

UNION PACIFIC RAILROAD COMPANY

Eastern District

Nebraska Division

**Special Rules
No. 7**

**Effective Friday,
August 1, 1947**

Superseding Special Rules No. 6

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

A. E. STODDARD,
General Manager

ELGIN HICKS,
General Superintendent

E. H. BAILEY,
Superintendent

2 (R). Operating Rules 2, 2 (A) and 2 (B) are cancelled.

Employees listed below and other employees as may be designated must, while on duty, have a reliable railroad grade watch* which must not vary more than 30 seconds from correct time.

(*A railroad grade watch is one equipped with a lever set.)

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

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

2 (S). Officers and employes must not make solicitation in connection with the sale of watches.

2 (T). Employes must present their watches to officers and supervisors upon request.

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

10 (R).

Rule 10 (H) is cancelled.

A sign reading "Reduce Speed" and showing by figures the maximum speed permitted, placed on engineer's side of track, indicates that the track one mile distant is in condition for a speed of not more than indicated by the "Reduce Speed" sign.

A sign reading "Resume Speed" placed on engineer's side of track indicates that reduced speed location has been passed.

The entire train must pass over the designated location at the specified speed.

The flagman will give proceed signal when rear of train has passed the "Resume Speed" sign.

Such speed restrictions will also be shown in time-table or superintendent's bulletin.

17 (R). The following will govern use of oscillating red headlight:

When train becomes disabled or makes sudden stop due to unusual occurrence, or when an adjacent track is obstructed or there is possibility of it being obstructed, if red headlight is not set in motion automatically, engineer must immediately set it in motion by manual operation, and then extinguish white headlight.

A train on adjacent track must stop before passing headlight and be governed by Rule 102.

When head end protection is required, engineer will immediately display red headlight. When occupying main track in meeting an opposing train, red headlight will be displayed until opposing train dims its headlight in accordance with Rule 17 (B), after which, if switch is lined to permit opposing train to enter siding, red headlight will be extinguished.

Continued Opposite Side.

17 (R). Continued.

Engineer finding red headlight displayed by opposing train, must stop before passing headlight, ascertain the cause and be governed by conditions.

Display of red headlight does not relieve enginemen nor trainmen from protecting front of train in accordance with Rule 99, when required.

If red headlight has been set in motion automatically and necessity no longer exists, engineer must extinguish it.

When standing at terminals and red headlight is not required, it must be extinguished.

17 (S). Rule 17 (C) is cancelled.

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

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

19 (R). Oscillating red rear end light on passenger trains will be designated as a night signal in accordance with Rule 9 and will be displayed from sunset to sunrise and when day signals cannot be seen due to weather or other conditions. Also at any time train is moving under circumstances in which it may be overtaken by another train.

Red rear end light must be extinguished when train is clear of main track and rear end protection is not required.

The displaying and extinguishing of red rear end light must be done by trainman.

Display of red rear end light does not relieve trainmen nor enginemen from complying with Rule 99 nor any other rule.

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

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

- North Platte Branch;
- North Platte Cut-off;
- 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.

28 (R). A green and white signal will be used to stop designated trains at conditional stops shown in time-table.

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

93 (S). 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.

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.

95 (R). Where Rule 251 is in effect, clearance Form 2643 issued to a train at its initial station will establish identity of train to the end of its run on that subdivision. Sections will display green signals when clearance so indicates.

Example: A clearance reading "First 7 green signals" will authorize display of green signals.

A clearance reading "Second 7 no signals" will authorize movement without display of signals.

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;

At west end, North Platte—westward trains leaving from yard; At east end, North Platte—eastward trains leaving from yard.

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.

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.
Lane. (M.P. 17.1)	Old Main Line crosses eastward track.		Block signals. Special Rule 509 (V).
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 seen approaching on eastward track, switch must not be opened or cross-over occupied until approaching train has stopped.
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.	Semi-Automatic 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). Last paragraph of Rule 99 is changed to read:

"Night signals—A white light, not less than ten torpedoes and six fuseses."

At night and during foggy and stormy weather, a lighted red fusee will be used for hand signals required by Rule 99.

This does not change the requirements of Rule 99 (F).

Each caboose must be equipped with a red lantern for use as required by Rule 19 (C).

The equipment of each engine must include a red lantern as required by Rule 869.

Last sentence of Rule 870 is cancelled.

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

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

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

103 (U). A yardman or trainman need not ride on leading footboard of engine, as follows:

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

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

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.

509 (V). At Lane, cross-over movement to and from Old Main Line will be governed by automatic block signals.

Signal A-255 will govern movements from Old Main Line to westward main track and to center siding. Rule 520 will govern. Switch indicators and electric switch locks are located at junction switch of eastward main track and at main track switch at west end of cross-over from Old Main Line to westward main track. When indicators indicate approach of a train, door of electric lock case must not be opened or padlock removed from hasp on electric lock. Indicator lamp mounted on inside of door of electric lock case on eastward main track and on top of switch indicator on westward track indicate when electric locks are released.

Indicator lamp on eastward track will light when door of electric lock case is open. Indicator lamp on westward track will light when padlock is removed from hasp on electric lock. If there are no trains in the block, lamps will burn constant. Lighted lamp will indicate electric lock is released and switch can be operated. If indicator light is flashing instead of burning constant, it will indicate that time-element relay is operating and that electric lock is not released. When time-element relay has completed operation, indicator light will change from flashing to steady light, which will indicate electric lock is released.

If electric lock does not release when door of case is opened or when padlock is removed, due to a train in block or defect in signal equipment, time-element relay will automatically start operating and after a lapse of approximately 4 minutes electric lock will release and switch can be operated.

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509 (V). Continued.

When making movement from eastward main track to Old Main Line, trains must stop after passing sign bearing the words "Release Section", but not over 300 feet from junction switch.

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

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 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.

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.

721 (R). Unauthorized persons, including deadhead train or engine crews, must not occupy cab of trailing unit of Diesel engine on freight or passenger train.

733 (R). There is hazard of carbon monoxide fumes from exhaust of Diesel or gasoline engines and precautions must be taken to avoid possibility of accident therefrom.

Exhaust from such engines must not be located in close proximity of fresh air intake of passenger cars and care must be exercised at all times to see that there is sufficient ventilation where such engines are operated.

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

802 (S). Trainmen, enginemen, yardmen, agents and other 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(a)(1) A car requiring car certificates and "Explosives", "Dangerous", or "Poison Gas" placards under the provisions of these

Continued Opposite Side.

802 (S). Continued.

regulations shall not be transported unless such freight car is at all times placarded and certificated as required by these regulations. Placards lost in transit shall be replaced at next inspection point.

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

Switching Cars Containing Explosives or Poison Gas

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

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

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

Switching of Cars Containing Dangerous Articles

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

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

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

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

Notice to Crews of Cars Containing Explosives in Train

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

Position in Train of Cars Containing Explosives

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

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

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Engine. (Except when train consists only of placarded loaded tank cars.)
4. Car placarded "Poison Gas".
5. Wooden under-frame car.

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802 (S.) Continued.

6. Loaded flat car.
7. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
8. Car equipped with automatic refrigeration of the gas-burning type.
9. Car containing lighted heaters, stoves, or lanterns.
10. Car loaded with live animals or fowl, occupied by an attendant.
11. Occupied caboose. (Except when train consists only of placarded loaded tank cars.)

Position in Train of Loaded Placarded Tank Cars

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

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

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

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

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

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

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

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

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

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

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".

803 (R). Power transmission wires carrying 2300 volts are located on top cross-arm of signal pole line.

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

804 (S). 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 (T). 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.

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

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 Kimball;
- Valley and Beatrice.

823 (R). On multiple unit Diesel engine, not more than four men may ride in cab of leading unit. On freight train when cab is occupied by four men, head brakeman will ride in cab of trailing unit.

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

Second paragraph of Rule 874 is changed to read: "On Diesel-electric through passenger trains that make few or no stops, fireman will remain in control room at all times when train is in motion."

At initial terminals, before departure, fireman will go through engine rooms and make careful inspection of gauge indications, oil levels, engine temperatures and shutter controls. 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.

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.

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;

Schuyler —Canning Factory track and spur;
—West end south industry track (Lottie track);

Columbus —Water and light plant spur;
—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;

—Downtown tail track;

—Downtown stationary boiler spur;

—Swift & Company and water works spur;

Julesburg —Spur track inside wye;

Sidney —Industry spur north of roundhouse;

Lincoln —Spurs north of freight house;

Beatrice —Cinder pit spur (depressed track);
—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;

Waterloo —Seed house track;

Valley —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;

Schuyler —Gas plant spur;

—Freight house spur;

Columbus —Higgins and Coufal spur;

—Hord Elevator track;

—Freight house track;

—Old rip tracks;

—Cinder pit spur;

—Second track north of coal chute;

896 (R). Continued.

Duncan —Industry track, east of stockyards;

Havens —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;

Kearney —Oil spur;

—Old repair yard spur;

—Freight house track;

—Freight house spurs;

Gothenburg —Water tank spur;

North Platte —Spur to carmen's shanty, passenger yard;

Ogallala —Storage spurs at new turntable;

Sidney —Hopper track, beyond coal chute;

—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.

5000 class and heavier engines must not go on the following tracks:

Fremont —F. S. Y. & L. Co. main track;

—North C. & N. W. transfer track;

Kearney —Enginehouse track;

—Cut-off south of passenger depot to mill track;

—First track north of roundhouse;

—3rd and 4th tracks north side, east of depot;

Lexington —Wye track;

Gothenburg —Old house track;

O'Fallons —Government tracks;

Brownson —Pumphouse spur;

Pine Bluffs —Industry spur;

Tracy —Industry track;

Durham —Stockyard track;

Archer —Doubling track;

Wahoo —City spur;

Valparaiso —Any side track except north industry track, wye track and stock track;

Lincoln —Missouri Pacific transfer beyond second switch;

—East lead to turntable;

—East end all tracks west of main track;

—Cut-off back of depot;

Beatrice —Any side track except main yard tracks 1, 2, 3, 4 and 5.

9000 class engines must not go on the following tracks;

Valley —Stockyards track;

Fremont —Freight house track;

Sidney —Wye track may be used not exceeding 5 MPH.

At Grand Island, 800 and 9000 class engines must not use cross-over between inner and outer belt tracks just west of blow-off box east of coal chute.

At Norfolk, engines using Krug and Joyce tracks must back in.

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

These cars, when loaded to axle capacity, will have gross weight of 169,000 pounds for car and lading, and must not be moved over the Kearney Branch account of rail.

They may be operated over main tracks and other branch lines, also passing and yard tracks ordinarily used by through freight trains.

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

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

Location	Structure or obstruction	Clearance of engine or car is close at—
At all stations..	Mail cranes.....	Side.
First Subdivision		
M.P. 7.94.....	C. & N. W. Bridge..	Side on both tracks.
M.P. 23.86.....	Bridge.....	Side on both tracks.
Columbus.....	Coal chute.....	Side and top on both tracks.
M.P. 86.49.....	Bridge.....	Side on both tracks.
Second Subdivision		
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.
Gothenburg.....	Signal 2249.....	Side.
Third Subdivision		
North Platte....	Signal 2833.....	Side on westward track.
North Platte....	East end of yard, indicator "E" opposite Signal 2834.....	Side on westward track.
North Platte....	Signal 2851.....	Side on westward track.
North Platte....	Signal 2861.....	Side on westward track.
Ogallala.....	Signal 2871.....	Side on westward track.
M.P. 358.85.....	Coal chute.....	Side and top on both tracks.
Julesburg.....	Bridge.....	Side on both tracks.
M.P. 390.57.....	Coal chute.....	Side and top on both tracks.
M.P. 403.26.....	Bridge.....	Side on both tracks.
M.P. 403.87.....	Bridge.....	Side on both tracks.
Fourth Subdivision		
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.
Old Main Line		
M.P. 12.65.....	Bridge.....	Sides.

900 (S). Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Beatrice Branch		
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.
Albion Branch		
M.P. 15.90.....	Bridge.....	Sides.
Cedar Rapids Branch		
M.P. 12.96.....	Bridge.....	Sides.
M.P. 22.55.....	Bridge.....	Sides.

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. Caboose: UP 3700 to 3899 incl. In addition, movement of excessively high or wide foreign freight equipment or high and wide loads through these sheds is prohibited.

1006 (R). Standard brake pipe pressure for main line passenger trains is 110 pounds.

1018 (R). Air brake Rule 1018 is changed to read: "Speed governor control with high speed control brake equipment must be in operation on passenger train cars so equipped, when handled in passenger trains and must be made inoperative when such cars are handled in freight and mixed trains. Toggle switch located adjacent to air brake control relay cabinet controls operation of speed governor control and must be placed in 'On' position for operation and in 'Off' position to discontinue operation. Safety valve on D-22 control valve must be adjusted to 75 pounds air pressure when speed governor control is in operation and this safety valve must be adjusted to 60 pounds air pressure when speed governor control is not in operation."

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

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.

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.

1093 (R). Following has been added to Air Brake Rule 1093 (I): If rear end of rear car is not equipped with inside operating lever to steam train line end valve, or if for any reason inside operating lever cannot be operated, trainman must fully open steam train line end valve from ground immediately after train is stopped.

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS
Total weight of trains, exclusive of engine and tender, which the different classes of engines 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 Engine	190	162	172	206	210	212	225	222	286	311	368	372	404	407	406	540	545	266	266	163	165	167	184	183	256	261
C 57	22	30																								
C 57	21	30																								
MacA 57	23¼																									
MacA 63	26																									
MacA 63	26																									
TTT 63	29½																									
UP 67	27																									
4-6-4 3	21-21																									
69	4																									
5	32																									
4-8-4 1	23¼-23¾																									
68	2																									
FEF 77	24½																									
FEF 80	25																									
	32																									
P 77	25																									
	26																									
MT 73	29																									
	28																									

EXPLANATION

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

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

C 57	21	162
	30	

RATING OF ENGINES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of engine and tender, which the different classes of engines 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 Engine	Numbers (Inclusive)	Cheyenne to Sidney	Sidney to North Platte	North Platte to Grand Island	Grand Island to Council Bluffs	Gering to O'Fallons	South Torrington to Gering	Egbert to Yoder	Beatrice to Valparaiso	Valparaiso to Wahoo	Wahoo to Valley	Gibbon to Hastings	
C 57	$\frac{22}{30}$ 190	201 to 358	2800	4500	4500	4500	4000	2350	1850	2680	1500	2680	4500
C 57	$\frac{21}{30}$ 162 172	400 to 498	1800	3000	4500	4500	3440	2140	1700	2440	1400	2440	4500
MacA 57	$\frac{23\frac{3}{4}}{30}$ 206 210	1900 to 1949	4500	4500	5000	5000	4300	2580	2000	2980	1700	2980	5000
MacA 63	$\frac{26}{28}$ 212 228	2200 to 2320	4500	4500	5000	5000	4680	2900	2175	3330	1800	3330	5000
MacA 63	$\frac{26}{30}$ 222	2480 to 2499	4800	4800	5000	5000	4770	2960	2275	3400	1900	3400	5000
TTT 63	$\frac{29\frac{1}{2}}{30}$ 286 311	5000 to 5089	5200	5200	5500	5500				4500	2500	4500	5500
UP 67	$\frac{27}{31-32}$ 368 372	9000 to 9087	6000	6000	8500	7500				6000	3400	6000	8500
4-6-6-4 3 69 5	$\frac{21-21}{32}$ 404 407 406	3950 to 3969 3975 to 3999 3930 to 3949	6000	6000	8500	7500							
4-8-8-4 1 68 2	$\frac{23\frac{3}{4}-23\frac{3}{4}}{32}$ 540 545	4000 to 4019 4020 to 4024	7000	9000	9000	8000							
FEF 77	$\frac{24\frac{1}{2}}{32}$ 266	800 to 819											
FEF 80	$\frac{25}{32}$ 266	820 to 844	4170	4800	5500	5380				4500	2500	4500	5500
P 77	$\frac{25}{26}$ 163 165 167 184 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	3000	4000	4500	4150	3720	2500	2000	2980	1700	2900	4500
MT 73	$\frac{29}{28}$ 256 261	7000 to 7038 7850 to 7869	3650	4200	4700	4680	4700			3300	1800	3300	5000

EXPLANATION

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