



UNION PACIFIC RAILROAD – SIGNAL RULES

<p>9.2.1</p>		<p>MIXED</p>		<p>DWARF</p>		<p>CLEAR</p> <p>Proceed.</p>	
<p>9.2.2</p>		<p>MIXED</p>		<p>DWARF</p>		<p>APPROACH CLEAR SIXTY</p> <p>Proceed. Trains exceeding 60 MPH proceed prepared to pass the next signal not exceeding 60 MPH. When signal governs the approach to a control point with a 60 MPH turnout speed, be prepared to advance on diverging route.</p>	
<p>9.2.3</p>		<p>MIXED</p>		<p>DWARF</p>		<p>APPROACH CLEAR FIFTY</p> <p>Proceed. Trains exceeding 50 MPH proceed prepared to pass the next signal not exceeding 50 MPH. When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route.</p>	
<p>9.2.4</p>		<p>MIXED</p>		<p>DWARF</p>		<p>ADVANCE APPROACH</p> <p>Proceed prepared to stop at second signal. Trains exceeding 40 MPH proceed prepared to pass the next signal not exceeding 40 MPH. When signal governs the approach to a control point with a 40 MPH turnout speed, be prepared to advance on normal or diverging route. ♦</p>	
<p>9.2.4P</p>		<p>MIXED</p>		<p>DWARF</p>		<p>ADVANCE APPROACH PASSENGER</p> <p>Proceed prepared to stop at second signal. Freight trains proceed prepared to pass the next signal not exceeding 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH. ♦</p> <p><i>Requires "C" Commuter plaque, as shown.</i></p>	
<p>9.2.5</p>		<p>MIXED</p>		<p>DWARF</p>		<p>APPROACH DIVERGING</p> <p>Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.</p>	
<p>9.2.6</p>		<p>MIXED</p>		<p>DWARF</p>		<p>APPROACH</p> <p>Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH. See note ♦. <i>See Rule 6.13.</i></p>	
<p>9.1.1</p>		<p>MIXED</p>		<p>DWARF</p>		<p>DISTANT SIGNAL CLEAR*</p> <p>Proceed.</p> <p>If delayed per Rule 9.9 or Rule 9.9.1 between this signal and block or interlocking signal, proceed prepared to stop before any part of train or engine passes the next signal.</p>	
<p>9.1.31 / 9.1.32</p>		<p>9.1.21</p>		<p>6.32.2 / 5.8.2</p>		<p>9.4.1</p>	
<p>DISTANT SIGNAL PLAQUE</p> <p>This or a similar sign is attached to all fixed signals acting under Rules 9.1.1 through 9.1.3. Distant signals are not block signals, do not authorize train movements, and only warn about the next signal, not the condition or occupancy of the track ahead.</p>		<p>COMMUTER PLAQUE</p> <p>This sign is attached to all fixed signals acting under Rules 9.2.4P and 9.2.10P. Passenger trains acting under these rules and indications have more lenient speed restrictions than other trains or when this sign is not present.</p>		<p>CROSSING WARNING DEVICE STATUS SIGNAL</p> <p>When flashing, the automatic warning equipment for the automobile crossing ahead is functioning normally. Rule 5.8.2 (7) is suspended for this crossing. See Rule 5.8.4.</p> <p>When approaching the automobile crossing and the status signal is not seen to be flashing, stop at the signal, and operate by Rule 6.32.2 - Procedure 1.</p>		<p>SLIDE WARNING</p> <p>When signal requires movement at Restricted speed to next signal, keep close lookout for rocks or other obstructions, and broken, bent or damaged rail.</p>	
<p>5.8.2</p>		<p>5.8.4</p>		<p>9.2</p>		<p>BRACKETED/ADJACENT SIGNALS</p> <p>The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.</p> <p>Signals on superstructures govern the track that they are placed over.</p>	
<p>6.13</p>		<p>6.14</p>		<p>9.2</p>		<p>BRACKETED/ADJACENT SIGNALS</p> <p>The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.</p> <p>Signals on superstructures govern the track that they are placed over.</p>	
<p>YARD LIMITS SIGN</p> <p>This sign identifies the start of Yard Limit restrictions. All movements entering or moving within Yard Limits must be made at Restricted speed unless operating under a block signal indication that is more favorable than <i>Approach</i>. Upon observing or having advance knowledge that a block signal may require Restricted speed due to Yard Limits, if entering or within Yard Limits, the movement must be at Restricted speed at that block signal, or as soon as possible thereafter, consistent with good train handling. Movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee. In CTC territory, the dispatcher or control operator must authorize all main track movements, though reverse movements within the same block may be made in compliance with Rule 6.4.1. In Rule 9.15 territory (e.g. TWG, DTC), the dispatcher or control operator must authorize movements entering a main track or changing main tracks. See Rule 9.17. Yard Limits remain in effect continuously unless otherwise specified by special instructions or track bulletin.</p>		<p>RESTRICTED LIMITS SIGN</p> <p>This sign identifies the start of Restricted Limits. All movements within Restricted Limits must be made at Restricted speed. Trains or engines are authorized to use main track not protecting against other trains or engines. Movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.</p>		<p>END RESTRICTED LIMITS SIGN</p> <p>This sign identifies the end of Restricted Limits. Restricted Limits no longer apply once the end of the train has passed this sign.</p>		<p>FOG BOARD</p> <p>This sign is placed 1000 feet before an absolute signal on subdivisions prone to heavy fog.</p>	
<p>STOP SIGN</p> <p>Stop before passing the <i>Stop Sign</i>. For an automobile crossing, continue according to Rule 6.32.1. At other locations, proceed only with permission of dispatcher or appropriate employee in charge.</p>		<p>FIXED DERAIL SIGN</p> <p>This sign marks the position of a permanent derail. Do not make a movement over a derail in derailing position. Movement must not continue until the derail is placed in the non-derailing position. A train or engine moving on or entering tracks where fixed derails are located must stop at least 100 feet from derail in derailing position except in engine servicing areas.</p>		<p>END OF TRACK SIGN</p> <p>This sign marks the point where the track ends (which may not be otherwise obvious during movement).</p>		<p>HIGH THREAT URBAN AREA SIGN</p> <p>This sign marks the start of entry into a High Threat Urban Area. Designated Key Trains consisting of carrying hazardous material (such as flammable or explosive liquids and gasses, poisonous liquids and gasses, crude oil, nuclear spent fuel or waste) are restricted to not exceed 50 MPH or 40 MPH or less within HTUA area, depending on the specific material(s).</p>	
<p>5.4.2</p>		<p>5.4.3</p>		<p>5.4.7</p>		<p>5.4.5</p>	
<p>YELLOW FLAG (SIGN)</p> <p>A temporary speed restriction begins in 2 miles or other distance as specified by track bulletin, warrant, or order. Do not exceed the speed specified in the covering track bulletin, warrant, or general order once movement has proceeded 2 miles or the indicated distance past this sign. If there is no covering bulletin, then do not exceed 10 MPH two miles past this sign. Do not exceed appropriate speed until end of train has pass <i>Green Flag</i>.</p>		<p>YELLOW-RED FLAG (SIGN)</p> <p>Yellow-red flags warn a train to be prepared to stop because of men or equipment. Proceed, prepared to stop at <i>Red Flag</i> 2 miles after passing the <i>Yellow-Red Flag</i>, or other distance as specified by covering track bulletin, warrant, or general order. If no <i>Red Flag</i> is encountered, proceed at Restricted speed and increase speed only after receiving permission from the employee in charge, or the leading wheels are 4 miles beyond the <i>Yellow-Red Flag</i>.</p>		<p>RED FLAG (SIGN OR LIGHT)</p> <p>Stop before passing the <i>Red Flag</i>, unless the employee in charge gives verbal permission, including the milepost location of the <i>Red Flag</i>. If permission to proceed is received before the train stops, the train may pass the <i>Red Flag</i> without stopping. If track bulletin Form B is not in effect, then permission must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the <i>Red Flag</i>, unless otherwise instructed by the employee in charge.</p>		<p>GREEN FLAG (SIGN)</p> <p>One or more temporary speed restrictions ends at this point. Resume maximum permissible speed once the end of the train has passed this sign.</p>	
<p>PERMANENT SPEED RESTRICTION SIGN</p> <p>Pass this sign not exceeding the speed indicated. If two numbers are displayed, the greater one applies to trains consisting entirely of passenger equipment, and the other one applies to all other trains.</p> <p>*These signs are being phased out.</p>		<p>(ADVANCE) PERMANENT SPEED RESTRICTION SIGN</p> <p>A permanent speed restriction begins 2500 feet past this sign. Proceed prepared to not exceed the indicated speed in 2500 feet. If two numbers are displayed, the greater one applies to trains consisting entirely of Passenger equipment and the lower one applies to all other trains.</p> <p>*These signs will ultimately replace all other speed restriction signs, with no sign any longer at the beginning of the speed restriction. (Previously they applied 2 miles ahead.)</p>		<p>PERMANENT RESUME SPEED SIGN</p> <p>Once the entire train has passed this sign resume the indicated speed, or authorized maximum track speed if no speed is indicated. If two numbers are displayed, the greater one applies to trains consisting entirely of Passenger equipment, and the other one applies to all other trains.</p>		<p>RESTRICTED SPEED</p> <p>A speed that will permit stopping within one-half the range of vision, short of train, engine, railroad car, obstruction, men or equipment fouling track, <i>Stop</i> signal, derail, broken rail, or switch lined improperly, but not exceeding 20 MPH.</p>	

◆ When the next signal is seen to display an aspect more favorable than <i>Approach</i> or <i>Diverging Approach</i> , the requirement to proceed prepared to stop short of the second signal is no longer required.	◆ When the next signal is seen to display a proceed indication, the requirement to proceed prepared to stop no longer applies. Speed may be resumed once leading wheels of train have passed (next) signal.
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UPRR RULES JUL/2023	NOT AN OFFICIAL RAILROAD REFERENCE: NOT FOR USE BY ACTUAL RAILROAD EMPLOYEES.
	LINES RADIATING FROM SIGNAL LAMP INDICATE FLASHING ASPECT.
	DARK COLOR-POSITION-LIGHT SIGNAL MARKERS OMITTED FOR CLARITY.
	REVISION 88 - 111422023

UNION PACIFIC RAILROAD – LAKE STREET SIGNAL RULES

<div>9.2.17</div> <div><div><div></div></div><div>DWARF</div><div></div></div>	<div>CLEAR RESTRICTING</div> <div>Proceed at Restricted speed, not exceeding 10 MPH.</div>	<div>9.2.18</div> <div><div><div></div></div><div>DWARF</div><div></div></div>	<div>APPROACH RESTRICTING</div> <div>Proceed at Restricted speed, prepared to stop.</div>	<div>9.2.19</div> <div><div><div></div></div><div>DWARF</div><div></div></div>	<div>STOP</div> <div>Stop before any part of train or engine passes the signal.</div>
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