

UNION PACIFIC RAILROAD COMPANY
Eastern District

Nebraska Division

Special Rules
No. 4

Effective Thursday,
August 1, 1940

Superseding Special Rules No. 3.

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. 9850

19 (R). At North Platte, when a westward train heading in 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.

At Egbert, when a train is clear of the main line main track, the markers must be displayed as required by Rule 19 (A) if any part of that train is on the main track of the North Platte Cut-Off west of the east switch of the wye.

27 (R). Switch lights will not be kept burning at night and trains must approach all facing point switches prepared to stop and must know that the switches are in proper position before passing over them at the following locations:

On Pleasanton Branch On Sears Branch
On Gering Branch On Lyman Branch

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

At Omaha Union Station—by all westward Union Pacific passenger trains;
At Gilmore Jct. —by all westward freight trains using "Old Line" between Gilmore and Lane.

Trains are not required to receive a clearance, per Rule 83 (D) 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 the Only Section of	Will Confer the Same Authority On	As When Received at
Omaha Union Station	Westward first class trains	First Subdivision	Summit or Gilmore.
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.

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

83 (S). Conductors of the following trains will register by registering ticket, Form 2642, per Rule 83 (A).

Information required by Rule 83 will be given by train order to these trains, per Rule 83 (C).

At Lane —All trains using "Old Line" between Gilmore and Lane;
At Grand Island—All first class trains;
At Sidney —All first class trains.

93 (R). Yard limits are established, and defined by yard limit signs, at the following stations:

Omaha	Valparaiso	Loup City	Lisco
Gilmore	Lincoln	Boelus	Northport
Valley	Beatrice	Pleasanton	{Gering, including
Fremont	Stromsburg	Ord	{Gering Branch
Columbus	Central City	Hastings	Haig
Grand Island	(On Stromsburg Branch)	Gibbon (On Hastings Branch)	{Lyman, including
Kearney			{Lyman Branch
North Platte	Oconee	Stapleton	and Sears Branch
Ogallala	Norfolk	O'Fallons (On North Platte Branch)	Yoder
Julesburg	Genoa		South Torrington
Sidney	Albion		Egbert (On North Platte Cut-Off)
Pine Bluffs	Spalding	Lewellen	
Cheyenne	St. Paul	Oshkosh	

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."

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
Summit. (M.P. 5.1)	C. G. W., C. & N. W. cross-overs between Tracks Nos. 1, 2, 3, and 4.	U. P.	Interlocking and signal from switchtender.
Portal. (M.P. 19.2)	Mo. Pac.	U. P.	Automatic Interlocking Signals.
Lane (M.P. 17.1)	Westward, Old Line crosses No. 2 track.		Interlocking.
Fremont. (M.P. 38.2)	F. S. Y. & L. Co.	U. P.	Cabin Interlocking. See note below.
Fremont, on Canning Factory Spur.	C. B. & Q. crosses Canning Factory Spur.	U. P.	Same as Cabin Interlocking.
Fremont. (M.P. 40.0)	C. B. & Q.	U. P.	Interlocking.
Ames. (M.P. 44.8)	C. & N. W.	U. P.	Interlocking.
Columbus. (M.P. 83.9)	C. B. & Q.	U. P.	Interlocking.
Central City. (M.P. 124.3)	C. B. & Q.	U. P.	Interlocking.
Central City. (M.P. 124.6)	Stromsburg Branch crosses No. 2 track from eastward siding.		Westward Stromburg Branch trains will cross over at Central City 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.

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Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Grand Island. (M.P. 146.5)	C. B. & Q.	U. P.	Interlocking.
Gibbon. (M.P. 175.92)	Hastings Branch crosses No. 2 track from eastward siding.		Interlocking. See Special Rule 509 (S).
O'Fallons. (M.P. 300.7)	North Platte Branch.		Eastward North Platte Branch trains will cross over at O'Fallons under block signal protection. If a westward train is seen approaching, switch must not be opened or cross-over occupied until approaching train has stopped.
Julesburg. (M.P. 365.4)	Colorado Division.		Interlocking.
Egbert. (M.P. 477.7)	North Platte Cut-Off.		Eastward North Platte Cut-Off trains will cross over at Egbert under block signal protection. If a westward train is seen approaching, switch must not be opened or cross-over occupied until approaching train has stopped.
Cheyenne. (M.P. 508.4)	Westward freight trains cross No. 2 track.		When 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 the train dispatcher, and if eastward train is seen approaching on No. 2 track, switch must not be opened or cross-over occupied until approaching train has stopped.
Tower A. (M.P. 510.8)	Westward Wyoming Division freight trains cross Colorado Division main track and Wyoming Division No. 2 track. Eastward Wyoming Division freight trains cross Colorado Division main track.		Interlocking.
Yutan. (M.P. 5.8)	C. B. & Q.	U. P.	Automatic Interlocking Signals.
Wahoo. (M.P. 19.6)	C. & N. W.	U. P.	
Wahoo. (M.P. 19.6)	C. B. & Q.	U. P.	
Lincoln (M.P. 56.5)	C. B. & Q.	C. B. & Q.	Interlocking.

Location	Railroad Crossed, or, Junction With	Trains Which Have Precedence	How Governed
Lincoln (M.P. 57.4)	C. B. & Q.	C. B. & Q.	Interlocking.
Lincoln. (M.P. 59.0)	C. B. & Q.	C. B. & Q.	Interlocking.
Beatrice. (M.P. 97.2)	C. R. I & P.	U. P.	
Beatrice. (M.P. 97.6)	C. B. & Q.	U. P.	
Humphrey. (M.P. 25.1)	C. & N. W.	U. P.	
Norfolk. (M.P. 48.7)	C. & N. W.	C. & N. W.	Cabin Interlocking.
Norfolk. (M.P. 50.2)	C. & N. W.	C. & N. W.	
Brainard. (M.P. 15.0)	C. & N. W.	U. P.	
David City. (M.P. 22.8)	C. & N. W.	U. P.	
David City. (M.P. 23.5)	C. B. & Q.	U. P.	
Central City. (M.P. 75.3) Stromsburg Branch.	C. B. & Q.	U. P.	Interlocking.
Grand Island. (M.P. 0.4) Ord Branch.	C. B. & Q.	U. P.	Interlocking.
Ord. (M.P. 60.6)	C. B. & Q.	U. P.	
Nantasket. (M.P. 8.8)	C. B. & Q.	C. B. & Q.	Gate.
Hayland. (M.P. 10.8)	Mo. Pac.	U. P.	Gate and Signals.
Northport. (M.P. 114.7)	C. B. & Q.	C. B. & Q.	Automatic Interlocking Signals.

Note.—When trains head out of the extreme east end of the eastward passing track at Fremont, they must flag over the Fremont Stock Yards and Land Company crossing, and know that it is clear before using it.

99 (R). Referring to Rule 99 (K), trains may be relieved from protecting against following extra trains by the use of Example (7) of Form E on branch lines only.

103 (R). Referring to Rule 103 (A), 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 (S). Air brakes must be cut in and operative on all cars being handled at the following points:

Grand Island—Between train yard and sugar factory;
Grand Island—Between train yard and Webb Stockyard;
North Platte—Between train yard and stockyard.

104 (R). If a person is observed near a switch leading from the track a train is using in violation of Rule 104 (A), the train must be brought to a stop and wire report made to superintendent.

104 (S). Switches will be set normally,

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

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

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

- At Grand Island—Between C. B. & Q. Crossing and Clark Street;
- 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.

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

Note.—The designation "Str." includes all streamline trains, except separate speeds are shown on curves for streamline trains with 5400 H.P. power units.

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

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

When steam engines are used on streamline trains, unless otherwise provided, the speed specified under "Psgr." must not be exceeded.

When a freight engine is used in passenger service on branches, the speed specified under "Frnt." must not be exceeded.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frnt.	
At any point.	90	70	50	Maximum speed permitted.
At any point.		60		With Mikado type engines.
At any point.		40	40	With Mallet type engines.
At any point.		50		With freight engines not otherwise shown.
At any point.	60			Diesel power units running light.
At any point.		45	45	Light engines.
At any point.	60	40	30	Passing coaling stations.
At any point.			40	When more than 50% of the tonnage is gravel.
At any point.			35	Trains handling gravel loaded in wooden Hart Convertible cars.
At any point.			30	Trains handling scale test cars.
At any point.	20	20	20	Engines running backward, with or without cars.
Within yard limits.	60	40	25	Speed must be as much slower as conditions may require.
Railroad crossings where governed by automatic interlocking signals.	20	20	20	Between the two home signals governing movement over the crossing.
Over spring switches.	15	15	15	When using turnouts.
Over spring switches.	20	20	20	When not using turnouts, but where switch points will be caused to oscillate under such movement.
Over spring switches.	20	20	20	When not using turn-out, but when movement is over facing point switch.
When using cross-overs or turn-outs.	15	15	15	
When using cross-overs or turn-outs.		6	6	With Mikado or Mallet type and 5000 or 9000 class engines.
On wye tracks and sidings.	15	15	15	Speed must be as much slower as rules or conditions may require.
First Subdivision. Between Gilmore and Lane	50	50	35	
Fremont.		20	15	Within city limits.
Fremont.	45			Over Main Street Crossing.
Fremont.			15	On F. S. Y. & L. Co. tracks.
Schuyler.	60	40	25	Between second street crossing east of passenger depot and first street crossing west of the mill, both inclusive.
Columbus.	45			Passing passenger depot.
Central City.	60	40	25	Between C. B. & Q. Crossing and second street crossing west of passenger depot.

152 (R). Continued.

WESTWARD ON NO. 1 TRACK				EASTWARD ON NO. 2 TRACK				
Maximum Speed Miles Per Hour				Maximum Speed Miles Per Hour				
Str.		Psgr.	Frnt.	LOCATION	Str.		Psgr.	Frnt.
5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
				First Subdivision On curves as follows: Between mile posts—				
				Summit 5.2 and 5.6				
25	25	25	25	5.9 and 6.2	25	25	25	25
40	40	40	25	6.5 and 6.8	40	40	40	25
40	40	40	25		40	40	40	25
				Sarpy 14.2 and 14.7				
75	80			15.9 and 16.2	75	80		
75	80				75	80		
				Lane 17.5 and 17.8				
85				18.1 and 18.4	85			
70	75	65		19.4 and 19.8	70	75	65	
70	75	65		20.2 and 20.6	70	75	65	
85				21.4 and 21.5	85			
85					85			
				Elkhorn 21.9 and 22.1				
70	75			22.2 and 22.6	70	70		
60	60	60	40	22.8 and 23.2	55	60	60	40
70	75			24.0 and 24.4	65	65	65	
80	80				85			
				Waterloo 27.6 and 27.7				
60	60	40	25		60	60	40	25
				Valley 38.6 and 39.0				
60	60	20	15	39.2 and 39.4	60	60	20	15
45	45	20	15		45	45	20	15
				Fremont 39.5 and 39.6				
60	60	20	15	42.1 and 42.6	60	60	20	15
85					80	85		
				Ames 53.9 and 54.1				
75	85				80	85		
				North Bend 60.8 and 61.0				
80	85				80			
				Rogers Columbus 87.0 and 87.5				
80	85				75	75		
				Silver Creek 102.9 and 103.2				
85					85			
				Lockwood 142.9 and 143.1				
85					85			
				Grand Island				

Continued on page 5.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psg.	Fr.	
Second Subdivision. Grand Island.		20	20	On Grand Island Subdivision main track between Walnut and Eddy Streets.
Kearney.	45			Passing passenger depot.
Lexington.	60	40	25	Between second street crossing east of passenger depot and first street crossing west of passenger depot.
Gothenburg.	60	40	25	Between first street crossing east of coal chute and first street crossing west of passenger depot.

WESTWARD ON NO. 1 TRACK				LOCATION	EASTWARD ON NO. 2 TRACK			
Maximum Speed Miles Per Hour					Maximum Speed Miles Per Hour			
Str.		Psg.	Fr.	LOCATION	Str.		Psg.	Fr.
5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
				Second Subdivision On curves as follows: Between mile posts— Kearney 188.9 and 189.3				
45	45	40	25	192.9 and 193.2	45	45	40	25
85				Vroman 258.1 and 258.5	70	75	65	
70	75	65		258.9 and 259.8	85	85		
85				Brady Island 262.5 and 262.9	80	85		
85				Keith 277.1 and 277.3	80	85		
75	85			Beck 281.1 and 281.9	75	75		
75	75			282.5 and 283.0	50	50	40	25
50	60	40	25	North Platte				

WESTWARD ON NO. 1 TRACK				LOCATION	EASTWARD ON NO. 2 TRACK			
Maximum Speed Miles Per Hour					Maximum Speed Miles Per Hour			
Str.		Psg.	Fr.	LOCATION	Str.		Psg.	Fr.
5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
				Third Subdivision On curves as follows: Between mile posts— North Platte 289.0 and 289.2				
85				Dexter 308.2 and 308.5	85	85		
85				313.0 and 313.2	85			
85				313.5 and 313.8	85			
85				Paxton 316.9 and 317.2	85			
85				Korty 323.5 and 323.8	70	75	65	
70	75	65		324.1 and 324.4	70	75	65	
70	75	65		324.6 and 324.8	85			
85					85			

WESTWARD ON NO. 1 TRACK				LOCATION	EASTWARD ON NO. 2 TRACK			
Maximum Speed Miles Per Hour					Maximum Speed Miles Per Hour			
Str.		Psg.	Fr.	LOCATION	Str.		Psg.	Fr.
5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
				Third Subdivision (Cont.) Roscoe 331.5 and 331.9				
80				332.5 and 332.8	85			
80				333.7 and 333.9	85			
60	60	40	25	Ogallala 336.2 and 336.7	60	60	40	25
80	80			337.7 and 338.1	80	85		
85				Brule 347.8 and 348.1	85			
85				Mogeth 352.6 and 352.8	85			
85				Big Springs 355.4 and 355.8	85			
85				356.9 and 357.3	85			
80	80			358.5 and 358.8	80	80		
60	60	40	25	Julesburg 365.4 and 366.1	60	60	40	25
80	80			369.3 and 370.1	75	75		
80	80			Weir 371.0 and 371.6	75	75		
80	80			376.9 and 377.3	85	85		
70	75			Lodge Pole 390.0 and 390.5	80	80		
				Sunol				
				Fourth Subdivision On curves as follows: Between mile posts— Sidney 409.6 and 410.1				
85				Herdon 422.0 and 422.3	85			
85				422.6 and 423.5	65	65	45	45
65	65	45	45	Kimball 449.6 and 449.8	85			
85				Oliver 453.5 and 453.8	85			
75	80			455.8 and 456.4	85			
85				Bushnell 456.9 and 457.2	75	80		
85				Smeed 462.8 and 462.9	70	80		
75	80			466.2 and 466.6	55	60	40	25
55	60	40	25	Pine Bluffs 466.9 and 467.3	55	60	40	25
55	60	40	25	468.1 and 468.5	85			
85				469.7 and 470.4	85			
85					85			

WESTWARD ON NO. 1 TRACK				LOCATION	EASTWARD ON NO. 2 TRACK			
Maximum Speed Miles Per Hour					Maximum Speed Miles Per Hour			
Str.		Psgr.	Frt.		Str.		Psgr.	Frt.
5400 H.P. Units	With Other Units				5400 H.P. Units	With Other Units		
				Fourth Subdivision (Cont.) On curves as follows Between mile posts— Egbert 481.0 and 481.3				
85				Burns 486.2 and 486.5	80	80		
70	75	65		487.1 and 487.7	60	65	60	45
85				Hillsdale 493.8 and 494.0	75	75		
70	75	65		Durham 497.7 and 498.2	70	75	65	
80	80			499.2 and 500.0	70	75	65	
60	60	60	45	Archer 502.2 and 502.6	80	80		
60	60	60	45	502.8 and 503.0	60	60	60	45
85				503.6 and 504.0	60	60	60	45
75	75			505.8 and 506.3	80	80		
60	60	40	25	C. B. & Q. Bridge 507.8 and 508.2	75	75		
40	40	40	25	508.7 and 509.1	60	60	40	25
				Cheyenne	40	40	40	25

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Beatrice Branch. At any point.	50	50	45	Maximum speed permitted.
At any point.		35	35	With Mikado type, 5000 and 9000 class engines.
On curves at M.P. 4, 6.40, 6.82, 7.25, 7.50, 30.25, 31.75 and 36.5.	35	35	35	
On curves at M.P. 4, 6.40, 6.82, 7.25, 7.50, 30.25, 31.75 and 36.5.		25	25	With Mikado type, 5000 and 9000 class engines.
Lincoln.	15	15	15	Between Hall Tower and east switch.
Lincoln.	35	35	25	C. B. & Q. Crossing; M.P. 59, through interlocking limits.
Beatrice.	15	15	15	Between main track switch opposite engine house and South 6th Street crossing.
Stromsburg Branch. At any point.		30	30	With 2800 class engines.
Valparaiso, Bridge 0.34.		5	5	With Mikado type, 5000 and 9000 class engines.

Location	Maximum Speed Miles Per Hour			Remarks
	Str.	Psgr.	Frt.	
Stromsburg Branch. (Cont.) Between Valparaiso and Brainard		35	25	
Brainard and Hordville.		40	30	
Hordville and Central City		35	25	
Norfolk Branch. At any point.		45		With motor trains.
Between Columbus and Oconee.		40	35	
Oconee and M.P. 16.		35	25	
M.P. 16 and Norfolk.		35	30	
Columbus.		15	15	Over wye switches.
On curve at M.P. 1.75.		25	25	
Albion Branch. At any point.		35	30	
At any point.		45		With motor trains.
Ord Branch. Between Grand Island and St. Libory.		35	25	
Between St. Libory and Ord.		35	30	
Loup City Branch. At any point.		35	30	
Pleasanton Branch. At any point.		30	30	
Hastings Branch. At any point.	60	60	45	
At any point.			50	With green fruit, manifest and stock trains.
Bridge 21.35.	40	40	40	Over Platte River Bridge.
Gibbon.	15	15	15	West of east wye switch.
Kearney Branch. Between Kearney and Callaway.		40	30	
Kearney and Callaway.		40	40	With motor trains.
Callaway and Stapleton.		45	35	
Callaway and Stapleton.		45	45	With motor trains.
North Platte Branch. At any point.	50	45	40	
At any point.			45	Second class trains with 2800 or 2900 class engines.
On curves.	35	35	35	
North Platte Cut-Off. At any point.	50	45	45	
On curves between Yoder and South Torrington.	35	35	35	
On curves between Yoder and Creighton.	35	35	35	
On curves between Albin and Tremain.	30	30	30	M.P. 25.42 to M.P. 31.25.
Lyman, Gering and Sears Branches. At any point.		20	20	

152 (S). Steamline trains handled by heavy Pacific type engines equipped with roller bearings, or by Engine 7002, will observe maximum speeds shown for streamline trains at all points except on curves a speed of 5 M.P.H. less than speed shown for streamline trains must be observed, and in complying with slow orders the speed shown for other passenger trains must be observed.

152 (V). 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 depot occupied by other trains or equipment, and switches lined for other than main track movement.

152 (W). At Cheyenne, trains and engines using Colorado Division main track between Tower "A" and the depot, must move expecting to find the track occupied, and must not exceed a speed of 20 M.P.H. under any circumstances.

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 or cross-over occupied until approaching train or engine has stopped. See Special Rule 509 (R).

506 (B). On a color light permissive signal if the lights are not burning trains may proceed at restricted speed without stopping for it, prepared to stop short of train, obstruction, or switch not properly lined, and be on lookout for broken rail, or anything that may affect movement of train. See Rule 509 (D).

509 (R). Block Signal No. 5092, located on north side of the westward main track at west switch of cross-over east of ice house Cheyenne, governs trains or engines moving against the current of traffic to Block Signal No. 5083, located at east switch Cheyenne yard, which governs westward trains or engines on westward main track. When a train or engine is stopped for either of these block signals, Rule 509 (a) or Rule 509 (b) will govern.

509 (S). At Gibbon, on block signal H273, located on Hastings Branch 60 feet east of the east cross-over switch, there are two signals on the same post.

The upper signal governs westward movement on eastward passing track to the interlocking dwarf signal. When this signal indicates "stop", trains from Hastings Branch must not use eastward passing track without permission from the operator.

The lower signal governs westward movements from Hastings Branch to westward main track. If this signal displays a yellow light after the switches have been lined for westward movement from Hastings Branch to No. 1 track, cross-over movement may be made after complying with Rule S-511 (A) and without complying with Rule D-152, and without waiting two minutes as required by Rule D-511.

A color light dwarf signal is located 255 feet west of signal H273, and governs eastward movements from eastward passing track to Hastings Branch.

509 (T). Block Signal 847, located just west of depot at Columbus, and Block Signal 4063, located just west of highway viaduct Sidney, are semaphore permissive signals. See Rule 509 (D).

511 (R). Color light dwarf signals, see Rule 511 (B), are located as follows:

Location	Governing
Valley, west end of westward siding.	Trains moving from westward siding to westward main track.
Valley, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Fremont, west end of westward siding.	Trains moving from westward siding to westward main track and trains moving from C. & N. W. transfer track to westward main track.
Fremont, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Columbus, west end of westward siding.	Trains moving from westward siding to westward main track.
Columbus, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Central City, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Kearney, west of coal chute at cross-over between westward siding and westward main track.	Trains moving from westward siding to westward main track.
Kearney, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Elm Creek, west end of center siding.	Trains moving from center siding to westward main track.
Gothenburg, east end of eastward siding.	Trains moving from eastward siding to eastward main track.

511 (R). Continued.

Location	Governing
Lexington, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Ogallala, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Ogallala, west end of westward siding.	Trains moving from westward siding to westward main track.
Julesburg, east end of eastward siding.	Trains moving from eastward siding to eastward main track.
Julesburg, west end of westward siding.	Trains moving from westward siding and elevator track to westward main track.
Sidney, west end of No. 11 yard track.	Trains moving from No. 11 yard track to westward main track.
Hillsdale, west end of center siding.	Trains moving from center siding to westward main track.
Archer, west end of westward siding.	Trains moving from westward siding to westward main track.

663 (R). When the cabin interlocking at C. & N. W. - U. P. railroad crossing at Norfolk is found to be out of order, trains must not use the crossing until protected by flagman in both directions on the C. & N. W., and the Union Pacific chief dispatcher must be immediately notified by wire that the interlocking is out of order.

674 (R). To indicate the route to be used through the interlocking, the following engine whistle signals will be used: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

At Julesburg:

For movement from westward main track to Colorado Division or from Colorado Division 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 Colorado Division to westward main track..... o — o

At Tower "A", Cheyenne:

For movement from any track to—
 Stock yard..... — o —
 Colorado Division main track..... — o
 New yard south lead..... — o — o
 Wyoming Division eastward main track..... o — o
 Wyoming Division westward main track..... o — o —

674 (S). At C. B. & Q. Hall Tower, Lincoln, a siren is in service, and signals by the siren indicate as follows: (The signals prescribed are illustrated by "o" for short sounds; "—" for longer sounds.)

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	Whistle or horn test.
o o o o	Call for signal maintainer.

713 (R). Referring to Rule 713 (A), a member of the crew must be stationed on rear end of train in position to give or receive necessary signals, when passing depot at the following stations:

Gilmore	Richland	Shelton	Willow Island	Big Springs
Papillion	Duncan	Gibbon	Brady Island	Chappell
Millard	Silver Creek	Odessa	Maxwell	Sunol
Elkhorn	Clarks	Elm Creek	Hershey	Potter
Waterloo	Chapman	Overton	Sutherland	Dix
Ames	Alda	Darr	Paxton	Bushnell
North Bend	Wood River	Cozad	Brule	Burns
Rogers				

720 (R). Referring to Rule 720, passengers with revenue tickets may be carried on freight trains between stations at which the trains stop, as follows: Trains Nos. 237, 238, 239, 240, 241, 242, 243 and 244.

802 (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 Avenue, Norfolk.	When it is known that the crossing is protected by flagman—between the hours of 6 P.M. and 9 A.M.

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

At Central City, while taking water between the hours of 6 A.M. and 11 P.M., freight trains must keep all crossings clear.

At Pine Bluffs, westward freight trains stopping must cut off engine east of the crossing just east of the depot so that the crossing will not be blocked.

807 (R). When passenger express refrigerator cars are handled in trains consisting of 75 cars or more, such cars must be handled in rear of train not more than fifteen cars from caboose. This does not apply to trains out of North Platte for east and south.

In freight trains in which passenger express refrigerator cars are included, there must be one or more other cars between any two Pennsylvania express refrigerator cars.

807 (S). Cars must not be handled behind caboose between Lagrange and Albin, eastward and westward.

808 (R). On Beatrice and Stromsburg Branches, helper engines must be cut in on head end of train.

809 (R). The cars designated below must not be handled in mixed trains Nos. 53 and 54:

- Tank cars, empty or loaded;
- Cars containing highly inflammable commodities;
- LCL or carload shipments of explosives, including house merchandise cars placarded "Explosives."

824 (R). In addition to making inspection of train as often as practicable, as per Rule 824, every freight train must stop and must be inspected at least once between the following points:

- Omaha and Grand Island;
- Grand Island and North Platte;
- North Platte and Sidney;
- Sidney and Cheyenne;
- Valley and Beatrice.

825 (R). 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.

825 (S). At Grand Island, cars must not be set on the east trestle at Sugar Factory, as it is unsafe for use.

847 (R). 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.

887 (R). On passenger trains, air test as required by Air Brake Rules 1051 and 1051 (A), must be made at the following points:

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

887 (R). Continued.

On freight trains, air test as required by Air Brake Rule 1051 must be made at the the following points:

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

On westward 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.

887 (S). Retainers 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 retainers when handled by engines equipped with two air compressors which are operative.

Responsibility for the use of retainers under this exception rests primarily with the engineman and he will direct as to their use; however, retainers must be used if in the judgment of conductor, their use is necessary.

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

Engines of any class must not exceed 4 M.P.H. on the following tracks:

- Waterloo —Seed house spur;
- Wahoo —City track.

At Grand Island, a speed of 5 M.P.H. must not be exceeded over initial switch of, and on curve of, inbound leads to roundhouse east of coal chute, and on sharp curves of roundhouse leads just east of C. B. & Q. Crossing.

At Grand Island, 1900 class and heavier engines must not exceed 5 M.P.H. on east and west legs of wye.

At Beatrice, 1900 class engines must not exceed 5 M.P.H. on Kilpatrick track.

1900 class and heavier engines 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;
- Valley —Coy seed spur;
- Valley —McCann spur;
- Valley —Cone sand pit spur, M.P. 1, Beatrice Branch;
- Valley —Lyman-Richey sand spur, M.P. 2, Beatrice Branch;
- Fremont —Fremont Stock Yards and Land Company side tracks;
- Fremont —Canning Factory track and spur;
- Fremont —West end south industry track (Lottie track);
- Schuyler —Water and light plant spur;
- Schuyler —Spurs at south side of mill;
- Columbus —Electric light spur (Swift & Co.);
- Columbus —Lyman-Richey sand pit tracks;
- Grand Island —Material yard tracks;
- Grand Island —All shop tracks;
- Grand Island —West leads to turntable;
- Grand Island —Canning factory spur;
- Grand Island —Horse barn track;
- Grand Island —Freight house tracks;
- Grand Island —Tracks on Front Street;
- Grand Island —Tully fence spur;
- Grand Island —Farmers Elevator spur;
- Grand Island —Brewery spur;
- Gibbon —Storage tracks in wye;
- Kearney —Motor car stall track;
- Kearney —Alley track;

Continued on page 9.

896 (R). Continued.

Kearney —Between east end of freight house platform and Central Avenue, on Kearney Branch main track;
North Platte —Old stock yard track;
North Platte —Swift & Company and water works spur;
North Platte —Oil spur;
North Platte —Old north repair track;
North Platte —Old power house spur;
North Platte —Track north of old machine shop;
North Platte —Old store house spur;
Sidney —Industry spur north of roundhouse;
Lincoln —Spurs north of freight house;
Beatrice —Cinder pit spur (depressed track);
Beatrice —Freight house spur;
Beatrice —Swift track;
Beatrice —Blue Valley mercantile track.

At Central City, 2200 class and heavier engines must head around east leg of the wye and must not exceed a speed of 5 M.P.H.

2200 class engines must not exceed 5 M.P.H. on the following tracks:

Alfalfa Center —Industry track between cut-off and west derail;
Josselyn —Industry track;
Lexington —First three yard tracks north side east of depot, between west lead and 500 feet west of east lead;
Darr —Industry track, from 460 feet west of east switch to 725 feet east of west switch;
Beatrice —Kilpatrick track.

2200 class and heavier engines must not exceed 5 M.P.H. on following tracks:

Grand Island —Scale track;
Grand Island —East Yard—Run-around track;
Hanlon —Industry track;
Princeton —Industry track;
Pickrell —Industry track.

At Lexington, 2200 class and heavier engines must not exceed 10 M.P.H. from Main Street to 1500 feet east on scale track.

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

South Omaha —Rip track;
South Omaha —All industry tracks;
Papillion —Tracks south of main track;
Millard —Passing track, from 500 feet west of east switch to 1500 feet east of west switch;
Millard —Industry track;
Waterloo —Seed house track;
Valley —Industry track (north side);
Valley —Track south of industry track;
Valley —Yard tracks 2 and 3, in east yard between 1500 feet west of east switch and 140 feet east of west switch;
Valley —Yard track No. 2, south of depot between 275 feet west of east switch and the cross-over opposite depot;
Valley —Spur north of roundhouse;
Valley —O. R. V. passing track, between 130 feet west of east switch and 300 feet east of west switch;
Valley —Electric light spur;
Mercer —Industry track;
Fremont —North industry track;
Fremont —South industry track (Lottie track);
Fremont —Thomas coal spur;
Fremont —Fremont Mill Co. spur;
Fremont —Gas plant spur;
Schuyler —Freight house spur;
Schuyler —Higgins and Coufal spur;
Lambert —Stockyard track;
Richland —Elevator spur;
Columbus —Hord Elevator track;
Columbus —Freight house track;
Columbus —Old rip tracks;

896 (R). Continued.

Columbus —Cinder pit spur;
Columbus —Second track north of coal chute;
Duncan —Industry track, east of stockyards;
Havens —Industry track, west of stockyard loading chute;
Thummel —Stockyard track west of stockyard loading chute;
Central City —Two C. B. & Q. joint tracks at Hord Mill;
Central City —Branch line spur east of depot;
Paddock —Siding, from 500 feet west of east switch to 325 feet east of west switch;
Lockwood —Stockyard track;
Grand Island —Two south coal storage spurs;
Grand Island —Middle yard tracks Nos. 3, 4, 5, 6, and 7;
Grand Island —Little stockyards track;
Grand Island —First track north of freight house;
Grand Island —Spurs east and west of depot;
Grand Island —Passenger yard rubbish spur;
Grand Island —3rd, 4th, and 5th tracks north of carmen's shanty, passenger yard;
Grand Island —Lumber yard tracks;
Grand Island —West stockyard track;
Wood River —Industry track, east of stockyards cut-off;
Kearney —Oil spur;
Kearney —First track north of roundhouse;
Kearney —Old repair yard spur;
Kearney —Freight house track;
Kearney —Freight house spurs;
Kearney —Branch spur east of depot;
Simonds —Stock spur;
Gothenburg —Water tank spur;
Gothenburg —Lake track;
Vroman —Industry spur;
Hindrey —Industry spur;
North Platte —Spur to carmen's shanty, passenger yard;
North Platte —Storage spurs at new turntable;
Korty —Industry spur, beyond 100 feet from switch;
Ogallala —Hopper track, beyond coal chute;
Megeath —Industry track, from 350 feet west of east switch to 260 feet east of west switch;
Ottman —Industry spur, beyond 220 feet from switch;
Sidney —Rip track north of wye;
Sidney —High line track;
Sidney —Freight house track;
Margate —Industry spur, beyond 300 feet from switch;
Smeed —Industry spur, beyond 425 feet from switch;
Mead —South industry track, west of cut-off;
Weston —Chicago Lumber track;
Touhy —All side tracks;
Valparaiso —Old coal chute track;
Valparaiso —Track south of old coal chute;
Valparaiso —Elevator spur;
Valparaiso —All tracks, except stock track, west of Oak Creek between derrails;
Agnew —Industry track;
West Lincoln —Spur;
Lincoln —Engine house tracks;
Lincoln —Cinder pit spur;
Lincoln —Tracks south of "K" Street Tower (4th Street);
Beatrice —Engine spur;
Beatrice —Coal shed and elevator spurs south of stockyard lead;
Beatrice —Chicken spur;
Beatrice —Sidings south of Court Street.

At Hillsdale, 5000 class and heavier engines must not exceed 5 M.P.H. on industry track.

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

Council Bluffs —Freight repair yard;

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896 (R). Continued.

Council Bluffs	—Passenger repair yard;
Council Bluffs	I. C. pool track;
Council Bluffs	No. 6 track, south yard;
Omaha	—Lead to east end 7th Street yard.
Omaha	—Sidings in hill yard;
Summit	—Martha Street yard;
Summit	—East lead to Vinton Street yard;
Mercer	—Center passing track;
Fremont	—F. S. Y. & L. Co. main track;
Fremont	—North C. & N. W. transfer track;
Kearney	—Engine house track;
Kearney	—Cut-off south of passenger depot to mill track;
Alfalfa Center	—Industry track between cut-off and west derail;
Josselyn	—Industry track;
Lexington	—First three yard tracks north side east of depot, between west lead and 500 feet west of east lead;
Darr	—Industry track, from 460 feet west of east switch to 725 feet east of west switch;
O'Fallons	—Old house track;
Weir	—Industry spur;
Oliver	—Industry track beyond 525 feet from switch;
Pine Bluffs	—Pumphouse spur;
Tracy	—Industry spur;
Durham	—Industry track;
Archer	—Stockyard track;
Archer	—Spur track (south side);
Wahoo	—City spur;
Valparaiso	—Any side track except— North industry track, wye track, and stock track; on all other tracks west of Oak Creek, they may go to derails only;
Lincoln	—Missouri Pacific transfer beyond second switch;
Lincoln	—East lead to turntable;
Lincoln	—East end all tracks west of main track;
Lincoln	—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;

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;
Valley	—Stockyards track;
Fremont	—Freight house track;
Central City	—East leg of wye.

9000 class engines must not exceed 4 M.P.H. 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—
At all stations.....	Mail cranes.....	Side.
First Subdivision.		
M.P. 2.09.....	Missouri River Bridge.....	Side on both tracks.
Omaha, Union Station.....	Umbrella sheds.....	Side on tracks 1 to 13.
Omaha, 10th Street.....	Viaduct.....	Top on all tracks.
Omaha, 11th Street.....	Viaduct.....	Top on all tracks.
M.P. 7.94.....	C. & N. W. Bridge.....	Side on both tracks.
M.P. 23.86.....	Bridge.....	Side on both tracks.

900 (R). Continued.

Location	Structure or Obstruction	Clearance of Engine or Car is Close at—
Columbus.....	Coal chute.....	Side on top and 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.
Third Subdivision.		
North Platte.....	Block Signal 2833.....	Side on No. 1 track.
North Platte.....	East end of yard, indicator, "E", opposite Block Signal 2834.....	Side on No. 1 track.
North Platte.....	Block Signal 2851.....	Side on No. 1 track.
North Platte.....	Block Signal 2861.....	Side on No. 1 track.
North Platte.....	Block Signal 2871.....	Side on No. 1 track.
M.P. 320.13.....	Bridge.....	Side on both tracks.
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.
Fourth Subdivision.		
Sidney.....	Coal chute.....	Side and top on No. 1 track.
Sidney.....	Block Signal 4083.....	Side on No. 1 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.		
South Omaha, "L" Street.....	Viaduct.....	Top on all tracks.
M.P. 12.65.....	Bridge.....	Sides.
Beatrice Branch.		
Lincoln.....	O Street Viaduct.....	Top.
Lincoln.....	Buildings between H and J Sts.	Sides.
Lincoln.....	Buildings between G and H Sts.	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.

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.

1051 (B). On streamline trains, when running air test is made as required by Air Brake Rules 1051 and 1051 (A), the rear brakeman must know that the brakes apply and release properly, and after it is known that the brakes on the rear car have been released, he must signal the engineman with one sound of the communicating signal.

If the engineman does not receive this signal, a second test must be made, and if signal is not received after the second test, the train must be stopped, cause ascertained, and standing air test made if necessary.

1063 (B). That part of Air Brake Rule 1063 (A) reading:

"If the train has not more than 8 cars, release brakes so that they will be about off when the stop is completed, this being called 'pre-release.' With longer trains hold the brakes applied until stopped."

is changed to read as follows:

"If the train has not more than 12 cars and stop is being made, except on a downward grade of 1% or more, the brakes should be released so that they will be about off when the stop is completed, this being called 'pre-release.' With longer trains hold the brakes applied until stopped."

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.

THE FOLLOWING AUTOMATIC CAB SIGNAL RULES AND INSTRUCTIONS APPLY BETWEEN NORTH PLATTE AND CHEYENNE

DEFINITIONS

AUTOMATIC CAB SIGNAL SYSTEM.—A system which provides for the automatic operation of the following:

(a) **CAB SIGNAL.**—A device located in the cab which, when engine and roadway apparatus are in operative relation, displays indications of conditions in advance, and

(b) **CAB WARNING WHISTLE.**—A device located in the cab which indicates a condition or a change of condition of one or more elements of the system.

RULES

350. Automatic Cab Signal System supplements automatic block signals in governing the use of blocks, but does not supersede the superiority of trains, nor dispense with the use or the observance of automatic block or interlocking signals or other signals, except as prescribed by Rule 352 (A).

351. The normal indication of automatic cab signal is "Proceed."

352. When the automatic cab signal shows red over yellow, engineman will acknowledge with acknowledging switch, and if speed is in excess of twenty (20) miles an hour, must immediately reduce speed to less than twenty (20) miles an hour, and be prepared to stop.

352 (A). When a train is proceeding after having been stopped by automatic home block signal or by automatic cab signal, if the cab signal changes from red over yellow to green, the train may resume normal speed after it has moved one train length beyond the point where the cab signal changed from red over yellow to green.

353. If the indications of the cab signal and the automatic block signal do not correspond, engineman must promptly report the fact to the train dispatcher from the first available point of communication, giving signal and engine number.

354. An engineman of a train entering a block as provided for by these rules, will be held responsible in case of accident caused by overtaking a preceding train. This does not relieve enginemen and trainmen from protecting their trains as required by the rules.

INSTRUCTIONS

360. **ACKNOWLEDGING.**—Acknowledgment of a change of indication from green to red over yellow is accomplished by moving the handle of acknowledging switch from the normal position to reverse position. This will stop the sounding of warning whistle.

361. Cab warning whistle is sealed in cut-in position. In case of failure of cab warning whistle or cab signal, or, if track circuits become inoperative, it may be cut out as provided in Rule 362. This will not be done until advising with the chief dispatcher.

362 (A). If cab signal or cab warning whistle becomes inoperative enroute, train may proceed not exceeding twenty miles an hour to the first point of communication where report must be made to chief dispatcher. When the chief dispatcher authorizes the train to proceed with device cut out, the train must be governed by instructions given by chief dispatcher and indications displayed by the automatic block signals.

362. To cut out the cab warning whistle, break seal and close cut-out cock in air line No. 1.

To cut out the cab signal, reverse handle on main switch at equipment box.

363. Before an engine equipped with automatic cab signal system leaves automatic cab signal territory, engineman must cut out the cab signal system and give record to the agent or operator at that station.

Before an engine equipped with automatic cab signal system enters automatic cab signal territory, engineman must cut in the cab signal system and give record to the agent or operator at that station.

364. Departure tests must be made by enginemen on departure from initial station or before entering equipped territory to insure that the device is in service and functioning properly. If engineman takes charge of an engine enroute, he must know that the device is in service.

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)	Council Bluffs to Grand Island	Grand Island to North Platte	North Platte to Sidney	Sidney to Cheyenne	O'Fallons to Gering	Gering to So. Torrington	Yoder to Egbert	
C 57	$\frac{22}{30}$ 187 191	201 to 358	1760	2350	2200	1750	2675	2325	1500
C 57	$\frac{21}{30}$ 162 171	400 to 499	1620	2225	1625	1500	2450	2150	1400
MK 57	$\frac{23\frac{3}{4}}{30}$ 206	1900 to 1949	3000	3000	3200	2100	3050	2650	1700
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320	3000	3125	3200	2200	3150	2750	1800
MK 63	$\frac{26}{30}$ 222	2480 to 2499	3200	3325	3400	2350	3250	2850	1900
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	4000	4350	3750	3400			
UP 67	$\frac{27}{31-32}$ 368 372	9000 to 9087	6500	7000	4100	4100			

Type of Engine	Numbers (Inclusive)	Cheyenne to Sidney	Sidney to North Platte	North Platte to Gr. Island	Grand Island to Co. Bluffs	Gering to O'Fallons	So. Torrington to Gering	Egbert to Yoder	
C 57	$\frac{22}{30}$ 187 191	201 to 358	2800	4500	4500	4500	4000	1850	1850
C 57	$\frac{21}{30}$ 162 171	400 to 499	1750	3000	4500	4500	3000	1700	1700
MK 57	$\frac{23\frac{3}{4}}{30}$ 206	1900 to 1949	4500	4500	5000	5000	4300	2000	2000
MK 63	$\frac{26}{28}$ 214 228	2200 to 2320	4500	4500	5000	5000	4500	2175	2175
MK 63	$\frac{26}{30}$ 222	2480 to 2499	4800	4800	5000	5000	4600	2275	2275
TTT 63	$\frac{29\frac{1}{2}}{30}$ 285 295	5000 to 5089	5200	5200	5500	5500			
UP 67	$\frac{27}{31-32}$ 368 372	9000 to 9087	6000	6000	8500	7500			

EXPLANATION

<p>"C".....Consolidation Engines "MK".....Mikado Type "TTT".....2-10-2 Type "UP".....4-12-2 Type</p>	<p>EXAMPLE: Consolidation Engine having 57 inch drivers, cylinders 21 inch diameter and 30 inch stroke, and weighing 162,000 pounds on drivers:</p> <p style="text-align: center;">C 57 $\frac{21}{30}$ 162</p>
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