

# UNION PACIFIC SYSTEM

UNION PACIFIC RAILROAD COMPANY

Nebraska Division

BRIDGE SUBDIVISION

# EMPLOYEES' TIME-TABLE



To Take Effect Sunday, December 22, 1929  
at 12:01 A. M. Central Time

For the government and information of employes only, and not intended for the use of the public.  
The right is reserved to vary from this time-table at pleasure.



**BRIDGE SUBDIVISION**

**EASTWARD**

**BRIDGE SUBDIVISION**  
**Time-Table No. 426**

Dec. 22, 1929

**FIRST CLASS**

**STATIONS**

- |                            |
|----------------------------|
| C. & N. W. JUNCTION        |
| I. C. JUNCTION             |
| C. G. W. JUNCTION          |
| C. R. I. & P. JUNCTION     |
| COUNCIL BLUFFS (U. P. Tr.) |
| TOWER "A" CO. BLUFFS       |
| SIXTH STREET, OMAHA        |
| OMAHA UNION STATION        |
| SUMMIT                     |
| C. & N. W. JUNCTION        |
| SOUTH OMAHA                |
| C. R. I. & P. JUNCTION     |
| AVERY                      |
| GILMORE JUNCTION           |
| GILMORE                    |

Block Signals

Double Track

	26	26	8	4	12	12	30	4	105	16	10	109	204	16	38	20	114																		
	U.P.	C&NW	CR I&P	U.P.	U. P.	C&NW	C&NW	CMStP & P	Mo.Pac.	I. C.	CR I&P	Mo. Pac.	C&NW	C.G.W	CR I&P	OB&Q	C&NW																		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily																	
		AM 3.25				AM 7.10	AM 7.15			AM			AM 8.00				AM 11.00																		
		3.24				7.09	7.14			7.23			7.59	AM			10.59																		
		3.20	AM			7.05	7.10	AM		7.19	AM		7.55	8.16	AM		10.55																		
			3.17	AM	AM			7.16			7.36				8.51	AM																			
		3.15	3.16	6.50	6.55	7.00	7.05	7.15		7.18	7.35		7.50	8.15	8.50	10.00	10.50																		
		3.10	3.11	6.45	6.50	6.55	7.00	7.10		7.13	7.30		7.45	8.10	8.45	9.55	10.45																		
	AM 2.30	3.00	3.01	6.35	6.40	6.45	6.50	7.00	AM	7.03	7.20	AM	7.35	AM	8.35	AM	10.35																		
	2.30	AM	2.33	6.20	6.30	AM	AM	AM	7.00	AM	AM	7.25	AM	AM	8.15	AM	10.25																		
	2.15		2.24	6.06	6.15				6.52			7.17			8.06		10.15																		
	AM			AM	AM												10.14																		
			2.21							6.48			7.13		8.02		AM																		
			2.20							6.47			7.12		8.00																				
			AM							6.40			7.05		AM																				
										6.38			7.03																						
										AM			AM																						
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily																	

**BRIDGE SUBDIVISION**

**EASTWARD**

**BRIDGE SUBDIVISION**  
**Time-Table No. 426**

Dec. 22, 1929

**FIRST CLASS**

**STATIONS.**

- |                            |
|----------------------------|
| C. & N. W. JUNCTION        |
| I. C. JUNCTION             |
| C. G. W. JUNCTION          |
| C. R. I. & P. JUNCTION     |
| COUNCIL BLUFFS (U. P. Tr.) |
| TOWER "A" CO. BLUFFS       |
| SIXTH STREET, OMAHA        |
| OMAHA UNION STATION        |
| SUMMIT                     |
| C. & N. W. JUNCTION        |
| SOUTH OMAHA                |
| C., R. I. P. JUNCTION      |
| AVERY                      |
| GILMORE JUNCTION           |
| GILMORE                    |

Block Signals

Double Track

	24	48	6	6	6	38	14	16	103	16	216	12	26	12	122	20	22	30																
	U. P.	U. P.	U. P.	C&NW	CR I&P	U. P.	OB&Q	U. P.	Mo. Pac.	C&NW	C&NW	Wabash	OB&Q	I. C.	C&NW	U. P.	C&NW	CB & Q																
Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily															
				PM 12.40						PM 4.10	PM 4.20			PM	PM 6.00		PM 6.25																	
				12.39						4.09	4.19			5.48	5.59		6.24																	
				12.35	PM					4.05	4.15	PM		5.43	5.55		6.20																	
	AM	AM	PM		3.41	PM	PM	PM				5.16	PM			PM		PM																
11.40	11.55	12.25	12.30	3.40	3.41	3.50	3.55			4.00	4.10	5.15	5.39	5.41	5.50	6.05	6.15	6.28																
11.35	11.50	12.20	12.25	3.35	3.36	3.45	3.50			3.55	4.05	5.10	5.34	5.36	5.45	6.00	6.10	6.23																
						3.37							5.25					6.15																
11.25	11.40	12.10	12.15	3.25	3.26	PM	3.40	PM	3.45	3.55	5.00	PM	5.26	5.35	5.50	6.00	PM																	
11.15	11.30	11.59	PM	3.10	3.15		3.25	3.30	PM	PM	PM		PM	5.20	5.40	PM	PM																	
11.06	11.16	11.43		3.01	3.08		3.11	3.22						5.10	5.25																			
	AM	AM					PM							5.09	PM																			
11.00				2.56	3.00		3.18							PM																				
10.58				2.55	2.56		3.17																											
10.51				PM	2.51		3.10																											
10.49					2.49		3.08																											
10.47					2.45		PM																											
AM					PM																													
Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily															

**BRIDGE SUBDIVISION**

**WESTWARD**

**FIRST CLASS**

**BRIDGE SUBDIVISION  
Time-Table No. 426  
Dec. 22, 1929**

	1	13	106	13	9	7	113	203	15	29	3	21	110	37	23	23	15	3	3	3
	C&NW	U. P.	Mo. Pac.	C&NW	CB&Q	CRI&P	C&NW	C&NW	C. G. W.	C&NW	U. P.	CB&Q	Mo. Pac.	CRI&P	I. C.	U. P.	U. P.	CB&Q	CM St P & P	C&NW
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	PM 11.25			PM 11.05			PM 10.50	PM 10.00		PM 6.00					PM 3.36					PM 2.56
	11.26			11.06			10.51	10.01	PM	6.01										2.57
	11.30			11.10		PM	10.55	10.05	8.12	6.05				PM	3.41				PM	3.01
		PM			PM	11.04					PM	PM		5.24		PM		PM	3.14	
	11.35	11.16		11.15	11.12	11.05	11.00	10.10	8.25	6.10	5.45	5.42		5.25	3.46	3.45		3.35	3.15	3.06
	11.40	11.21		11.20	11.17	11.10	11.05	10.15	8.30	6.15	5.50	5.47		5.30	3.51	3.50		3.40	3.20	3.11
					11.27				8.38			5.57						3.48		
	11.50 PM	11.31 12.06	PM 11.59	11.30 PM	PM	11.20 11.35	11.15 11.55	10.25 PM	PM	6.25 PM	6.00 6.30	PM	PM 6.02	5.40 6.00	4.01 PM	4.00 4.30	PM 4.25	PM	3.30 PM	3.21 PM
		12.15	12.07			11.42	12.02			6.37	6.37		6.09	6.07		4.37	4.32			
		AM				12.03				PM							PM			
			12.11			11.44	AM						6.14	6.10		4.43				
			12.13			11.45							6.15	6.11		4.44				
			12.18			PM							6.20	PM		4.51				
			12.20										6.22			4.53				
			AM										PM			4.54 PM				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily

**STATIONS**

C. & N. W. JUNCTION .....
I. C. JUNCTION .....
C. G. W. JUNCTION .....
C. R. I. & P. JUNCTION .....
COUNCIL BLUFFS (U. P. Tr.) .....
TOWER "A", CO. BLUFFS .....
SIXTH STREET, OMAHA .....
OMAHA UNION STATION .....
SUMMIT .....
C. & N. W. JUNCTION .....
SOUTH OMAHA .....
C. R. I. & P. JUNCTION .....
AVERY .....
GILMORE JUNCTION .....
GILMORE .....

Block Signals

Double Track

**BRIDGE SUBDIVISION**

**BRIDGE SUBDIVISION**

*(This section contains a faint, mirrored version of the table above, likely a bleed-through from the reverse side of the page.)*

*(This section contains a faint, mirrored version of the station list from the right side of the page.)*

BRIDGE SUBDIVISION

EASTWARD

BRIDGE SUBDIVISION
Time-Table No. 426
Dec. 22, 1929

FIRST CLASS

Block Signals

STATIONS

- C. & N. W. JUNCTION
I. C. JUNCTION
C. G. W. JUNCTION
C. R. I. & P. JUNCTION
COUNCIL BLUFFS (U. P. Tr.)
TOWER "A", CO. BLUFFS
SIXTH STREET, OMAHA
OMAHA UNION STATION
SUMMIT
C. & N. W. JUNCTION
SOUTH OMAHA
C. R. I. & P. JUNCTION
AVERY
GILMORE JUNCTION
GILMORE

Main schedule table with columns for stations and arrival/departure times for various rail lines (CMStP, C&NW, CR1&P, C&NW, C&NW, CMStP, Mo.Pac., Wabash, U. P., U. P., U. P., U. P., C&NW, C&NW, C&NW, U. P., C&NW, C&NW, C. G. W., C&NW, CB&Q).

Double Track

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

Leave Daily

**SPECIAL RULES**

BEFORE OPERATING OVER TRACKS OF THE BRIDGE SUBDIVISION, ALL TRAIN AND ENGINE EMPLOYES MUST PASS SATISFACTORY EXAMINATION ON UNION PACIFIC RULES OF THE TRANSPORTATION DEPARTMENT AND TIME-TABLE SPECIAL RULES.

The Bridge Subdivision comprises the tracks between the points shown below and all are within yard limits:

- Council Bluffs-**  
Main St. at 10th Ave. }  
9th Street at Union Ave. } and West Switch at Gilmore;  
C. R. I. & P. Jct. }
- Omaha-**  
Summit }  
Mo. Pacific Jct. near Cass St. } and yard limit sign on Lane Cut-Off;  
End of Carter Lake track } and 20th Street;  
and Douglas Street;

- 2 (R). Time Inspectors are located as shown below:  
R. V. Owens, General Supervisor of Time Service... Omaha  
Council Bluffs.....L. Borsheim  
Council Bluffs.....E. H. Leffert  
Omaha.....L. Borsheim
- 3 (R). Standard clocks are located as shown below:  
Council Bluffs.....Passenger Depot Waiting Room  
Council Bluffs.....Yard Office  
Council Bluffs.....Round House  
Omaha.....Dispatcher's Office  
Omaha.....Union Depot Telegraph Office  
Omaha.....Tower "B"  
Omaha.....Yard and Engine Men's Washroom, 15th Street

7 (R). Hand signals must be promptly and distinctly answered, so that they will be acted upon only by the train or engine to which they are given.  
10 (h). At night, a yellow light on a dwarf signal, on a "call-on" signal, or on a "short-arm" signal of an interlocking plant, indicates "proceed at slow speed".  
10 (r). By day and by night, a red, yellow, or green light is displayed on three-color light block signals. See Rules 509 (T) and 526 (A).  
The indication of these lights is as follows:

Color.	Indication.
Red.	Stop.
Yellow.	Approach next signal prepared to stop.
Green.	Proceed.

14 (v). Whistle signals prescribed by Rules 14 (r) and 14 (s) will be used to recall flagman on tracks shown below:  
Running tracks Nos. 3 and 4 between Towers "A" and "B", Council Bluffs;  
South running track Omaha, between 13th Street and Summit;  
Main tracks Nos. 3 and 4 between west end of Missouri River Bridge and Summit.

17 (C). When rules require headlight to be displayed, electric headlights will be dimmed under conditions outlined below, except in foggy or stormy weather or when other conditions make it inadvisable:  
In yards where yard engines are employed and at stations where switching is being done;  
At meeting points, until the train to be met is clear of the main track;  
When standing;  
On two or more tracks when approaching trains running in opposite direction.  
These instructions do not supersede or modify those contained in Rules 17 and D-17.

83 (R). Westward Union Pacific passenger trains must receive clearance card (Form 2643), before leaving Omaha Union Station.  
Other trains need not receive clearance card before leaving their Bridge Subdivision initial station as per Rule 83 (A).

93 (R). On Bridge Subdivision all tracks may be used protecting against first class trains.  
The rear of all trains and engines must be protected at all times on the tracks shown below:  
Main tracks Nos. 1 and 2 between C. & N. W. Jct. at Council Bluffs and west end of Missouri River Bridge;  
Main tracks between C. R. I. & P. Jct., Co. Bluffs and Tower "A", Co. Bluffs;  
Running tracks Nos. 3 and 4 between Towers "A" and "B", Council Bluffs;  
South running track Omaha, between 13th Street and Summit;  
Main tracks Nos. 1, 2, 3 and 4 between west end of Missouri River Bridge and Summit;  
Main tracks Nos. 1 and 2 between Summit and Gilmore;  
Running tracks Nos. 7 and 8 between 9th Street and cross-over to C. B. & Q. Transfer south of Douglas Street;  
On U. P. Initial Point track between Hall Ave. at 11th Street and 13th Street at Pinkney Street.  
U. P. trains and engines using C. B. & Q. main track east of Council Bluffs, (U. P. Tfr.) must protect in both directions.  
On Bridge Subdivision tracks, all trains and engines must move prepared to stop unless the track is seen or known to be clear, and must approach all junction points expecting to find trains entering or leaving Bridge Subdivision tracks.  
Except where protected by interlocking plant, trains and engines entering or leaving Bridge Subdivision tracks must be protected by a flagman, and when such

movement makes it necessary to cross another track, they must be protected in both directions.

98 (R). The Nebraska State Law governing movement of trains over railroad crossings at grade is as follows:  
"All railroad trains (and engines without trains), shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate, with torpedo attachments, and when the signals indicate the crossing to be clear, no stop need be made.  
When trains (or engines without trains) approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.  
Every engineer violating the provisions of the two preceding sections, shall for each offense, forfeit one hundred dollars to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of two hundred dollars to be recovered in like manner."

The following is an extract from the Iowa State Law governing movement of trains over railroad crossings at grade:  
"All trains run upon any steam railroad in this state which intersects and crosses any other railroad upon the same level, shall be brought to a full stop at a distance of not less than two hundred nor more than eight hundred feet from the point of intersection or crossing, before such intersection or crossing is passed.  
Any engineer or person in charge of an engine, who shall violate the provisions of the preceding section shall be fined for each offense not exceeding one hundred dollars; and the corporation or company on whose road such offense is committed shall be fined not exceeding two hundred dollars for each offense."

**98 (S). JUNCTIONS AND RAILROAD CROSSINGS.**

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
12th St. & Union Ave., Council Bluffs	C.&N.W. (Crossing)	U.P.	
3rd Ave. & Union Ave., Council Bluffs	C.&N.W. (Junction)	C.& N.W.	
4th Ave. & Union Ave., Council Bluffs	I.C. (Crossing)	U.P.	
On Union Ave. between 4th Ave. and 5th Ave. Council Bluffs.	I. C. (Junction)	C&NW & I.C.	
5th Ave. & Union Ave., Council Bluffs	I. C. (Crossing)	U.P.	
5th Ave. & Union Ave., Council Bluffs	C.B.&Q. (Crossing)	U.P.	
10th Ave. & Union Ave., Council Bluffs	Westward, C. G. W. crosses No. 2 track.	U.P.	
10th Ave. between Main St. & 6th St., Council Bluffs.	C.B.&Q. (Crossing)	C.B.&Q.	
12th St. & 10th Ave., Council Bluffs.	C.&N.W. (Crossing)	C. & N.W.	
At Tower "A", Council Bluffs.	No. 2 track crosses westward main track from C. R. I. & P. Jct. Westward, yard lead crosses No. 2 track. Westward, cross-overs from No. 3 running track to No. 1 track cross No. 2 track.		Interlocking Plant.
At Tower "B", Council Bluffs.	No. 2 track crosses No. 3 running track.		Interlocking Plant.
Just west of Missouri River Bridge.	No. 3 track crosses eastward lead from the Union Station.		Interlocking Plant.
At 13th St., Omaha.	Track between Incline Track and No. 4 track crosses Tracks Nos. 1, 2 and 3.		Interlocking Plant.

98 (S) Continued.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
At 15th St., Omaha.	Eastward cross-over crosses No. 3 track and westward cross-over crosses No. 2 track.		Eastward trains and engines on No. 2 track will approach prepared to stop clear of crossover switches, unless red flag or red light is removed and proceed signal received from switchtender.
Summit.	C.G.W. (Crossing) C.& N.W. (Crossing) C.& N.W. (Junction) Cross-overs between Tracks Nos. 1, 2, 3 and 4.		Interlocking plant and signal from switchtender.
"N" St., So. Omaha.	Union Stock Yards Connection		By signals from switchtender.
"Q" St., So. Omaha.	C.R.I. & P. Connection		By signals from switchtender.
"U" St., So. Omaha.	C.R.I.&P. (Crossing)	C.R.I. & P.	Gate
Gilmore Junction.	Westward, C. B. & Q. and M. P. cross No. 2 track.		Interlocking Plant.
Between Hall Ave. and Burdette St. at 11th.	I.C. (Crossing)	U.P.	
Between Harney St. and Howard St. on 5th Street.	C.B.&Q. (Crossing)	U.P.	Gate.

101 (E). When a train encounters any dangerous defect in roadway or track, or is stopped by a block signal under circumstances which indicate a defect in track or signal apparatus (see Rules 101, 101 (A), 509, 510, and 808), the fact must be reported to the train dispatcher from the first point of communication, telephone booth, or telegraph office.

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

D-151 (R). No train or engine will move against current of traffic on Bridge Subdivision without permission to do so from Bridge Subdivision train dispatcher, and must also be preceded by a flagman, except where protected by interlocking plants at points shown below:  
Between Tower "A" and Tower "B" at Council Bluffs on No. 1 and No. 2 tracks;  
Between Tower "B" at Council Bluffs and Tower "A" at Omaha;  
Between Tower "A" and Tower "B" at Omaha.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frts.	
On Bridge Subdivision.	30	15	Speed must be as much slower as rules or conditions may require.
Passing Council Bluffs (U. P. Tfr.)	6	6	
Passing 21st Street west of Council Bluffs (U. P. Tfr.)	6	6	
On Ice Doek tracks Nos. 5 and 6 at Council Bluffs.	5	5	

**SPECIAL RULES**

152 (R) Continued.

Location	Maximum Speed Miles Per Hour		Remarks
	Psg.	Fr.	
Overswitches at Tower "A" and Tower "B" at Co. Bluffs.	15	15	
Over Missouri River Bridge.	15	15	
Overswitches at Tower "A" and Tower "B" at Omaha.	15	15	
Through cross-over on curve at east entrance to Omaha Union Station.	5	5	And must not use steam.
At Omaha between 14th St. on Upper track and 16th Street on Lower track.	10	10	
Passing over switches at 20th Street, Omaha.	15	15	
Over slip switches at Summit.	15	15	
Between "L" Street and "Q" Street, South Omaha.	15	15	
Over switches at Gilmore Junction.	15	15	
On U. P. Initial Point track between Hall Ave. at 11th Street and 13th St. at Pinkney Street.	8	8	When weather conditions obscure the view, a flagman must be sent ahead.

152 (S). All trains entering Omaha Union Station, must stop before crossing main platform in front of gates unless a proceed signal is received from yardmaster. Eastward trains and engines on No. 4 main track must not pass 11th Street, Omaha, until proceed signal is received from switchtender.

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

509 (F). When a train is stopped by a block signal at "stop" position, on double track when ready to proceed as per Rule 509 (C) and on single track when the flagman is not to be sent ahead as per Rule 509 (B), two long sounds of the engine whistle (14b) will be given before the train proceeds.

509 (R) Automatic Block Signal "A" located at west end ice dock track No. 5, Council Bluffs, governs trains or engines moving from tracks 5 or 6 against the current of traffic on No. 4 track.

With switches normal and no train approaching on No. 4 track, signal "A" will indicate proceed.

With train approaching on No. 4 track, signal "A" will indicate stop and trains and engines will be governed by Rules 509 and 509 (A).

509 (T). Three-color light block signals, see Rules 10(r) and 526(A), are located at the following points:

Signal Number.	Location.
21	East end of Missouri River Bridge.
22	Near center of Missouri River Bridge.
23	Near center of Missouri River Bridge.
A-63	At "L" Street Viaduct, South Omaha.
A-67	At "Q" Street Viaduct, South Omaha.

526 (A). By day or by night, if the light is not burning on a three-color light block signal, see Rule 509(T), trains and engines must stop and be governed by Rule 509(C).

605 (R). Interlocking plants are located at points shown below:  
 Tower A, Council Bluffs, at Train Yard Junction;  
 Tower B, Council Bluffs, at east end Missouri River Bridge;  
 Tower A, Omaha, at east entrance to Union Station;  
 Tower B, Omaha, near west entrance to Union Station;  
 At Summit;  
 At Gilmore Junction.

632 (R). The two color light interlocking dwarf signal at Tower "B" Council Bluffs, governs westward movements on Running Track 4. By day and by night, this signal displays a purple or yellow light, and the indication of these lights is as follows:

Color.	Indication.
Purple.	Stop.
Yellow.	Approach next signal prepared to stop.

By day or by night, if the light is not burning, trains and engines must stop and be governed by Rules 628 and 663.

802 (A). At highway crossings where there is no crossing watchman on duty, a trainman must go ahead and act as crossing watchman when one or more cars are being switched or pushed over crossing, and, when a train is parted to clear or is standing near such crossing, a trainman must act as crossing watchman when a train or engine is approaching on siding or main track.

Where a crossing watchman is on duty trainmen must not give signals for traffic to move over crossing.

802 (R) Rule 802 (A) does not apply to the movements on the following tracks:  
 Council Bluffs—Main tracks 1 and 2 between Tower "A" and Broadway.  
 Omaha —Running tracks 7 and 8 between 20th Street and Davenport Street inclusive.

826 (R). When employes, passengers, or others are injured, call the nearest Railroad Surgeon. If the persons injured are not employes, they should be sent to their homes or placed in charge of Local Relief Authorities, after immediate necessary attention has been given by the Railroad Surgeon.

When necessary to call Surgeons, other than those regularly employed by the Railroad, it should be with the distinct understanding that their services will not be required after arrival of the Railroad Surgeon.

Railroad Surgeons are located as shown below:

PLACE	NAME	TITLE
Omaha	John E. Nilsson	Chief Surgeon
Council Bluffs	M. L. Tinley	District Surgeon
Council Bluffs	M. A. Tinley	District Surgeon
Council Bluffs	Michael Carey	Local Surgeon
Omaha	Harry C. Miller	Division Surgeon
Omaha	E. L. Bridges	Consulting Surgeon
Omaha	R. J. Mauer	Hospital Surgeon
Omaha	L. T. Hall	Local Surgeon
Omaha	R. R. Hollister	Local Surgeon
Omaha	C. W. Mason	Shop Surgeon
Omaha	Otis Martin	Shop Surgeon
Omaha	Owen & Rubendall	Oculists
Omaha	Wherry & Haney	Oculists
Omaha	C. R. Kennedy	Radiographer
Omaha	R. J. Stearns	Pathologist
Benson	W. H. Reed	Local Surgeon
South Omaha	R. E. Schindel	District Surgeon
Florence	H. H. Avery	Local Surgeon

877 (A). Employes must not go out on exterior of cab of, nor hang out from gangway or steps of, a moving engine for any purpose. When this is necessary, the engine must be stopped.

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at—

Summit — Eastward, on Old Line and New Line.

On freight trains, air test as required by Air Brake Rule 1051 must be made at— Summit — Eastward, on Old Line and New Line.

All passenger trains leaving Omaha Union Station must make air test as required by Air Brake Rules 1051 and 1051 (A).

The Air Brake Rules named are here quoted.

"1051. On a passenger train, after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should not be shut off unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes must be given.

1051 (A). The test prescribed in Rule 1051 will also be made (except on ascending grades in excess of one per cent) one mile from meeting points, railroad crossings, end of double track, drawbridges, before descending heavy grades, and before reaching any hazardous point. Engineman must know that brakes are properly holding the train, and if not, the train must be stopped, cause ascertained and remedied.

Rear brakeman must station himself on the retainer valve end of the rear car, and if air escapes from the retainer valve, give proceed signal; if air does not escape, the train must be stopped, the cause ascertained and remedied."

888 (A). There must be no failure to keep sharp lookout ahead on both sides of the engine. Firemen must do this in preference to other duties, except that they must keep the fire in such condition that there will be no loss of efficiency of the engine.

899. Employes must inform themselves as to the location of all structures or obstructions where clearances are close, and must exercise care to avoid injury therefrom to themselves or others.

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

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
M.P. 2.09	Missouri River Bridge..	Side on both tracks.
Omaha, 9th and Douglas Street	Trolley wires	Top on all tracks.
Omaha Union Station	Umbrella sheds	Side on tracks 2 to 7.
Express Stub, east end Omaha Union Station	Umbrella shed	Top. Ventilators on top of cab of engine must be closed.
Express Dock, east end Omaha Union Station	Dock	North side.
Omaha, 10th St.	Viaduct	Top on all tracks.
Omaha, 11th St.	Viaduct	Top on all tracks.
Omaha, 13th St.	Trolley wires	Top on all tracks.
South Omaha, "L" St.	Viaduct	Top on all tracks.
M.P. 12.65 on Old Main Line	Bridge	Sides.

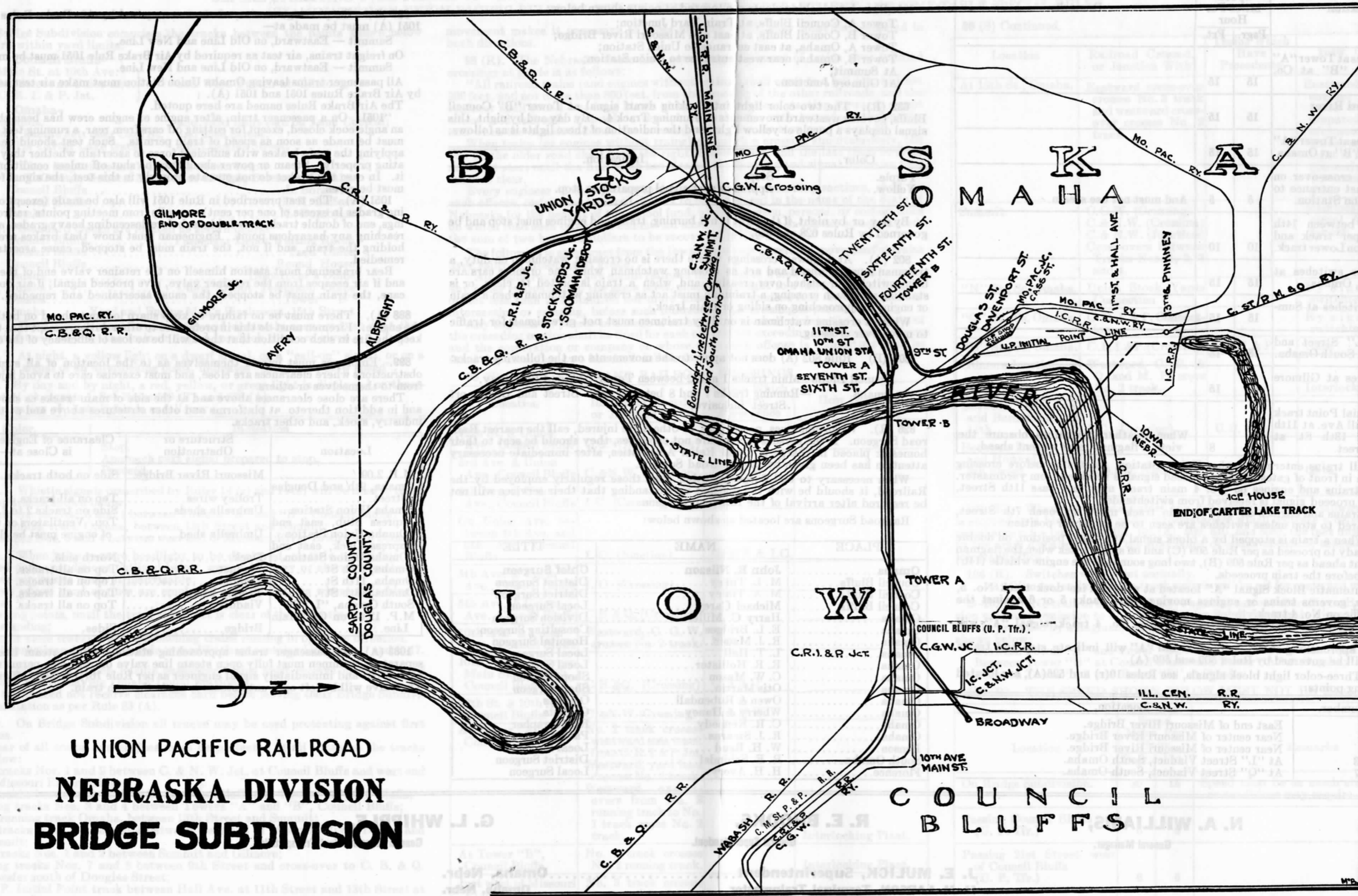
1085 (A). On passenger trains approaching stations where steam line is to be separated, trainmen must fully open steam line valve on rear car, permitting steam to flow out and immediately signal engineer as per Rule 16(j) to shut off steam heat. The valve will be left open until steam is again through train.

**N. A. WILLIAMS,**  
General Manager.

**R. E. BROOKS,**  
General Superintendent.

**G. L. WHIPPLE,**  
General Superintendent Transportation.

- J. E. MULICK, Superintendent**.....Omaha, Nebr.
- H. H. LARSON, Terminal Trainmaster**.....Omaha, Nebr.
- A. E. STODDARD, Chief Train Dispatcher**.....Omaha, Nebr.
- B. F. WELLS, Night Chief Train Dispatcher**.....Omaha, Nebr.
- A. G. BALDWIN, Train Dispatcher**.....Omaha, Nebr.
- A. G. SNYDER, Train Dispatcher**.....Omaha, Nebr.
- L. A. BATES, Train Dispatcher**.....Omaha, Nebr.
- W. H. JOHNSON, Train Dispatcher**.....Omaha, Nebr.
- A. L. GENTLEMAN, Train Dispatcher**.....Omaha, Nebr.



**UNION PACIFIC RAILROAD  
NEBRASKA DIVISION  
BRIDGE SUBDIVISION**