

**UNION PACIFIC  
RAILROAD COMPANY  
Eastern District**

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**Nebraska Division  
Special Rules  
No. 5**

**Effective Monday,  
July 1, 1946**

Superseding Special Rules No. 4

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

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**H. H. LARSON,**  
General Manager

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

**W. J. MORRISON,**  
General Superintendent

**ELGIN HICKS,**  
Superintendent

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

17 (R). On engine equipped with Mars red oscillating Figure 8 headlight, red headlight must be displayed by engineer in case of break-in-two or other emergency which requires protection.

Enginemen and trainmen of trains moving in opposite direction observing the red indication displayed must take immediate action to stop their train and determine cause.

Display of red headlight does not relieve trainmen nor enginemen from complying with Rule 102 nor any other rule.

Extreme care must be exercised by enginemen to avoid display of red headlight except in case of break-in-two or other emergency.

19 (R). At North Platte, when a train on belt track is clear of the main track, at night the markers must display green lights to the front and side, a green light to the rear on the side next to the main track, and a red light to the rear on the opposite side.

21 (R). White flags as required by Rule 21 will not be displayed by Union Pacific extra trains.

27 (R). Switch lights will not be used on:

- Sears Branch;
- Lyman Branch;
- Gering Branch;
- Pleasanton Branch;
- Ord Branch, between Cotesfield and Ord;
- Loup City Branch, between Boelus and Loup City;
- Kearney Branch, between Oconto and Stapleton.

Trains and engines must approach facing point switches on these branches prepared to stop if switch is not in normal position.

93 (R). At Cheyenne, between west wye switch and Tower A, all trains and engines must approach cross-over switches in main tracks carefully, expecting to find tracks in vicinity of passenger station occupied by trains or cars, and switches lined for other than main track movement.

Eastward trains and engines approaching west end passenger station must be prepared to stop clear of cross-over unless proceed signal is received from yardman in charge of switches.

Westward trains and engines approaching east end passenger station must be prepared to stop clear of cross-overs opposite ice house unless proceed signal is received from yardman in charge of switches.

Trains leaving passenger station must not foul lead or cross-overs until proceed signal is received from yardman in charge of switches.

Proceed signal must be answered.

Trains and engines using Colorado Division main track between Tower A and passenger station must move expecting to find the track occupied, and a speed of 20 MPH must not be exceeded under any circumstances.

Eastward freight trains must not exceed 15 MPH from cross-over at Tower A to stop sign at east end of south lead.

Inbound eastward freight trains will head in northwest yard through cross-over west of Crow Creek, and must approach this cross-over expecting to find it occupied.

96 (R). A clearance must be received as follows:

- At Omaha Union Station—by all westward Union Pacific passenger trains;
- At Gilmore Junction —by all westward Union Pacific trains.

Trains are not required to receive a clearance, per Rule 96, as follows:

- At Summit—All westward passenger trains using Lane Cut-Off;
- At Gilmore—All westward trains;
- At Oconee —All trains.

96 (R). Continued.

A Clearance Received At	By	Will Confer the Same Authority on	As When Received at
Omaha	Westward first-class trains.	First Subdivision.	Summit.
Gilmore Junction	Westward second-class trains using Old Line between Gilmore and Lane.	First Subdivision.	Gilmore.
Columbus	Westward trains going to Albion Branch.	Albion Branch.	Oconee.
Columbus	Westward trains going to Cedar Rapids Branch.	Cedar Rapids Branch.	Genoa.
Spalding	Eastward trains.	Albion or Norfolk Branches.	Genoa or Oconee.
Albion	Eastward trains.	Norfolk Branch.	Oconee.

Exception: a clearance must be received at Genoa by all Cedar Rapids Branch trains when there is an operator on duty.

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
Summit. (M.P. 5.1)	C. G. W., C. & N. W. cross-overs between Tracks 1, 2, 3, and 4.		Interlocking and signal from from switchtender when making movement to south running track and Track 4.
Fremont. (M.P. 38.2)	F. S. Y. & L. Co.	U. P.	Cabin Interlocking. Special Rule 98 (S).
Fremont, on Canning Factory Spur.	C. B. & Q. crosses Canning Factory Spur.	U. P.	Cabin Interlocking.
Central City. (M.P. 124.6)	Stromsburg Branch crosses eastward track from eastward siding.		Westward Stromsburg Branch trains will cross over under block signal protection. If an eastward train is seen approaching, switch must not be opened or cross-over occupied until approaching train has stopped.
Gibbon (M.P. 175.92)	Hastings Branch crosses eastward track from eastward siding.		Interlocking. Special Rule 509 (T).
O'Fallons. (M.P. 300.7)	North Platte Branch.		Under flag protection.
Egbert. (M.P. 477.7)	North Platte Cut-Off.		Under flag protection.
Cheyenne. (M.P. 508.4)	Westward freight trains cross eastward track.		Where there is not an eastward first-class train due, westward freight trains will cross over at east switch Cheyenne yard under block signal protection. If an eastward first-class train is due, they must not cross over without permission from the train dispatcher, and, if in eastward train is seen approaching on eastward track, switch must not be opened or cross-over occupied until approaching train has stopped.

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98 R. Continued.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Wahoo. (M.P. 19.6)	C. & N. W.	U. P.	Stop signs.
Wahoo. (M.P. 19.6)	C. B. & Q.	U. P.	Stop signs.
Beatrice. (M.P. 97.2)	C. R. I. & P.	U. P.	Stop signs.
Beatrice. (M.P. 97.6)	C. B. & Q.	U. P.	Stop signs.
Humphrey. (M.P. 25.1)	C. & N. W.	U. P.	Stop signs.
Norfolk. (M.P. 48.7)	C. & N. W.	C. & N. W.	Cabin Interlocking. Special Rule 616 (R).
Norfolk. (M.P. 50.2)	C. & N. W.	C. & N. W.	Stop signs.
Brainard. (M.P. 15.0)	C. & N. W.	U. P.	Stop signs.
David City. (M.P. 23.5)	C. B. & Q.	U. P.	Stop signs.
Ord. (M.P. 60.6)	C. B. & Q.	U. P.	Stop signs.
Nantasket. (M.P. 8.8)	C. B. & Q.	C. B. & Q.	Gate.

98 (S). At F. S. Y. & L. Co. crossing, Fremont, a train stopped by Stop indication of signal governing movement over crossing, may proceed when signal changes to Proceed or Approach indication.

If signal continues to display Stop indication, flagman must be sent to crossing to ascertain that derails on C. & N. W. track are in derailing position, and if no conflicting movement is evident and if other conditions permit, flagman will signal his train to proceed over crossing.

Trains heading out of the extreme east end of the eastward siding at Fremont, must flag over F. S. Y. & L. Co. crossing, and know that it is clear before using it.

99 (R). Trains may be relieved from protecting against following extra trains by the use of Example (7) of train order Form E only on North Platte Cut-Off and all branch lines.

103 (R). A yardman or trainman need not ride on leading foot-board of engine, as follows:

At Grand Island, continuous main track movements between east yard and west stock yard, and between east yard and sugar plant.

103 (S). The following will govern trains and engines at the public crossings named below:

Stop At—	After stopping, proceed only as follows:
South Sixth St., Beatrice.	Following flagman.
Court St., Beatrice.	Following flagman.
Norfolk Ave., Norfolk.	Following flagman, except when it is known that the crossing is protected by flagman.

103 (T). At Valley, cars must not be left within 60 feet of the first street crossing west of the depot.

At Norfolk, cars must not be left closer than 15 feet from the outside edge of the sidewalk.

103 (U). At Grand Island, all trains must be governed by signals received from traffic director at Pine Street.

At Central City, while standing, freight trains must keep all crossings clear between the hours of 6:00 a.m. and 11:00 p.m.

At Pine Bluffs, while standing, freight trains must keep crossing just east of depot clear.

104 (R). Switches will be set normally:

- At Oconee —for Norfolk Branch;
- At Genoa —for Cedar Rapids Branch;
- At Yoder —for main track to South Torrington.

107 (R). At Fremont, Columbus and Kearney, eastward and westward freight trains must not pass in front of passenger station at the same time. When trains approach those points at the same time from opposite directions, the westward train will have precedence.

At Valley, passengers will be discharged from westward trains on south side of track.

At Fremont, Columbus, Kearney and Julesburg, passengers will be discharged from eastward trains on north side of track.

D-151 (R). At points shown below, trains and engines may move against the current of traffic within yard limits without being preceded by a flagman, except when a first-class train is due or when view is obscured:

- At Grand Island —Between C.B. & Q. Crossing and Clark St.
- At North Platte —Between extreme east and west switches;
- At Sidney —Between extreme east and west switches;
- At Cheyenne —Between ice house and Tower A.

D-152 (R). At Cheyenne, movements through cross-over just east of east leg of the wye, may be made under block signal protection. If a train or engine is seen approaching, switch must not be opened nor cross-over occupied until approaching train or engine has stopped.

509 (R). At Sidney, when Signal 4075 or Signal 4086 displays Stop indication, a train which is to enter east yard or west yard may pass these signals without stopping, provided switch is set for movement and proper hand signal is received from man in charge of switch.

509 (S). At Cheyenne, when dwarf signal located between eastward and westward main tracks 525 feet west of M.P. 509 or dwarf signals at the fouling point on C.B. & Q. transfer track, ice house track and old shop track or Signals 5083 or 5089 display Stop indication, a flagman must be sent ahead to next signal or to "End of Block" sign.

509 (T). Upper unit of Signal H-273 on Hastings Branch at Gibbon governs westward movements on eastward siding to interlocking dwarf signal. When upper unit displays Stop indication, trains from Hastings Branch must not use eastward siding without permission from the operator.

Lower unit governs westward movements from Hastings Branch to westward main track. When yellow indication displayed by lower unit after switches have been lined for movement, movement may be made at once.

509 (U). When Signal 2871 at west end North Platte, displays Stop indication, westward train or engine must stop and, after stopping, must not pass that signal until proceed signal is received from switchtender.

605 (R). To indicate the route to be used, the following whistle signals will be used:

- At Julesburg:
  - For movement from westward main track to Colorado Division or from Colorado Division to eastward main track..... — 0
  - For movement from westward main track to eastward main track or from eastward main track to westward main track or from Colorado Division to westward main track..... 0 — 0
- At Tower A, Cheyenne:
  - For movement from any track to—
    - Stock yard..... — 0 —
    - Colorado Division main track..... — 0
    - New yard south lead..... — 0
    - Wyoming Division eastward main track..... 0 — 0
    - Wyoming Division westward main track..... 0 — 0

**605 (S).** At C. B. & Q. Hall Tower, Lincoln, a siren is in service, and signals by the siren indicate as follows:

Sound	Indication
—	All trains within interlocking limits stop immediately.
o o	Resume normal movement after receiving the proper signal or permission from the signalman.
o o o	Siren test.
o o o o	Call for signal maintainer.

**616 (R).** When the cabin interlocking at Norfolk is out of order, trains must not use the crossing until protected by flagman, in both directions on C. & N. W.; the Union Pacific chief dispatcher must be immediately notified by wire.

**713 (R).** A trainman must be stationed on rear of train in position to give or receive signals, when passing depots and towers.

**719 (R).** Passengers with tickets may be carried on freight trains between stations at which the trains stop, as follows:

Trains Nos. 97, 98, 237, 238, 239, 240, 241, 242, 243, 244, 353 and 354.

**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 employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Whenever placards or car certificates become detached or lost in transit, they must be replaced. If both car certificates are missing, proper inspection, in so far as possible, must be made and new car certificates applied. (BE 589-c).

Cars placarded "Explosives" must be placed in through freight trains near the middle of the trains and must be not nearer than the sixteenth car from the engine, or a caboose in service if next to engine, electric locomotive, or motor car, nor the eleventh car from the rear end caboose, if the length of the train will permit. Cars placarded "Explosives" in all cases must be not nearer than the second car from engine, electric locomotive, motor car, or caboose. Where helper engines or electric locomotives are employed ahead of caboose, cars placarded "Explosives" must be separated from such helpers by at least one car. (BE 589-g)

Cars placarded "Explosives" may be placed in local freight trains, or mixed trains when authorized herein, not nearer than the second car from the engine, electric locomotive, motor car, or a caboose in service, when placing them near the middle of the train would require additional switching at way stations. (BE 589-h)

Cars placarded "Explosives" must not be placed in through or local trains next to dead engines, placarded tank cars, wooden-frame flat or gondola cars; or carloads of pipe, lumber, poles, iron, steel, or similar lading which by shifting may break through end of car placarded "Explosives" due to rough handling; refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to cars containing lighted heaters, stoves, or lanterns; or cars with livestock or poultry occupied by an attendant. (BE 589-i)

Cars placarded "Explosives" must not be placed in through or local trains next to cars which bear "Dangerous" placards, unless the remainder of the train consists only of such cars. (BE 589-j)

Placarded loaded tank cars must not be placed in trains next to cars placarded "Explosives" nor next to cars containing lighted heaters, stoves, or lanterns; nor next to refrigerator cars equipped with automatic refrigeration of the gas-burning type; nor next to flat cars with lading such as logs, lumber, rails, or pipe, or gondola cars with such lading higher than ends, that is liable to shift. In through trains such tank cars must not be placed nearer than the sixth car from the engine, electric locomotive or motor car, or a caboose in service, and in local trains not nearer than the second car from engine, electric locomotive, motor car or a caboose in service, when length of train permits and cars other than loaded tank cars are in the train. (BE 589-k)

**802 (S).** Continued.

When handling cars placarded "Explosives" in yards or on sidings, explosives cars must be coupled to engine, electric locomotive, or motor car, protected by a car between. (BE 589-l)

When necessary to switch a train in which there are cars loaded with explosives, such cars should be set over before switching is commenced, and when switching completed, cars should be picked up and replaced in train. All moves with cars loaded with explosives must be made with air brakes cut in and operative and with hand brakes operative.

Cars containing dangerous explosives, class A, poison gases or liquids, class A, and tank cars requiring "Dangerous" placards must not be hauled in a passenger train. If freight train service is not operated such cars may be hauled in mixed trains. (BE 589-v)

In mixed train service or when passengers are carried in a caboose car of a freight train, a car containing a shipment of dangerous explosives, class A, or poison gases or liquids, class A, or a tank car placarded "Dangerous" may be hauled but such cars must not be placed next to cars carrying passengers, and whenever it is practicable to do so cars placarded "Explosives" must be placed between cars not bearing "Dangerous" or "Poison Gas" placards. (BE 589-w)

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.

**802 (T).** U. P. flat cars 55519, 56000, 56052 and 56228 are equipped with gas cylinders (high pressured flasks), to transport compressed gas, and are assigned between Wilmington and Pocatello-Council Bluffs.

This gas is highly inflammable and extreme care must be exercised switching in yards and handling in trains. In case of leakage, no open flame should be permitted in the vicinity of the cars, and cars must be handled in accordance with Bureau of Explosives regulations.

**802 (U).** The cars designated below must not be handled in mixed trains:

Cars containing highly inflammable commodities; Shipments of explosives, including merchandise cars placarded "Explosives".

**804 (R).** Assistant Supervisor Oil-Gas-Electric Mobile Power is responsible for the proper sealing of cut-out cock controlling the safety control feature in air brake equipment of Diesel-electric road locomotives; however, engineer must know that cut-out cock is sealed in proper position when taking over Diesel road locomotive and before departure of train from terminal.

**804 (S).** Air brakes must be cut in and operative on all cars being handled at the following points:

Columbus	—Between sand pit and train yard and between sand pit and C. B. & Q. Transfer;
Grand Island	—Between train yard and sugar factory;
Grand Island	—Between train yard and Webb Stockyard;
North Platte	—Between train yard and stockyard;
Northport	—Between depot and C. B. & Q. Transfer.

**807 (R).** Cars must not be handled behind caboose between Lagrange and Albin.

**811 (R).** On locomotive, tender and freight car wheels, flat spots two and one-half inches or longer, or if there are two or more adjoining spots each two inches or longer, and on passenger cars including streamline train equipment one inch or longer, are condemnable and when discovered in train, conductor or engineer must immediately report to chief dispatcher and be governed by his instructions.

**811 (S).** In addition to making inspection of train as often as practicable, as per Rule 811, every freight train must stop and must be inspected at least once between the following points:

Valley and Silver Creek;  
Gibbon and Gothenburg;  
O'Fallons and Chappell;  
Egbert and Bushnell;  
Valley and Beatrice.

**890 (R).** After taking water at Fremont, and at Columbus and Grand Island passenger stations, on westward trains the standpipe spout must be left turned to the east, and on eastward trains it must be left turned to the west.

**874 (R).** Duties of firemen on multiple unit Diesel-electric road locomotives:

At initial terminals, before departure, fireman will go through engine rooms and make careful inspection of gauge indications, oil levels, engine temperatures, shutter controls and will operate the steam separator blow-down valves and soot blower valves of steam generating units, first blowing down steam separator, after which soot blower will be operated. Any unusual condition detected or irregularity found must be reported to engineer.

At all intermediate stations or stops, when time permits, fireman will make same observations in engine rooms as outlined above.

At points where firemen change, incoming fireman will assist outgoing fireman in inspecting gauges, blowing boilers and other required duties.

At stations where locomotive is to be detached, fireman will close main valve to train heat line.

When locomotive is coupled to train at initial or intermediate station, or where cars are cut in or cut out of train, fireman, on request or proper signal, will open main valve to train heat line. Unless locomotive equipped with remote control valve, opening or closing of main valve to train heat must be done while train is standing.

Warning lights located in cab on left side of panel board indicate:

1. Low oil pressure;
2. Hot engine;
3. Fire out in steam heat generator.

Warning bell located in cab will ring when any of the above indications are displayed. If necessary, train must be stopped for inspection and necessary attention.

**875 (R).** When an engine crew has taken charge of an oil-burning engine, the engine must not be left without an engineman in charge until delivered to roundhouse employe.

Adequate spot fire to provide near maximum steam pressure must be maintained on oil-burning engines when not working steam to avoid fire box leakage.

**896 (R).** Engines of any class must not go on the following tracks:

Gilmore —Beyond fouling point at each end of cleaning track;  
Martin —Over trestles on rock unloading spur.

1900 class and heavier engines must not go on the following tracks:

Valley —Coy seed spur;  
—Cone sand pit spur, M.P. 1, Beatrice Branch;  
—Lyman-Richey sand spur, M.P. 2, Beatrice Branch;  
Fremont —Fremont Stock Yards and Land Company side tracks;  
—Canning Factory track and spur;  
—West end south industry track (Lottie track);  
Schuyler —Water and light plant spur;  
Columbus —Electric light spur (Swift & Co.);  
—Lyman-Richey sand pit tracks—south of main tracks;

Grand Island —Coal storage tracks in old material yard;  
—All shop tracks;  
—West leads to turntable;  
—Canning Factory spur;  
—Horse barn track;  
—Freight house tracks;  
—Tracks on Front Street;  
—Tully fence spur;  
—Farmers Elevator spur;  
—Brewery spur;

Gibbon —Storage tracks in wye;  
Kearney —Motor car stall track;  
—Alley track;

North Platte —Old Engine No. 1 track;  
—Old Engine No. 4 track;  
—Old Engine No. 5 track;  
—North Stationary track;  
—South Stationary track;

**896 (R).** Continued.

—Downtown tail track;  
—Downtown stationary boiler spur;  
—McGinnis Track;  
—Swift & Company and water works spur;  
—Spur track inside wye;  
Julesburg —Industry spur north of roundhouse;  
Sidney —Spurs north of freight house;  
Lincoln —Cinder pit spur (depressed track);  
Beatrice —Swift track from west switch to road crossing at west end of Swift & Co. plant;  
—Freight house spur across and west of Ella St.

2200 class and heavier engines must not go on the following tracks:

Millard —Passing track, from 500 feet west of east switch to 1500 feet east of west switch;  
—Industry track;  
—Seed house track;  
Waterloo —Industry track (north side);  
Valley —Track south of industry track;  
—Yard track No. 2, south of depot between 275 feet west of east switch and the cross-over opposite depot;  
—Spur north of roundhouse;  
—Electric light spur;

Mercer —Industry track;  
Fremont —North industry track;  
—Thomas coal spur;  
—Fremont Mill Co. spur;  
—Gas plant spur;

Schuyler —Freight house spur;  
—Higgins and Coufal spur;  
Columbus —Hord Elevator track;  
—Freight house track;  
—Old rip tracks;  
—Cinder pit spur;

Duncan —Second track north of coal chute;  
Havens —Industry track, east of stockyards;  
—Industry track, west of stockyard loading chute;

Central City —Two C. B. & Q. joint tracks at Hord Mill;  
—Branch line spur east of depot;

Paddock —Siding, from 500 feet west of east switch to 325 feet east of west switch;

Grand Island —Two south coal storage spurs;  
—Middle yard tracks Nos. 3, 4, 5, 6 and 7;  
—First track north of freight house;  
—Spurs east and west of depot;  
—Passenger yard rubbish spur;  
—3rd, 4th and 5th tracks north of carmen's shanty, passenger yard;  
—Lumber yard tracks;  
—West stockyard track;

Wood River —Industry track, east of stockyards cut-off;  
Kearney —Oil spur;  
—Old repair yard spur;  
—Freight house track;

Gothenburg —Freight house spurs;  
North Platte —Water tank spur;  
—Spur to carmen's shanty, passenger yard;  
—Storage spurs at new turntable;

Ogallala —Hopper track, beyond coal chute;  
Sidney —Rip track north of wye;  
—High line track;  
—Freight house track;

Lytle —Passing track;  
Kelly —Passing track;  
Mead —South industry track, west of cut-off;  
Weston —Chicago Lumber track;  
Valparaiso —Old coal chute track;  
—Track south of old coal chute;  
—Elevator spur;

West Lincoln —Spur;  
Lincoln —Engine house tracks;  
—Cinder pit spur;  
—Tracks south of K Street Tower (4th Street);  
Beatrice —Sidings south of Court Street;  
—Allers Grain Co. spur.

