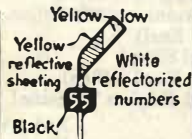


## STANDARD SIGNS



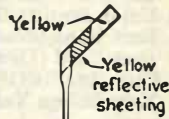
### STATION ONE MILE SIGN

See Rule 14 (m)  
 (One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)



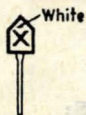
### PERMANENT SPEED RESTRICTION SIGN

See Rule 10(h) and Timetable Special Instructions Section 3



### APPROACH SIGN

See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



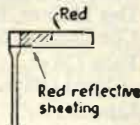
### HIGHWAY GRADE CROSSING WHISTLE SIGN

1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m. p.h.  
 See Rule 14 (l)



### PERMANENT RESUME SPEED SIGN

See Rule 10(h)  
 Used in connection with Permanent Speed Restriction Sign



### STOP SIGN

At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required

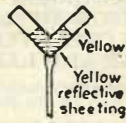


### TEMPORARY SPEED RESTRICTION SIGN

To be used per chart on Page 130, Uniform Code of Operating Rules  
 See Rule 10(g)



### TEMPORARY RESUME SPEED SIGN



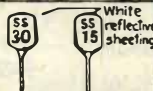
### YARD LIMIT SIGN

See Rule 93



### RAILROAD CROSSING-JUNCTION-DRAWBRIDGE ONE MILE SIGN

(except when protected by interlocking).  
 See Rule 98



### SPEED LIMITING SIGNS FOR SPRING SWITCHES

When moving points in trailing movements



### SWITCHING LIMIT SIGN

Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

## SAFETY FIRST



# Missouri Pacific Railroad Company

## OMAHA DIVISION

## SPECIAL INSTRUCTIONS No. 1

EFFECTIVE JANUARY 1, 1959

Superseding Special Instructions No. 13 dated August 15, 1954, and all Supplements thereto.

## SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

C. L. CHRISTY  
 Superintendent

CARRY INSIDE BACK COVER OF TIMETABLE



**1. SUPERIORITY OF TRAINS:**

See Timetable.

**2. MAXIMUM SPEED:**

See Timetable.

**3. SPEED RESTRICTIONS:**

See Timetable.

**4. STANDARD CLOCKS:**

Kansas City: Union Station. East Yard (West End). East Yard (Diesel Shop). Kaw Bridge (Yard Office). Ohio Ave. (CGW Yard Office).	Falls City Yard: Yard Office. Telegraph Office. Auburn. Union. Omaha: Union Station. Grace Street.
BB Tower. Atchison: Union Station. Train Dispatcher's Office Upper Yard.	Lincoln: Psg. Sta Concordia.

**5. WATCH INSPECTORS:**

Location	Names	Street Address
Leavenworth.....	Carl Richey.....	.215 S. 5th Street
Atchison.....	Runyan.....	.513 Commercial
St. Joseph.....	Martin Ellingson...	2328 South Sixth St.
Falls City.....	T. L. Davies.....	.1617 Stone
Auburn.....	Riggs Jewelry Store.	1206 J Street
Omaha.....	L. A. Borsheim.....	16th & Harney
Omaha.....	Watch Hospital...	2824 N. 16th
Omaha.....	Borsheim & Dorcy Jewelry Co.....	1621 Howard St.
Lincoln.....	Sartor Jewelry Co..	1301 "O"
Frankfort.....	B. D. Warren.....	201 Kansas
Concordia.....	Wescott Jewelry Co.....	133 West Sixth
Downs.....	Wierenga Jewelry Co.....	Downs
Hastings.....	Zinn Jewelry.....	121 West Second
Stockton.....	Robert's Jewelry...	Stockton

**6. TRAIN REGISTERS:**

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, as required by Rule 83(a), except No. 691 must secure clearance at Weeping Water before leaving WW Jct. Westward trains moving to Crete Subdiv. must secure clearance at Auburn before leaving MX Jct. and No. 697 must secure clearance at Downs before leaving QN Jct.

An extra train holding train orders authorizing its movement beyond any of these stations, will, where there is no train order signal governing its movement, require a clearance when there is an operator on duty.

Omaha (Grace St.)	Yuma,
N Street (UP Conn.)	HA Jct.
MX Jct.	Jamestown,
Crete,	Downs,
Lincoln,	QN Jct.,
NW Jct.,	Hastings,
WW Junction,	Lenora,
WS Jct.,	Stockton,
NK Junction,	Burr Oak.
	Union

**Omaha:** Eastward Extra trains may be operated (Grace Street,) Omaha to Gilmore Jct., without requiring use of train orders or clearance when no operator on duty at Grace Street.

**Falls City Yard:** Train Register located in Telegraph Office for first-class trains and in Yard Office for all except first-class trains.

Conductors of Eastward trains, except first-class, will furnish engineer with Form 4562, register check, unless relieved from doing so by train order, Form V.

**6. TRAIN REGISTERS:—Concluded.**

**Atchison:** Eastward trains terminating at Atchison will not require Clearance, at Upper Yard, when train order signal indicates Stop.

Westward second-class trains must secure Clearance, at Upper Yard, and will not require running orders Shannon to Falls City.

**Edgewater Jct.:** Westward trains will not require Clearance at Edgewater Jct.

**BB Tower:** Eastward C. G. W. trains will not require Clearance, at BB Tower, when train order signal indicates "Proceed."

**7. GENERAL ORDER BOOKS:**

Kansas City: Union Station Telegraph Office. Union Station, Trainmaster's Office. East Yard (West End) East Yard (Diesel Shop) Ohio Ave. (CGW Yard Office) Kaw Bridge Yard Engine Terminal	Auburn. Union. Omaha: Union Station. Grace Street. Hostler's Room.
BB Tower.	Auburn. Union.
Atchison: Union Station. Upper Yard. Engine men's Room.	Omaha: Union Station. Grace Street. Hostler's Room.
South Des Moines, Iowa (CGW) Des Moines, Iowa (CGW) Conception, Mo. (CGW)	
Falls City: Yard Office.	Concordia. Downs. Hastings.
Lincoln.	

**8. MAIL CRANES BETWEEN STATIONS:**

BLANK.

**9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:**

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Bomber Plant—Fort Crook..	E-58	240,000 lbs.
Kansas City and Omaha via Omaha Subdiv.....	E-64	251,000 lbs.
Atchison and St. Joseph via C. R. I. & P.....	E-60	251,000 lbs.
Engines classifying over E-55 must not be double-headed with any class engine over Atchison Bridge.		
Otoe and WS Jct.....	E-50	240,000 lbs.
Engines classifying in excess of E-45 must not exceed speed of 15 miles per hour over Bridge 4839 at Seymour Park.		
Union and Lincoln, including Stock Yard Extension Track No. 1 at Lincoln...	E-50	240,000 lbs.
MX Jct. and Crete.....	E-45	210,000 lbs.
N. K. Jct and Stockton.....	E-45	210,000 lbs.
Greenleaf and Washington...	E-45	210,000 lbs.
Yuma and Hastings.....	E-45	210,000 lbs.
Jamestown and Burr Oak...	E-45	210,000 lbs.
Downs and Lenora....	E-45	210,000 lbs.

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.



**9.—Concluded.**

**Explanation of Cooper's Classification:**

Classification	Engine Numbers	Work Equipment
E-30	800-811	Pile Drivers X-165, X-169, X-170, X-171. Wrecking Derricks X-100, X-108.
E-35	7100, 9000-9022	Bridge Erection Cranes X-1025. Locomotive Cranes X-1004, X-1005, X-1006, X-1026 and X-1031. Locomotive Ditcher X-202. Wrecking Derricks X-101 to X-107, Inc. and X-109.
E-40	7000-7021, 8001-8036, 9150-9161	
E-45	201-208, 301-392, 501-626, 4100-4371, 4501-4526, 9102-9149, 9162-9239	Bridge Erection Cranes X-1027, X-1028, X-1032, X-1033, Bridge Erection Derrick X-247. Bridge Derrick-Pile Driver, X-172. Wrecking Derricks X-110 to X-114-inc.

All other Work Equipment mounted on two standard four-wheel trucks and weighing not more than 150,000 pounds classifies E-30 or less.

Manner of handling steam engines, either in service or in tow, will be governed by Instructions issued by Superintendent or Trainmaster at the time of handling.

**9-A. Engine Restrictions:**

Name of Track or Location	MP	Pole	Restrictions
Lincoln Subdiv. Weeping Water	458	10	Engines and cars must not be operated under rock loading tippie of Cass Company.

**10. RAILROAD CROSSINGS AT GRADE:**

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Atchison	309	24	CGW	MoPac	Manual Interlocking
Atchison	309	24	CB&Q	MoPac	Manual Interlocking
Atchison	330	22	AUDCo (track No. 5)	MoPac	None
Atchison	330	25	CB&Q	MoPac	Gated against CB&Q
Atchison (Yard Track)	331	30	AT&SF	AT&SF	Gated against MoPac

**10. RAILROAD CROSSINGS AT GRADE:—Concluded**

Subdiv.	MP	Pole	Other Railroad	Senior Line	Type of Protection
Atchison	369	31	UnPac	UnPac	Automatic Interlocking
St. Joseph	347	28	CB&Q	CB&Q	Manual Interlocking
Omaha	384	30	CB&Q	CB&Q	Manual Interlocking
Omaha	435	36	CB&Q	CB&Q	Automatic Interlocking
Omaha	465	9	CB&Q	CB&Q	Automatic Interlocking
Omaha	465	20	CB&Q	CB&Q	Automatic Interlocking
Omaha	478	28	C&NW	MoPac	Gated against C&NW
Louisville	465	32	CB&Q	CB&Q	Automatic Interlocking
Louisville	467	6	CRI&P	MoPac	Automatic Interlocking
Louisville	479	16	UnPac	UnPac	Automatic Interlocking
Louisville	485	20	C&NW	MoPac	Automatic Interlocking
Lincoln	494	10	CRI&P	MoPac	None
Lincoln (Yard Track)	495	0	CB&Q	CB&Q	Gated against MoPac
Crete	466	19	CB&Q	CB&Q	Gated against MoPac
Concordia	409	5	UnPac	MoPac	Automatic Interlocking
Concordia	419	31	UnPac	MoPac	None
Concordia	466	2	CRI&P	MoPac	None
Concordia	485	4	AT&SF	MoPac	None
Concordia	485	5	CB&Q	MoPac	None
Downs	514	6	UnPac	MoPac	None
Hastings	492	11	AT&SF	MoPac	Gated against MoPac
Hastings	504	5	CRI&P	MoPac	Automatic Interlocking
Hastings	528	18	C&NW	MoPac	None
Hastings	530	5	CB&Q	CB&Q	Gated against MoPac
Hastings	555	11	CB&Q	CB&Q	None
Hastings (Yard Track)	578	22	UnPac	UnPac	Automatic Interlocking

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

All trains will stop at Un. Pac. crossing, MP 419 Pole 31, near Irving, and in addition a member of the crew will precede train and give signal from the crossing if safe to proceed.

**INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:**

**10-A. Automatic Interlockings:**

Subdiv.	Location	MP	Pole	Other Railroad
Atchison	Hiawatha	369	31	UnPac
Omaha	Nebraska City	435	36	CB&Q
Omaha	Oreapolis	465	9	CB&Q
Omaha	Oreapolis	465	20	CB&Q
Louisville	Louisville	465	32	CB&Q
Louisville	Meadow	467	06	CRI&P
Louisville	Portal	479	16	UnPac
Louisville	Seymour Park	485	20	C&NW
Concordia	Frankfort	409	5	UnPac
Hastings	Scandia	504	5	CRI&P
Hastings	Hastings (Yard Track)	578	22	UnPac

Rule 344 and other rules applicable, will govern.

Automatic derail operated by dual control switch is located 509 feet east of crossing at MP 465 Pole 9. Rules 104(b) and 104(c) will govern its operation.



**10-A. Automatic Interlockings:—Concluded.**

Release box with instructions inside, located at crossing, except that at Frankfort, there is a push button release, with instructions, located in telephone booth.

At **Nebraska City**, eastward trains occupying approach section more than four minutes must move at low speed to absolute signal 4358R, because of interlocking released to CB&Q trains by expiration of time limit.

At **Louisville**, signals will automatically display stop indication, after approaches have been occupied for four minutes. When this occurs, operate push button on mast of interlocking signal and hold depressed for two seconds. If signal does not then clear, be governed by instructions in release box at crossing.

Automatic derail operated by dual control switch located between westward absolute signal and crossing. Rules 104(b) and 104(c) will govern its operation.

At **Frankfort**, westward trains occupying approach section more than three minutes must then move at low speed to absolute signal account time having expired releasing plant to the Union Pacific trains.

**10-B. Interlockings With Controlled Electric Signals:**

Subdiv.	Location	MP Pole	Other Railroad
Atchison	Leavenworth	309 24	CGW CB&Q

Interlocking is operated by control operator located in BB Tower.

Signals operate in conjunction with automatic block signals.

**10-C. Standard Manual Interlockings:**

Subdiv.	Location	MP Pole	Other Railroad
St. Joseph	Donovan	347 28	CB&Q
Omaha	Falls City	384 30	CB&Q

At **Donovan**, the absolute signals are two-position, lower quadrant semaphore signals, and do not conform with the aspects shown in The Uniform Code of Operating Rules.

Signal Aspects shown below will govern:

Day Aspect	Night Aspect	Indication
------------	--------------	------------

**SINGLE ARM SIGNALS**

ABSOLUTE SIGNALS			
Red Arm—	Horizontal	Red Light Green Light	Stop Proceed
Red Arm—	60 degree Lower Quadrant		
APPROACH SIGNALS			
Yellow Arm—	Horizontal	Yellow light	Proceed as Per Rule 285

**10-C. Standard Manual Interlockings:—Concluded.**

**TWO ARM SIGNALS**

ABSOLUTE SIGNALS			
Red Arms	Both arms horizontal	Red lights	Stop
Red Arms	{ Top arm—60 degree Lower Quadrant Bottom arm—horizontal	Green light	Proceed
		Red light	
Red Arms	{ Top arm—horizontal Bottom arm—60 degree Lower Quadrant	Red light	Proceed as Per Rule 285
		Yellow light	

There is no westward Approach Signal at **Donovan**. Westward trains will proceed at restricted speed not exceeding twenty miles per hour from East Switch of siding at **Donovan** until crossing is occupied. Eastward approach signal is non-operative. Trains and engines must move at low speed from this signal until crossing is occupied.

**10-D. Cabin Interlockings:**

BLANK.

**10-E. Interlocked Gates:**

BLANK.

**10-F. Standard Gates:**

Subdiv.	Location	MP Pole	Other Railroad
Atchison	Atchison & Eastern Bridge Connection, Atchison.	330 25	CB&Q
Atchison	East leg of wye Atchison	331 30	AT&SF
Omaha	South Omaha	478 28	C&NW
Hastings	Yuma	492 11	AT&SF

Within 4000 ft. and not less than 2500 ft. of each side of these crossings there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

**10-G. Standard Gates with Electric Locking Devices:**

Subdiv.	Location	MP Pole	Other Railroad
Crete	Hickman	466 19	CB&Q
Lincoln	Lincoln	495 0	CB&Q
Hastings	Superior	530 05	CB&Q

At **Hickman** and **Superior**, gate is electrically locked against Missouri Pacific. Instructions for operation at **Hickman** and **Superior** posted in iron box at gate.

At **Lincoln**, permission to use crossing must be obtained from CB&Q train dispatcher. Telephone at crossing. After using crossing, restore gates, derail and lock to normal position against Missouri Pacific and notify CB&Q train dispatcher. Instructions in booth.

**10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits, Where View is Obstructed:**

BLANK.

**11. INTERLOCKINGS AT JUNCTIONS:**

Subdiv.	Location	MP Pole	
Omaha	OM Junction	473 3	Operated from Tower at Gilmore Junction. Un. Pac. Rules govern.



**12. YARD LIMITS:**

	From		To	
	MP	Pole	MP	Pole
<b>Atchison and Omaha</b>				
Subdiv.:				
Kansas City.....	274	30	287	23
Hiawatha.....	369	15	371	0
Falls City.....	383	0	386	10
Auburn.....	413	28	414	26
Nebr. City.....	435	25	437	0
Union.....	446	25	448	15
Omaha (South Omaha Terminal connection, South Omaha to Cass Street Omaha).....	478	2	487	8
<b>Lincoln Subdiv.:</b>				
Union.....	447	25	449	0
Nehawka.....	451	00	452	10
Weeping Water.....	454	0	462	7
Elmwood.....	471	6	472	4
Eagle.....	478	20	479	23
Wabash.....	467	00	468	00
Walton.....	486	00	487	00
Lincoln.....	489	00	End of Track	
<b>Louisville Subdiv.:</b>				
Weeping Water.....	457	0	End of track at Otoe	
Louisville.....	464	20	469	0
WS Jct.....	482	25	488	10
<b>Crete Subdiv.:</b>				
MX Jct.....	416	18	417	30
Brock.....	422	25	423	27
Talmage.....	427	12	429	11
Tangeman.....	431	18	432	5
Cook.....	437	8	438	8
Burr.....	445	7	446	7
Douglas.....	451	7	452	1
Panama.....	458	6	459	0
Hickman.....	464	24	465	20
Sprague.....	472	11	473	12
Kramer.....	479	23	480	22
Crete.....	485	23	End of track	
<b>Concordia Subdiv.:</b>				
NK Jct.....	332	33	338	0
Frankfort.....	407	30	410	0
Greenleaf.....	442	16	444	25
Concordia.....	484	0	486	29
<b>Washington Subdiv.:</b>				
Greenleaf to Washington....	443	33	End of track	
<b>Downs Subdiv.:</b>				
Concordia.....	484	0	486	29
Jamestown.....	495	25	497	1
Beloit.....	513	15	515	20
Downs.....	537	18	539	16
Stockton.....	579	20	End of track	
<b>Lenora Subdiv.:</b>				
Downs.....	538	28	539	16
Lenora.....	622	10	End of track	
<b>Hastings Subdiv.:</b>				
Yuma.....	490	15	491	11
Hastings.....	577	28	End of track	
<b>Burr Oak Subdiv.:</b>				
Jamestown.....	496	11	497	2
Burr Oak.....	529	3	End of track	

**13. SWITCHES:**

**13-A. Spring Switches:**

Subdiv.	Type of Switch	Location	MP	Pole	Normal Position
Atchison...	No. 20	N. K. Jct.	332	32	Atchison Subdiv. Main track
Omaha....	No. 10	East End of Falls City Yard.....	383	14	Main track
Omaha....	No. 10	Howe, East End Siding.....	408	17	Main track
Omaha....	No. 10	KD Siding East End.....	433	13	Main track
Omaha....	No. 10	Union, East End Eastward Siding.....	447	4	Main track
Omaha....	No. 10	Union, West End Westward Siding.....	447	11	Main track
Omaha....	No. 20	GB Jct.....	471	39	Westward Main track

Rule 104(a) and other rules applicable, will govern. See Section 3 of Special Instructions in timetable covering speed restrictions.

**13-B. Remotely Controlled Switches:**

Location	At	Type of Switch	Control Operator at
Edgewater Jct. to Lower Yard	Each end of each siding and at Junctions Edgewater Jct. to Lower Yard	No. 20, (except No. 10 at UP Jct., East Leavenworth CGW Conn. East end siding Leavenworth and Lower Yard, Atchison.)	BB Tower
Upper Yard (West Switch) Shannon	West end Upper Yard East and West switches of siding	No. 20 No. 16	Upper Yard Upper Yard
Hiawatha.....	East switch of siding	No. 20	Hiawatha

Rules 104(b), 104(c), and other rules applicable, will govern.

**13-C. Normal Position of Switches other than Spring or Remotely Controlled:**

Location	Normal Position
South Omaha (End of two main tracks).....	For Westward trains
South Omaha (Crossover switches at MP 479, Pole 4).....	For Westward trains through crossover

**13-D. Interlocked Switches:**

Subdiv.	Location	MP	Pole	Operated From
Omaha.....	Falls City.....	384	30	Tower
Omaha.....	OM Jct.....	473	03	Gilmore Jct. Tower

**13-E. Handling of Switches by Operators or Switch Tenders:**

BLANK.

**13-F. Bolt Locked Switches:**

BLANK.



**13-G. Electrically Locked Switches**

Subdiv.	Location	MP	Pole
Atchison	UP-MP Interchange Yard connecting Track	288	20
Atchison	Nearman House Track	293	3
Atchison	Leavenworth Team Track	309	13
Atchison	Leavenworth East End Scale Track	309	15
Atchison	Leavenworth West End Scale Track	309	18
Atchison	Leavenworth Engine Spur Track	309	19
Atchison	Leavenworth Barker Track	309	26
Atchison	Shannon East End House Track	338	0
Atchison	Shannon West End House Track	338	10
Omaha	Nebraska City East End Siding	435	36

Electrically locked derails operated by switch stand located at derail at following locations:

Subdiv.	Location	MP	Pole
Atchison	Leavenworth Team Track	309	15½
Atchison	Leavenworth East End Scale Track	309	16
Atchison	Leavenworth West End Scale Track	309	18
Atchison	Leavenworth Engine Spur Track	309	21
Atchison	Leavenworth Barker Track	309	28

Be governed by instructions posted in telephone booth or on locked door and in box located on Signal 3096-R.

**13-H. Split-Point Derails**

Subdiv.	Location	Track	How Operated
Atchison	MP 296-26	Pipe Line Spur	Hand Thrown
Atchison	MP 329-06	Govt. Spur	Hand Thrown
Atchison	Atchison Yds.	Old Main at 9th St.	Hand Thrown
Omaha	Falls City Yd.	14th St. Yard Lead	Hand Thrown
Lincoln	Weeping Water	NC Quarry Spur	Hand Thrown
Louisville	Seymour Park	Seed Co. Spur	Hand Thrown

**14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:**

**OMAHA AND SOUTH OMAHA:**

Location	MP	Pole	Facing or Trailing Point
Locust Street	493	16	Facing
Emmet Street	493	5	Facing
Sprague Street	492	17	Facing
16th Street	492	13	Trailing
20th Street	491	31	Facing
24th Street	491	13	Trailing
26th Street	491	5	Facing
28th Street	490	37	Trailing
Creighton Boulevard	490	29	Trailing
Spaulding Street	490	22	Trailing
Grant Street	489	26	Facing
Hamilton Street	489	13	Trailing
Izard Street	489	3	Trailing
California Street	488	30	Facing
California Street	488	25	Trailing
West Side Junction	488	10	Trailing
43rd Street	481	7	Trailing
Popelton Street	480	21	Trailing
Wright Street	479	21	Facing

**OM JCT. AND GB JCT.**

Bomber Yard	472	11	Trailing
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**15. FLASHING LIGHT TRAIN ORDER SIGNALS:**

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals:

BB Tower.	Auburn.
Hiawatha.	Union.

**16. SIDINGS:**

**16-A. Sidings of Assigned Direction: (See Rule 105).**

Location	East or West-ward Siding	Which side of track	Location and type of switches				
			EAST MP Pole	Type of Switch Hand Throw or Spring	WEST MP Pole	Type of Switch Hand Throw or Spring	
Union...	West	South	446	27	No.10 Hand	447	27
	East	North	447	11	No.10 Spring	448	11

**16-B. Designation of Sidings:**

Sidings and their capacity are designated by timetable.

**Lincoln Subdiv.:**

**WEEPING WATER:**

First track south of main track designated as Siding:  
 East Switch, MP 460 Pole 5.  
 West Switch, MP 460 Pole 18.  
 (Capacity 37 cars).

**LINCOLN:**

First track south of main track designated as Siding:  
 East Switch, MP 494 Pole 13.  
 West Switch, MP 494 Pole 22.  
 (Capacity 36 cars).

**Concordia Subdiv.:**

**CONCORDIA:**

First track south of main track designated as Siding:  
 East Switch, MP 485 Pole 11.  
 West Switch, MP 485 Pole 22.  
 (Capacity 33 cars).

Washington Street is the first street crossing west of Passenger Station.

The name "Washington Street" is designated for this location for identification in train orders.

**Downs Subdiv.:**

**DOWNES:**

First track south of main track designated as Siding:  
 East Switch, MP 538 Pole 4.  
 West Switch, MP 538 Pole 16.  
 (Capacity 40 cars).

Location of switches designated as entrances to yards:

Subdiv.	Station	MILE POST LOCATION OF SWITCHES			
		East		West	
		MP	Pole	MP	Pole
Omaha	Falls City Yard..	383	14	384	27
Atchison					
Omaha					

**16-C. Sidings in Advance of Train Order Signals:**

Subdiv.	Station	Switch	Distance and Direction from Train Order Signal
Concordia	Goff	West	71 feet—East
Concordia	Irving	West	109 feet—East
Concordia	Barnes	East	607 feet—West
Concordia	Linn	West	225 feet—East
Concordia	Clifton	East	206 feet—West
Crete	Hickman	West	1100 feet—East

**16-C (1). Designation of stations outside ABS territory where issuance of train order to train at meeting or waiting point is prohibited, per items (2) and (3) of third paragraph, Rule 38 of Rules and Instructions to Train Dispatchers:**



**16-C (1)—Concluded.**

(1) Stations at which physical conditions obstruct view:

- Netawaka—Westward trains only.
- Corning—Westward trains only.
- Centralia—Westward trains only.
- Vermillion—Both directions.
- Waterville—Both directions.
- Clyde—Both directions.
- Scottsville—Eastward trains only.
- Glen Elder—Westward trains only.
- Cawker City—Both directions.

(2) Stations at which the restricted train would pass before reaching the train order signal, the siding switch an inferior train would use to enter siding:

- Goff, Irving and Linn—Westward trains only.
- Clifton—Eastward trains only.

**16-D. Sidings Permitted to be used as Team and Storage Tracks, modifying Rule 105:**

<b>Louisville Subdiv.:</b> All sidings	<b>Lincoln Subdiv.:</b> All sidings
<b>Concordia Subdiv.:</b> CB Siding Netawaka Wetmore Bigelow Clifton Clyde Concordia	<b>Downs Subdiv.:</b> Yuma Jamestown Downs  <b>Crete Subdiv.</b> Talmage

**16-E. Sidings Equipped with Spring Switches for Right Hand Running:**

BLANK.

**17. BLOCK SIGNALS:**

**17-A. Automatic Block System:**

(a) **Between Edgewater Jct. and OM Jct.:**

Rules 281 to 292-A, incl., 325 to 332, incl., 350 to 356, incl., and other rules applicable, will govern.

Rule 99(j) is effective between Edgewater Jct. and GB Jct.

The following is added to Rule 285:

“When advance view permits, start reducing speed before reaching approach signal, and when such view is sufficient, — to 30 MPH before reaching it.”

**MX JCT.:**

Indication of Signal No. 4166-R located at MP 416 Pole 21, Crete Subdiv., after switch is opened, will indicate to trains moving from Crete Subdiv. to Omaha Subdiv., condition of the block.

Junction switch must not be closed until rear of train has passed westward Signal No. 4165.

Westward trains to Crete Subdiv. must not pass Signal No. 4165 until junction switch has been reversed and junction switch must not be closed until rear of train has passed insulated joint.

When Crete Subdiv. is used for meeting Omaha Subdiv. trains, westward trains backing off Crete Subdiv. will back clear of westward Signal No. 4165, located east of junction switch, and westward movement will be governed by this signal.

**AUBURN-MX JCT.:**

Repeater calling-on indication of train order signal at Auburn, is located at MX Jct. with designation “CO”. When this “CO” signal displays yellow light per Rule 231, train entering Omaha Subdiv. at MX Jct. may move at Low Speed to train order signal at Auburn.

(See Rules 221(a), 231 and Train Order, Form N.) This “CO” signal is not a block signal and does not relieve train or engine from compliance with block signal indications.

**17-A. Automatic Block System—Concluded.**

(b) **Vicinity of WS Junction:**

**WS JCT.:**

Indication of westward Signal No. 4813, located on Omaha Subdiv. westward main track ten pole lengths east of WS Jct., indicates to westward trains condition of block extending to End of Block sign located five pole lengths west of WS Jct.

Indication of eastward Signal No. 4886, located on Omaha Subdiv. eastward main track fifteen pole lengths west of WS Jct. indicates to eastward trains condition of block extending to End of Block sign one pole length east of WS Jct.

Account obstruction of view, Rule 104(15) applies in above mentioned territory.

**17-B. Operation by Signal Indication, Opposing and Following Movements:**

Subdiv.	Between What Points	Control Operator Located at
Atchison...	Edgewater Jct. and Lower Yard (East Switch)	BB Tower
Atchison...	Lower Yard (East Switch)	Shannon (West Switch) . . Upper Yard

Rules 400 to 406, inclusive, and other rules applicable, will govern.

**SHANNON:**

Westward Signal No. 3379, located at east switch of siding at Shannon, governs movement of train only to west end of siding. Westward trains must not leave Shannon except by timetable or train order authority.

**POMEROY SPUR:**

If a train or engine with all cars attached should clear main track at Pomeroy Spur, Mile Post 296, Pole 28, and close switch, track and time limits as required by Rules 375, 400, and 402 must be obtained before reentering main track at this switch.

Telephone is located near switch.

Mimeographed forms are provided in the telephone booth. One of the forms must be filled out by member of crew receiving track and time limits for reentering main track. Instructions on the mimeographed form show disposition to be made of it after same is filled out.

**17-C. Operation by Signal Indication with the Current of Traffic:**

Subdiv.	Between Which Points
Omaha.....	GB Jct. and OM Jct.

Rules 450 to 453, incl. and other rules applicable, will govern. Movements against current of traffic must be authorized by train order, Form D-R.

**17-D. Dragging Equipment Detector:**

BLANK.

**17-E. Low Type (Repeat) “Calling On” Indication of Train Order Signals.**

**18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:**

**OMAHA:**

Operation on two main tracks with the current of traffic without train orders:

Between Omaha (Locust Street) and crossover, MP 479, Pole 4, trains and engines will use right hand track.

Between crossover, MP 479, Pole 4, and South Omaha, trains and engines will use left hand track. Normal position of crossover switches, MP 479, Pole 4, is for movement of westward trains through crossover.

When necessary to move trains or engines against the current of traffic between these points such movements will be authorized by Trainmaster, General Yardmaster or Yardmaster. No train orders covering such movements will be issued by Train Dispatcher.



**19. DOUBLE HEADING TRAINS:**  
BLANK.

**20. HELPER AND PUSHER SERVICE:**

**20-A. Helper Service:**  
BLANK.

**20-B. Pusher Service:**

In pushing trains out of yard where pusher engine does not go beyond the main track switch, it will be permissible to do so without coupling air, but if pusher engine goes out on main track, air must be coupled through the pusher engine in rear, and doubleheading cock under brake valve on pusher engine in rear closed, to avoid overcharging rear end or pumping off brakes when applied by "train-engine."

(See Section 6, "Brown Book".)

**Exception:** Omaha, Grace Street.

Trains may be pushed to a point opposite elevator "H," one mile from Yard Office without coupling the air.

**21. BRIDGES OVER NAVIGABLE STREAMS:**  
BLANK.

**22. OPERATION OVER FOREIGN LINES:**

**(a)—Use of Union Pacific tracks at Omaha, between Gilmore Junction and Union Station by Passenger Trains, and between Gilmore Junction and "N" Street, South Omaha, by freight trains:**

On all Union Pacific tracks in Omaha and South Omaha yards, including Gilmore Junction, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules and Bridge Subdivision time-table.

**(b)—Use of tracks of South Omaha Terminal Company between South Omaha and "N" Street:**

Between South Omaha and "N" Street (Union Pacific Connection), trains and engines will be governed by rules of the South Omaha Terminal Co.

South Omaha—Eastward trains before passing yard office will secure permission by telephone for movement to "N" Street. When switches at "N" Street are properly lined and "Proceed" signal given by switchtender, movement may be made to Union Pacific main track.

**(c)—Use of CB&Q tracks between Gilmore Jct., and Bomber Plant:**

All moves will be made as prescribed by CB&Q instructions, and their rules 93 and 99, quoted below:

"Rule 93: "The main track may be used within yard limits clearing first-class trains as prescribed by the rules.

Second and inferior class and extra trains must move within yard limits at restricted speed, prepared to stop, unless the main track is seen and known to be clear.

Trains carrying passengers or caretakers, or handling occupied company service cars must be protected as provided by Rule 99."

Rule 99: "When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuseses.

When recalled and safety to the train will permit he may return.

When the conditions require, he will leave the torpedoes and a lighted fusee.

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

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day when the view is obscured, lighted fuseses must be thrown off at proper intervals.

**22. OPERATION OVER FOREIGN LINES:—Concluded.**

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used. Conductors and enginemen are responsible for the protection of their trains."

There are no scheduled trains between Fort Crook and Gilmore Junction.

Under no circumstances may Missouri Pacific crews use CB&Q tracks between switch leading to Bomber Plant at Mile Post 7.42 and Fort Crook.

When necessary to place or remove cars from Bomber Plant it will be necessary to hold onto enough cars so that steam locomotive will not enter the building."

**(d)—Use of tracks of Atchison Bridge Co., Inc., between Atchison Union Depot and Winthrop:**

Missouri Pacific trains and engines using tracks of Atchison Bridge Company, Inc., between Atchison Union Depot and junction of AB tracks with CB&Q and CRI&P tracks at Winthrop, will move by indication of block signals, as provided in detailed instructions of Bridge Company posted in Atchison Union Depot.

**(e)—Use of Tracks of the Atchison Union Depot and Railroad Company:**

Missouri Pacific trains and engines using tracks of the Depot Company will be governed by instructions contained in bulletin issued by the Depot Company and posted in Atchison Union Depot.

**(f)—Use of tracks of C. R. I. & P. Ry. between Winthrop and Donovan:**

Between Winthrop and Donovan, trains will be governed by The Uniform Code of Operating Rules, Timetables, Special Instructions and General Orders of C. R. I. & P. Ry.

**(g)—Use of tracks of Union Terminal Railway between Donovan and C. R. I. & P. Jct.:**

Between Donovan and C. R. I. & P. Junction, trains will be governed by joint timetable of Missouri Pacific and Union Terminal Railway.

**(h)—Use of tracks of C. R. I. & P. Ry. and St. Joseph (Union Depot) Railroad Company between C. R. I. & P. Jct. and St. Joseph Union Depot:**

Between C. R. I. & P. Junction and St. Joseph Union Depot, trains will be governed by The Uniform Code of Operating Rules, Timetable Special Instructions and General Orders of C. R. I. & P. and St. Joseph Union Depot Railroad Company.

**(i)—Joint facilities with Chicago and Northwestern at Lincoln:**

All tracks serving the Passenger Station are owned, operated and used jointly by the Missouri Pacific and the Chicago and North Western.

All trains and engines using tracks, extending beyond C. & N. W.—Missouri Pacific junction switch (located three hundred feet east of Tenth Street Viaduct) will move at restricted speed.

**22-A. Operation in Terminals on Connecting Divisions:**

**KANSAS CITY:**

Kansas City Terminal Division Special Instructions govern

**22-B. Operation of Foreign Line Trains over Missouri Pacific Tracks:**

**(a)—Use of Missouri Pacific tracks by C. G. W. between C. G. W. Connection at East Leavenworth and Kaw Point, Kansas City:**

Trains of C. G. W. operate over Mo. Pac. tracks between these points and are subject to The Uniform Code of Operating Rules, Timetable, Special Instructions and General Orders of Missouri Pacific.

**(b)—Use of Missouri Pacific tracks by Union Pacific between C. G. W. Connection at East Leavenworth and U. P. Junction at Cochrane:**



**22-B- Operation of Foreign Line Trains over Missouri Pacific Tracks:—Concluded.**

Trains of Union Pacific operate over Mo. Pac. tracks between these points and are subject to The Uniform Code of Operating Rules, Timetable, Special Instructions and General Orders of Missouri Pacific.

**(c)—Use of Missouri Pacific tracks near Atchison Union Depot by A. T. & S. F., C. R. I. & P. and C. B. & Q.:**

Trains using A. T. & S. F. main track to and from Union Depot track No. 5 will use crossover between Missouri Pacific and A. T. & S. F. main track located at Fourth Street.

Indicators are located at West crossover switch on A. T. & S. F. main track and on depot track No. 5 sixty-six feet east of crossover switch.

When these indicators show clear position, they authorize opening of switches of crossover and of track No. 5.

After all switches have been lined, movement will then be governed by signal indication, eastward from A. T. & S. F. main track by Signal No. 3308-R, and westward from Union Depot track No. 5 by Signal No. 3305-R.

When these signals indicate "Stop," movement beyond them may be made after it is known the way is clear, under flag protection.

There is a railroad crossing, Union Depot track No. 5, and Missouri Pacific "Old Main" between Signal No. 3305-R, and Mo. Pac. main track that is not connected with the signal system. This crossing must be flagged against conflicting movements by a member of crew.

**23. FREIGHT TRAINS HANDLING PASSENGERS:**

Freight trains carrying passengers will stop caboose at station platform.

**24. TRAIN ORDER DELIVERY DEVICES:**

Subdiv.	Station	Location
Atchison . . .	Leavenworth . . .	Southwest angle of MP-CGW crossing.
Atchison . . .	Atchison . . . . .	Connection between A&E Bridge Co. track and Atchison Subdiv.
Atchison . . .	Falls City Yard	At Tower.
Omaha . . . . .	Auburn . . . . .	On train order signal.
Omaha . . . . .		

Passenger Trains:—Engine men will receive orders from top fork, conductors from middle fork and rear trainmen from bottom fork.

Freight Trains:—Engine men will receive orders from top fork and rear trainmen from bottom fork.

**25. MOTOR CARS:**

BLANK.

**26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:**

1. **For passenger Service**, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may qualify by making this fact known to his conductor and, before starting trip, the two of them thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made one or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

**26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:—Concluded.**

2. **For Freight Service**, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period.

Qualifications for engineers in this paragraph will also apply to engineers handling Troop trains.

The following Subdiv's. are excepted from the provisions of instructions under this section:

Louisville	Washington	Lenora
Crete	Hastings	Downs (Between
Lincoln	Burr Oak	Downs & Stockton)

3. **Firemen**, working in Road or Yard Service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in Road or Yard Service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

**27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:**

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, include Rule 99 (xs), affecting train movement, which is repeated below for information and guidance of employees affected thereby:

"99 (xs)", Protection by Train Order.—Protection required by Rule 99 (xs) may be given by train order on such light train subdivisions as may be designated by the Superintendent.

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signals shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail 10 rail lengths in advance of the yellow restricting signs (see diagram).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (mw).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"7 01 AM until 4 01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."



**27.—Concluded.**

The maximum length of track that can be protected by form "X-S" train order is one mile.

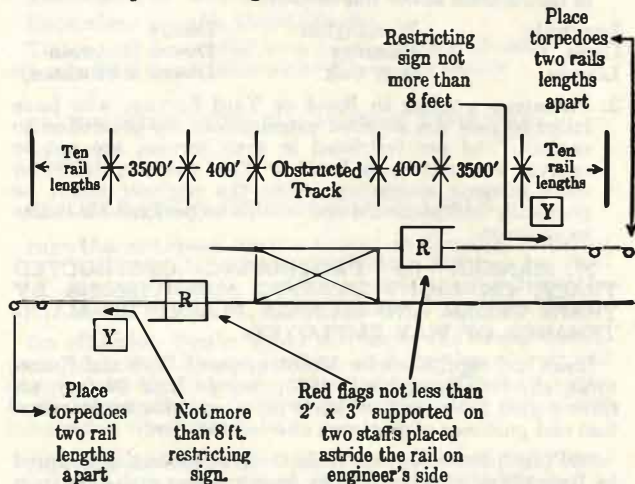
Only the foreman or man in charge is permitted to place and remove the red flags.

Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen.

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

LINCOLN	BURR OAK
CRETE	HASTINGS
LOUISVILLE	LENORA
WASHINGTON	
DOWNS (between Downs and Stockton)	

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:



**27-A. PROTECTION ORDERS:**

Use of protection orders, Form Y, are authorized on the following light traffic subdivisions:

Lincoln	Hastings	Downs (between
Louisville	Burr Oak	Downs and
Lenora	Crete	Stockton)

**27-B. USE OF FOLLOWING FORM OF TRAIN ORDER IS AUTHORIZED ON OMAHA DIVISION:**

**Example:** 8:35 AM to 5:35 PM approach (Tie Renewal Gang) (Tamping Gang) (Welding Gang) (Surfacing Gang), between Mile Post 587, pole 5, and Mile Post 587, pole 30, prepared to stop and proceed on hand signal given with yellow flag by foreman in charge. A speed of 30 miles per hour will not be exceeded within the limits of this order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

**28. MOVEMENT OF TRAINS THROUGH TUNNELS:**  
BLANK.

**29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:**

Name	Station Number	Miles from St. Louis	Capacity
<b>Atchison Subdiv.:</b>			
Ramapo.....	B 11	288.84	49 Cars
Pierce (C. R. I. & P. Conn.).....	O 67	349.98	10 Cars
<b>Omaha Subdiv.:</b>			
Tynan.....	O 115	398.10	3 Cars
North Auburn.....	O 135	417.99	10 Cars
Mynard.....	O 176	458.85	20 Cars

**29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:—Concluded.**

Name	Station Number	Miles from St. Louis	Capacity
<b>Crete Subdiv.:</b>			
Tangeman.....	OE 3	431.91	6 Cars
Nissen.....	OE 12	440.16	6 Cars
<b>Lincoln Subdiv.:</b>			
Pickens.....	OF 8	454.40	16 Cars
Tobin.....	OF 9	455.17	16 Cars
U. S. Quarry.....	OF 11	457.37	12 Cars
<b>Washington Subdiv.:</b>			
Cloutman.....	SC 5	449.08	4 Cars
<b>Hastings Subdiv.:</b>			
Muriel.....	SD 83	573.73	18 Cars

**30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE, HORN AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(1) AND 30:**

BLANK.

**31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:**

**Omaha Subdiv.: OMAHA**

All trains and engines must stop at following crossings, and proceed only after member of crew has protected crossing from a point on the ground on the crossing:

- Dahlman Boulevard, both directions.
- 13th and California Streets, both directions.
- 15th and Webster Streets, both directions.

Alley Track between Nicholas and Izard Streets, from 16th to 23rd Streets, inc.

At Alley Track crossings mentioned above, in addition, a member of crew will ride the leading car.

Movement of engine or cars over Grace Street Crossing will be protected by member of crew on ground at crossing when crossing watchman not on duty.

**AUBURN**

Crossing at grade with Highway No. 3 just east of Depot is equipped with standard flashing lights and automatic gate protection.

When engine or cars are standing on siding within 300 ft. of crossing, the gates will be down and lights flashing. To stop flashing lights and to raise gates while train is standing on siding, trainman will push button in small box on side of signal case at crossing.

Before using crossing again, open knife switch in box and leave open until gates are down; then close knife switch.

**Concordia Subdiv.:**

**CONCORDIA**

Member of train or yard crew will protect Washington Ave. Street Crossing when making train or switch movement over it.

**32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:**

**1. USE OF PUSH BUTTON BELL:**

Mail apartment cars of "Eagle" trains are equipped with bells operated by push-button from the Diesel engine. Engineer will sound this bell approaching mail cranes.

**2. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:**

On Trains 105 and 106 a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled and spring switches by firemen in compliance with Rule 104(a) and 104(c).



### 32.—Concluded

Engineers and firemen employed on these trains must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purulator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

### 3. OPERATING DIESEL ENGINES THROUGH WATER:

To avoid damage to traction motors, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

### 4. RERAILING DIESEL ENGINES:

To prevent serious damage to traction motors, train, engine or yardmen should make no attempt to rerail a diesel engine under its own power, or use rerailing frogs for that purpose.

In case of derailment of a diesel engine, notify train dispatcher and await his instructions. Train Dispatcher will contact Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical supervision.

### 5. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is **not to be used**. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling", in "Brown Book."

### 6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

"Diesel engines when composed of multiple units: Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service.

### 7. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASES:

The movement of Diesel Engines Nos. 800 to 811, inclusive, 4100, 4101, 9000 to 9013, inclusive; 9102 to 9146, inclusive; 9170 to 9186, inclusive; 9200 to 9226, inclusive, 9233 to 9239, inclusive, or any other engines which have wheel base of less than 35 feet,—over the following railroad crossings, **without a car or cars attached** so that block and interlocking signals will properly function,—IS PROHIBITED.

Oreapolis Nebr.—Crossing with CB&QRR.

### 8. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

When road-switch diesel units are coupled with standard road diesel units, employees will not pass from road-switch unit to standard road diesel unit, or vice versa, while these units are in motion.

When road-switch units are coupled to standard road units, safety chains must be placed across hand rail of road-switch unit and cross bar in door of road unit placed across door next to road-switch unit.

When "A" units that are equipped to operate as "B" units are operated in trailing movements employees must not pass from cab end of unit to rear of adjoining unit or vice versa while these units are in motion.

If it becomes necessary to go from or to a road-switch diesel unit coupled with a standard road diesel unit, or vice versa, and coupled units are in motion, such coupled units will first be stopped and employe or employes will dismount from unit and go to desired unit on the ground.

### 33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYES SHOULD PROVIDE THEMSELVES:

Employes must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions.

Rules and Instructions governing the operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employes Whose Duties Require Them to Go Between, Under or About Engines or Cars.

Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and Other Dangerous Articles.

Instructions covering the handling of Live Stock.

Circular 43-E.

Such instructions pertaining to their duties as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express, perishable freight and other instructions pertaining to their duties.

### 34. TABLE OF SPEEDS:

See timetable.

### 35. TRAIN SIGNALS:

1. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine. Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine. (See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)
2. Conventional markers on passenger trains may be replaced with a single electric light of prescribed type which must show red to the rear of such passenger trains by day and by night at all times; except, that OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear, and again turned to show red to the rear before train fouls the main track.

These instructions modify Rule 19.

### 36. OPERATION OF RIVER TRANSFERS:

BLANK.

### 37. TELEPHONES:

All telephone booths on this division are equipped with a telephone connected to dispatchers circuit or control operator.

Listed below are locations of telephones other than those in telephone booths:

Wolcott	Signalmen Tool House
Atchison	Signalmen Tool House
Lancaster	Waiting Room
Huron	Section House
Paul	Waiting Room
Union	Waiting Room
Plattsmouth	Waiting Room
Ft. Crook	Freight House
Lincoln	Diesel Shop Office
Lincoln	Freight House
Bloomington	Freight House
Osborne	Freight House
Alton	Freight House
Woodston	Freight House
Stockton	Freight House



**38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:**

1. **Occupied wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
2. **Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
3. **Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. **Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars. However, when operating between St. Louis and Texarkana and between Memphis and Little Rock, such unoccupied steel underframe cars may be handled only when there is an unoccupied all steel constructed car between such a steel underframe car and any occupied all steel car.
5. **Lightweight streamlined cars** shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific lightweight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

**39. CLEARANCES:**

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearances immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to other than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

Employees are therefore specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.

**39. CLEARANCES:—Continued.**

**Limited Side Clearances  
Affecting Main Tracks and Sidings**

Location	Track	Structure
<b>Atchison</b>		
<b>Subdiv.:</b>		
MP 300 Pole 2...	Main Track...	Bridge 3000
MP 305 Pole 9...	Main Track...	Bridge 3052
Leavenworth....	Siding.....	Freight House
MP 322 Pole 0...	Main Track...	Bridge 3220
MP 324 Pole 9...	Main Track...	Bridge 3242
MP 350 Pole 28...	Main Track...	CRI&P Overhead Bridge
MP 376 Pole 17...	Main Track...	Bridge 3763
MP 382 Pole 34...	Main Track...	Bridge 3828
<b>Omaha Subdiv.:</b>		
MP 390 Pole 18...	Main Track...	Bridge 3904
MP 395 Pole 3...	Main Track...	Bridge 3951
MP 414 Pole 25...	Main Track...	Bridge 4146
MP 416 Pole 22...	Main Track...	Bridge 4165
MP 417 Pole 8...	Main Track...	Bridge 4172
MP 446 Pole 4...	Main Track...	Bridge 4461
MP 470 Pole 11...	Main Track...	Bridge 4703
<b>Omaha Term.:</b>		
Center St.....	Main Tracks..	Viaduct
MP 488 Pole 6...	Main Tracks..	Bridge 4882
MP 488 Pole 10...	Main Tracks..	Bridge 4883
MP 488 Pole 14...	Main Tracks..	Bridge 4884
Hamilton St.....	Westward	
	Main Track.	Retaining Wall
MP 492 Pole 17...	Main Tracks..	Bridge 4924
Nicholas St.....	Southward	
	Main Track.	Viaduct
<b>St. Joseph</b>		
<b>Subdiv.:</b>		
MP 330 Pole 28...	Main Track...	Atchison Bridge Co., Inc.
<b>Louisville Subdiv.:</b>		
MP 465 Pole 31...	Main Track...	Bridge 4659
MP 481 Pole 16...	Main Track...	Overhead Highway Bridge
MP 483 Pole 30...	Main Track...	Bridge 4839
<b>Lincoln Subdiv.:</b>		
MP 485 Pole 5...	Main Track...	Overhead Highway Bridge
MP 495 Pole 2...	Main Track...	10th St. Viaduct
<b>Crete Subdiv.:</b>		
MP 416 Pole 21...	Main Track...	Bridge 4165
MP 426 Pole 8...	Main Track...	Bridge 4262
MP 432 Pole 22...	Main Track...	Bridge 4327
MP 467 Pole 26...	Main Track...	Bridge 4679
MP 483 Pole 24...	Main Track...	Overhead Highway Bridge
MP 486 Pole 11...	Main Track...	Stock Chute Platform
<b>Concordia</b>		
<b>Subdiv.:</b>		
MP 344 Pole 13...	Main Track...	Bridge 3444
MP 405 Pole 2...	Main Track..	Bridge 4050
MP 409 Pole 24...	Main Track...	Bridge 4096
MP 413 Pole 38...	Main Track...	Bridge 4139
MP 419 Pole 28...	Main Track...	Bridge 4197
MP 431 Pole 23...	Main Track...	Bridge 4316
MP 471 Pole 18...	Main Track...	Bridge 4714



**39. CLEARANCES:—Continued.**

**Limited Side Clearances  
Affecting Main Tracks and Sidings:—Concluded.**

Location	Track	Structure
<b>Downs Subdiv.:</b>		
MP 492 Pole 4...	Main Track...	Bridge 4921
MP 493 Pole 14...	Main Track...	Bridge 4935
MP 529 Pole 9...	Main Track...	Bridge 5293
MP 534 Pole 23...	Main Track...	Bridge 5347
MP 539 Pole 35...	Main Track...	Bridge 5398
<b>Lenora Subdiv.:</b>		
MP 555 Pole 39...	Main Track...	Bridge 5559
MP 558 Pole 5...	Main Track...	Bridge 5581
<b>Hastings Subdiv.:</b>		
MP 492 Pole 27...	Main Track...	Bridge 4929
<b>Washington Subdiv.:</b>		
MP 450 Pole 6...	Main Track...	Bridge 4502

**Limited Overhead Clearances  
Affecting Main Tracks and Sidings:**

Location	Track	Structure
<b>Atchison Subdiv.:</b>		
Atchison . . . . .	All Tracks . . .	6th St. Viaduct
MP 344 Pole 25...	Main Track...	Viaduct
MP 350 Pole 28...	Main Track...	CRI&P Overhead Bridge
<b>Omaha Subdiv.:</b>		
MP 414 Pole 27...	Main Track...	Highway 73 Viaduct
MP 435 Pole 30...	Main Track...	CB&Q Overhead Bridge
MP 446 Pole 4...	Main Track...	Bridge 4461
MP 470 Pole 13...	Main Track...	Highway 73 Viaduct
<b>Omaha Term.:</b>		
Center Street . . . .	Main Tracks..	Viaduct
Hamilton St . . . . .	Main Tracks..	Viaduct
<b>St. Joseph Subdiv.:</b>		
MP 330 Pole 28...	Main Track...	Atchison Bridge Co., Inc.
<b>Louisville Subdiv.:</b>		
MP 483 Pole 8...	Main Track..	CB&Q Overhead Bridge
<b>Lincoln Subdiv.:</b>		
MP 468 Pole 31...	Main Track...	Viaduct
MP 485 Pole 5...	Main Track...	Highway Overhead Bridge
MP 492 Pole 6...	Main Track...	Viaduct
MP 495 Pole 2...	Main Track...	10th Street Viaduct
<b>Crete Subdiv.:</b>		
MP 432 Pole 22...	Main Track...	Bridge 4327
MP 473 Pole 31...	Main Track...	CRI&P Overhead Bridge
MP 483 Pole 4...	Main Track...	Highway Overhead Bridge
MP 483 Pole 24...	Main Track...	Highway Overhead Bridge
<b>Concordia Subdiv.:</b>		
MP 409 Pole 24...	Main Track..	Bridge 4096
MP 413 Pole 38...	Main Track..	Bridge 4139
MP 431 Pole 23...	Main Track...	Bridge 4316
MP 471 Pole 18...	Main Track...	Bridge 4714
<b>Downs Subdiv.:</b>		
MP 539 Pole 35...	Main Track...	Bridge 5398

**39. CLEARANCES:—Concluded.**

**Limited Overhead Clearances  
Affecting Main Tracks and Sidings:—Concluded.**

Location	Track	Structure
<b>Lenora Subdiv.:</b>		
BLANK.		
<b>Hastings Subdiv.:</b>		
MP 492 Pole 27...	Main Track...	Bridge 4929
<b>Burr Oak Subdiv.:</b>		
BLANK.		
<b>Washington Subdiv.:</b>		
MP 450 Pole 6...	Main Track..	Bridge 4502

**40. FLAGGING SIGNALS:**

Rule 35 is changed to read:  
 "The following signals will be used by flagmen:  
 Day Signals { A red flag  
 Not less than 10 torpedoes and six red fuses  
 Night Signals { A white light  
 Not less than 10 torpedoes and six red fuses"  
 Rule 221(d) changed to read:  
 "Operators must have the following signal appliances ready for immediate use:  
 1 red flag  
 1 white flag  
 1 white light  
 8 torpedoes  
 6 red fuses"

**41. LIGHT ENGINES IN ROAD MOVEMENT:**

Rule 99(j) will not apply to light engines in road movements.

**42. DEFINITION OF DELAY UNDER RULE 330:**

Question: What length of time shall be considered a "delay" under the requirements of Rule 330?  
 Answer: Five minutes or more.

**43. SPECIAL SAFETY RULES:**

Rule 510 of the "Uniform Code of Operating Rules is amended as follows:

"Employes will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

Rule 30 Amended as follows:

IN CASE OF BELL FAILURE, TWO SHORT BLASTS OF WHISTLE OR HORN WILL BE SOUNDED WHEN AN ENGINE IS ABOUT TO MOVE.

**44. RUNNING TEST OF PASSENGER TRAINS:**

BLANK.

**45. RELEASING BRAKES ON FREIGHT TRAINS:**

BLANK.

**46. STANDARD BRAKE PIPE PRESSURE — PASSENGER TRAINS:**

BLANK.

**47. STATE FLAGGING LAW:**

BLANK.

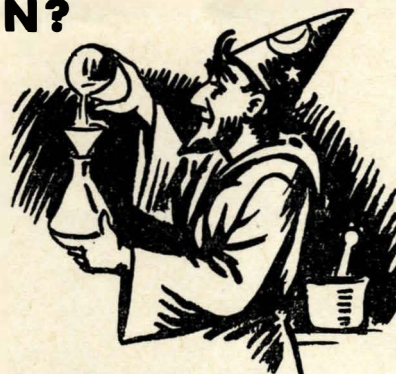
**48. WATCH INSPECTION:**

Rule 2 of the Uniform Code of Operating Rules is changed to read as prescribed by Circular 43-E.



## WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

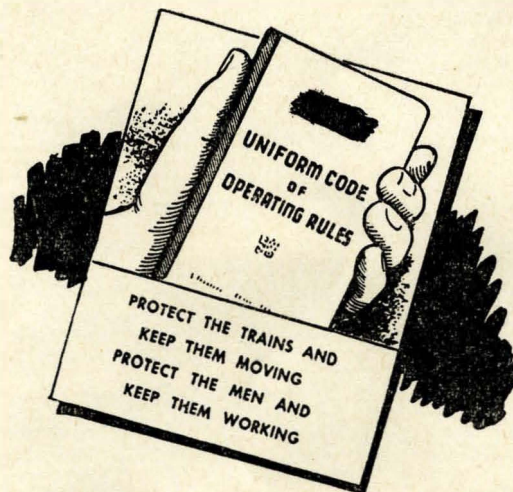
- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.



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### The **BOOK** of **RULES** is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must *open it and study it*. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.



Read the Rule ... Study the Rule ... Know what to do under the Rule, and why ... Then **DO** it!

**NO DETAIL IS UNIMPORTANT!**