indication is received showing lock has released;
(e) When proceed signal is received from an employe assigned to handle switches. Such employe must not give proceed signal until three minutes after switches have been properly lined.

518. Where a signal governs movement to a main track over a hand operated switch other than a spring switch, if signal displays Stop or Stop-and-Proceed indication after derail and switches have been lined for movement to main track, train or engine must wait three minutes, and, if conditions permit, may move to main track, complying with Rule 240 (B) on double track or Rule 509 on single track.

519. A train or engine entering a block between signals must proceed at restricted speed to the next signal in advance.

520. A train or engine having passed beyond the limits of a block, must not re-enter that block unless a member of the crew is sent far enough in advance of the movement to provide flag protection or the movement is authorized by the train dispatcher.

523. Light engines, trains of three cars or less, or cuts of less than four cars must not be permitted to stand on sanded rails on main track in block signal territory.

INTERLOCKING RULES

605. Interlocking signals govern use of routes of interlocking. For movements within interlocking limits, their indications supersede the superiority of trains, but do not dispense with use or observance of other signals whenever and wherever they may be required.

606. If a signal indication, permitting a train or engine to proceed, after being accepted, is changed to a Stop indication before it is reached, the stop must be made at once. Such occurrence must be reported to superintendent and signal supervisor.

609. When a train or engine has stopped for a signal displaying Stop indication at a manually controlled interlocking, and control operator is unable to clear the signal, train or engine must not proceed except as follows:

(a) When a proceed signal, given with a yellow flag or yellow light from the center of the track over which movement is to be made, is received.
Before giving such signal, the employe authorizing the movement must examine the route to be used and know it is safe for the movement. Hand signal must not be given until movement has come to a stop at the governing signal.
(b) At interlockings where distances make it impracticable for employe at control point to examine the route and give hand signal, train or engine may proceed on verbal authority from control operator. A member of crew must examine route and operate switches by hand as required, before proceeding.

Such movements must be made at restricted speed to the next signal or, if there is no other signal, through the interlocking limits.

610. Trains or engines stopped by the control operator in making a movement through an interlocking, must not move in either direction until they have received the proper signal from him.

611. A reverse movement within the limits of an interlocking or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the control operator.

612. When a train or engine is stopped by an automatic interlocking signal and no immediate conflicting movement is evident, a member of the crew must operate the time release. If signal does not change its indication at expiration of time release interval, train or engine may then proceed on hand signal from a member of the crew at the crossing if there is no train or engine approaching on conflicting route.

If a train or engine is approaching on a conflicting route, hand signal to proceed must not be given until such movement has been completed over the crossing or has come to a stop at the governing signal and a thorough understanding has been reached with the other crew.

Where indicator lights are provided in release boxes and such lights are illuminated, they will denote that signals on routes indicated are displaying Stop.

RADIO RULES

661. Radio communication must not be used to avoid compliance with any operating rule. Radio communication may be used instead of hand signals or communicating signals to convey required information.

662. When train or engine movements are to be made in response to radio communication, such as in switching operations, picking up or setting out cars, specific instructions must be given for each movement. When backing or shoving train, engine or cars, distance of movement must be specified and movement must be stopped in one-half the remaining distance unless additional instructions are received.

663. Employes on trains must not ask, and employes at stations or other locations must not advise the indication displayed on block signals, interlocking signals or train order signals, nor may such information be passed from one train to another train by radio.

TRAIN AND YARD SERVICE

803. Where a yardmaster is on duty, the general direction and supervision of the yard is his responsibility. At such locations, employes in train, engine and yard service must comply with his instructions.

804 (D). Blind shoves must not be made on any track. When shoving cars, it must be known there is sufficient room to hold the cars. Cars must not be shoved out to foul other tracks unless an authorized employe is protecting the movement. Before shoving cars, the cars must be coupled and slack stretched to insure that all couplings are made.

805 (A). Yardmasters must be notified sufficiently in advance of the arrival of loads exceeding 12 feet in width so that they may take necessary action to safeguard movement of such cars in yards. Yardmasters must, in turn, notify yard crews concerned of the presence of wide loads.

ENGINE SERVICE

876. Engineers must not permit any unauthorized person to handle the locomotive.

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 –
Council Bluffs	Ice Dock	Sides, tracks 5 and 6.
M. P. 1.59	Signal Bridge	Sides Track 5.
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, Union Station	Umbrella sheds	Side on tracks 1, 2 and 3
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.

SPEED RESTRICTIONS

Following speed restrictions apply on Bridge Subdivision:

	Psgr	Frt
Maximum speed	40	25
Yard engines		20
Engines running backward		20
On tracks other than main tracks	15	15
When using No. 14 turnouts	25	20
When using other turnouts	15	15
Over street crossings, City of Omaha	35	25
On wye tracks	5	5
Between Tower A Council Bluffs and 21st Street, Council Bluffs on Main Tracks 1 and 2	15	15
Over Missouri River Bridge	10	10
Under Umbrella Sheds, Omaha	10	10
Between L Street and Q Street, So. Omaha	15	15