UNION PACIFIC RAILROAD COMPANY

Eastern District

Nebraska Division

Special Rules No. 13

Effective Thursday, July 1, 1954

Superseding Special Rules No. 12

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

E. H. BAILEY,
General Manager

G. A. CUNNINGHAM,
General Superintendent

J. E. MULICK,
Superintendent

Note.—Changes in this issue are printed in type same as this.

Note.—Referring to note on page 17 of Operating Rules:

The term "conductor" as used in Operating Rules, Special Rules, superintendents' bulletins or notices will also apply to yard pilots. The term "brakeman" also applies to engine herders.

Railroad Watches

2 (R). In addition to employes listed in Operating Rule 2, switchmen who have attained one or more years seniority must, while on duty, have a reliable railroad grade watch.

Watch Comparison

3 (R). Conductors and engineers of C. B. & Q. trains who have made and registered watch comparison at C. B. & Q. initial station will not be required to make or register watch comparison at Sterling or Union.

Signals

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

Markers

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.

Switch Lights

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

Stromsburg Branch;
Ord Branch, between Cotesfield and Ord;
Loup City Branch, between Boelus and Loup City;
Kearney Branch, between Oconto and Stapleton;
North Platte Branch;
North Platte Cut-off;
Sears Branch;
Lyman Branch;
Gering Branch.

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

Train Register

83 (R). At Union, eastward Union Pacific trains which have not ascertained that C. B. & Q. trains due have arrived or left, must approach C. B. & Q. junction switch at restricted speed, but if operator is located west of C. B. & Q. junction switch and gives proceed signal and delivers train order check on C. B. & Q. trains, and if block signals indicate Proceed, eastward trains may proceed.

Movements in Yards

93 (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 east cross-over and Clark St.;
At North Platte	—Between extreme east and west switches;
At Sidney	—Between extreme east and west switches;
At Cheyenne	—Between M.P. 509.2 and Tower A.

At Julesburg, when interlocking dwarf signals display indication permitting movement against current of traffic, movement may be made without flag protection to "End of Block" signs.

93 (S). 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 Cheyenne 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 Cheyenne passenger station must be prepared to stop clear of cross-overs at east end of passenger yard tracks unless proceed signal is received from yardman in charge of switches.

—Continued Opposite Side.

93 (S). Continued.

Trains leaving Cheyenne 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.

At Cheyenne, trains and engines using First Subdivision 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.

All eastward trains must approach west end of Cheyenne yard prepared to stop unless it can be seen that the lead is clear and switch is properly lined for their head-in track. When view is obscured or lead occupied, trainman must precede movement and know that switches are properly lined and lead clear before giving proceed signal.

Use of CB&Q Trackage at Lincoln

93 (T). All members of crews of trains and engines using C. B. & Q. tracks at Lincoln must be examined and qualified on C. B. & Q. rules.

While using such tracks, employes will be under supervision of C. B. & Q. supervisors and will be governed by the following C. B. & Q. rules in addition to U. P. rules which do not conflict.:

C. B. & Q. Definition: Restricted Speed—Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail.

C. B. & Q. Definition: Reduced Speed— Proceed prepared to stop short of train, obstruction, or anything that may require the speed of a train to be reduced.

C. B. & Q. Rule 93: Within yard limits, second class, extra trains and engines may use the main track, clearing first class trains when due to leave the next station where time is shown, but not less than five minutes.

Within yard limits, second class, extra trains and engines may use the main track without protection as prescribed by Rule 99, except in case of failure to clear first class trains, as required, when carrying passengers or caretakers or when handling occupied company service cars.

Second class, extra trains and engines must move within yard limits at Reduced Speed unless the main track is known to be clear.

CLEAR INDICATION OF BLOCK SIGNALS DOES NOT MODIFY THE REQUIREMENTS OF THIS RULE.

NOTE TO RULE 93.—The "Next Station" means the next station in the direction of any approaching first class train.

C. B. & Q. Rule 99: When a train is moving under circumstances in which it may be overtaken by another train, the flagman must drop lighted fusees at proper intervals and take such other action as may be necessary to insure full protection.

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 fusees. When recalled and safety of train will permit, he may return, leaving the torpedoes and when conditions require, a lighted fusee.

When a train stops under circumstances in which it may be overtaken by another train, the engineman will immediately signal the flagman to protect the rear. When ready to proceed he will recall the flagman.

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

Conductors and enginemen are responsible for the protection of their trains.

C. B. & Q. Rule 663: Trains or engines must not pass an interlocking signal indicating stop until a member of the train or engine crew is fully informed of the situation. Movement may then be made on hand signal or permission of the operator, at Restricted Speed.

Hand signals must be given with a yellow flag by day and a yellow light by night from center of track on which the movement is to be made. When more than one train or engine is in sight, hand signals must be given from a point not to exceed 100 feet in advance of the engine.

Continued on page 3.

93 (T). Continued.

When interlocking signals operated by remote control are in Stop position a member of the train or engine crew will promptly communicate with operator and when so instructed may proceed by Stop signal, examining switches and derails in route designated, assuring themselves they are in proper position.

Where interlocking signal governs the block beyond interlocking limits, Rule 509 must be observed.

C. B. & Q. Rule 908: Engines and cars must be moved on yard tracks only as such tracks are seen or known to be clear.

C. B. & Q. Time-table special instruction: Trains and engines must move at Reduced Speed over crossover switches, Nos. 1, 2, 3 and 4 tracks, near subway, Lincoln Passenger Yard, and know they are properly lined.

Clearances

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

Omaha Union Station	—by all westward Union Pacific passenger trains;
Gilmore Junction	—by all westward Union Pacific trains;
Grand Island	—by all trains;
Sidney	—by all trains;
Sterling	—by all trains.

96 (S). Trains are not required to receive a clearance, per Operating Rule 96, as follows:

Summit—All westward passenger trains;
Gilmore—All westward trains;
Oconee —All trains.

96 (T).

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 trains.	Old Main Line.	Gilmore.
Gilmore Junction	Westward trains.	First Subdivision.	Lane.
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.
Grand Island	Any train.	First Subdivision.	Initial Station.
Sidney	Any train.	Second Subdivision	Initial Station.
Sterling	The only section of a regular train.	Third Subdivision.	Initial Station.

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

Movements To and From Industrial District at 72nd Street, Omaha

97 (R). At Omaha, for movement of yard engines to and from industrial district at 72nd Street, authority will be conferred by indication of interlocking signal at Summit and instructions from train dispatcher.

When interlocking signal at Summit displays Clear or Approach indication for a switching movement enroute to this industrial district, authority is conferred for movement to cross-over at west end of Seymour without receipt of Clearance Form 2643, but oral or message instructions from train dispatcher must be complied with. Interlocking operator at Summit must receive authority from train dispatcher before displaying such indications.

On arrival at cross-over at Seymour, engine foreman must obtain permission from train dispatcher by telephone before cross-over switches are opened. If authority is received, cross-over movement may be made under block signal protection, but Operating Rule 516 must be complied with. While standing on westward main track preparatory to making cross-over movement, rear of train must be protected as per Rule 99.

For return movement from Seymour to Summit, engine foreman must obtain permission from train dispatcher by telephone before switches are opened or main track fouled. When authority is received, movement may be made without receipt of Clearance Form 2643, but Operating Rule 516 must be complied with. If stop is made between Seymour and Summit, Rule 99 will apply as required.

Markers need not be displayed, but when such movement consisting of three cars or more behind engine is being made, a member of crew must take conspicuous position on rear car and at night a red light must be displayed on that car.

—Continued Opposite Side.

97 (R). Continued.

Railroad Crossings and Junctions

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Summit. (M.P. 5.1)	C. G. W., C. & N. W. cross-overs between Tracks 1, 2, 3, and 4.		Interlocking and signal from switchtender when making movement to south running track and Track 4.
Lane. (M.P.17.1)	Old Main Line crosses eastward track.		Block signals. Operating Rule 518 and Special Rule 533 (R).
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.	Gate.
Columbus. (M.P. 83.8)	C. B .& Q.		Semi-Automatic Interlocking. Operating Rule 613.
Central City. (M.P.124.3)	C. B. & Q.		Semi-Automatic Interlocking. Operating Rule 613.
Central City. (M.P. 124.6)	Stromsburg Branch crosses eastward track from eastward siding.		Westward Stromsburg Branch trains will contact Train Dispatcher and 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 240 (S).
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 an eastward train is seen approaching on eastward track, switch must not be opened nor cross-over occupied until approaching train has stopped.
Union. (M.P. 81.0)	C. B. & Q.		Block signals. Special Rule 83 (R).
Wahoo. (M.P. 19.6)	C. & N. W.	U. P.	Stop signs.
Wahoo. (M.P. 19.6)	C. B. & Q.	U. P.	Stop signs.

Continued on Page 4.

98 (R). Continued.

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
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.	Semi-Automatic Interlocking. Special Rule 613 (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. 60.7)	C. B. & Q.	U. P.	Stop signs.

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.

Flag Protection

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.

Public Crossings

103 (R). 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. and Fourth Street, Norfolk.	*Member of crew must precede movement and act as crossing watchman.*

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

At Valley, at stock yards crossing, eastward trains stopping to cut off engine must stop before passing white marker post 350 feet west of crossing to permit crossing gates to clear for highway traffic. After stopping, movements toward crossing must not exceed 5 MPH.

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

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

At Grand Island, all movements on industrial track must stop before crossing U. S. Highway 30 and know that automatic crossing signals are in operation before proceeding. Stop must be made on circuit, marked by yellow insulated joints, extending 50 feet on each side of crossing.

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 Sidney, when an eastward freight train is parted to clear public crossing west of depot, it must not be recoupled to make air test while crossing east of depot is blocked by a passenger train in either

—Continued Opposite Side.

103 (S). Continued.

direction. When necessary, an eastward freight train arriving Sidney must cut crossing or double over to avoid blocking crossing west of depot, and an eastward freight train must not block this crossing by starting to depart while a passenger train is blocking crossing east of depot. After either east or west crossing has been blocked by trains arriving or departing, switching movements must not be made over these crossings immediately after crossing has been cleared by trains, but must permit highway traffic which has been stalled to move over crossing.

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

At Hillsdale, while standing, freight trains must keep crossing at depot clear between the hours of 8:30 a.m. and 10:00 a.m.

103 (T). At Kearney, when Signal 1890 displays Stop indication, eastward trains on main track must stop clear of Fifth Avenue crossing. When Signal 1890 displays Stop indication and track occupancy indicator indicates siding is occupied, eastward trains to use siding must remain clear of Fifth Avenue crossing

103 (U). At Ogallala, when engine is to be cut off an eastward train on main track, train must be left west of aluminum painted pole located 150 feet west of public crossing.

Trains or cars must not be left standing on eastward siding between public crossing and yellow painted joint bars located 150 feet west of crossing.

Trains leaving westward siding or starting from coal chute should approach public crossing at very slow speed to allow time for crossing gates to lower.

Switches

104 (R). No. 14 turnouts are installed at all dual control switches in C. T. C. territory.

Other switches equipped with No. 14 turnouts are indicated by a figure "14" on switch target.

104 (S). Switches will be set normally:

Gilmore —at end of double track, for eastward track;
Oconee —for Norfolk Branch;
Genoa —for Cedar Rapids Branch;
Yoder —for main track to South Torrington.

104 (T). At Sterling, switch at east end of No. 1 yard track is a spring switch equipped with facing point lock. When an eastward train or engine is stopped by interlocking signal on No. 1 yard track and no immediate conflicting movement is evident, movement may be made in compliance with Rules 517 and 612.

Track Occupancy Indicators

105 (R). At Kearney, when an illuminated letter "O" is displayed on track occupancy indicator, it indicates siding is not occupied. When no light is displayed, it indicates siding is occupied. Indications displayed by these indicators do not modify requirements of Operating Rule 105.

Trains at Stations

107 (R). At 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.

Cross-over Movements—Cheyenne

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.

Automatic Block Signals

240 (R). At Cheyenne, when a train or engine is stopped by 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, old ice house track and old shop track or Signals 5083 or 5089, a flagman must be sent ahead to next signal or to "End of Block" sign. Lower unit on Signal 5083 will govern cross-over movements from westward main track to freight yard.

240 (S). At Gibbon, upper unit of Signal H-273 on Hastings Branch governs westward movements on eastward siding to interlocking dwarf signal. Center unit governs movements through cross-over to westward main track. Lower unit may display illuminated letter "S".

When stopped by this signal, trains from Hastings Branch must not use eastward siding nor open cross-over switches without permission from operator, except that when illuminated letter "S" is displayed, cross-over switches may be opened. If center unit then displays yellow light, movement may then be made to westward main track and proceed to telegraph office for clearance. If signal displays Stop indication after cross-over switches have been opened, Rule 518 will govern.

Rule 251 Operation

251 (R). In Rule 251 territory, when a train has entered siding account indication displayed by a siding indicator (Operating Rule 240-L), a member of crew must immediately communicate with train dispatcher by telephone for instructions.

Centralized Traffic Control System

267 (R). CTC Stop signals, located as follows, are designated as "starting signals":

Hastings—Eastward signal from Grand Island, near 12th Street;
—Second eastward signal east of coal chute, near 12th Street;
—First westward signal west of coal chute.

When a train or engine is stopped by one of these signals, if movement is verbally authorized by train dispatcher, flagman must be sent ahead to next signal and movement must be made at restricted speed.

267 (S). At Hastings, when eastward Signal H-10 displays Approach indication, switching movement is authorized between that point and CB&Q Crossing. An eastward train must not proceed on such indication except on verbal authority from dispatcher.

267 (T). At Hastings, when westward CTC signals at west end of yard display Approach indication, switching movement is authorized between that point and CTC signal at M. P. 4, Hastings Branch. A westward train must not proceed on such indication except on verbal authority from dispatcher.

267 (U). An eastward train stopped by Stop signal at M. P. 4, Hastings Branch, need not receive Form C clearance, but must be governed by instructions from dispatcher.

Remote Control Switches

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

Location	Under Control of
Council Bluffs, east end of Missouri River Bridge.	*Operator, Tower A.*
Council Bluffs, west end of ice dock tracks 5 and 6.	*Operator, Tower A.*
North Platte, east end.	*Operator, east end.*

Electric Locked Switches

533 (R). At Lane, high electric lock installed at junction switch, and low electric lock at west switch of cross-over, automatically unlock when there is no train or engine in the circuit approaching the switch. Track occupancy indicators are located at these switches, and in addition to complying with Operating Rule 515 when Occupied indication is displayed, padlock must not be removed from hasp on low electric lock at west switch of cross-over.

Indicator lamp inside high lock case and on post near low electric lock will display a steady light when electric lock is released. When flashing light is displayed, it indicates that timing device is functioning to release electric lock.

When indicator light does not display a steady light to indicate lock is released and there is no conflicting train movement evident, push button inside case of high lock must be depressed, or padlock removed from hasp on low lock, to start time-release device which will release electric lock in approximately four minutes.

When movement is to be made from eastward main track to Old Main Line, front of train must be between "Release Section" sign and junction switch so that electric lock will release without necessity of waiting four minutes for the timing device to release it.

Continued Opposite Side.

533 (R). Continued.

When Signal A-249 on Old Main Line displays Approach indication, westward trains and engines must stop to clear Center Street and member of crew must communicate with train dispatcher and be governed by his instructions.

Interlocking

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 Third Subdivision or from Third Subdivision to eastward main track..... — o
For movement from westward main track to eastward main track or from eastward main track to westward main track or from Third Subdivision to westward main track..... o — o

At Tower A, Cheyenne:
For movement from any track to—
Stock yard..... — o —
First Subdivision main track..... — o
New yard south lead..... — — o
Eastward main track..... o — o
Westward main track..... o — o —

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.

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

Exchanging Signals and Inspection of Trains

713 (R). Where Operating Rule 713 (A) or Special Rule requires a trainman to be stationed on rear of train in position to give or receive signals, on freight trains he must be on rear platform of caboose; on passenger trains, including streamline trains, he must be on rear platform or in rear door, or if rear car is a business, dining or observation car, he must be on front platform of rear car or rear platform of car next ahead, and vestibule door must be open.

713 (S). A trainman must be stationed on rear of train in position to give or receive signals, when passing depots and towers. On freight trains, this trainman must be on rear platform of caboose.

713 (T). Referring to Operating Rules 713, 713 (A) and 713 (B). The following additional requirements must be observed in the operation of all passenger trains:

Trainmen and enginemen, in addition to exchanging signals with operators or other employes at train order stations, must look their train over on curves, at stations where train order signals are located, when passing through yard limits and, in addition, they must inspect train on curves as follows:

M.P. 22.2 and M.P. 22.6 (near Elkhorn)—reverse curves
M.P. 103.2 (Near Silver Creek) —single curve
M.P. 216.2 —single curve
M.P. 258.1 and M.P. 258.5 —reverse curves
M.P. 323.5 and M.P. 324.4 —reverse curves
M.P. 355 —single curve
M.P. 422.6 and M.P. 423.5 —reverse curve
M.P. 486.2 and M.P. 487.6 —reverse curve

On curves indicated above, at train order stations and after passing through yard limits, a trainman at rear of the train must exchange signals with a member of the engine crew in cab of locomotive, such signals to indicate whether or not train is running properly.

Any exceptions noted by either trainmen or enginmen must be promptly investigated and condition known to be safe before permitting train to proceed.

Passengers on Freight Trains

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.

Spreaders and Snow Plows

732 (R). Spreaders and snowplows will not clear concrete platforms at Cheyenne passenger station.

732 (S). Wedge snow plows 01 to 08 inclusive, and 020 to 023 inclusive, must not be operated on tracks shown below:

Omaha Union Station—tracks 8 to 13 inclusive, adjacent to old umbrella sheds;

Lincoln Union Station—first track west of station adjacent to passenger station;

Cheyenne—tracks adjacent to ice house platform and salt shed.

Handling of Explosives or Other Dangerous Articles

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

Placards on Cars

BE 589 (b). A car requiring car certificates and "Explosives", "Dangerous", "Dangerous-Class D Poison", "Poison Gas", or "Caution-Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required by this part. Placards and car certificates lost in transit shall be replaced at next inspection point and those not required shall be removed.

BE 589 (b). (1) At points where trains are inspected, cars placarded **"Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.**

Switching Cars Containing Explosives or Poison Gas

BE 589 (c). 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 (c). (1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

BE 589 (c). (2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

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

BE 589 (d). (1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

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

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

Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains

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

—Continued Opposite Side.

802 (R). Continued.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (l) of this section.

Separating Cars Placarded "Explosives" From Other Cars in Train

BE 589 (h). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

1. Occupied passenger car, other than car occupied by gas handlers or military personnel accompanying shipments.
2. Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.
3. Any car placarded "Dangerous" or "Dangerous-Class D Poison".
4. Engine.
5. Any car placarded "Poison Gas".
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (l) of this section.

Position in Train of Loaded Placarded Tank Car

BE 589 (i). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

BE 589 (i). (1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

BE 589 (i). (2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

Separating Loaded Tank Cars Placarded "Dangerous" From Other Cars in Train

BE 589 (j). In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives."
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroads).
7. Loaded flat cars. Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves, or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

Continued on page 7.

802 (R). Continued.

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

BE 589 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids, Class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous".

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids when Accompanied by Cars Carrying Gas Handling Crews

BE 589 (l). 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.

BE 589 (l). (1) A car or cars placarded "Explosives" shall be next to and ahead of a car occupied by guards accompanying such car, except that when the car occupied by guards is equipped with a heater it shall be the fourth car behind the car or cars placarded "Explosives".

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

BE 589 (m). 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 at such times and between such points that freight train service is not in operation.

BE 589 (m). (1) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in paragraph (l) of this section.

BE 589 (m). (2) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employe of the carrier, placards must be applied to the car as required by this part.

Position in Train of Cars Containing Class D Poison

BE 589 (n). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Class-D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Empty Tank Cars

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

Explosives and Flammables in Mixed Trains

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

Cars containing highly flammable commodities;

Shipments of explosives, including merchandise cars placarded "Explosives".

Riding Footboards of Engines

802 (T). A yardman or trainman need not ride on leading footboard 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.

Retarder Yard—North Platte

802 (U). Switching movements handled by Car Retarder System are controlled by signal indications and verbal instructions over radio or loud speakers.

Hump signal, located at crest of the hump, governs eastward movements on hump lead. Hump signal repeaters repeat the same indications displayed by the hump signal. The indications of these signals are as follows:

Color	Indication
Red	—Stop
Yellow	—Proceed not exceeding 2 MPH
Green	—Proceed not exceeding 4 MPH
Flashing Red	—Back up.

Trimmer signal, located at crest of the hump, controls westward movements from west end of classification yard. Trimmer signal repeater repeats the same indications displayed by the trimmer signal. The indications of these signals are as follows:

—Continued Opposite Side.

802 (U). Continued.

Color	Indication
Red	—Stop, and not proceed except on instructions from hump yardmaster.
Green	—Proceed.

Hump and trimmer signals are controlled by yardmaster, engine foreman or other designated employe.

An air whistle located on the compressor building will be controlled from hump yardmaster's office and Tower A. The following whistle signals will be used:

1 long blast	—Humping operations are about to start.
2 short blasts	—Call for maintainer.
3 short blasts	—Call for section foreman.

Switching Cars with Air Brakes Cut In

804 (R). 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.

Position of Cars In Train

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

Doubleheading

808 (R). Doubleheading of any engine with either a 5000 or 9000 class engine over Bridges 56.60 or 65.76, Beatrice Branch, is permitted only when the additional engine is lighter than a 5000 class engine.

800, 9000 and 3900 class engines must not be operated doublehead over Bridge 12.65, Old Main Line.

Inspection of Trains

811 (R). In addition to making inspection of train as often as practicable as per Operating Rule 811, freight trains must stop and must be inspected at the following points:

Columbus	—Eastward and westward;
Kearney	—Eastward and westward;
Ogallala	—Eastward and westward;
Pine Bluffs	—Eastward and westward.

This also applies to freight, mixed and extra passenger trains designated by symbol "MT", "MTX", "Main" or "WMB", except that Main trains and WMB trains need not be stopped for inspection when visibility is such that trains can be inspected while running.

Eastward perishable passenger extra trains must stop and must be inspected at Kearney and Columbus.

When open-top lumber trains handled by steam locomotives stop for coal or water, inspection of train must be made at:

Kimball	*Gothenburg*	*Valley*
Julesburg	*Central City*	

In addition to the above designated inspection points and close running inspection between terminals, crews will make additional inspection whenever and wherever in the judgment of the crew it is necessary to preclude any chance of accident.

Regular passenger trains will continue to make inspections where now required and will stop and make additional inspection if necessary to preclude any chance of accident.

When visibility does not permit close observation of train, all passenger trains except streamline trains, and conventional trains consisting entirely of roller bearing equipment, must stop once between terminals for complete inspection and conductor will make additional inspections when in his opinion weather conditions warrant.

Exception: When visibility is such as to permit close observation of train and there are no indications of hot boxes or other defects, eastward green fruit and stock trains need not stop for the purpose of inspecting train between Cheyenne and Summit.

811 (S). To afford carmen opportunity to make roll-by inspection, a speed of 5 MPH must not be exceeded by freight trains, as follows:

Grand Island, westward, from main track crossover east end of yard to stopping point in yard;

Grand Island, eastward, from yard office to stopping point in yard;

Sidney, westward, from the Cemetery Crossing to the coal chute;

Sidney, eastward, from west switch of No. 6 track to stopping point in yard;

Sterling, westward, from CB&Q Crossing to stopping point in yard;

Sterling, eastward, from sugar beet crossing west of depot to stopping point in yard.

Engine Supplies

869 (R). Water must not be taken at Hardin except in emergency.

Patrolling Diesel Engine Rooms

874 *(R). Referring to Operating Rule 874 (A):*

On the following trains, when handled by diesel locomotive, fireman must remain in control cab at all times while the train is in motion, and his patrol of engine rooms must be made at initial stations and at other stops when time will permit:

This applies to the following trains:

Nos.	Between
101-102	Omaha and Cheyenne
103-104	Omaha and Cheyenne
105-106	Omaha and Cheyenne
107-108	*Omaha and Cheyenne*
111-112	Omaha and La Salle

Leaving Locomotives Unattended

875 (R). Where engine crews with 3800 and 3900 class locomotives eat at intermediate stations, one member of crew must stay with engine at all times.

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

800 Class Locomotives

889 (R). 800 class locomotives must not be worked with less than 33% cut-off to avoid hot main pins.

Standpipe Spouts

890 (S). After taking water at Fremont and at Grand Island passenger station, 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.

Track Restrictions

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

Location	Track	Heaviest Engine Permitted
Gilmore	Beyond fouling point at each end of cleaning track	None permitted
Millard	Siding, from 500 feet west of east switch to 1500 feet east of west switch	Light MacArthur
Waterloo	Seed house track	Light MacArthur
Valley	Coy Seed Spur	Consolidation
	Cone sand pit spur, M.P.1, Beatrice Branch	Consolidation
	Lyman-Richey sand spur, M.P.2, Beatrice Branch	Consolidation
	Yard track No. 2 south of depot, between 275 feet west of east switch and cross-over opposite depot	Light MacArthur
	Spur north of roundhouse	Light MacArthur
	Electric light spur	Light MacArthur
	Stockyards track	2-10-2, except must not be used by 800 class.
Mercer	Industry track	Light MacArthur
Fremont	F. S. Y. & L. Co. side tracks	Consolidation
	Canning factory track and spur	Consolidation
	West end south industry track (Lottie track)	Consolidation
	Shellenberger Sand Co. track	Consolidation
	North industry track	Light MacArthur
	Thomas coal spur	Light MacArthur
	Fremont Mill Co. spur	Light MacArthur
	Gas plant spur	Light MacArthur
	F. S. Y. & L. Co. main track	Heavy MacArthur
	North C&NW transfer track	Heavy MacArthur
	Freight house track	2-10-2, except must not be used by 800 class.

—Continued Opposite Side.

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Schuyler	Freight house spur	Light MacArthur
	Higgins & Coufal spur	Light MacArthur
	Water and light plant spur	Heavy MacArthur
Columbus	Electric light spur (Swift & Co.)	Consolidation
	Hord elevator track	Light MacArthur
	Freight house track	Light MacArthur
	Old rip tracks	Light MacArthur
	Cinder pit spur	Light MacArthur
	Cinder pit track at roundhouse	Consolidation
	Second track north of coal chute	Light MacArthur
Duncan	Industry track east of stockyards	Light MacArthur
Havens	Industry track west of stockyards loading chute	Light MacArthur
Central City	Two CB&Q joint tracks at Hord Mill	Light MacArthur
Grand Island	Coal storage tracks in old material yard	Consolidation
	All shop tracks	Consolidation
	West leads to turntable	Consolidation
	Canning factory spur	Consolidation
	Horse barn track	Consolidation
	Freight house tracks	Consolidation
	Tracks on Front Street	Consolidation
	Tulley fence spur	Consolidation
	Farmer's Elevator spur	Consolidation
	Brewery spur	Consolidation
	Two south coal storage spurs	Light MacArthur
	Middle yard tracks Nos. 3, 4, 5, 6, and 7	Light MacArthur
	First track north of freight house	Light MacArthur
	Spurs east and west of depot	Light MacArthur
	Passenger yard rubbish spur	Light MacArthur
	Third, fourth and fifth tracks north of carmens' shanty, passenger yard	Light MacArthur
	Lumber yard tracks	Light MacArthur
	West stock yard track	Light MacArthur
	East caboose alley track	Heavy MacArthur
	West caboose alley track	Heavy MacArthur
	Scale track west of Dago track switch	Heavy MacArthur
	Coal chute hopper track	Heavy MacArthur
	Coal chute cinder track	Heavy MacArthur
	Paint and sand blast track	Heavy MacArthur
	Cross-over between inner and outer belt tracks just west of blow-off box east of coal chute	2-10-2
	Inner belt track	Must not be used by 800, 5000 and 9000 class engines.
Alda	Cornhusker Ordnance Plant	See note below
Gibbon	North and south storage tracks in wye	2-10-2
Kearney	Motor car stall track	Consolidation
	Alley track	Consolidation
	Oil spur	Light MacArthur
	Old repair yard spur	Light MacArthur
	Freight house track	Light MacArthur
	Freight house spurs	Light MacArthur
	Enginehouse track	Heavy MacArthur
	Cut-off south of passenger depot to mill track	Heavy MacArthur
	First track north of roundhouse	Heavy MacArthur
Lexington	Third and fourth tracks north side, east of depot	Heavy MacArthur
Gothenburg	Water tank spur	Light MacArthur
	Wye track	Heavy MacArthur

Note.—At Alda, inside Cornhusker Ordnance Plant area, Heavy MacArthur, and in emergency 2-10-2 type engines are heaviest engines permitted to use main track from south gate to the classification yard, but are restricted from using any of the turnouts, and these engines as well as lighter engines must not exceed 10 MPH on Ordnance Plant tracks.

Continued on page 9.

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
North Platte	Old engine Nos. 1, 4 and 5 tracks	Consolidation
	North and south stationary track	Consolidation
	Downtown tail track	Consolidation
	Downtown stationary boiler spur	Consolidation
	Swift & Company and water works spur	Consolidation
	Spur to carmen's shanty, passenger yard	Light MacArthur
	Storage spurs at new turntable	Light MacArthur
	Hopper track	Light MacArthur
	Oil spur at roundhouse	Light MacArthur
	Beyond frogs of turnouts of new repair tracks, retarder yard	Heavy MacArthur
Big Springs	Beyond derail on beet spur	5000 class
Ogallala	Hopper track beyond coal chute	Light MacArthur
Julesburg	Spur track inside wye	Consolidation
Sidney	Industry spur north of roundhouse	Consolidation
	Rip track north of wye	Light MacArthur
	High line track	Light MacArthur
	Freight house track	Light MacArthur
	Wye track, may be used by 800 and 9000 class engines not exceeding 5 MPH	9000 class
Brownson	Government tracks (See note below)	Heavy MacArthur
Pine Bluffs	Pump house spur	Heavy MacArthur
Tracy	Industry spur	Heavy MacArthur
Durham	Industry spur	Heavy MacArthur
Cheyenne	Cross-over between east lead track to south yard and drill track at east end of south yard	Heavy MacArthur
Ovid	Cross-over at beet hopper	Heavy MacArthur
	House track north of depot	2-10-2, except must not be used by 800 class.
Sterling	West industry spur	Heavy MacArthur
	East and west lead to sugar factory	Heavy MacArthur
	CB&Q coach spur	Heavy MacArthur
	Coal chute hopper track	Heavy MacArthur
	Alfalfa mill spur	Heavy MacArthur
	East and west stock and industry tracks	2-10-2, except must not be used by 800 class.
Hurley	House track	Heavy MacArthur
LaSalle	Sugar beet spur at east end	Heavy MacArthur
	Wye track	2-10-2
	Depressed track of cinder pit	None permitted
Wahoo	City spur	Heavy MacArthur
Weston	Chicago Lumber track	Light MacArthur
Valparaiso	Material track	9000 class
	East switch to cinder pit track	Light MacArthur
	West 550 feet of elevator spur	*Heavy MacArthur*
West Lincoln	Spur	Light MacArthur

Note.—At Brownson, 7000 class engines may operate at speed not to exceed 10 MPH from Brownson to Government Classification Yard and may operate at speed of not exceeding 5 MPH on Government Classification Yard tracks.

—Continued Opposite Side.

896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Lincoln	Spurs north of freight house	Consolidation
	Engine house tracks	Light MacArthur
	Cinder pit spur	Light MacArthur
	Tracks south of K Street Tower (4th Street)	Light MacArthur
	Missouri Pacific transfer beyond second switch	Heavy MacArthur
	East lead to turntable	See note below
	East end all tracks west of main track	Heavy MacArthur
	Cut-off back of depot	Heavy MacArthur
Beatrice	Swift track, from west switch to road crossing at west end Swift & Company plant	Consolidation
	Freight house spur across and west of Ella Street	Consolidation
	Sidings south of Court Street	Light MacArthur
	Allers Grain Company spur	Light MacArthur
	Other side tracks except main yard tracks 1, 2, 3, 4 and 5	Heavy MacArthur
Nevens	Stock track	Heavy MacArthur
Northport	Coal chute track	Heavy MacArthur
Gering	Swift & Company spur	Consolidation
	Brown Bean Company elevator and stock track	Consolidation
	Great Western Sugar Company tracks	Heavy MacArthur
	Tracks to railroad stockyards, Nebraska Certified Potato Growers and Inter-City Lumber Company	Heavy MacArthur
	Spur to Gering Lumber Company beyond Peterson's Potato Cellar	Heavy MacArthur
	Coal chute track	Heavy MacArthur
Lyman	Great Western Sugar Co. tracks west of sign indicating end of U.P. ownership	Heavy MacArthur
Yoder	Coal chute track	Heavy MacArthur
Albin	Coal chute track	Heavy MacArthur

Note.—At Lincoln, 5000 and 9000 class engines may use east lead to turntable between switch and turntable, but turntable must not be used in turning 9000 class engines. 800 class engines are not permitted to operate on this lead.

896 (S). At Norfolk, engines using Krug and Joyce tracks must back in.

At Sedgwick, Crook, Iliff, Atwood, Hurley and Kuner, 5000 class and heavier engines must not exceed 6 MPH on sugar beet tracks.

At Hurley, 2400 class engines must not exceed 5 MPH on house track.

At Sterling, cars must not be spotted between air boxes and Chestnut Street.

At LaSalle and Sterling, 800, 3900, 4000, 5000, 7000 and 9000 class engines must not be turned on turntables.

Close Clearances

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

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations	Mail cranes	Side.
First Subdivision		
M.P. 5.59	*Bridge*	*Side on both tracks.*
M.P. 7.94	C. & N. W. Bridge	Side on both tracks.
M.P. 23.86	Bridge	Side on both tracks.
Schuyler	Train order delivery cranes	Side on both tracks.
Columbus	Coal chute	Side and top on both tracks.
M.P. 86.49	Bridge	Side on both tracks.
Central City	Train order delivery cranes	Side on both tracks.
M.P. 158.0	Bridge	Side on both tracks.
Kearney	Coal chute	Side and top on both tracks.
Gothenburg	Coal chute	Top on both tracks.

Continued on page 10.

900 (R). Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Second Subdivision		
Ogallala	Coal chute	Side and top on both tracks.
M.P. 358.85	Bridge	Side on both tracks.
Julesburg	Coal chute	Side and top on both tracks.
M.P. 390.57	Bridge	Side on both tracks.
M.P. 403.26	Bridge	Side on both tracks.
M.P. 403.87	Bridge	Side on both tracks.
Sidney	Coal chute	Side and top on westward track.
Sidney	Signal 4083	Side on westward track.
M.P. 419.57	Bridge	Side on both tracks.
M.P. 426.86	Bridge	Side on both tracks.
M.P. 506.33	Bridge	Side on both tracks.
Cheyenne	Passenger station train sheds	Sides.
Third Subdivision		
M.P. 7.05	Bridge	Side.
M.P. 33.19	Bridge	Side.
M.P. 48.71	Bridge	Side.
M.P. 50.34	Bridge	Side.
Crook	Standpipe	Side.
Sterling	First semaphore east of depot	Side.
Sterling	Snow plows on main track or siding will not clear standpipes. Standpipe east of depot	Side.
	Standpipe west of depot	Side.
Fort Morgan	Coal chute	Side.
M.P. 106.41	Bridge	Side.
M.P. 132.53	Bridge	Side.
Old Main Line		
M.P. 12.65	Bridge	Sides.
BeatriceBranch		
Lincoln	O Street Viaduct	Top.
Lincoln	Buildings between G and H Streets	Sides.
Lincoln	Refrigerator Dock at Lincoln Packing Co.	Sides.
Stromsburg Branch		
M.P. 0.34	Bridge	Sides.
Norfolk Branch		
M.P. 47.89	Bridge	Sides.
Albion Branch		
M.P. 15.90	Bridge	Sides.
Ord Branch		
M.P. 20.99	Bridge	Sides.
Cedar Rapids Branch		
M.P. 12.96	Bridge	Sides.
M.P. 22.55	Bridge	Sides.
M.P. 23.58	Bridge	Sides.

900 (S). Pennsylvania box cars, series 36987-37090 inclusive, inside length 60 feet 6 inches and height over running board 15 feet 2½ inches.

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

900 (T). At Cheyenne passenger station, the following freight equipment must not be moved through umbrella sheds, account insufficient clearance:

Automobile cars: UP 261100 to 261199 incl.,

UP 361000 to 361199 incl., UP 561000 to 561199 incl., UP 761100 to 761199 incl.

In addition, movement of excessively high or wide foreign freight equipment or high and wide loads through these sheds is prohibited.

900 *(U). 3700 and 3800 class cabooses and 3900 and 4000 class engines must not be moved through umbrella sheds at Council Bluffs, Omaha and Cheyenne, account insufficient clearance.*

Terminal Tests of Air Brakes

1000 *(R). Changes have been made in Rules and Instructions Governing Operation of Air Brakes, Forms 7170 and 7172:*

Definition —Initial Terminals are terminals at which a train is made up; a terminal at which the locomotive or consist of train is changed, or a terminal at which a train is received from a foreign line.

If the locomotive is equipped with pressure maintaining feature, it is mandatory by AAR-ICC rules that this feature is in operation while terminal test of train brakes is made.

Air brake tests may be made on freight trains when the air brake system is charged to within 10 pounds of standard pressure for that train, as indicated by an accurate gauge connected to brake pipe at rear end of train. All other requirements of Rules 1021, 1025 and 1230 (K) remain unchanged, except as follows:

Rules 1025 and 1230 (K): Procedure for making Initial Terminal Tests of Air Brakes with pressure maintaining cut in, if locomotive is so equipped, will be as follows:

Upon receipt of proper request or signal to apply brakes for test, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and sound locomotive whistle to indicate brakes are applied for test.

During time inspection of train brakes is being made, equalizing reservoir gauge must be carefully observed to detect any increase in this pressure. If any increase is noted,it must be promptly reduced by momentarily placing handle of brake valve in service position to reduce this pressure to the level of the reduction made. It may be necessary to repeat this movement of brake valve handle a few times to hold the equalizing reservoir pressure constant. During terminal test this is important as any slight increase in equalizing reservoir pressure may cause one or more brakes to release.

When signal is given by inspector to release brakes, "First Service" cutout cock must be placed in "Out" position and brake pipe leakage checked for one minute. If leakage does not exceed 5 pounds, "First Service" cutout cock must be placed in "In" position. then give two long sounds of locomotive whistle and release brakes.

Rule 1026 (A): When a freight train has been tested from a yard charging plant, and after locomotive equipped for pressure maintaining has been attached and air brake systems recharged, procedure for testing brakes will be as follows:

With pressure maintaining cut in, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and give one long sound of locomotive whistle. Inspectors must see that brakes are applied on each car, and if so, release signal must be given for engineman to release brakes, then each brake must be inspected to see that all have released.

Rules 1230 (D) and 1230 (F): Streamline trains at Cheyenne, Green River, Ogden, Pocatello, Ellis and Las Vegas, test of train air brakes must be made as prescribed by currently effective Rule 1230 (D). At all other terminals, except initial terminals where engine crew or train crew only is changed, test of train air brakes must be made as prescribed by revised Rule 1230 (F) as follows:

After train has stopped, incoming engineman must make a 20-pound brake application as indicated by brake cylinder gauge if electro-pneumatic brakes are being used, or a 20-pound brake pipe reduction if automatic brakes are being used. Inspection of brakes must then be made starting from rear end of train to determine if brakes are applied on each car, and if so, upon reaching head end of train, inspector must inform outbound engineman who will then release brakes. Upon proceeding, roll-by inspection must be made by inspector to determine that all brakes have released. All other requirements of present Rule 1230 (F) not conflicting with the above remain unchanged. Standing inspection must be expedited all possible while crews are being changed to avoid unnecessary delay.

Air Brake Rules

1006 (R). Standard brake pipe pressure in freight service North Platte to Cheyenne and Cheyenne to North Platte is 90 pounds.

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

1035 (R). On passenger trains, running air test must be made at the following points:

Summit	—Eastward;
Touhy	—Westward;
Loma	—Eastward;
M.P. 24, North Platte Cut-Off	—Eastward.

1036 (R). To prevent undesired emergency brake applications, engineers should be governed by the following in making the initial brake pipe reduction of 6 to 8 pounds when braking conventional passenger trains in accordance with Air Brake Rules 1036, 1036-A, 1036-B and 1036-C.

"When applying brakes for making ordinary slow-downs or stops, the air gauge must be observed for measuring reductions and the initial reduction should be 6 from 70, 7 from 90, and 8 from 110 pounds as indicated by equalizing reservoir gauge."

1041 (R). **On freight trains, air brake test as required by Air Brake Rule 1041 must be made at:**

M.P. 24, North Platte Cut-Off —Eastward.

1042 (R). **Retaining valves must be used on all eastward freight trains from M.P. 24, North Platte Cut-Off, to Tremain.**

Exception:—Trains averaging not to exceed fifty-five gross tons per car may be handled without the use of retaining valves when handled by engines equipped with two air compressors which are operative.

1042 (S). Retaining valves must be used on trains consisting of more than 20 cars, any of which are explosives, being handled from classification yard, Sioux Ordnance Plant to Brownson.

One retaining valve must be turned up for each 5 cars in train. Example: If 50 cars in train, 10 retaining valves must be used consecutively, starting at head end of train. See Air Brake Rule 1042 (B).

All retaining valves must be turned down again upon arrival at Brownson.

1044 *(R). Air Brake Rule 1044 is changed as follows:*

When an emergency exists and it is necessary to use engine whistle to call for brakes to be applied on moving train or cars or when necessary to use engine whistle to signal some other movement to stop, a succession of short sounds must be used.

1254 (R). PC switch on C&NW diesel units operating in City of Denver assignment has been disconnected from throttle control circuits.

In event of safety control, overspeed or emergency application of brakes, engineman must manually reduce throttle at once to extent necessary and place in "Idle" position before speed has been reduced to 25 MPH to avoid damage to main generators and traction motors.

RATING OF STEAM AND DIESEL LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Locomotive	Numbers (Inclusive)	Council Bluffs to Valley	Valley to North Platte	North Platte to Sidney	Sidney to Cheyenne	O'Fallons to Gering	Gering to South Torrington	Yoder to Egbert	Valley to Wahoo	Wahoo to Valparaiso	Valparaiso to Lincoln	Lincoln to Beatrice	Hastings to Gibbon	Julesburg to LaSalle
C 57 — 22 / 30 — 190	201 to 358	2300	3150	1500	1200	2250	2550	1300	2680	1200	2680	1800	2680	1700
C 57 — 21 / 30 — 162 / 172	400 to 498	2000	2870	1300	1000	2000	2500	1200	2440	1100	2440	1400	2440	1500
MacA 57 — 23¾ / 30 — 206 / 210	1900 to 1949	3400	3490	2000	1600	2500	3150	1500	3300	1540	3300	1900	3000	2100
MacA 63 — 26 / 28 — 212 / 228	2200 to 2320	3800	3890	2500	1800	2700	3300	1650	3300	1650	3300	2000	3330	2400
MacA 63 — 26 / 30 — 222	2480 to 2499	3800	3970	2500	1800	3000	3360	1750	3300	1650	3300	2000	3400	2500
TTT 63 — 29½ / 30 — 286 / 311	5000 to 5089	4800	5130	3100	2600				4500	2300	4500	2500	4380	3000
UP 67 — 27 / 31-32 — 368 / 372	9000 to 9087	5800	7160	4700	4200				6000	3100	6000	3500	7000	3800
4-6-6-4 3 69 4 5 — 21-21 / 32 — 406 / 404 / 407	3930 to 3949 3950 to 3969 3975 to 3999	5800	7070	4900	4200									4000
4-8-8-4 1 68 2 — 23¾-23¾ / 32 — 540 / 545	4000 to 4019 4020 to 4024	6800	8000	6500	6000									
FEF 77 — 24½ / 32 — 266	800 to 819	4540	5000	3400	3000				4250	2300	4250	2500	4380	3200
FEF 80 — 25 / 32 — 266	820 to 844													
P 77 — 25 / 26 — 163 / 165 / 167 / 184 / 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	3400	3400	2000	1400	2800	3000	1200	2500	1350	2500	1900	3000	1700
MT 73 — 29 / 28 — 256 / 261	7000 to 7038 7850 to 7869	3800	3960	2500	2200	2950	3100	1700	2700	1650	2700	2000	3390	2500

TYPE	NUMBERS (Inclusive)	H.P.	No. of Units
EMD-GP7	100-129	4500	3
EMD-GP9	130-244	5250	3
EMD-F7	1400-1496	4500	3
ALCO	1600-1643	4500	3

		7800	9000	7800	6500				7000	5100	7000	5600	8300	

EXPLANATION

C.....Consolidation
MacA.....MacArthur
TTT.....2-10-2
UP.....4-12-2
FEF.....4-8-4
P.....Pacific
MT.....Mountain

EXAMPLE: Consolidation locomotive having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

C 57 — 21 / 30 — 162

RATING OF STEAM AND DIESEL LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of locomotive and tender, which the different classes of locomotives will haul in each direction between stations named, under favorable weather conditions. A deduction of ten per cent may be made for fast trains.

Type of Locomotive	Numbers (Inclusive)	Cheyenne to Sidney	Sidney to North Platte	North Platte to Valley	Valley to Council Bluffs	Gering to O'Fallons	South Torrington to Gering	Egbert to Yoder	Beatrice to Lincoln	Lincoln to Valparaiso	Valparaiso to Wahoo	Wahoo to Valley	Gibbon to Hastings	LaSalle to Julesburg
C 57 — 22 / 30 — 190	201 to 358	2800	4500	4500	2300	3500	2350	1750	2680	1600	1200	1600	4500	4500
C 57 — 21 / 30 — 162 / 172	400 to 498	1800	3000	4500	2000	3440	2140	1600	2440	1500	1050	1500	4500	3000
MacA 57 — 23¾ / 30 — 206 / 210	1900 to 1949	4500	4500	6500	3400	4100	2500	2000	2980	1910	1500	1910	5000	4500
MacA 63 — 26 / 28 — 212 / 228	2200 to 2320	4500	4500	6500	3800	4600	2900	2175	3330	1940	1600	1940	5000	5000
MacA 63 — 26 / 30 — 222	2480 to 2499	4800	4800	6500	3800	4700	2960	2275	3400	1950	1600	1950	5000	5000
TTT 63 — 29½ / 30 — 286 / 311	5000 to 5089	5200	5200	7500	4800				4500	3400	2220	3400	5500	6000
UP 67 — 27 / 31-32 — 368 / 372	9000 to 9087	8000	8000	8500	5800				6000	4500	3000	4500	8500	6000
4-6-6-4 3 69 5 — 21-21 / 32 — 406 / 404 / 407	3930 to 3949 3950 to 3969 3975 to 3999	8000	8000	9500	5800									6000
4-8-8-4 1 68 2 — 23¾-23¾ / 32 — 540 / 545	4000 to 4019 4020 to 4024	9000	9000	9500	6800									
FEF 77 — 24½ / 32 — 266	800 to 819	5000	5500	7500	4540				4500	3400	2200	3400	5500	6000
FEF 80 — 25 / 32 — 266	820 to 844													
P 77 — 25 / 26 — 163 / 165 / 167 / 184 / 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	3000	4000	4500	3400	3650	2500	2000	2980	1900	1250	1900	4500	4500
MT 73 — 29 / 28 — 256 / 261	7000 to 7038 7850 to 7869	3650	4200	4700	3800	4500	2960	2275	3300	1950	1550	1950	5000	5000

TYPE	NUMBERS (Inclusive)	H.P.	No. of Units
EMD-GP7	100-129	4500	3
EMD-GP9	130-244	5250	3
EMD-F7	1400-1496	4500	3
ALCO	1600-1643	4500	3

					Grand Island to Valley	Valley to Council Bluffs								
		9000	9500	9000	9000	9000			7000	6000	5200	6000	7800	

EXPLANATION

C.....Consolidation
MacA.....MacArthur
TTT.....2-10-2
UP.....4-12-2
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P.....Pacific
MT.....Mountain

EXAMPLE: Consolidation locomotive having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:

C 57 — 21 / 30 — 162