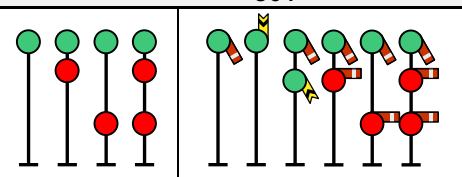
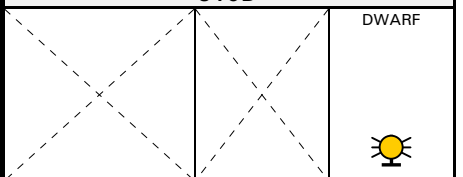
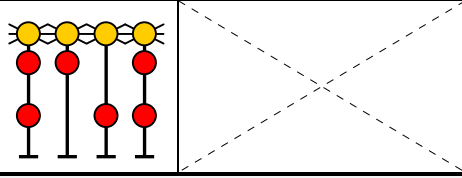
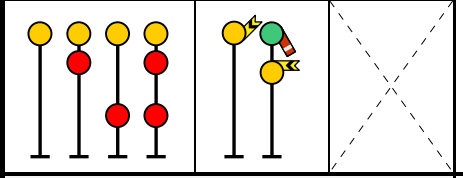
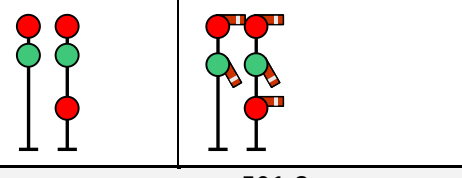
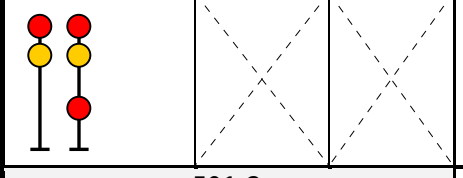
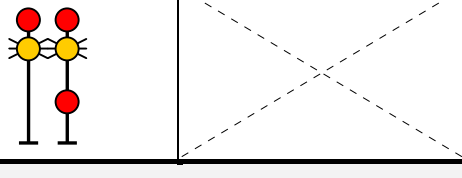
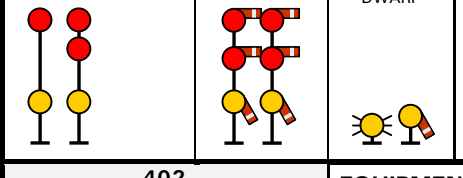
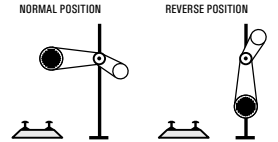

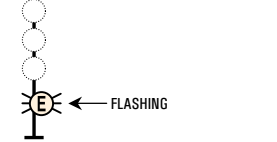
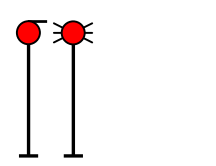
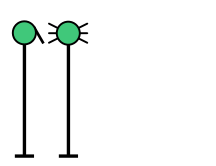
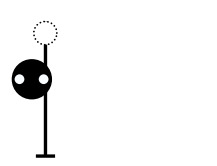
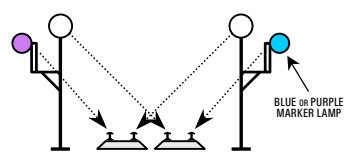
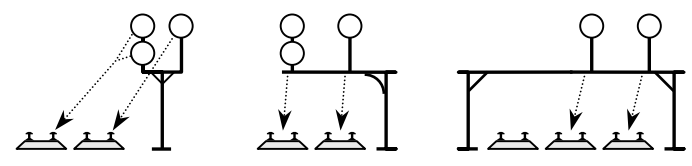

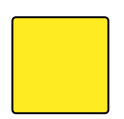
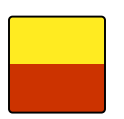
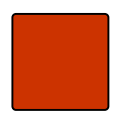
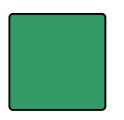


CONSOLIDATED CODE OF OPERATING RULES – GENERAL SIGNAL RULES[†]

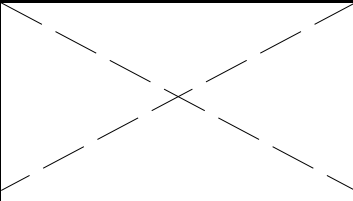


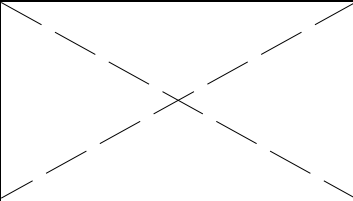


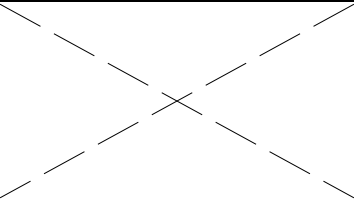





240-A	DWARF 	STOP Stop before any part of train or engine passes the signal.	240-E	DWARF 	CLEAR Proceed.	240-L	DWARF 	DIVERGING APPROACH Proceed on diverging route at prescribed speed prepared to stop before any part of train or engine passes the next signal.	
240-B	DWARF 	STOP AND PROCEED Stop before any part of train or engine passes the signal then proceed at Restricted speed through entire block. See Rule 240-P. <i>Requires Number Plate, as shown.</i>	240-F	DWARF 	ADVANCE APPROACH Proceed prepared to pass next signal at not exceeding 40 MPH.	240-M	DWARF 	DIVERGING CLEAR Proceed on diverging route at prescribed speed.	
240-C	DWARF 	FLASHING STOP AND PROCEED Stop. Block occupied. Proceed at Restricted speed.	240-G	DWARF 	APPROACH DIVERGING Approach next signal prepared to proceed on diverging route at prescribed speed.	240-N	DWARF 	RESTRICTING Proceed at Restricted speed.	
240-D	DWARF 	APPROACH Proceed prepared to stop before any part of train or engine passes the next signal. Trains exceeding 40 MPH must immediately reduce to that speed.	240-K	DWARF 	DIVERGING ADVANCE APPROACH Proceed on diverging route at prescribed speed prepared to pass next signal at not exceeding 40 MPH.	240-P 			
222-A / 222-D		TRAIN ORDER SIGNAL – STOP Stop for orders. <i>For C&NW, SIRR, UPRR: Stop for orders, unless clearance already received.</i> <i>Note—Train Order signals will be demarcated from other signals as advised in the system Special Instructions.</i>	222-B		TRAIN ORDER SIGNAL – 19 ORDER Proceed under clearance or train order and clearance. <i>For C&NW, SIRR, UPRR: This rule is not used.</i> <i>Note—Train Order signals will be demarcated from other signals as advised in the system Special Instructions.</i>	222-C / 222-E		TRAIN ORDER SIGNAL – CLEAR Proceed. <i>Note—Train Order signals will be demarcated from other signals as advised in the system Special Instructions.</i>	
		STUB POST (DOLL ARM) When a track intervenes to the right/left between a signal and the track governed, a stub post with the prescribed marker will be placed to the right/left of the signal. When more than one track intervenes, the number of stub posts, with prescribed marker lamps, is increased accordingly.				BRACKETTED/OVERHEAD SIGNALS Block and interlocking signals, as far as practicable, are located adjacent to, or over the track which they govern. Two signals may be bracketed and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.			SMASHBOARDS Do not proceed with Smashboard in Normal position. Smashboard in Reverse position does not supersede signal indication. Smashboards may be painted a bright color.
93 / 93-A									
	YARD LIMITS SIGN (example sign) Yard Limits will be indicated by <i>Yard Limit Signs</i> . Within yard limits the main track may be used, clearing first-class trains when due to leave the last station where time is shown. Protection against second- and third-class trains, extra trains, and engines is not required. In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first-class trains are due to leave the last station when time is shown. In non-ABS territory, in case of failure to clear the time of first-class trains, protection must be provided by Rule 99. Second- and third-class trains, extra trains, and engines must move within yard limits at Reduced speed unless the main track is known to be clear. Within yard limits, when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at Reduced speed.								
	12 YELLOW FLAG (example sign, or light) A <i>Yellow Flag</i> is a yellow sign or light displayed to the right of the track (as viewed from an approaching train or engine) indicates that, beginning at a point two miles beyond the <i>Yellow Flag</i> , the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order, bulletin, or general order. Speed must not be increased until entire train has passed a <i>Green Flag</i> displayed to the right of the track indicating the end of the restriction.					14 YELLOW-RED FLAG (example sign) A train or engine finding a <i>Yellow-Red Flag</i> displayed to the right of the track (as viewed from an approaching train or engine) must be prepared to stop before any part of the train or engine passes a <i>Red Flag</i> two miles beyond the <i>Yellow-Red Flag</i> .			
<i>Note—In Rules 12 and 14, when a train or engine finds a Yellow Flag or a Yellow-Red flag displayed to the right of the track and the train or engine is to move to a route not affected by the slow or impassable track condition, a Green Flag will be placed just beyond the clearance point on the route to be used to indicate that no restriction exists on that route.</i>									
	14(A) RED FLAG (or light) Except when governed by Form Y train order, a train or engine finding a Red Flag displayed between the rails of the track or to the right of the track (as viewed from an approaching train or engine) must stop before any part of the train or engine passes the Red Flag, and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.					12 / 14 / 14(A) GREEN FLAG (example sign, or light) A <i>Green Flag</i> is a green sign or light displayed to the right of the track (as viewed from an approaching train or engine) indicates the end of a restriction imposed by train order, bulletin, or general order. Speed may be resumed once entire train passes the <i>Green Flag</i> . When multiple restricted zones overlap, one only <i>Green Flag</i> will be placed at the end of the final restriction.			
REDUCED SPEED Proceed prepared to stop short of train, engine, or obstruction.				RESTRICTED SPEED Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.					

SOME SIGNAL ASPECTS IN THIS CHART DEPICT SEMAPHORE ARMS, BUT COLORLIGHT SIGNALS SHOWING THE SAME COLOR(S) INTEND THE SAME MEANINGS WITHOUT SEMAPHORE ARMS. †FOR OTHER THAN TRAIN ORDER SIGNALS: EXCEPT BURLINGTON LINES (CB&Q), NORTHERN PACIFIC LINES, SPOKNE PORTLAND & SEATTLE LINES
© 2024 JOSEPH HOEVET, JJH CCOR RULES 1967 NOT AN OFFICIAL RAILROAD REFERENCE: NOT FOR USE BY ACTUAL RAILROAD EMPLOYEES. LINES RADIATING FROM SIGNAL LAMP INDICATE FLASHING ASPECT. REVISION #0 - 02242024

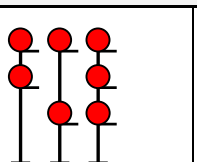
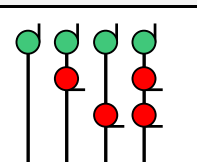
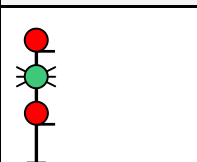
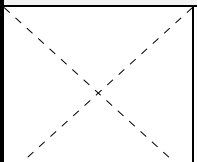
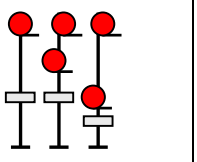
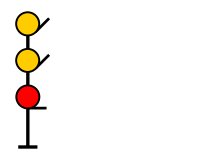
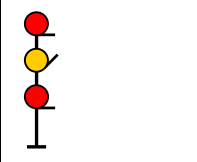
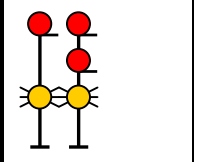
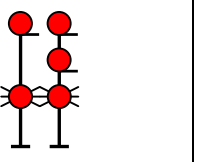
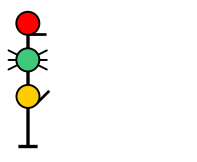
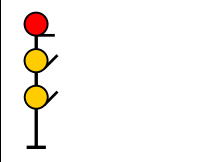
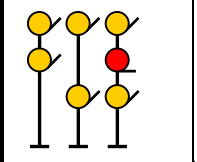
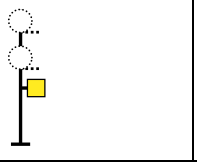
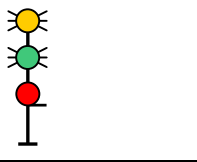
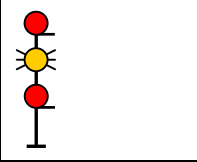
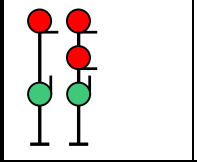
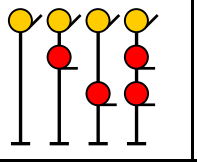
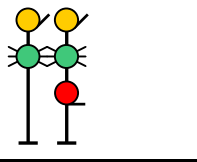
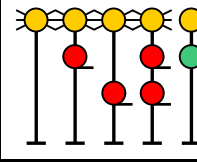
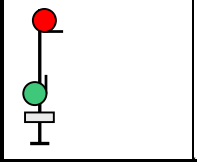
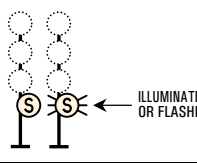
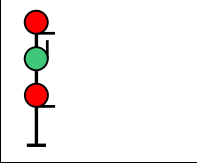
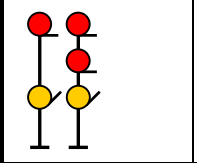
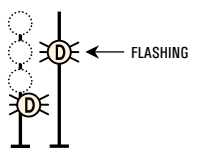
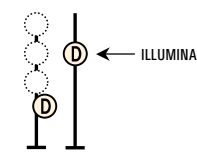
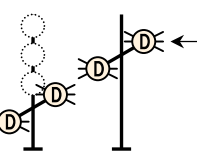
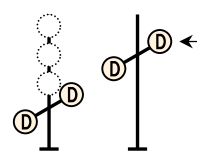
CONSOLIDATED CODE OF OPERATING RULES – BURLINGTON LINES SIGNAL RULES

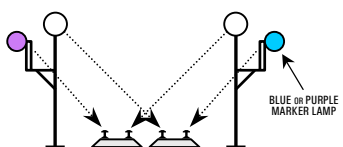
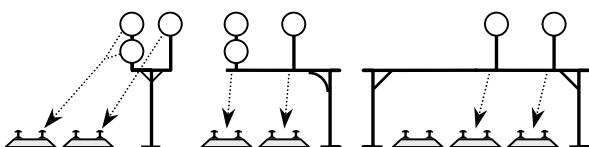
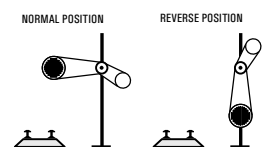
501 	CLEAR Proceed.	510D 	RESTRICTING APPROACH MEDIUM Proceed at prescribed speed approaching next signal not exceeding 30 MPH.
501-A 	APPROACH MEDIUM Proceed approaching next signal not exceeding 30 MPH.	510-E 	APPROACH Proceed prepared to stop before any part of train or engine passes the next signal.
501-B 	DIVERGING CLEAR Proceed on diverging route at prescribed speed.	510-F 	DIVERGING APPROACH Proceed on diverging route at prescribed speed prepared to stop before any part of train or engine passes the next signal.
501-C 	DIVERGING APPROACH MEDIUM Proceed on diverging route at prescribed speed and approach next signal not exceeding 30 MPH.	501-G 	RESTRICTING Proceed at Reduced speed to make any Reduced speed movement. Train moving on or entering upon a track signaled for that direction must proceed as prescribed by Rule 501-E.
SMASHBOARDS  Do not proceed with Smashboard in Normal position. Smashboard in Reverse position does not supersede signal indication. Smashboards may be painted a bright color, stripes, or pattern.	402  EQUIPMENT FAILURE SIGNAL – STOP Stop and inspect for failed equipment and advise dispatcher reason for delay by first available means of communication.	403  EQUIPMENT FAILURE SIGNAL – CLEAR No failed equipment has been detected.	
222-A  TRAIN ORDER SIGNAL – ORDERS Train orders for a train are admissible. Outside of Automatic Block Signal territory, signal may also indicate next block is occupied by a preceding train. <i>Note—Train order signals located at Train Order Stations per Timetable.</i>	222-B  TRAIN ORDER SIGNAL – NO ORDERS No train orders. Outside of Automatic Block Signal territory, signal also indicates next block is clear. <i>Note—Train order signals located at Train Order Stations per Timetable.</i>	222-C  TRAIN ORDER SIGNAL – STOP When illuminated, Train Order signal indicates Stop. When not illuminated, no indication applies.	
 STUB POST (DOLL ARM) When a track intervenes to the right/left between a signal and the track governed, a stub post with the prescribed marker will be placed to the right/left of the signal. When more than one track intervenes, the number of stub posts, with prescribed marker lamps, is increased accordingly.	 BRACKETTED/OVERHEAD SIGNALS Block and interlocking signals, as far as practicable, are located adjacent to, or over the track which they govern. Two signals may be bracketed and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.		
93  YARD LIMITS SIGN (example sign) Yard Limits will be indicated by <i>Yard Limit Signs</i> . Within yard limits the main track may be used, clearing first-class trains when due to leave the last station where time is shown. Protection against second- and third-class trains, extra trains, and engines is not required.			In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first-class trains are due to leave the last station when time is shown. In non-ABS territory, in case of failure to clear the time of first-class trains, protection must be provided by Rule 99. Second- and third-class trains, extra trains, and engines must move within yard limits at Reduced speed unless the main track is known to be clear. Within yard limits, when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at Reduced speed.
12  YELLOW FLAG (example sign, or light) A <i>Yellow Flag</i> is a yellow sign or light displayed to the right of the track (as viewed from an approaching train or engine) indicates that, beginning at a point two miles beyond the <i>Yellow Flag</i> , the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order, bulletin, or general order. Speed must not be increased until entire train has passed a <i>Green Flag</i> displayed to the right of the track indicating the end of the restriction.	14  YELLOW-RED FLAG (example sign) A train or engine finding a <i>Yellow-Red Flag</i> displayed to the right of the track (as viewed from an approaching train or engine) must be prepared to stop before any part of the train or engine passes a <i>Red Flag</i> two miles beyond the <i>Yellow-Red Flag</i> .	Note—In Rules 12 and 14, when a train or engine finds a <i>Yellow Flag</i> or a <i>Yellow-Red flag</i> displayed to the right of the track and the train or engine is to move to a route not affected by the slow or impassable track condition, a <i>Green Flag</i> will be placed just beyond the clearance point on the route to be used to indicate that no restriction exists on that route.	
14(A)  RED FLAG (or light) Except when governed by Form Y train order, a train or engine finding a Red Flag displayed between the rails of the track or to the right of the track (as viewed from an approaching train or engine) must stop before any part of the train or engine passes the Red Flag, and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.	12 / 14 / 14(A)  GREEN FLAG (example sign, or light) A <i>Green Flag</i> is a green sign or light displayed to the right of the track (as viewed from an approaching train or engine) indicates the end of a restriction imposed by train order, bulletin, or general order. Speed may be resumed once entire train passes the <i>Green Flag</i> . When multiple restricted zones overlap, one only <i>Green Flag</i> will be placed at the end of the final restriction.	REDUCED SPEED Proceed prepared to stop short of train, engine, or obstruction.	
		RESTRICTED SPEED Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.	


CONSOLIDATED CODE OF OPERATING RULES BURLINGTON LINES – YARD SIGNAL RULES

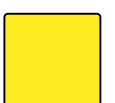
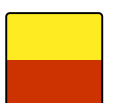
SIGNAL ASPECT	HUMP YARD INDICATION	FLAT YARD INDICATION	SIGNAL ASPECT	HUMP YARD INDICATION	FLAT YARD INDICATION
699	YARD LEAD WAIT Engines in classification yard remain in clear, humping is in progress.		699-B	STOP Stop.	STOP Stop.
					
699-A	YARD LEAD PROCEED Engines in classification yard may enter lead, humping has stopped.		699-C	HUMP SLOWLY Push cars over hump slowly.	SHOVE FORWARD Shove cut of cars forward.
					
699-G <small>DWARF OR POT</small>	SWITCH NORMAL Normal position of switch.	SWITCH NORMAL Normal position of switch.	699-D	HUMP MEDIUM Push cars over hump faster than slowly.	
					
699-H <small>DWARF OR POT</small>	SWITCH REVERSE Diverging route of switch.	SWITCH REVERSE Diverging route of switch.	699-E	HUMP FAST Push cars over hump faster than medium.	KICK Kick cut of cars forward.
					
			699-F	BACK UP Reverse away from hump.	BACK UP Reverse.
					



CONSOLIDATED CODE OF OPERATING RULES NORTHERN PACIFIC RAILWAY AND SPOKANE, PORTLAND, AND SEATTLE RAILWAY SIGNAL RULES

240-A1		DWARF	STOP Stop before any part of train or engine passes the signal.	240-D		CLEAR Proceed.	240-H		LIMITED CLEAR Proceed; 50 MPH within interlocking limits.	240-M		SLOW APPROACH Proceed not exceeding 15 MPH prepared to stop at next signal.
240-A2		DWARF	STOP AND PROCEED Stop before any part of train or engine passes the signal, then proceed at Restricted speed through entire block. See Rule 240-B. <i>Requires Number Plate, as shown.</i>	240-E		LIMITED APPROACH Proceed not exceeding 50 MPH prepared to stop at next signal.	240-I		MEDIUM APPROACH Proceed not exceeding 30 MPH prepared to stop at next signal.	240-N		SLOW CLEAR APPROACH MEDIUM Proceed; 15 MPH within interlocking limits. Approach next signal not exceeding 15 MPH.
240-A3		DWARF	FLASHING STOP AND PROCEED Stop. Block occupied. Proceed at Restricted speed.	240-F1		LIMITED CLEAR APPROACH SLOW Proceed not exceeding 50 MPH. Approach next signal not exceeding 15 MPH.	240-J1		MEDIUM CLEAR APPROACH SLOW Proceed; 30 MPH within interlocking limits. Approach next signal not exceeding 15 MPH.	240-O		APPROACH SLOW Proceed; Approach next signal not exceeding 15 MPH.
240-B			PERMISSIVE Proceed at Restricted speed without stopping. See Rule 240-A2.	240-F2		LIMITED CLEAR APPROACH MEDIUM Proceed not exceeding 50 MPH. Approach next signal not exceeding 30 MPH.	240-J2		MEDIUM CLEAR APPROACH MEDIUM Proceed; 30 MPH within interlocking limits. Approach next signal not exceeding 30 MPH.	240-P1		SLOW CLEAR Proceed; 15 MPH within interlocking limits.
240-C			APPROACH Proceed prepared to stop before any part of train or engine passes the next signal.	240-G		APPROACH LIMITED Proceed. Approach next signal not exceeding 50 MPH.	240-K		APPROACH MEDIUM Proceed; Approach next signal not exceeding 30 MPH.	240-P2		SLOW CLEAR Proceed not exceeding 15 MPH. <i>Requires number plate, as shown.</i>
240-S			OPERATE SWITCH INDICATOR Hand operate switch to enter or leave main track. When flashing, communicate with control operator.	240-L		MEDIUM CLEAR Proceed; 30 MPH within interlocking limits.	240-R		RESTRICTING Proceed at Restricted speed not exceeding 15 MPH.			
240-T			DEFECTIVE EQUIPMENT INDICATOR - CLEAR When flashing, no failed equipment detected.	240-T		DEFECTIVE EQUIPMENT INDICATOR - STOP When illuminated continuously, or when not illuminated, stop train and inspect for failed equipment. A member of the train or engine crew must report to control operator immediately.						
240-U			APPROACH DEFECTIVE EQUIPMENT INDICATOR - CLEAR When flashing, Defective Equipment Indicator is Clear.	240-U		APPROACH DEFECTIVE EQUIPMENT INDICATOR - APPROACH When illuminated continuously, or not illuminated, Defective Equipment Indicator may require train to stop.						

	STUB POST (DOLLAR ARM) When a track intervenes to the right/left between a signal and the track governed, a stub post with the prescribed marker will be placed to the right/left of the signal. When more than one track intervenes, the number of stub posts, with prescribed marker lamps, is increased accordingly.		BRACKETTED/OVERHEAD SIGNALS Block and interlocking signals, as far as practicable, are located adjacent to, or over the track which they govern. Two signals may be bracketted and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.		SMASHBOARDS Do not proceed with Smashboard in Normal position. Smashboard in Reverse position does not supersede signal indication. Smashboards may be painted a bright color.
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93	YARD LIMITS SIGN (example sign)  Yard Limits will be indicated by <i>Yard Limit Signs</i> . Within yard limits the main track may be used, clearing first-class trains when due to leave the last station where time is shown. Protection against second- and third-class trains, extra trains, and engines is not required. In ABS territory, information issued by the train dispatcher, either verbally or by message, may be used to determine when delayed first-class trains are due to leave the last station when time is shown. In non-ABS territory, in case of failure to clear the time of first-class trains, protection must be provided by Rule 99. Second- and third-class trains, extra trains, and engines must move within yard limits at Reduced speed unless the main track is known to be clear. Within yard limits, when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at Reduced speed.	SIGNALING SPEED LIMITS Normal Speed <i>as posted</i> Limited Speed 50 MPH Medium Speed 30 MPH Slow Speed 15 MPH Restricted Speed* 20 MPH
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12	14	<i>Note—In Rules 12 and 14, when a train or engine finds a Yellow Flag or a Yellow-Red flag displayed to the right of the track and the train or engine is to move to a route not affected by the slow or impassable track condition, a Green Flag will be placed just beyond the clearance point on the route to be used to indicate that no restriction exists on that route.</i>
YELLOW FLAG (example sign, or light)  A <i>Yellow Flag</i> is a yellow sign or light displayed to the right of the track (as viewed from an approaching train or engine) indicates that, beginning at a point two miles beyond the <i>Yellow Flag</i> , the train or engine must proceed at a speed of not more than 10 MPH unless a different speed is specified by train order, bulletin, or general order. Speed must not be increased until entire train has passed a <i>Green Flag</i> displayed to the right of the track indicating the end of the restriction.	YELLOW-RED FLAG (example sign)  A train or engine finding a <i>Yellow-Red Flag</i> displayed to the right of the track (as viewed from an approaching train or engine) must be prepared to stop before any part of the train or engine passes a <i>Red Flag</i> two miles beyond the <i>Yellow-Red Flag</i> .	

14(A)	12 / 14 / 14(A)	REDUCED SPEED	RESTRICTED SPEED
 RED FLAG (or light) Except when governed by Form Y train order, a train or engine finding a Red Flag displayed between the rails of the track or to the right of the track (as viewed from an approaching train or engine) must stop before any part of the train or engine passes the Red Flag, and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.	 GREEN FLAG (example sign, or light) A <i>Green Flag</i> is a green sign or light displayed to the right of the track (as viewed from an approaching train or engine) indicates the end of a restriction imposed by train order, bulletin, or general order. Speed may be resumed once entire train passes the <i>Green Flag</i> . When multiple restricted zones overlap, one only <i>Green Flag</i> will be placed at the end of the final restriction.	Proceed prepared to stop short of train, engine, or obstruction.	*Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined, looking out for broken rail or anything that may require the speed of a train or engine to be reduced, but not exceeding 20 MPH.

CONSOLIDATED CODE OF OPERATING RULES NORTHERN PACIFIC RAILWAY – SIGNAL RULES SUPPLEMENT

Reduced speed limits are designated by *Advance-Warning Signs* (diagonally upwards), *Reduce Speed Signs* (square with clipped corners), and *Resume Speed Signs* (vertical).

If speed authorized by zones or by *Reduce Speed Signs* is greater than that prescribed in Special Instructions for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

Locations where reduced speeds are required, but which are not indicated by signs, are listed in the Special Instructions for each subdivision.

240-W



ADVANCE-WARNING SIGN

Except on branch lines and as otherwise provided in the Special Instructions, *Advance-Warning Signs* are—as far as feasible—located 5280 feet (one mile) in advance of the *Reduce Speed Signs*. On branch lines, except as otherwise provided in the Special Instructions, *Advance-Warning Signs* are—as far as feasible—located approximately 3000 feet in advance of the *Reduce Speed Signs*. The numerals indicate, in miles per hour, the maximum speed permitted from the *Reduce Speed Sign* to another change in speed limit or to a *Resume Speed Sign*.

240-W



REDUCE SPEED SIGN

The numerals indicate, in miles per hour, the maximum speed permitted from the *Reduce Speed Sign* to another change in speed limit or to a *Resume Speed Sign*. If speed authorized by zones or by *Reduce Speed Signs* is greater than that prescribed in the Special Instructions for certain trains or engines, such trains or engines must not exceed the prescribed speeds.

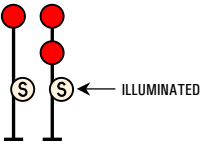
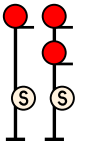






240-W



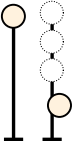

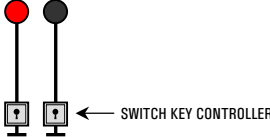
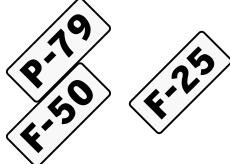

RESUME SPEED SIGN

This sign marks the end of speed limit restrictions. The maximum speed permitted reverts to that specified in the Special Instructions, once the entire train has moved beyond this sign.

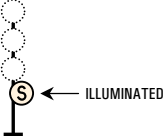
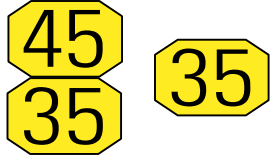


CONSOLIDATED CODE OF OPERATING RULES CHICAGO, MILWAUKEE, ST. PAUL, AND PACIFIC RAILROAD SIGNAL RULES SUPPLEMENT

240-S		OPERATE SWITCH	
			<p>When letter "S" is illuminated, operate switch and take siding; or operate switch to enter main track.</p>
240-W			
		<p>REDUCE SPEED SIGN</p> <p>Inside figures apply to passenger trains. Outside figures apply to freight trains. Speed control signs located on right-hand or left-hand side of the track in advance of the restriction. Figures shown on the sign indicate, in miles per hour, the maximum speed permitted beginning at a point 3000 feet from the sign, and continuing until another <i>Reduce Speed Sign</i> or a <i>Resume Speed Sign</i> is encountered. These signs do not apply to trains restricted to a slower speed by train order, timetable, or other instruction.</p>	
240-W			
		<p>REDUCE SPEED SIGN</p> <p>Single figure applies to all trains not otherwise more restricted. Speed control signs located on right-hand or left-hand side of the track in advance of the restriction. Figure shown on the sign indicates, in miles per hour, the maximum speed permitted beginning at a point 3000 feet from the sign, and continuing until another <i>Reduce Speed Sign</i> or a <i>Resume Speed Sign</i> is encountered. These signs do not apply to trains restricted to a slower speed by train order, timetable, or other instruction.</p>	
240-W			
	<p>RESUME SPEED SIGN</p> <p>Normal speed may be resumed. This sign applies to all trains.</p>		

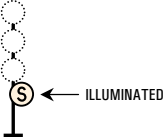
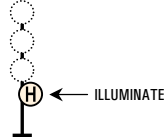
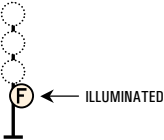
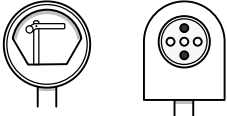
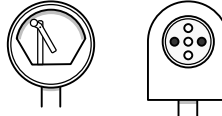
CONSOLIDATED CODE OF OPERATING RULES GREAT NORTHERN RAILWAY – SIGNAL RULES SUPPLEMENT

240-S	<p>DRAGGING EQUIPMENT DETECTOR INDICATOR</p> <p>When white light is displayed, train must stop and an inspection be made for dragging equipment. This signal, normally dark, may be located on a signal or other mast.</p>	
		
SWITCH INDICATOR	<p>Switch indicator operated by switch key must be operated by a member of the crew who, together with the engineer, must observe and be governed by the light displayed before operating the switch or fouling main track. If movement to main track through a spring switch is made immediately after an opposing trains met and the automatic block signal governing movement indicates "Proceed," it is <u>not</u> necessary to operate switch indicator.</p> <p>To operate Switch Indicator, turn switch key clockwise towards "R", hold a few seconds, and remove key. If, after operating indicator, movement is not made to main track, turn switch key counterclockwise toward "N" to restore signal system to normal thereby avoiding delays to trains on main track.</p>	
240-T	SWITCH INDICATOR – PROCEED	240-T
 <p style="text-align: center;">← SWITCH KEY CONTROLLER</p>	<p>If Switch Indicator displays a yellow light, movement to main track may be made immediately in according with operating rules.</p>	 <p style="text-align: center;">← SWITCH KEY CONTROLLER</p>
	SWITCH INDICATOR – WAIT	
	<p>If Switch Indicator remains dark or displays a red light, movement to main track may be made in according with operating rules after operating switch by hand and waiting five minutes.</p>	
240(W)		
	<p>SPEED SIGN</p> <p>A permanent speed restriction begins at <i>Restricting Sign</i> in two miles. Do not exceed the speed shown past that sign. If two figures are shown, the "F" figure applies to Freight trains and the "P" figure applies to trains consisting entirely of passenger equipment. If only one figure is displayed, the speed shown applies to all trains.</p>	
	<p>RESTRICTING SIGN</p> <p>Lower speed limit is effective at this sign, which is two miles from reduced <i>Speed Sign</i>. When speed limit is to be increased, <i>Speed Sign</i> is located at point where higher speed is effective after entire train has passed that point (this sign not used).</p>	

CONSOLIDATED CODE OF OPERATING RULES SOO LINE RAILWAY COMPANY AND MINNEAPOLIS, NORTHFIELD, AND SOUTHERN RAILWAY COMPANY SIGNAL RULES SUPPLEMENT

<p>240-S</p> 	<p>OPERATE SWITCH</p> <p>Hand operate switch to enter or leave main track.</p> <p>This signal applies only to trains governed by the fixed signal with which it is connected.</p>	
240-W		
	<p>SPEED SIGN</p> <p>Figures shown indicate, in miles per hour, the maximum speed permitted beginning at <i>Restricting Sign</i> one mile beyond.</p> <p>Where one speed is shown, it applies to all trains. Where two speeds are shown, the top sign applies to passenger trains and the bottom sign applies to all other trains.</p> <p>Signs located on right-hand side of track governed.</p>	
240-W		
	<p>RESTRICTING SIGN</p> <p>Indicates beginning of speed restriction.</p> <p>Sign located on right-hand side of track governed.</p>	
	<p>RESUME SPEED SIGN</p> <p>Indicates where normal speed may be resumed when entire train has passed <i>Resume Speed Sign</i>.</p> <p>Sign located on right-hand side of track governed.</p>	

CONSOLIDATED CODE OF OPERATING RULES UNION PACIFIC RAILROAD – SIGNAL RULES SUPPLEMENT

241-A	<p>SIDING INDICATOR – OPERATE SWITCH</p> <p>Hand operate switch to enter or leave main track.</p> <p>This signal applies only to trains governed by the fixed signal to which it is attached.</p>	241-B	<p>HOLD INDICATOR – HOLD</p> <p>Communicate with operator or dispatcher before proceeding.</p> <p>This signal applies only to trains governed by the fixed signal to which it is attached.</p>
			
241-E	<p>SLIDE WARNING INDICATOR – SLIDE WARNING</p> <p>After stopping, proceed at Restricted speed to next signal without waiting 10 minutes. Keep close lookout for rocks or other obstructions, broken, bent, or damaged rail.</p> <p>This signal applies only to trains governed by the fixed signal to which it is attached.</p>		
			
241-C	<p>TRACK OCCUPANCY DETECTOR – OCCUPIED</p> <p>Track occupied. Signal governs main track unless otherwise designated.</p> <p>See Rule 512.</p>	241-D	<p>TRACK OCCUPANCY DETECTOR – UNOCCUPIED</p> <p>Track unoccupied. Signal governs main track unless otherwise designated.</p> <p>See Rule 512.</p>
			

**THE
CONSOLIDATED CODE
OF
OPERATING RULES**

Effective June 1, 1967

Railroads governed by these rules:

Butte, Anaconda, and Pacific Railroad Company
Chicago, Burlington, and Quincy Railroad Company
Colorado Southern Railway Company
Fort Worth and Denver Railway Company (excluding Joint Texas Division)
Chicago, Milwaukee, St. Paul, and Pacific Railroad Company
Chicago and North Western Railway Company
Chicago and North Western Railway Affiliated Lines
Davenport, Rock Island, and North Western Railway Company
Des Moines Union Railroad Company
Duluth, Missabe, and Iron Range Railway Company
Great Northern Railway Company
Great Northern Railway Affiliated Lines
Minneapolis, Northfield, and Southern Railway Company
Soo Line Railway Company
Minnesota Transfer Railway Company
St. Paul Union Depot Company
Northern Pacific Railway Company
Northern Pacific Railway Affiliated Lines
Portland Terminal Railroad Company
Spokane International Railroad Company
Spokane, Portland, and Seattle Railway Company
Spokane, Portland, and Seattle Railway Affiliated Lines
Union Pacific Railroad Company – Oregon Division