

UNION PACIFIC RAILROAD COMPANY

Eastern District

Nebraska Division

**Special Rules
No. 9**

**Effective Monday,
August 1, 1949**

Superseding Special Rules No. 8

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

H. E. SHUMWAY,
General Manager

V. W. SMITH,
General Superintendent

J. E. MULICK,
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 Representatives	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 employees as
Brakemen	may be designated

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

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

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

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

7 (R). Conductors and engineers of trains or engines which operate in territory where they are governed by the rules of another railroad must know that they have equipment necessary to enable them to fully comply with such rules.

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

Proceed signals as well as stop signals given by switchtenders must be answered.

10 (R). Rule 10 (H) is changed to read:

“Reduce Speed sign showing by figures the maximum speed permitted, placed on engineer’s side of track, indicates that the track 2500 feet distant is in condition for a speed of not more than indicated by the sign. Example: 60-40-25 will indicate maximum speed of 60 MPH for streamline trains, 40 MPH for DE-Psgr. and Psgr. trains, 25 MPH for freight trains.

Resume Speed sign placed on engineer’s side of track, indicates that the Reduce Speed location has been passed.

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

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

10 (S). Rule 10 (G) is changed as follows:

“Yellow signals will be placed one and one-fourth miles instead of one mile from the beginning of the slow track.”

16 (R). Any interruptions or failures of radio equipment used in yard operation must be reported by engine foremen to yardmasters, who will promptly furnish manager of telegraph office complete information concerning such interruptions or failures.

Any interruptions or failures of radio equipment used in train operation must be reported by conductor to chief dispatcher and manager of telegraph office at point where chief dispatcher is located, from first open telegraph office, such report to contain complete information concerning such interruptions or failures.

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.

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

—Continued Opposite Side.

17 (R). Continued.

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.

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, burning bright, to the front of every train by day and night.”

17 (T). Rule 17 (D) is changed to read:

“At night, when an engine is backing up without cars or backing up pulling cars, a white light must be displayed on rear of engine.

When a road engine without cars is standing or moving about yards at night under conditions not requiring the display of markers, a light must be displayed on rear of engine. A red light must be used when engine is so equipped.”

17 (U). At night, oscillating white headlight must be set in motion passing through cities and towns and approaching and passing over public crossings at grade.

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.

19 (T). When helper engine is behind caboose or last car, train markers will not be removed but an additional set of markers will be displayed on rear of helper engine.

19 (U). Rule 19(C) is cancelled.

When the rear car in a train is not equipped to display prescribed markers, a red flag by day and a red light by night must be displayed on rear end of rear car, except that when a red light is not available, a marker lamp displaying red light to rear must be wired or otherwise securely fastened to rear end of rear car.

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:

Sears Branch;
Lyman Branch;
Gering 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.

27 (S). At stations where reflectorized type switch lamps are in use, in case of headlight failure, or engine backing up, trains and engines must approach facing point switches at restricted speed.

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

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

D-83 (R). Rule D-83 is modified as follows:

Where Rule 251 is in effect, a train must not leave its initial station, or a junction, until it has been ascertained whether all first-class trains due in the same direction have left.

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

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

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

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

At Cheyenne, trains and engines using First Subdivision main track between Tower A and passenger station must move expecting to find the track occupied, and a speed of 20 MPH must not be exceeded under any circumstances.

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

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:

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

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

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

96 (T).

A Clearance Received At	By	Will Confer the Same Authority on	As When Received at
Omaha	Westward first-class trains.	First Subdivision.	Summit.
Gilmore Junction	Westward trains.	Old Main Line.	Gilmore.
Gilmore Junction	Westward trains.	First Subdivision.	Lane.
Columbus	Westward trains going to Albion Branch.	Albion Branch.	Oconee.
Columbus	Westward trains going to Cedar Rapids Branch.	Cedar Rapids Branch.	Genoa.
Spalding	Eastward trains.	Albion or Norfolk Branches.	Genoa or Oconee.
Albion	Eastward trains.	Norfolk Branch.	Oconee.
Grand Island	Any train.	First Subdivision.	Initial Station.
Sidney	Any train.	Second Subdivision.	Initial Station.
Sterling	The only section of a regular train.	Third Subdivision.	Initial Station.

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

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

Location	Railroad Crossed, or Junction With	Trains Which Have Precedence	How Governed
Summit. (M.P. 5.1)	C. G. W., C. & N. W. cross-overs between Tracks 1, 2, 3, and 4.		Interlocking and signal from switchtender when making movement to south running track and Track 4.
Lane. (M.P. 17.1)	Old Main Line crosses eastward track.		Block signals. Special Rule 509 (U).
Fremont. (M.P. 38.2)	F. S. Y. & L. Co.	U. P.	Cabin Interlocking. Special Rule 98 (S).
Fremont, on Canning Factory Spur.	C. B. & Q. crosses Canning Factory Spur.	U. P.	Gate.
Central City. (M.P. 124.6)	Stromsburg Branch crosses eastward track from eastward siding.		Westward Stromsburg Branch trains will contact Train Dispatcher and cross over under block signal protection. If an eastward train is seen approaching, switch must not be opened or cross-over occupied until approaching train has stopped.
Gibbon (M.P. 175.92)	Hastings Branch crosses eastward track from eastward siding.		Interlocking. Special Rule 509 (T).
O'Fallons. (M.P. 300.7)	North Platte Branch.		Under flag protection.
Egbert. (M.P. 477.7)	North Platte Cut-Off.		Under flag protection.
Cheyenne. (M.P. 508.4)	Westward freight trains cross eastward track.		Where there is not an eastward first-class train due, westward freight trains will cross over at east switch Cheyenne yard under block signal protection. If an eastward first-class train is due, they must not cross over without permission from the train dispatcher, and, if an eastward train is seen approaching on eastward track, switch must not be opened nor cross-over occupied until approaching train has stopped.
Union. (M.P. 81.0)	C. B. & Q.		Block signals. Special Rule 83 (R).
Wahoo. (M.P. 19.6)	C. & N. W.	U. P.	Stop signs.
Wahoo. (M.P. 19.6)	C. B. & Q.	U. P.	Stop signs.
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.

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). Flagman, in placing torpedoes as required by Rule 99, must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from rear of train.

Last paragraph of Rule 99 is changed to read:

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

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

99 (S). Rule 99 (F) is changed as follows:

Employe alone, who finds track or bridge unsafe for trains at normal speed, in placing torpedoes as required by Rule 99 (F), must place second set of torpedoes one and one-half miles instead of one and one-fourth miles from red flag or red light.

99 (T). 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.

101 (R). Between Union and Beta, trainmen and enginemen must be on lookout for any unusual amount of water on north side of track, and when such condition is observed a report by wire must be made to superintendent, division engineer, chief dispatcher and roadmaster.

102 (R). In complying with Rule 102 (B), if no light is available to be placed on front end of cars left behind, a trainman must remain at front end of such cars to signal engineer when returning.

103 (R). When Diesel-electric locomotive is used, a yardman or trainman may ride on side steps or platform in direction locomotive 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-electric locomotives.

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.
Kearney.	When Signal 1890 displays stop indication, eastward freight trains must stand clear of Fifth Avenue until movement can be made.

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.

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

104 (R). Switches will be set normally:

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

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-151 (S). Except as provided in Special Rule D-151 (R), where Rule 251 is in effect no movement against the current of traffic may be made by a work extra unless full protection is provided against all trains, except when such work extra has been given right over all trains; and no movement against the current of traffic may be made by any other train unless full flag protection is provided against all trains, except when authorized by train order to move against the current of traffic.

152 (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."

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.

494 (R). Before using a switch equipped with high-type electric lock, the switch operating lever must be left in its socket and no attempt made to operate switch until indicator at the lock shows that lock has released. This indication is provided in one of the following ways:

1. Indicator changes to Clear position;
2. The word "CLEAR" or "UNLOCKED" appears;
3. Small light on face of electric lock which flashes during operation of time element changes to a steady light.

After indication is received showing that lock has released, lock handle must be moved by trainman to extreme left position.

Lifting, or attempting to move switch operating lever BEFORE this has been done will result in binding of the lock rod, which will prevent movement of lock lever.

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. Lower unit on Signal 5083 will govern cross-over movements from westward main track to freight yard.

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). 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. 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 crossover 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.

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 Third Subdivision or from Third Subdivision 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 Third Subdivision to westward main track..... 0 — 0

At Tower A, Cheyenne:

For movement from any track to—
 Stock yard..... — 0 —
 First Subdivision main track..... — 0
 New yard south lead..... — 0
 Eastward main track..... 0 — 0
 Westward main track..... 0 — 0 —

At Sterling:

For main track..... —
 For diverging route..... — 0
 For stockyards 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. On freight trains, this trainman must be on rear platform of caboose.

713 (S). Referring to Rules 713, 713 (A) and 713 (B). The following additional requirements must be observed in the operation of stream-line trains:

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

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

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

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

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.

720 (R). That part of Rules 720 (C) and 1521 requiring authority from superintendent to permit women and children to remain in outfit cars during movement of such cars is cancelled.

721 (R). On multiple unit Diesel-electric locomotive, 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.

When necessary for head brakeman to ride in the cab of trailing unit on multiple unit Diesel-electric freight locomotive, he must not occupy engineer's seat and must not tamper with or operate any of the switches or valves, nor place feet on dashboard or windshield.

Unauthorized persons, including deadhead train or engine crews, must not occupy cab of trailing unit of Diesel-electric locomotive on freight or passenger train.

732 (R). Spreaders and snowplows will not clear brick platforms at Cheyenne passenger station and must be moved carefully passing brick platforms at Kearney and Cozad account close clearance.

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.

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

735 (R). Adjustments must not be attempted nor made in high voltage cabinets of Diesel-electric locomotives until engine has first been isolated and stopped and units have come to a stop.

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 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 and those not required must be removed.

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 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.

—Continued Opposite Side.

802 (S). Continued.

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

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

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589(f)(1) In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

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

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

(c) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in section 589(i).

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

1. Occupied passenger car, other than car occupied by gas handlers or military personnel accompanying shipments.
2. Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.
3. Any car placarded "Dangerous".
4. Engine.
5. Any car placarded "Poison Gas".
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in sec. 589(i).

Position in Train of Loaded Placarded Tank Car

BE 589(g)(1)(a) In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in sec. 589 (g)(2), a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

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

BE 589(g)(1)(c) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

Continued on page 7.

802 (S). Continued.

BE 589 (g). (2) In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives."
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas."
6. Wooden under-frame car (except on narrow gauge railroad).
7. Loaded flat cars.
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration of the gas-burning type.
10. Car containing lighted heaters, stoves, or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

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

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

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

BE 589 (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.

BE 589(i) (2) A car placarded "Explosives" shall at all times be next to and ahead of the car occupied by military personnel 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 at such times and between such points that freight train service is not in operation.

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).

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.

BE 589 (k). (1) In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Class-D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

Empty tank cars 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".

802 (V). Engines must not be moved over live rails of track scales and when moved over dead rails of track scales, a speed of five miles per hour must not be exceeded.

Sanders or injectors must not be used over track scales and engines or cars must not stand on dead rail over scale deck or platform of track scales.

Cars must not be violently stopped by impact, sudden application of brakes or by blocking wheels. After cars are weighed, they must not be moved over live rails if possible to avoid it. When making impact with cars on scales, speed must not exceed 2 MPH and 4 MPH must not be exceeded over scales in any case.

Cars on live rail must not be moved by other cars or engines moving on dead rail, or vice versa. Cars must not be moved over scale with one truck on live rail and other truck on dead rail.

804 (R). 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 if there is any possibility of their moving.

804 (S). Assistant Supervisor Oil-Gas-Electric 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). Rule 805 is cancelled.

805 (S). 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). Stock cars containing horses may be handled next to Diesel-electric locomotive.

807 (S). Open-top or flat cars loaded with pipe, rail, lumber, poles or other lading which has tendency to shift must not be entrained immediately behind Diesel-electric locomotive.

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

807 (U). Last paragraph of Rule 807 is cancelled.

808 (R). 5000 and 9000 class engines must not be operated doublehead over Bridges 56.60 and 65.76, Beatrice Branch.

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

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, freight trains 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.

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

811 (T). Passenger train with freight engine must stop at La Salle to inspect engine. While engine is being inspected, trainmen must inspect train.

811 (U). Trains handling lumber loaded in open-top cars and trains consisting of 50% or more of gravel, must stop and inspect at:

Pine Bluffs	Kearney
Kimball	Central City
Julesburg	Columbus
Ogallala	Valley
Gothenburg	

866 (R). The Mechanical Department will be charged with responsibility, and enginemen relieved, of complying with the following operating rules and portions thereof:

Rule 816;
 Rule 869, first paragraph;
 Rule 869 (A), first paragraph;
 Rule 884, first sentence;
 Rule 885, first sentence.

Engine crew will leave from roundhouse or designated point promptly when engine is available for service.

869 (R). Last sentence of first paragraph of Rule 869 is changed to read: "Engineer must know that engine is supplied with 12 torpedoes, 6 fuses, a red flag and equipment for train signals.

869 (S). Water must not be taken at Julesburg except in emergency.

870 (R). Last sentence of Rule 870 is cancelled.

872 (R). When a Diesel-electric locomotive consisting of two "A" units operated rear end to rear end, with or without "B" unit or units, is to be moved by hostlers in yards or around enginehouses, locomotive must be operated from lead "A" unit according to direction in which movement is to be made.

874 (R). 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."

875 (R). 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.

875 (S). On Diesel-electric or steam locomotives in any service, at least one engineman must remain on locomotive until expiration of shift, assignment or completion of trip, except during lunch periods.

When a Diesel-electric locomotive is left unattended, reverse handle must be placed in neutral position and handle removed, independent brake set in full application position, field generator switch pulled and hand brake set on all units, regardless of number of units in the locomotive.

When Diesel-electric or steam locomotive is left unattended coupled to cars, hand brakes must be set on not less than 10 cars, number of cars permitting.

876 (R). Rule 876 is cancelled.

Engineers must not permit any unauthorized person to handle the locomotive. The fireman, when competent, may handle the locomotive when in road freight and yard service under the supervision of the engineer, the engineer being responsible. The fireman must not be permitted to handle the locomotive when in road passenger service, except in emergency.

890 (R). Before moving an engine and during movement of an engine in the vicinity of coal chutes, ash pits and servicing tracks, engineers and hostlers must sound whistle to warn men working about such tracks.

890 (S). 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;
Gibbon	—North storage track in wye.

—Continued Opposite Side.

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

Valley	—Coy seed spur; —Cone sand pit spur, M.P. 1, Beatrice Branch; —Lyman-Richey sand spur, M.P. 2, Beatrice Branch;
Fremont	—Fremont Stock Yards and Land Company side tracks; —Canning Factory track and spur; —West end south industry track (Lottie track); —Shellenberger Sand Company track;
Columbus	—Electric light spur (Swift & Co.);
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;
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	—Swift track from west switch to road crossing at west end of Swift & Co. plant; —Freight house spur across and west of Ella St.;
Gering	—Swift Packing Co. spur; —Brown Bean Co. elevator and stock track.

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; —Gas plant spur;
Schuyler	—Freight house spur; —Higgins and Coufal spur;
Columbus	—Hord Elevator track; —Freight house track; —Old rip tracks; —Cinder pit spur; —Second track north of coal chute;
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;
Paddock	—Spur track from 325 feet east of switch to end of track;
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;

Continued on page 9.

896 (R). Continued.

- 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;
—Storage spurs at new turntable;
- Ogallala —Hopper track, beyond coal chute;
- Sidney —Rip track north of wye;
—High line track;
—Freight house track;
- Weston —Chicago Lumber track;
- 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;
- Schuyler —Water and light plant spur;
- Kearney —Enginehouse track;
—Cut-off south of passenger depot to mill track;
—First track north of roundhouse;
- Lexington —3rd and 4th tracks north side, east of depot;
- Gothenburg —Wye track;
- Brownson —Government tracks;
- Pine Bluffs —Pumphouse spur;
- Tracy —Industry spur;
- Durham —Industry track;
- Cheyenne —Cross-over track between east lead track to south yard and drill track at east end of south yard;
- Ovid —Cross-over at beet hopper;
- Sterling —West industry spur;
—East and west lead to sugar factory;
—C. B. & Q. coach spur;
—Coal chute hopper track;
—Alfalfa mill spur;
- Hurley —House track;
- La Salle —Sugar beet spur at east end;
- Wahoo —City spur;
- Valparaiso —Material track and west 550 feet of elevator spur;
- 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;
- Ovid —House track north of depot;
- Sterling —West stock and industry track;
—East stock and industry track;
- La Salle —Wye track;
- Julesburg —Wye track.

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.

At La Salle and Sterling, engines must not go on depressed track of cinder pit.

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

At Hurley, 2400 class engines must not exceed 5 M.P.H. on house track.

Continued opposite side.

896 (R). Continued.

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

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

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.

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.
M.P. 158.0.....	Bridge.....	Side on both tracks.
Kearney.....	Coal chute.....	Side and top on both tracks.
Lexington.....	Signal 2249.....	Side.
Gothenburg.....	Coal chute.....	Top on both tracks.
Second Subdivision		
North Platte....	Signal 2833.....	Side on westward track.
North Platte....	East end of yard, indicator "E" opposite Signal 2834.....	Side on westward track.
Ogallala.....	Coal chute.....	Side and top on both tracks.
M.P. 358.85.....	Bridge.....	Side on both tracks.
Julesburg.....	Coal chute.....	Side and top on both tracks.
M.P. 390.57.....	Bridge.....	Side on both tracks.
M.P. 403.26.....	Bridge.....	Side on both tracks.
M.P. 403.87.....	Bridge.....	Side on both tracks.
Sidney.....	Coal chute.....	Side and top on westward track.
Sidney.....	Signal 4083.....	Side on westward track.
M.P. 419.57.....	Bridge.....	Side on both tracks.
M.P. 426.86.....	Bridge.....	Side on both tracks.
M.P. 506.33.....	Bridge.....	Side on both tracks.
Cheyenne.....	Passenger station train sheds.....	Sides.
Third Subdivision		
M.P. 7.05.....	Bridge.....	Side.
M.P. 33.19.....	Bridge.....	Side.
M.P. 48.71.....	Bridge.....	Side.
M.P. 50.34.....	Bridge.....	Side.
Crook.....	Standpipe.....	Side.
Sterling.....	First semaphore east of depot.....	Side.
Sterling.....	Snow plows on main track or siding will not clear standpipes. Standpipe east of depot.....	Side.
Sterling.....	Standpipe west of depot.....	Side.
Fort Morgan....	Coal Chute.....	Side.
M.P. 106.41.....	Bridge.....	Side.
M.P. 132.53.....	Bridge.....	Side.

Continued on page 10.

900 (S). Continued.

Location	Structure or obstruction	Clearance of engine or car is close at—
Old Main Line M.P. 12.65.....	Bridge.....	Sides.
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.
Norfolk Branch M.P. 47.89.....	Bridge.....	Sides.
Albion Branch M.P. 15.90.....	Bridge.....	Sides.
Ord Branch M.P. 20.99.....	Bridge.....	Sides.
Cedar Rapids Branch M.P. 12.96.....	Bridge.....	Sides.
M.P. 22.55.....	Bridge.....	Sides.
M.P. 23.58.....	Bridge.....	Sides.

900 (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 in freight service North Platte to Cheyenne and Cheyenne to North Platte is 90 pounds.

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

1048 (R). When a helper locomotive is added to a train, except when operated as lead locomotive, brakes on such locomotive must be tested as prescribed by Rule 1040 (D), which covers test of brakes on one or more cars added to a train at any point subsequent to a terminal test of air brakes.

1244 (R). When Fairbanks-Morse Diesel units 700, 700-B and 701 are used together, the low braking range on dynamic brake must not under any circumstances be used at a speed in excess of 36 M.P.H.

Dynamic brake on locomotives 1360 to 1370 inclusive should be used only when handling single, and must not be used when double-heading with other power or handling trains.

1251 (R). When a helper locomotive is added to a train, except when operated as lead locomotive, brakes on such locomotive must be tested as prescribed by Rule 1242 (E), which covers test of brakes on one or more cars added to a train at any point subsequent to a terminal test of air brakes.

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

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

Type of Locomotive	Numbers (Inclusive)	Council Bluffs to Grand Island	Grand Island to North Platte	North Platte to Sidney	Sidney to Cheyenne	O'Fallons to Gering	Gering to South Torrington	Yoder to Egbert	Valley to Wahoo	Wahoo to Valparaiso	Valparaiso to Lincoln	Lincoln to Beatrice	Hastings to Gibbon	Julesburg to LaSalle	
C 57	$\frac{22}{30}$ 190	201 to 358	2300	3150	1500	1200	2250	2550	1300	2680	1200	2680	1800	2680	1700
C 57	$\frac{21}{30}$ 162 172	400 to 498	2000	2870	1300	1000	2000	2500	1200	2440	1100	2440	1400	2440	1500
MacA 57	$\frac{23\frac{3}{4}}{30}$ 206 210	1900 to 1949	3400	3490	2000	1600	2500	3150	1500	3300	1540	3300	1900	3000	2100
MacA 63	$\frac{26}{28}$ 212 228	2200 to 2320	3800	3890	2500	1800	2700	3300	1650	3300	1650	3300	2000	3330	2400
MacA 63	$\frac{26}{30}$ 222	2480 to 2499	3800	3970	2500	1800	3000	3360	1750	3300	1650	3300	2000	3400	2500
TTT 63	$\frac{29\frac{1}{2}}{30}$ 286 311	5000 to 5089	4800	5130	3100	2600				4500	2300	4500	2500	4380	3000
UP 67	$\frac{27}{31-32}$ 368 372	9000 to 9087	5800	7160	4700	4200				6000	3100	6000	3500	7000	3800
4-6-6-4 3 69 4 5	$\frac{21-21}{32}$ 406 404 407	3930 to 3949 3950 to 3969 3975 to 3999	5800	7070	4900	4200									4000
4-8-8-4 1 68 2	$\frac{23\frac{3}{4}-23\frac{3}{4}}{32}$ 540 545	4000 to 4019 4020 to 4024	6800	8000	6500	6000									
FEF 77	$\frac{24\frac{1}{2}}{32}$ 266	800 to 819													
FEF 80	$\frac{25}{32}$ 266	820 to 844	4540	4540	3100	2600				4250	2300	4250	2500	4380	3200
P 77	$\frac{25}{26}$ 163 165 167 184 193	2860 to 2899 2900 to 2911 3114 to 3138 3218 to 3227	3400	3400	2000	1400	2800	3000	1200	2500	1350	2500	1900	3000	1700
MT 73	$\frac{29}{28}$ 256 261	7000 to 7038 7850 to 7869	3800	3960	2500	2200	2950	3100	1700	2700	1650	2700	2000	3390	2500

EXPLANATION

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

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

C 57	$\frac{21}{30}$	162
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RATING OF LOCOMOTIVES IN FREIGHT SERVICE, IN TONS OF 2,000 POUNDS

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

Type of Locomotive	Numbers (Inclusive)	Cheyenne to Sidney	Sidney to North Platte	North Platte to Grand Island	Grand Island to Council Bluffs	Gering to O'Fallons	South Torrington to Gering	Egbert to Yoder	Beatrice to Lincoln	Lincoln to Valparaiso	Valparaiso to Wahoo	Wahoo to Valley	Gibbon to Hastings	LaSalle to Julesburg	
C 57	$\frac{22}{30}$ 190	201 to 358	2800	4500	4500	2300	3500	2350	1750	2680	1600	1200	1600	4500	4500
C 57	$\frac{21}{30}$ 162 172	400 to 498	1800	3000	4500	2000	3440	2140	1600	2440	1500	1050	1500	4500	3000
MacA 57	$\frac{23\frac{3}{4}}{30}$ 206 210	1900 to 1949	4500	4500	5000	3400	4100	2500	2000	2980	1910	1500	1910	5000	4500
MacA 63	$\frac{26}{28}$ 212 228	2200 to 2320	4500	4500	5000	3800	4600	2900	2175	3330	1940	1600	1940	5000	5000
MacA 63	$\frac{26}{30}$ 222	2480 to 2499	4800	4800	5000	3800	4700	2960	2275	3400	1950	1600	1950	5000	5000
TTT 63	$\frac{29\frac{1}{2}}{30}$ 286 311	5000 to 5089	5200	5200	5500	4800				4500	3400	2220	3400	5500	6000
UP 67	$\frac{27}{31-32}$ 368 372	9000 to 9087	8000	8000	8500	5800				6000	4500	3000	4500	8500	6000
4-6-6-4 3 69 5	$\frac{21-21}{32}$ 406 404 407	3930 to 3949 3950 to 3969 3975 to 3999	8000	8000	8500	5800									6000
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	9000	9000	9000	6800									
FEF 77	$\frac{24\frac{1}{2}}{32}$ 266	800 to 819													
FEF 80	$\frac{25}{32}$ 266	820 to 844	4170	4800	5500	4540				4500	3400	2200	3400	5500	6000
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	3400	3650	2500	2000	2980	1900	1250	1900	4500	4500
MT 73	$\frac{29}{28}$ 256 261	7000 to 7038 7850 to 7869	3650	4200	4700	3800	4500	2960	2275	3300	1950	1550	1950	5000	5000

EXPLANATION

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

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

C 57 $\frac{21}{30}$ 162