

UNION PACIFIC RAILROAD COMPANY

Eastern District

Bridge Subdivision (NEBRASKA DIVISION)

Special Rules No. 16

Effective Thursday June 1, 1961

Superseding Special Rules No. 15

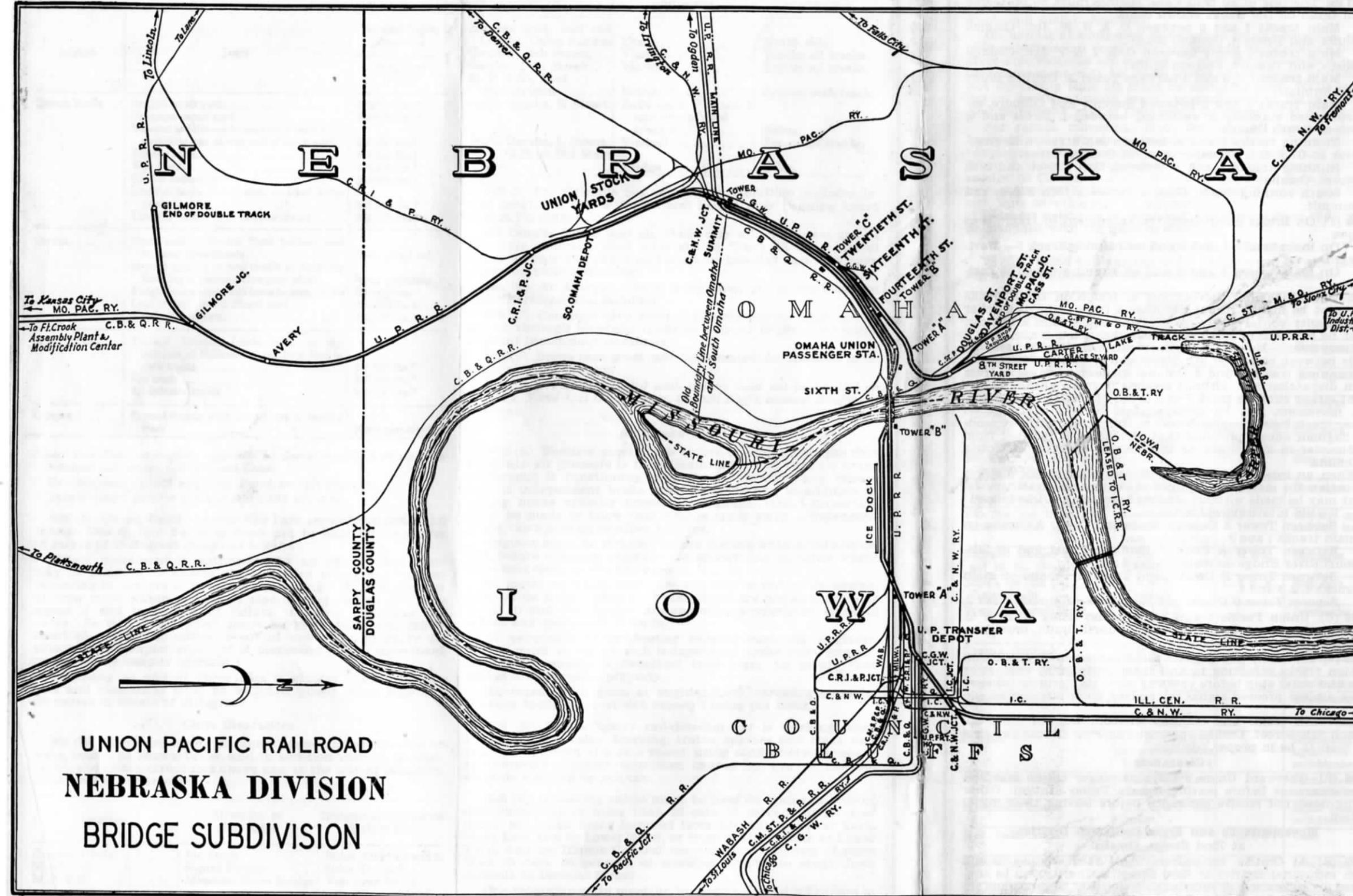
Employees whose duties are in any way affected thereby, must have a copy of these rules with them while on duty.

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.



UNION PACIFIC RAILROAD
NEBRASKA DIVISION
BRIDGE SUBDIVISION

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

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.

Watch Comparison

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

Signals

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

Fusees

11 (R). A train or engine finding a burning fusee beyond the nearest rail of an adjacent track, need not stop, but must proceed at a speed not exceeding 20 miles per hour for at least one-half mile after passing fusee.

Whistle Signals

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

Main tracks Nos. 3 and 4 between west end of Missouri River Bridge and Summit.

Rear End Lights

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). When a switching movement consisting of three or more cars behind engine is being made on any main track or running track on Bridge Subdivision, a member of crew must take conspicuous position on rear car and at night a red light must be displayed on that car.

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.

Limits of Bridge Subdivision

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

Council Bluffs

Main Street at 10th Ave. } and west switch at Gilmore;
9th Street at Union Ave. }
C. R. I. & P. Jct. }

Omaha

Summit } and yard limit sign on Lane
Cut-off;
Mo. Pac. Jct. near Cass St. } and 20th Street;
End of Carter Lake track } and Douglas Street;
End of new industry track } and Carter Lake track.

Movements in Yard Limits

93 (S). The rear of all trains and engines must be protected at all times on the tracks shown below:

Main tracks 1 and 2 between C. & N. W. Jct., Council Bluffs, and Tower A, Council Bluffs;

Main tracks 1 and 2 between C. R. I. & P. Jct., Council Bluffs, and Tower A, Council Bluffs;

Main tracks 1, 2, 3 and 4 between Tower A, Council Bluffs and Summit;

Main tracks 1 and 2 between Summit and Gilmore, except when standing or switching between L Street and Q Street, South Omaha;

Running tracks 7 and 8, between 9th Street and cross-over to C. B. & Q. transfer south of Douglas Street;

Running tracks 7 and 8 between 13th Street and 20th Street, Omaha;

South running track, Omaha, between 15th Street and Summit.

93 (T). On Bridge Subdivision tracks, current of traffic is as follows:

On main tracks 1 and 3 and on running track 8—Westward.

On main tracks 2 and 4 and on running track 7—Eastward.

Movement against the current of traffic on these tracks must not be made without permission from train dispatcher or authority conferred by interlocking signal, and a flagman must be sent ahead when such movements are made.

Exceptions:—Movement against current of traffic may be made between cross-over 9th Street and cross-over 13th Street on running tracks 7 and 8 Omaha, without permission from train dispatcher and without sending flagman ahead. In the event either running track 7 or 8 is out of service for any reason, movement may be made against current of traffic on either track from Douglas Street to 20th Street without sending flagman ahead, provided that permission is received from yardmaster in lower yard or interlocking operator at Tower C, Omaha.

When an interlocking or remote-controlled signal displays indication for movement against the current of traffic, movement may be made without sending flagman ahead, as follows:

Within interlocking limits;

Between Tower A Council Bluffs and Tower A Omaha on main tracks 1 and 2;

Between Tower A Council Bluffs and east end of Missouri River Bridge on main tracks 3 and 4;

Between Tower B Omaha and Tower C Omaha on main tracks 1, 2, 3 and 4.

Between Tower C Omaha and Summit on main tracks 1 and 2.

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

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

Eastward trains and engines on main track 4 must approach 7th Street, Omaha, prepared to stop unless switches are seen to be in proper position.

Clearances

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

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.

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 Clear-

Continued on page 3.

97 (R). Continued.

ance 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 Special Rule 19 (S) must be complied with for these movements.

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
12th Street and Union Ave., Council Bluffs.	C. & N. W. (Crossing)	U. P.	Stop signs.
3rd Ave. and Union Ave., Council Bluffs.	C. & N. W. (Junction)	C. & N. W.	Stop signs.
4th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing).	U. P.	Stop signs.
On Union Ave. between 4th Ave. and 5th Ave., Co. Bluffs.	I. C. (Junction).	C. & N. W. and I. C.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing).	U. P.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	C. B. & Q. (Crossing).	U. P.	Stop signs.
10th Ave. and Union Ave., Council Bluffs.	Westward C. G. W. crosses eastward track, and junction.	U. P.	Stop sign on eastward track.
10th Ave. between Main St. and 6th St., Council Bluffs.	C. B. & Q. (Crossing).	C. B. & Q.	Stop signs.
12th St. and 10th Ave., Council Bluffs.	C. & N. W. (Crossing)	C. & N. W.	Stop signs.
Tower A, Council Bluffs.	C. R. I. & P. C. M. St. P. & P. Wabash.		Interlocking.
Tower A, Omaha.	U. P. tracks.		Interlocking.
6th St., Omaha, Lininger track.	C. B. & Q.	C. B. & Q.	Gate.
Tower B, Omaha.	U. P. tracks.		Interlocking.
Tower C, Omaha.	C. R. I. & P., C. G. W., and U. P. tracks.		Interlocking.
Summit.	C. G. W., C. & N. W. cross-overs between Tracks 1, 2, 3 and 4.		Interlocking and signal from switchtender.
N St., South Omaha.	Union Stock Yards connection.		Signal from switchtender.
Q St., South Omaha.	C. R. I. & P. connection.		Signal from switchtender.
U St., South Omaha.	C. R. I. & P. (Crossing).	C. R. I. & P.	Gate.
Gilmore Junction.	Jun. with C. B. & Q. and Mo. Pac.		Interlocking.
Between Hall Ave. and Burdette St., at 11th St.	I. C. (Crossing)	U. P.	Stop signs.
Between Harney St. and Howard St. on 5th Street.	C. B. & Q. (Crossing).	U. P.	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 where protected by interlocking, and between L Street and Q Street, South Omaha, 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 C. B. & Q. 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.

When it is desired to use cross-over between Running Track 8 and Freight House Lead, movement must stop before passing home signal. Both switches of cross-over must be lined, which will cause signal to display Stop Indication. Pushbutton located on the signal must then be depressed to receive indication permitting movement to proceed.

Electrically locked derails are in service on Alcohol Plant spur. Movements entering this spur must occupy short track circuit immediately in advance of derails in order to release electric lock. For movements from spur, indication light on electric lock will light when padlock is removed from derail if there is no conflicting movement. When indication light is displayed derails may be operated.

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

Flag Protection

99 (R). On Bridge Subdivision when necessary for flagman to protect rear of train or movement, he must go back immediately a sufficient distance to stop a train moving at restricted speed.

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.

Switches

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

Remote Control Switches

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

Council Bluffs —East end of Missouri River Bridge;
Council Bluffs —West end of ice dock tracks 5 and 6.

General Regulations

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

Fire Prevention

727 (R). Caboose, outfit cars or other cars which contain stoves with fire burning, must be placed in yards or at stations where the danger of fire is minimized to the greatest extent practicable. Such cars must not be left unattended on bridges for extended periods of time.

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.

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Placards on Cars

BE 589 (b). A car requiring car certificates and "Explosives," "Dangerous," "Dangerous-Radioactive Material," "Poison Gas," "Flammable Poison Gas," "Dangerous-Empty Flammable 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 at the next terminal where train is classified.

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, Poison Gas, or Flammable Poison Gas or Placarded Trailers on Flat Cars.

BE 589 (c). A car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," "Poison Gas," or "Flammable Poison Gas," or any flat car carrying a trailer placarded "Explosives," "Poison Gas," "Dangerous," or "Dangerous-Radioactive Material," 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"

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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.

(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 (1) 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 (1) of this section.
2. Occupied combination car; except as provided in paragraph (1) of this section.
3. Any car placarded "Dangerous" or "Dangerous-Radioactive Material".
4. Engine.
5. Any car placarded "Poison Gas" or "Flammable 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 (1) 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 cars occupied by gas handlers and authorized personnel accompanying shipment.
2. Occupied combination car, other than cars occupied by gas handlers and authorized personnel accompanying shipment.
3. Any car placarded "Explosives."
4. Engine or occupied caboose, (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas" or "Flammable Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads).

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7. Loaded flat car, other than specially equipped cars in trailer-on-flat-car service or flat cars loaded with trucks or trailer bodies which are secured by means of a device designed and permanently installed for that purpose and of a type generally accepted for handling in interchange between railroads. (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, except when occupied by gas handlers or authorized personnel accompanying shipment.

11. Car loaded with live animals or fowl, occupied by an attendant.

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas," "Flammable 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," "Flammable 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, and Cars Placarded "Flammable Poison Gas" When Accompanied by Cars Carrying Guards or Gas Handling Crews.

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, and a car requiring "Flammable Poison Gas" placards, 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, Poison Gas, or Flammable Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains.

BE 589 (m). Except as provided in Operating Rule 854, cars containing explosives, class A, poison gases or liquids, class A, or flammable poison gas, 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, or flammable poison gas, 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):

Continued on Opposite Side.

In switching operations, caboose must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike a caboose.

Running Switches

802 (T). Running switches must not be made with loaded automobile transports on flat cars.

Switching Cars With Air Brakes Cut In

804 (R). At Council Bluffs, when more than 50 cars are handled from one yard to another, air brakes must be cut in and operative on at least 10 cars. When handling 10 or more cars of coal to roundhouse, air brakes must be cut in and operative on all cars.

Use of Hand Brakes

804 (U). At Council Bluffs, a sufficient number of hand brakes must be set to hold cars left on ice dock tracks 5 and 6, tracks at east end of Pool Yard, at east end of South Yard and at west end of elevator tracks.

At Omaha, a sufficient number of hand brakes must be set to hold cars set out at Summit, Martha Street and in east end of Seventh Street Yard.

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.

807 (T). Restrictions contained in Operating Rule 807 (D) prohibiting handling of open top cars loaded with certain types of lading next to engine or caboose do not apply to trailers on flat cars.

Units Dead in Train

807 (U). Foreign line, government, export or commercial diesel units, Union Pacific yard-switcher units of any type or Union Pacific road-switcher units of Alco, Baldwin or Fairbanks-Morse Type, to be moved dead in train must be separated from each other and from the engine by not less than five cars and must be entrained not more than 30 cars behind the control unit. Waybill instructions must be carefully checked and unless modified in writing must be complied with. In the absence of instructions relative to speed, a speed of 35 MPH must not be exceeded with yard-switcher, or 45 MPH with road-switcher type units dead in train.

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.

Operation of Multiple Unit Engines

872 (R). Operating Rule 872 is amended to read as follows:

When an engine consisting of two or more units is to be moved in yards, around enginehouses, 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.

Leaving Engines Unattended

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

Use of Sand

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

Location	Track	Heaviest Engine Permitted
		Weight on Drivers
Council Bluffs...	Freight repair yard.....	280,000 lbs. †
	Passenger repair yard.....	280,000 lbs. †
	Turnout to Milwaukee main track from U. P. switching lead at east end of north yard..	280,000 lbs. †
	Bulldog track.....	368,000 lbs. †
	Wye track.....	368,000 lbs. †
	C&NW connection.....	368,000 lbs. †
	Leads at south end of west, east and hump yards.....	368,000 lbs. †
	Leads at south end of elevator tracks.....	368,000 lbs. †
Omaha.....	Track scale on Alcohol Plant trackage near 6th and Jones Streets.....	None permitted
	Beyond span 15 on coal trestle at American Smelting & Refining Company plant....	None permitted
	Freight house tracks and leads to team tracks	205,000 lbs.
	Lead to east end 7th Street yard.....	280,000 lbs. †
	Sidings in Hill yard.....	280,000 lbs. †
South Omaha....	Through turnouts (circle rails) on slip switches at N Street to and from lead to yard tracks.....	205,000 lbs.*
	Rip track.....	210,000 lbs.*
	All industry tracks.....	210,000 lbs.*
	Beyond fouling point at each end of cleaning track.....	None permitted

Note. Gas Turbine engines must not be operated on Old Main Line between east switch Gilmore and Lane.

* Restrictions do not apply to diesel switch engines.
† Except must not be used by 800 class engines.

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.

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 to 13

Continued on Opposite Side.

900 (R). Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
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.
M. P. 5.59, First Subdivision.....	Bridge.....	Side on both tracks.
South Omaha, N Street.	Between U.P. track 4 and Stock Yard track 3.....	Sides.
South Omaha, L Street.	Viaduct.....	Top on all tracks.
M.P. 12.65 on Old Main Line.....	Bridge.....	Sides.

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 handled carefully passing these close clearances.

900 (T). At Albright, there is an open pit at west side of Farm Fertilizer Inc. building.

900 (U). Caboose with extended smoke stacks must not be moved through umbrella sheds at Council Bluffs and Omaha account insufficient clearance.

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

900 (W). Flat cars loaded with trailers must not be handled on Tracks 2, 3 and 4, at UP Transfer, Council Bluffs, account insufficient clearance.

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.

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.

1045 (R). Retaining valves must be used on trains or cuts of cars consisting of more than 20 cars, 50 percent or more of which are loads, being handled from Summit to Lower Yard, from East End to Lower Yard, or from South Omaha to Lower Yard, and on Illinois Central movements consisting of more than 35 cars, 50 percent or more of which are loads, from Summit to Douglas Street.

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

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

