



UNION PACIFIC RAILROAD  
 NEBRASKA DIVISION  
 BRIDGE SUBDIVISION

**UNION PACIFIC RAILROAD COMPANY**

**Eastern District**

**Bridge Subdivision**  
 (NEBRASKA DIVISION)

**Special Rules**  
**No. 7**

**Effective Friday,**  
**August 1, 1947**

Superseding Special Rules No. 6

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

**A. E. STODDARD,**  
 General Manager

**ELGIN HICKS,**  
 General Superintendent

**E. H. BAILEY,**  
 Superintendent

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

**2 (R).** Operating Rules 2, 2 (A) and 2 (B) are cancelled.  
 Employes listed below and other employes as may be designated must, while on duty, have a reliable railroad grade watch\* which must not vary more than 30 seconds from correct time.  
 (\*A railroad grade watch is one equipped with a lever set.)

Safety Agents	Flagmen
Trainmasters	Firemen
Assistant Trainmasters	Hostlers
Traveling Conductors	Outside Hostler Helpers
Road Foremen of Engines	Yardmasters
Traveling Firemen	Assistant Yardmasters
†Station Agents	Engine Foremen
†Operators	Switchtenders
Conductors	Engine Herders
Engineers	Such other employes as
Brakemen	may be designated

(†Except when assigned in offices where standard clock is located).

**2 (S).** Officers and employes must not make solicitation in connection with the sale of watches.  
**2 (T).** Employes must present their watches to officers and supervisors upon request.  
**3 (R).** Conductors, engine foremen and engineers of other railroads who have made and registered watch comparison at the beginning of trip or shift, will not be required to make and register watch comparison on Bridge Subdivision.

**8 (R).** Yellow flags by day and yellow lights by night will be used by switchtenders.

**10 (R).**  
 Rule 10 (H) is cancelled.  
 A sign reading "Reduce Speed" and showing by figures the maximum speed permitted, placed on engineer's side of track, indicates that the track one mile distant is in condition for a speed of not more than indicated by the "Reduce Speed" sign.  
 A sign reading "Resume Speed" placed on engineer's side of track indicates that reduced speed location has been passed.  
 The entire train must pass over the designated location at the specified speed.  
 The flagman will give proceed signal when rear of train has passed the "Resume Speed" sign.  
 Such speed restrictions will also be shown in time-table or superintendent's bulletin.

**14 (R).** 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 Tower A and Tower B, Council Bluffs;  
 South running track, Omaha, between 15th Street and Summit;  
 Main tracks Nos. 3 and 4 between west end of Missouri River Bridge and Summit.

**17 (R).** The following will govern use of oscillating red headlight:  
 When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation, and then extinguish white headlight.  
 A train on adjacent track must stop before passing headlight and be governed by Rule 102.  
 When head end protection is required, engineer will immediately display red headlight. When occupying main track in meeting an opposing train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17 (B), after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.  
 Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause and be governed by conditions.

—Continued Opposite Side.

**17 (R).** Continued.  
 Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.  
 If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.  
 When standing at terminals and red headlight is not required, it must be extinguished.

**17 (S).** Rule 17 (C) is cancelled.  
 First sentence of Rule 17 is changed to read: "Headlight must be displayed to the front of every train by day and night."

**17 (T).** Referring to Rule 17 (D): When a Diesel engine not displaying back-up headlight is standing or moving about yards at night under conditions not requiring display of markers, a red light must be displayed on rear of engine.

**19 (R).** Oscillating red rear end light on passenger trains will be designated as a night signal in accordance with Rule 9 and will be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. Also at any time train is moving under circumstances in which it may be overtaken by another train. Red rear end light must be extinguished when train is clear of main track and rear end protection is not required.  
 The displaying and extinguishing of red rear end light must be done by trainman.  
 Display of red rear end light does not relieve trainmen nor enginemen from complying with Rule 99 nor any other rule.

**21 (R).** When a train is equipped with indicators, white flags will not be displayed by extra trains.

**93 (R).** That part of last paragraph of Rule 93 reading, "(See Special Rule 152-R)" is changed to read, "See speed restrictions in time-table."

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

<b>Council Bluffs</b>	} and west switch at Gilmore;
Main Street at 10th Ave.	
9th Street at Union Ave.	
<b>Omaha</b>	} and yard limit sign on Lane Cut-Off;
Summit	
Mo. Pac. Jct. near Cass St.	
End of Carter Lake track	
	and Douglas Street;
	and Carter Lake track.

**93 (T).** On Bridge Subdivision, all tracks may be used protecting against first-class trains.  
 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.  
 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., Council Bluffs, and Tower A, Council Bluffs;  
 Running tracks Nos. 3 and 4 between Tower A and Tower B, Council Bluffs;  
 South running track, Omaha, between 15th 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, except when standing or switching between L Street and Q Street, South Omaha;  
 Running tracks Nos. 7 and 8, between 9th Street and cross-over to C. B. & Q. Transfer south of Douglas Street.

—Continued on Page 3.

**93 (T).** Continued.  
 Union Pacific trains and engines using C. B. & Q. main track east of Council Bluffs (U. P. Transfer), must protect in both directions. Except where protected by interlocking, 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, except between L Street and Q Street, South Omaha.

**93 (U).** All trains and engines must approach Omaha Union Station tracks expecting to find them occupied by engines or cars and must stop before crossing main platform in front of gates, unless proceed signal is received from authorized employe.  
 Eastward trains and engines on No. 4 main track must approach 7th Street, Omaha, prepared to stop unless switches are seen to be in proper position.

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

**98 (R).** Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
12th Street and Union Ave., Council Bluffs.	C. & N. W. (Crossing)	U. P.	Stop signs.
3rd Ave. and Union Ave., Council Bluffs.	C. & N. W. (Junction)	C. & N. W.	Stop signs.
4th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing).	U. P.	Stop signs.
On Union Ave. between 4th Ave. and 5th Ave., Co. Bluffs.	I. C. (Junction).	C. & N. W. and I. C.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing).	U. P.	Stop signs.
5th Ave. and Union Ave., Council Bluffs.	C. B. & Q. (Crossing).	U. P.	Stop signs.
10th Ave. and Union Ave., Council Bluffs.	Westward C. G. W. crosses eastward track, and junction.	U. P.	Stop signs.
10th Ave. between Main St. and 6th St., Council Bluffs.	C. B. & Q. (Crossing).	C. B. & Q.	Stop signs.
12th St. and 10th Ave., Council Bluffs.	C. & N. W. (Crossing).	C. & N. W.	Stop signs.
Tower A, Council Bluffs.	C. R. I. & P. C. M. St. P. & P. Wabash.		Interlocking.
Tower B, Council Bluffs.	U. P. tracks.		Interlocking.
Tower A, Omaha.	U. P. tracks.		Interlocking.
6th St., Omaha, Lininger track.	C. B. & Q.	C. B. & Q.	Gate.
Tower B, Omaha.	U. P. tracks.		Interlocking.
Tower C, Omaha.	C. R. I. & P., C. G. W., and U. P. tracks.		Interlocking.
Summit.	C.G.W., C. & N.W. cross-overs between Tracks 1, 2, 3 and 4.		Interlocking and signal from switchtender.
N St., South Omaha.	Union Stock Yards connection.		Signal from switchtender.
Q St., South Omaha.	C. R. I. & P. connection.		Signal from switchtender.
U St., South Omaha.	C. R. I. & P. (Crossing).	C. R. I. & P.	Gate.
Gilmore Junction.	Junction with C. B. & Q. and Mo. Pac.		Interlocking.
Between Hall Ave. and Burdette St., at 11th St.	I. C. (Crossing)	U. P.	Stop signs.
Between Harney St. and Howard St. on 5th Street.	C. B. & Q. (Crossing).	U. P.	Gate and signals. Rule 98 (S).

**98 (S).** At Omaha, C. B. & Q. Crossing, between Harney Street and Howard Street on 5th Street, gate and signals govern movements on Tracks 7 and 8 and on freight house lead.  
 All trains and switch movements on eastward running Track 7 must come to stop before passing home signal and will then be governed by indication of signal.  
 When home signals display Stop indication, they must not be passed except under flag protection and then only after thorough understanding with gate tender.

**103 (R).** Referring to Rule 103 (D), when Diesel yard engine is used, a yardman or trainman may ride on side steps or platform in direction engine is moving instead of on leading footboard.

**103 (S).** Where reference is made in Rule 103 (C) to rear of tender of engines, this requirement will also apply to rear end of Diesel engines.

**103 (T).** At public crossing protected by crossing watchman and crossing gates, yard crews must know gates are down and crossing protected before making movement over the crossing with engine or car; otherwise crossing must be protected by member of crew.

**103 (U).** A yardman or trainman need not ride on leading footboard of engine as follows, but such movements must be made at restricted speed:

<b>Council Bluffs</b>	—Main tracks 1 and 2 between Tower A and Broadway; —10th Avenue track, at 12th, 16th and 17th Streets;
<b>Omaha</b>	—Main tracks 1, 2, 3 and 4 at 17th Street; —South running track, at 17th Street; —Carter Lake track; —Running tracks 7 and 8 between 20th Street and Davenport Street inclusive.

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

**D-151 (R).** Trains and engines must not move against the current of traffic on Bridge Subdivision without permission from the train dispatcher, and a flagman must be sent ahead when such movements are made.  
 Exception: Between Tower A, Council Bluffs and Tower A, Omaha, on tracks 1 and 2 and between Tower B, Omaha and Tower C, Omaha, on main tracks 1, 2, 3 and 4, when an interlocking signal displays indication for movement against the current of traffic, movement may be made without permission from train dispatcher and without sending flagman ahead.

**509 (R).** At Summit, when Signal 49-3 displays Stop indication, a train or engine which is to enter Summit yard from No. 3 main track, may pass this signal without stopping, provided switch is set for movement and proper hand signal is received from man in charge of switch.

**509 (S).** Automatic Block Signal A, located at west end ice dock track No. 5, Council Bluffs, governs trains and engines moving from track 5 against the current of traffic on No. 4 track. When switch leading to No. 5 track is reversed 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 movement may be made only under protection of flagman. Flag protection must be furnished at all times for movement from Track No. 6 against the current of traffic on No. 4 track.

**733 (R).** There is hazard of carbon monoxide fumes from exhaust of Diesel or gasoline engines and precautions must be taken to avoid possibility of accident therefrom.  
 Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

**802 (R).** All persons are prohibited from riding in cars while being switched, which are in the process of loading or unloading. Part loads will not be switched unless properly broken down or properly braced to prevent contents falling and being damaged. Before switching with or moving cars which are in the process of loading or unloading, persons working in the car must be notified and trainmen and yardmen should see that cars are not switched with until cars are vacated.

**802 (S).** Trainmen, enginemen, yardmen, agents and other employees who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

**Placards on Cars**

**BE 589(a)(1)** A car requiring car certificates and "Explosives", "Dangerous", or "Poison Gas" placards under the provisions of these regulations shall not be transported unless such freight car is at all times placarded and certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point.

**BE 589(a)(2)** At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

**Switching Cars Containing Explosives or Poison Gas**

**BE 589(b)(1)** A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives", or placarded "Poison Gas". No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

**BE 589(b)(2)** When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

**BE 589(b)(3)** Closed cars placarded "Explosives" shall have doors closed before they are moved.

**Switching of Cars Containing Dangerous Articles**

**BE 589(c)(1)** In switching operations where use of hand brakes is not necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

**BE 589(c)(2)** In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

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

**BE 589(d)(1)** Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

**Notice to Crews of Cars Containing Explosives in Train**

**BE 589(e)(1)** At all terminals or other places where trains are made up, the railroad shall execute a consecutively numbered notice showing the location in the freight train of every car placarded "Explosives". A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

**Position in Train of Cars Containing Explosives**

**BE 589(f)(1)** In a train either standing or during transportation thereof, a car placarded "Explosives" shall, when the length of the train permits, be not nearer than the sixteenth car from both the engine or occupied caboose; and shall, when the length of the train will not permit them to be so placed, be as near as possible to the middle of the train.

—Continued Opposite Side.

**802 (S).** Continued.

**BE 589(f)(2)** In a freight train or mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to any car placarded "Dangerous". A car placarded "Explosives" or a placarded loaded tank car shall not be next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Engine. (Except when train consists only of placarded loaded tank cars.)
4. Car placarded "Poison Gas".
5. Wooden under-frame car.
6. Loaded flat car.
7. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
8. Car equipped with automatic refrigeration of the gas-burning type.
9. Car containing lighted heaters, stoves, or lanterns.
10. Car loaded with live animals or fowl, occupied by an attendant.
11. Occupied caboose. (Except when train consists only of placarded loaded tank cars.)

**Position in Train of Loaded Placarded Tank Cars**

**BE 589(g)(1)** In a train either at rest or during transportation thereof, a placarded loaded tank car shall not, when the length of the train permits, be nearer than the sixth car from the engine or occupied caboose, but in no instance nearer than the second car in such train unless the entire train consists of such cars.

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

**BE 589(h)(1)** In a train either at rest or during transportation, a car placarded "Poison Gas" or containing poison liquid Class A shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous".

**Position in Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids When Occupied by Cars Carrying Gas Handling Crews**

**BE 589(i)(1)** A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by gas handling crews, when accompanying such car.

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

**BE 589(j)(1)** Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains, but only between points between which freight train service is not operated.

**BE 589(j)(2)** Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in sec. 589 (i)(1).

**BE 589(j)(3)** When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employe of the carrier, placards must be applied to the car as required by these regulations.

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Inflammable" placards removed or replaced by "Dangerous Empty" placards.

**804 (R).** At Council Bluffs, hand brakes must be set on cars on east end of Ice Dock tracks 5 and 6, tracks at east end of Pool Yard, at east end of South yard and west end of elevator tracks.

At Omaha, hand brakes must be set on all cars set out at Summit, Martha Street and in east end of 7th Street yard.

**804 (S).** Stock cars equipped with roller bearings will start with much less effort than those otherwise equipped. When such cars are set out, either in yards or on line, hand brakes must be set in accordance with Rule 804 (A), if there is any possibility of their moving.

**805 (R).** Rear of lounge cars operating in "City of Portland" must not be coupled into with passenger car equipped with diaphragm, account insufficient clearance.

**896 (R).** Engines of any class must not go on the following tracks:  
**Omaha** —Track scale on Alcohol Plant trackage near 6th and Jones Streets;  
 —Beyond span 15 on coal trestle at American Smelting and Refining Co. plant;  
**Gilmore** —Beyond fouling point at each end of cleaning track.

Engines weighing more than 205,000 pounds on drivers, except Diesel-electric switch engines, must not go on the following tracks:  
**Omaha** —Freight house tracks and leads to team tracks;  
**South Omaha** —Through turnouts (circle rails) of slip switches at N Street to and from lead onto yard tracks.

Engines weighing more than 210,000 pounds on drivers, except Diesel-electric switch engines, must not go on the following tracks:  
**South Omaha** —Rip track;  
 —All industry tracks.

Engines weighing more than 280,000 pounds on drivers must not go on the following tracks:  
**Council Bluffs** —Freight repair yard;  
 —Passenger repair yard;  
 —Turnout to Milwaukee main track from U.P. switching lead at east end of north yard;  
**Omaha** —Lead to east end 7th Street yard;  
 —Sidings in Hill yard.

Engines weighing more than 368,000 pounds on drivers must not go on the following tracks:  
**Council Bluffs** —Bull dog track;  
 —Wye track;  
 —C. & N. W. Connection;  
 —Leads at south end of west, east, and Hump yards;  
 —Leads at south end of elevator tracks;  
**Summit** —Long tracks 1 and 2.

**900 (R).** Pennsylvania box cars, series 36987-37090 inclusive, inside length 60 feet 6 inches and height over running board 15 feet 2½ inches. The handling of these cars must be closely watched when movements made over yard, warehouse and industrial tracks and tracks adjacent to umbrella and train sheds at passenger stations, to know there is sufficient clearance.

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

**900 (S).** 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 cars close at—
M.P. 2.09.....	Missouri River Bridge	Top over No. 1 track, west end.
M.P. 2.09.....	Missouri River Bridge	Side on both tracks.
Omaha, 9th and Douglas Streets.....	Trolley Wires.....	Top on all tracks.
Omaha, Union Station..	Umbrella sheds.....	Side on tracks 1 to 13.
Express dock, east end Omaha Union Station	Dock.....	North side.
Omaha, 10th Street....	Viaduct.....	Top on all tracks.
Omaha, 11th Street....	Viaduct.....	Top on all tracks.
South Omaha, N Street.	Between U.P. track 4 and Stock Yard track 3.....	Sides.
South Omaha, L Street.	Viaduct.....	Top on all tracks.
M.P. 12.65 on Old Main Line.....	Bridge.....	Sides.

**1018 (R).** Air Brake Rule 1018 is changed to read:

"Speed governor control with high speed control brake equipment must be in operation on passenger train cars so equipped, when handled in passenger trains and must be made inoperative when such cars are handled in freight and mixed trains. Toggle switch located adjacent to air brake control relay cabinet controls operation of speed governor control and must be placed in 'On' position for operation and in 'Off' position to discontinue operation. Safety valve on D-22 control valve must be adjusted to 75 pounds air pressure when speed governor control is in operation and this safety valve must be adjusted to 60 pounds air pressure when speed governor control is not in operation."

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

**1042 (R).** Retaining valves must be used on trains or cuts of cars consisting of more than 20 cars, 50 percent or more of which are loads, being handled from Summit to Lower Yard, from East End to Lower Yard, or from South Omaha to Lower Yard, and on Illinois Central movements consisting of more than 35 cars, 50 percent or more of which are loads, from South Omaha to Summit.

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

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

**1093 (R).** Following has been added to Air Brake Rule 1093 (I):

If rear end of rear car is not equipped with inside operating lever to steam train line end valve, or if for any reason inside operating lever cannot be operated, trainman must fully open steam train line end valve from ground immediately after train is stopped.

BRIDGE SUBDIVISION  
INDIAN RIVER DIVISION  
INDIAN RIVER RAILROAD