

UNION PACIFIC RAILROAD COMPANY

Eastern District

Bridge Subdivision

(NEBRASKA DIVISION)

Special Rules No. 54

Effective Thursday, August 1, 1940

Superseding Bridge Subdivision
Special Rules No. 53

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

F. P. FLESHER, Superintendent

C. P. CAHILL,
General Manager

P. J. LYNCH,
Supt. Transportation

Serial No. 4967

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

The Bridge Subdivision comprises the tracks between the points shown below and all are within yard limits:

Council Bluffs—	
Main St. at 10th Ave.	} and west switch at Gilmore;
9th Street at Union Ave.	
C. R. I. & P. Jct.	
Omaha—	
Summit	and yard limit sign on Lane Cut-Off;
Mo. Pacific Jct. near Cass St.	and 20th Street;
End of Carter Lake track	and Douglas Street.

14 (v). Whistle signals prescribed by Rules 14 (r) and 14 (s) will be used to recall flagman on tracks shown below:

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

83 (R). Westward Union Pacific passenger trains must receive clearance before leaving Omaha Union Station.

Other trains need not receive clearance before leaving their Bridge Subdivision initial station as per Rule 83 (D).

93 (R). On Bridge Subdivision all tracks may be used protecting against first class trains.

The rear of all trains and engines must be protected at all times on the tracks shown below:

Main tracks Nos. 1 and 2 between C. & N. W. Jct. at Council Bluffs and west end of Missouri River Bridge;
 Main tracks between C. R. I. & P. Jct., Co. Bluffs and Tower A, Co. Bluffs;
 Running tracks Nos. 3 and 4 between Tower A and Tower B, Council Bluffs;
 South running track Omaha, between 15th Street and Summit;
 Main tracks Nos. 1, 2, 3 and 4 between west end of Missouri River Bridge and Summit;
 Main tracks Nos. 1 and 2 between Summit and Gilmore, except when standing or switching between L Street and Q Street, South Omaha;
 Running tracks Nos. 7 and 8 between 9th Street and cross-over to C. B. & Q. Transfer south of Douglas Street.

U. P. trains and engines using C. B. & Q. main track east of Council Bluffs, (U. P. Transfer) must protect in both directions.

On Bridge Subdivision tracks, all trains and engines must move prepared to stop unless the track is seen or known to be clear, and must approach all junction points expecting to find trains entering or leaving Bridge Subdivision tracks.

Except where protected by interlocking, trains and engines entering or leaving Bridge Subdivision tracks must be protected by a flagman, and when such movement makes it necessary to cross another track, they must be protected in both directions, except between L Street and Q Street, South Omaha.

98 (R). The Nebraska State Law governing movement of trains over railroad crossings at grade is as follows:

"All railroad trains (and engines without trains), shall come to a full stop at least 200 feet, and not more than 800 feet, from the crossing of the other railroads, and the engineer shall sound two long blasts of the whistle before starting forward, except where said railroads maintain a semaphore and gate, with torpedo attachments, and when the signals indicate the crossing to be clear, no stop need be made.

When trains (or engines without trains) approach a crossing simultaneously, the one on the older road shall have the right to cross first, and the last train to cross shall not start until the first train has cleared the crossing and signal indicates that track is clear.

Every engineer violating the provisions of the two preceding sections, shall for each offense, forfeit one hundred dollars to be recovered in the name of the State of Nebraska for the benefit of the school fund; and the person, persons, or corporations on which road such offense is committed shall forfeit for each offense so committed, the sum of two hundred dollars to be recovered in like manner."

98 (R). Continued.

The following is an extract from the Iowa State Law governing movement of trains over railroad crossings at grade:

"All trains run upon any steam railroad in this state which intersects and crosses any other railroad upon the same level, shall be brought to a full stop at a distance of not less than two hundred nor more than eight hundred feet from the point of intersection or crossing, before such intersection or crossing is passed.

Any engineer or person in charge of an engine, who shall violate the provisions of the preceding section shall be fined for each offense not exceeding one hundred dollars; and the corporation or company on whose road such offense is committed shall be fined not exceeding two hundred dollars for each offense."

98 (S). JUNCTIONS AND RAILROAD CROSSINGS.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
12th St. and Union Ave., Council Bluffs.	C. & N. W. (Crossing)	U. P.	
3rd Ave. and Union Ave., Council Bluffs.	C. & N. W. (Junction)	C. & N. W.	
4th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing)	U. P.	
On Union Ave. between 4th Ave. and 5th Ave., Co. Bluffs.	I. C. (Junction).	C&NWand IC	
5th Ave. and Union Ave., Council Bluffs.	I. C. (Crossing)	U. P.	
5th Ave. and Union Ave., Council Bluffs.	C. B. & Q. (Crossing)	U. P.	
10th Ave. and Union Ave., Council Bluffs.	Westward, C. G. W. crosses No. 2 track.	U. P.	
10th Ave. between Main St. and 6th St., Council Bluffs.	C. B. & Q. (Crossing)	C. B. & Q.	
12th St. and 10th Avenue, Council Bluffs.	C. & N. W. (Crossing)	C. & N. W.	
At Tower A, Council Bluffs.	No. 2 track crosses westward main track from C. R. I. & P. Jct. Westward, yard lead crosses No. 2 track. Westward, cross-overs from No. 3 running track to No. 1 track cross No. 2 track.		Interlocking.
At Tower B, Council Bluffs.	No. 2 track crosses No. 3 running track.		Interlocking.
Just west of Missouri River Bridge.	No. 3 track crosses eastward lead from the Union Station.		Interlocking.

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Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
At 16th St., Omaha.	Lead between incline track and No. 4 track crosses main tracks Nos. 1, 2, and 3.		Interlocking.
At 17th St., Omaha.	Eastward cross-over crosses No. 3 track and westward cross-over crosses No. 2 track.		Interlocking.
At Tower C, 20th Street, Omaha.	Eastward cross-over crosses main tracks Nos. 1, 2, and 3. Westward cross-over crosses main tracks Nos. 1, 2, 3 and 4.		Interlocking.
Summit.	C. G. W. (Crossing) C. & N. W. (Crossing) C. & N. W. (Junction) Cross-overs between tracks Nos. 1, 2, 3 and 4.		Interlocking and signal from switchtender.
N St., So. Omaha.	Union Stock Yards Connection.		By signals from switchtender.
Q St., So. Omaha.	C. R. I. & P. Connection.		Block signals and signal from switchtender.
U St., So. Omaha.	C. R. I. & P. (Crossing).	C. R. I. & P.	Gate.
Gilmore Junction.	Junction with C. B. & Q. and Missouri Pacific. Westward C. B. & Q. and M. P. cross No. 2 track.		Interlocking.
Between Hall Ave. and Burdette St. at 11th Street.	I. C. (Crossing).	U. P.	
Between Harney St. and Howard St. on 5th St.	C. B. & Q. (Crossing).	U. P.	Gate and signals govern movements on tracks Nos. 7 and 8 and freight house lead. When home signals are at stop position they must not be passed except under flag protection, and then only after thorough understanding with the gate tender.

104 (R). Switches will be set normally,

At Gilmore, switch at end of two main tracks will be set for eastward main track.

D-151 (R). Trains and engines must not move against the current of traffic on Bridge Subdivision without permission from the train dispatcher, and a flagman must be sent ahead when such movements are made, except that between Tower A at Council Bluffs and Tower A at Omaha on track No. 1 and track No. 2, and between Tower A at Omaha and Tower C at Omaha on all tracks, trains and engines are governed by indication of the interlocking signals, and when one of those signals indicates that the train or engine may move against the current of traffic, it may be done without permission from the train dispatcher and without sending a flagman ahead.

152 (R). THE SPEED SHOWN BELOW MUST NOT BE EXCEEDED:

Note.—The designation "Psgr." includes streamline trains and all other passenger, mail and express trains.

The designation "Frt." includes freight trains, mixed trains, and light engines with or without cabooses.

Location	Maximum Speed Miles Per Hour		Remarks
	Psgr.	Frt.	
On Bridge Subdivision.	40	25	Speed must be as much slower as conditions may require.
At any point.	20	20	Engines running backward, with or without cars.
When using cross-overs or turn-outs.	15	15	
When using cross-overs or turn-outs.	6	6	With Mikado or Mallet type and 5000 or 9000 class engines.
Passing Council Bluffs. (U. P. Transfer.)	6	6	
Passing 21st St. west of Council Bluffs. (U. P. Transfer.)	6	6	
On wye tracks.	5	5	
On ice dock tracks Nos. 5 and 6 at Council Bluffs.	15	15	
Over switches at Tower A and Tower B at Council Bluffs.	15	15	
Over Missouri River Bridge.	15	15	
Over switches at Tower A and Tower B at Omaha.	15	15	Except over switches entering Union Station tracks.
Over switches entering Union Station tracks.	5	5	
At Omaha between 17th St. on upper track and 19th St. on lower track.	15	15	
Passing over switches at Tower C, Omaha.	15	15	
Over slip switches at Summit.	15	15	
Between L Street and Q Street, South Omaha.	15	15	
Over switches at Gilmore Junction.	15	15	

152 (S). All trains and engines must approach Omaha Union Station tracks expecting to find them occupied by engines or cars and must stop before crossing main platform in front of gates unless proceed signal is received from yardmaster.

Eastward trains and engines on No. 4 main track must approach 7th Street, Omaha, prepared to stop unless switches are seen to be in proper position.

509 (U). Automatic Block Signal "A" located at west end ice dock track No. 5, Council Bluffs, governs trains or engines moving from tracks 5 or 6 against the current of traffic on No. 4 track.

With switches normal and no train approaching on No. 4 track, signal "A" will indicate proceed.

With train approaching on No. 4 track, signal "A" will indicate stop and trains and engines will be governed by Rule 509 (a).

605 (R). Interlocking is in service at points shown below:

- Tower A, Council Bluffs, at Train Yard Junction;
- Tower B, Council Bluffs, at east end Missouri River Bridge;
- Tower A, Omaha, at east entrance to Union Station;
- Tower B, Omaha, near west entrance to Union Station;
- Tower C, Omaha, at 20th Street;
- At Summit;
- At Gilmore Junction.

802 (T). First paragraph of Rule 802 (A) does not apply to movements on the following tracks, except that such movements must be made at reduced speed:

- Council Bluffs —Main tracks 1 and 2 between Tower A and Broadway;
- Council Bluffs —10th Avenue track, at 12th, 16th, and 17th Streets;
- Omaha —Main tracks 1, 2, 3 and 4 at 17th Street;
- Omaha —South running track, at 17th Street;
- Omaha —U. P. Initial Point track;
- Omaha —Running tracks 7 and 8 between 20th Street and Davenport Street inclusive.

887 (T). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at—
Summit — Eastward.

On freight trains, air test as required by Air Brake Rule 1051 must be made at—
Summit — Eastward.

All passenger trains leaving Omaha Union Station must make air test as required by Air Brake Rules 1051 and 1051 (A).

On westward Union Pacific passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A) must be made at Vinton Street Viaduct, Omaha, and test must be completed before passing interlocking at Summit.

The Air Brake Rules named are here quoted.

"1051. On a passenger train, after engine or engine crew has been changed or an angle cock closed, except for cutting off cars from rear, a running test of brakes must be made as soon as speed of train permits. Such test should be made by applying the train brakes with sufficient force to ascertain whether they are operating properly. Steam or power should not be shut off unless conditions require it. In case the brakes do not operate properly in this test, the signal for brakes must be given.

1051 (A). The test prescribed in Rule 1051 will also be made (except on ascending grades in excess of one per cent) one mile from meeting points, railroad crossings, end of two or more tracks, drawbridges, before descending heavy grades, and before reaching any hazardous point. Engineman must know that brakes are properly holding the train, and if not, the train must be stopped, cause ascertained and remedied.

Rear brakeman must station himself on the retainer valve end of the rear car, and if air escapes from the retainer valve, give proceed signal; if air does not escape, the train must be stopped, the cause ascertained and remedied."

896 (S). At Gilmore, on cleaning track, 1900 and heavier class engines must not go beyond fouling point, and 4600 class and lighter engines must not go beyond end of 90 pound rail.

Engines weighing more than 205,000 pounds on drivers must not go on the following tracks:

- Omaha —Freight house tracks and leads to team tracks;
- South Omaha —Pit tracks north of F Street;
- Gilmore —Any side track except passing track and cleaning track.

Engines weighing more than 210,000 pounds on drivers must not go on the following tracks:

- South Omaha —Rip track;
- South Omaha —All industry tracks.

Engines weighing more than 280,000 pounds on drivers must not go on the following tracks:

- Council Bluffs —Freight repair yard;
- Council Bluffs —Passenger repair yard;
- Council Bluffs —I. C. pool track;
- Council Bluffs —No. 6 track, South Yard;

896 (S). Continued.

- Omaha —Lead to east end 7th Street yard;
- Omaha —Sidings in hill yard;
- Summit —Martha Street yard;
- Summit —East lead to Vinton Street yard.

Engines weighing more than 365,000 pounds on drivers must not go on the following tracks:

- Council Bluffs —Wye track;
- Council Bluffs —C. & N. W. connection;
- Council Bluffs —Leads at south end of west, east, and hump, yards;
- Council Bluffs —Leads at south end of elevator tracks;
- Summit —Long tracks 1 and 2.

Engines weighing more than 365,000 pounds on drivers must not exceed 4 miles an hour when backing through a facing point turnout, and a trainman or other employe must be on the ground to watch the movement over the switch and frog.

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—
M. P. 2.09.....	Missouri River Bridge..	Side on both tracks.
Omaha, 9th and Douglas Street.....	Trolley wires.....	Top on all tracks.
Omaha Union Station... Express Dock, east end Omaha Union Station..	Umbrella sheds.....	Side on tracks 1 to 13.
Omaha, 10th St.....	Dock.....	North side.
Omaha, 11th St.....	Viaduct.....	Top on all tracks.
South Omaha, N St.....	Viaduct.....	Top on all tracks.
	Between U. P. track 4 and Stock Yard track 3.....	Sides.
M.P. 12.65 on Old Main Line.....	Bridge.....	Sides.

1014 (A). When a streamline train is helped or towed by a steam engine, or when it is necessary to change brake valve to the automatic system the brake pipe pressure must be reduced to 90 pounds.

1040 (A). When electrical portion of straight air brake on streamline trains fails to function, train must be stopped and automatic brake cut in and regular terminal test made while train is standing to insure all brakes apply and release; except if failure occurs on train handled by M-10000 or M-10001 it will be necessary to control train with straight air brake.

1085 (A). On passenger trains approaching stations where steam line is to be separated, trainmen must fully open steam line valve on rear car, permitting steam to flow out and immediately signal engineer as per Rule 16 (j) to shut off steam heat. The valve will be left open until steam is again through train.

1085 (B). Steam actuated or carrier system air conditioned cars will not operate with less than 70 pounds steam pressure. In complying with Air Brake Rule 1085 (A), steam heat must not be shut off or valve opened on rear of train until engine is closely approaching, and it is known that the train will not be delayed getting into station grounds.