





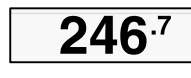





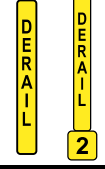










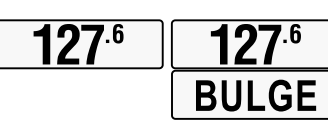








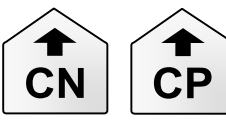
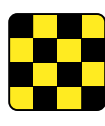
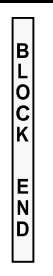


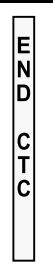
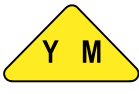
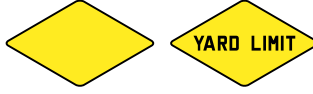



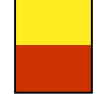



# CANADIAN RAIL OPERATING RULES (CROR) – SIGNAL RULES (1 of 2)

<p><b>405</b></p>	<p><b>CLEAR SIGNAL</b> Proceed.</p>	<p><b>415</b></p>	<p><b>ADVANCE CLEAR TO STOP</b> Proceed, next signal is displaying <i>Clear to Stop</i>, be prepared to stop at second signal.</p>	<p><b>424</b></p>	<p><b>MEDIUM TO MEDIUM</b> Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at MEDIUM speed.</p>	<p><b>432A</b></p>	<p><b>DIVERGING TO LIMITED</b> Proceed, DIVERGING speed passing signal and through turnouts, approaching next signal at LIMITED speed. <i>(DV plaque required, as shown)</i></p>			
<p><b>406</b></p>	<p><b>CLEAR TO LIMITED</b> Proceed, approaching next signal at LIMITED speed.</p>	<p><b>416</b></p>	<p><b>LIMITED TO CLEAR</b> Proceed, LIMITED speed passing signal and through turnouts.</p>	<p><b>425</b></p>	<p><b>MEDIUM TO SLOW</b> Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at SLOW speed.</p>	<p><b>433</b></p>	<p><b>SLOW TO MEDIUM</b> Proceed, SLOW speed passing signal and through turnouts, approaching next signal at MEDIUM speed.</p>			
<p><b>407</b></p>	<p><b>CLEAR TO MEDIUM</b> Proceed, approaching next signal at MEDIUM speed.</p>	<p><b>417</b></p>	<p><b>LIMITED TO LIMITED</b> Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at LIMITED speed.</p>	<p><b>425A</b></p>	<p><b>MEDIUM TO DIVERGING</b> Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at DIVERGING speed. <i>(DV plaque required, as shown)</i></p>	<p><b>433A</b></p>	<p><b>DIVERGING TO MEDIUM</b> Proceed, DIVERGING speed passing signal and through turnouts, approaching next signal at MEDIUM speed. <i>(DV plaque required, as shown)</i></p>			
<p><b>408</b></p>	<p><b>CLEAR TO DIVERGING</b> Proceed, approaching next signal at DIVERGING speed. <i>(DV plaque required, as shown)</i></p>	<p><b>418</b></p>	<p><b>LIMITED TO MEDIUM</b> Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at MEDIUM speed.</p>	<p><b>426</b></p>	<p><b>MEDIUM TO RESTRICTING</b> Proceed, MEDIUM speed passing signal and through turnouts, next signal is displaying <i>Restricting Signal</i>.</p>	<p><b>434</b></p>	<p><b>SLOW TO SLOW</b> Proceed, SLOW speed passing signal and through turnouts, approaching next signal at SLOW speed.</p>			
<p><b>409</b></p>	<p><b>CLEAR TO SLOW</b> Proceed, approaching next signal at SLOW speed.</p>	<p><b>419</b></p>	<p><b>LIMITED TO SLOW</b> Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at SLOW speed.</p>	<p><b>427</b></p>	<p><b>MEDIUM TO STOP</b> Proceed, MEDIUM speed passing signal and through turnouts, preparing to stop at next signal.</p>	<p><b>434A</b></p>	<p><b>DIVERGING TO DIVERGING</b> Proceed, DIVERGING speed passing signal and through turnouts, approaching next signal at DIVERGING speed. <i>(DV plaque required, as shown)</i></p>			
<p><b>410</b></p>	<p><b>CLEAR TO RESTRICTING</b> Proceed, next signal is displaying <i>Restricting Signal</i>.</p>	<p><b>419A</b></p>	<p><b>LIMITED TO DIVERGING</b> Proceed, LIMITED speed passing signal and through turnouts, approaching next signal at DIVERGING speed. <i>(DV plaque required, as shown)</i></p>	<p><b>428</b></p>	<p><b>DIVERGING TO CLEAR</b> Proceed, DIVERGING speed passing signal and through turnouts. <i>(DV plaque required, as shown)</i></p>	<p><b>435</b></p>	<p><b>SLOW TO STOP</b> Proceed, SLOW speed passing signal and through turnouts, preparing to stop at next signal.</p>			
<p><b>411</b></p>	<p><b>CLEAR TO STOP</b> Proceed, preparing to stop at next signal.</p>	<p><b>420</b></p>	<p><b>LIMITED TO RESTRICTING</b> Proceed, LIMITED speed passing signal and through turnouts, next signal is displaying <i>Restricting Signal</i>.</p>	<p><b>429</b></p>	<p><b>DIVERGING TO STOP</b> Proceed, DIVERGING speed passing signal and through turnouts preparing to stop at next signal. <i>(DV plaque required, as shown)</i></p>	<p><b>436</b></p>	<p><b>RESTRICTING SIGNAL</b> Proceed at RESTRICTED speed.</p>			
<p><b>412</b></p>	<p><b>ADVANCE CLEAR TO LIMITED</b> Proceed, approaching second signal at LIMITED speed.</p>	<p><b>421</b></p>	<p><b>LIMITED TO STOP</b> Proceed, LIMITED speed passing signal and through turnouts, preparing to stop at next signal.</p>	<p><b>430</b></p>	<p><b>DIVERGING</b> Proceed at REDUCED speed, not exceeding DIVERGING speed passing signal and through turnouts. <i>(DV plaque required, as shown)</i></p>	<p><b>437</b></p>	<p><b>STOP AND PROCEED SIGNAL</b> Stop, then proceed at RESTRICTED speed.</p>			
<p><b>413</b></p>	<p><b>ADVANCE CLEAR TO MEDIUM</b> Proceed, approaching second signal at MEDIUM speed.</p>	<p><b>422</b></p>	<p><b>MEDIUM TO CLEAR</b> Proceed, MEDIUM speed passing signal and through turnouts.</p>	<p><b>431</b></p>	<p><b>SLOW TO CLEAR</b> Proceed, SLOW speed passing signal and through turnouts.</p>	<p><b>438</b></p>	<p><b>TAKE/LEAVE SIDING SIGNAL</b> ★ <i>Indications will be specified in the Special Instructions for each specific application of this signal.</i></p>			
<p><b>414</b></p>	<p><b>ADVANCE CLEAR TO SLOW</b> Proceed, approaching second signal at SLOW speed.</p>	<p><b>423</b></p>	<p><b>MEDIUM TO LIMITED</b> Proceed, MEDIUM speed passing signal and through turnouts, approaching next signal at LIMITED speed.</p>	<p><b>432</b></p>	<p><b>SLOW TO LIMITED</b> Proceed, SLOW speed passing signal and through turnouts, approaching next signal at LIMITED speed.</p>	<p><b>439</b></p>	<p><b>STOP SIGNAL</b> Stop. <i>(“A” plaque required, as shown)</i> <small>OPTIONAL PER RAILROAD: Unless required to clear a switch, crossing, controlled location, or spotting passenger equipment on station platforms, a train or engine not authorized by Rule 564 must stop at least 300 feet in advance of the STOP signal.</small></p>			
<p><b>414A</b></p>	<p><b>ADVANCE CLEAR TO DIVERGING</b> Proceed, approaching second signal at DIVERGING speed. <i>(DV plaque required, as shown)</i></p>	<p><b>104</b></p> <table border="0"> <tr> <td> <p>MAIN TRACK, HAND OPERATED</p> <p>NORMAL</p> <p>REVERSE</p> </td> <td> <p>NON-MAIN TRACK, HAND OPERATED</p> <p>NORMAL</p> <p>REVERSE</p> </td> <td> <p>NON-MAIN TRACK, SEMI-AUTOMATIC</p> <p>NORMAL</p> <p>REVERSE</p> </td> </tr> </table>			<p>MAIN TRACK, HAND OPERATED</p> <p>NORMAL</p> <p>REVERSE</p>	<p>NON-MAIN TRACK, HAND OPERATED</p> <p>NORMAL</p> <p>REVERSE</p>	<p>NON-MAIN TRACK, SEMI-AUTOMATIC</p> <p>NORMAL</p> <p>REVERSE</p>	<p><b>SWITCHSTAND TARGETS</b> Normal and Reverse switch target examples. Top colored part may be metal panel or light. Semi-automatic (spring) switches use diamond shaped targets; manual switches use non-diamond shaped targets.</p>	<p><b>440</b></p>	<p><b>DIRECTION INDICATOR</b> Flashing arrow indicators attached to block signals when illuminated, identify that the route at the next controlled location is displaying a permissive signal and the route is lined and secured as indicated by the direction of the arrow.</p>
<p>MAIN TRACK, HAND OPERATED</p> <p>NORMAL</p> <p>REVERSE</p>	<p>NON-MAIN TRACK, HAND OPERATED</p> <p>NORMAL</p> <p>REVERSE</p>	<p>NON-MAIN TRACK, SEMI-AUTOMATIC</p> <p>NORMAL</p> <p>REVERSE</p>								

<p><b>429 / 435 / 437</b></p> <p><b>ABSOLUTE PLAQUE</b> This sign marks an absolute signal. A signal bearing this sign cannot convey Rule 437.</p>	<p><b>408 / 428 / 429 / 430</b></p> <p><b>DIVERGING PLAQUE</b> This sign marks a signal that displays “diverging” speed aspects, as opposed to the standard speed-signaling aspects.</p>	<p><b>406 / 416 / 419 / 420 / 421</b></p> <p><b>LIMITED PLAQUE</b> The presence of this sign upgrades MEDIUM speed aspects to LIMITED speed.</p>	<p><b>436</b></p> <p><b>RESTRICTING PLAQUE</b> The presence of this sign upgrades a Rule 437 <i>Stop and Proceed Signal</i> aspect to a Rule 436 <i>Restricting Signal</i> aspect.</p>	<p><b>LIMITED SPEED</b> ..... 45 MPH  <b>MEDIUM SPEED</b> ..... 30 MPH  <b>DIVERGING SPEED</b> ..... 25 MPH  <b>SLOW SPEED</b> ..... 15 MPH  <b>REDUCED SPEED</b> ..... Able to stop within one-half the range of vision of equipment.  <b>RESTRICTED SPEED</b> ..... Able to stop within one-half the range of vision of equipment, mis-lined switch, broken rail, but in no case exceeding SLOW speed.</p>
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# CANADIAN RAIL OPERATING RULES (CROR) – SIGNAL RULES (2 of 2)

14	<b>WHISTLE POST</b> Located at least one-quarter (¼) mile from the edge of all public crossings at grade, blind curves and tunnels.	14	<b>PROHIBITED WHISTLE POST</b> Located at least one-quarter (¼) mile from the edge of every public crossing at grade, where engine whistle signal Rule 14 (I) is prohibited by special instruction. Sound whistle only in emergencies.	GOI 12	<b>BEGIN MEASURED MILE SIGN</b> Marks the start of an exact one mile measurement, located where required to permit crews to verify accuracy of the Locomotive Speed Indicator and/or the Distance Measuring Device.	GOI 12	<b>END MEASURED MILE SIGN</b> Marks the end of an exact one mile measurement.	
								
82	<b>MILE POST SIGN</b> Located at one mile intervals to designate subdivision mileage.	849	<b>SWITCH MILE SIGN</b> Located opposite actual point of switch, to identify certain switches which are designated by mileage in Track Occupancy Permits or Clearances.	GOI 12	<b>STRUCTURE NUMBER SIGN</b> To designate to nearest tenth of a mile the location of certain structures such as bridges, tunnels, and snowsheds.	n/a	<b>DESIGNATED SWITCH SIGN</b> Located at right angle to track, adjacent to a designated switch indicated in the timetable by location.	
								
66	<b>BEGIN HEAVY GRADE SIGN</b> Placed at locations indicated in special instructions or in timetable footnotes to mark the beginning of a downgrade which exceeds 1.0%, but does not exceed 1.8%, for a distance of two miles or more.	66	<b>END HEAVY GRADE SIGN</b> Placed at locations indicated in special instructions or in timetable footnotes to mark the end of a downgrade which exceeds 1.0%, but does not exceed 1.8%, for a distance of two miles or more.	66	<b>BEGIN MOUNTAIN GRADE SIGN</b> Placed at locations indicated in timetable footnotes or special instructions to mark the beginning of a downgrade which exceeds 1.8%.	66	<b>END MOUNTAIN GRADE SIGN</b> Placed at locations indicated in timetable footnotes or special instructions to mark the end of a downgrade which exceeds 1.8%.	
								
104.5	<b>DERAIL SIGN</b> Indicates the location of a permanent derail. When a number is present on a <i>Derail Sign</i> , it indicates another derail(s) on adjacent track(s) where <i>Derail Signs</i> cannot be installed because of clearance restrictions. Number refers to the total number of tracks having derails at the location marked by the <i>Derail Sign</i> .	104.5	<b>DERAIL SWITCH SIGN</b> Indicates location of a switch point derail.	GOI 12	<b>LUBRICATOR LOCATION SIGN</b> Indicates to snow plow operators the location of a rail lubricator mounted on track.	GOI 12	<b>SNOW PLOW / FLANGER SIGN</b> Calls attention of snow plow and flanger operators to an obstruction to the operation of their snow removal equipment. The sign may be repeated on the same post in accordance with the number of immediate obstructions present.	
								
GR	<b>RESTRICTED CLEARANCE SIGN</b> To call attention to restricted side or overhead clearance, or both, where employees must not ride sides or above the roof of a moving engine or car.	GOI 12	<b>POINT PROTECTION ZONE SIGN</b> When used, will be located either at the Point Protection Zone (PPZ) limit or in close proximity to provide a visual reminder of entering a PPZ. <b>NOTE:</b> May be mounted to a post, switch or other structure and may include a number plate to identify separate zones when used.	(563)	<b>SWITCHING ZONE SIGN</b> Identifies switching zone limits specified in the timetable or special instructions. Such signs are placed to face trains or engines leaving the limits.	GOI 12	<b>REMOTE LOCOMOTIVE OPERATION SIGN</b> Warns that locomotives operated by remote control may be in this area.	
								
620	<b>RAILWAY CROSSING AT GRADE SIGN</b> Located one mile from non-interlocked railway crossings at grade.	620	<b>RAILWAY DRAWBRIDGE SIGN</b> Located one mile from non-interlocked drawbridges.	101.1 / GOI 10	<b>DIMENSIONAL ZONE SIGN</b> To define dimensional zone limits specified in the timetable and described in General Operating Instructions, Section 10, Item 5.4.	GOI 10	<b>DIMENSIONAL BULGE SIGN</b> Designates to the nearest tenth of a mile the location of the beginning or end of the dimensional bulge identified in the timetable. Located to the outside of main track and siding at each location. <b>Bulge</b> placard is optional.	
								
82 / 107	<b>STATION NAME SIGN (SNS)</b> Identifies the official location of the station, per the mileage point shown in timetable. This sign is placed parallel to the main track.		315	<b>STATION MILE SIGN</b> Located one mile from station, siding switch, first main track switch where trains can enter or leave yard tracks, designated switch, or junction switch—whichever is the most outlying in each direction. This sign is placed to face movements approaching the named station.		GOI 12	<b>ADVANCE INTERLOCKING SIGN</b> Located one mile from interlocking not provided with an advance block signal. Proceed, preparing to stop at the interlocking signal. <b>NOTE:</b> This requirement does not apply when track is seen to be clear to the interlocking signal and such signal indicates proceed.	
								
103	<b>SPOTTING OF EQUIPMENT PROHIBITED BEYOND THIS POINT SIGN</b> Located at sufficient distance from a road crossing, and to the outside of the outer track(s) to which it applies, in order to provide adequate sight distance of adjacent main track for vehicles using the road crossing. Cars, engines or track units may not be left between the sign and the road crossing in the direction of the arrow.		GOI 12	<b>ENGINES PROHIBITED BEYOND THIS POINT SIGN</b> Located at actual point beyond which an engine is prohibited from moving.		103 / 620	<b>STOP SIGN</b> Unless otherwise specified, all movements must STOP prior to passing the <i>Stop Sign</i> . Except where otherwise indicated, this sign is typically located 500 feet from non-Interlocked railway crossings at grade, non-interlocked drawbridges, and at other locations where its use is required.	
								
80 – 82	<b>MAIN TRACK BEGINS SIGN</b> Located at the actual point where main track begins. <b>NOTE:</b> These signs need not be placed where the main track begins or ends at a switch.	80 – 82	<b>MAIN TRACK ENDS SIGN</b> Located at the actual point where main track ends. <b>NOTE:</b> These signs need not be placed where the main track begins or ends at a switch.	GOI 12	<b>BEGINNING OF RAILWAY SIGN</b> The named railroad begins at this point.		GOI 12	<b>END OF TRACK SIGN</b> Located at the actual termination point of track, to indicate end of the track.
								
401.1	<b>BLOCK END SIGN</b> Indicates end of track circuit controlling a block or interlocking signal.	101.2	<b>CIRCUIT END SIGN</b> Indicates end of track circuit controlling automatic warning devices at locations specified in special instructions, or other designated devices.	560	<b>BEGIN CTC SIGN</b> Indicates beginning of Centralized Traffic Control system territory.	560	<b>END CTC SIGN</b> Indicates end of Centralized Traffic Control system territory.	
								
(93)	<b>ADVANCE YARD LIMIT SIGN</b> Outside of ABS, placed at least one mile in advance of each <i>Yard Limit Sign</i> .	(93)	<b>YARD LIMIT SIGN</b> Marks the boundary of yard limits.	94	<b>ADVANCE CAUTIONARY LIMIT SIGN</b> Placed at least one mile in advance of each cautionary limit sign.	94 / 841	<b>CAUTIONARY LIMIT SIGN</b> Marks the boundary of cautionary limits. Sign is visible from both directions.	
								
43 / 45 / 843 / 845	<b>YELLOW FLAG</b> Form V General Bulletin Order (GBO) slow track protection areas will be marked to begin by a yellow flag signal to the right of the track as seen from an approaching movement at least two miles in each direction from the outermost limits indicated in the GBO. A movement must not exceed the speed requirement of the GBO while in the slow track protected area. When a signaled turnout is within two miles of a speed restriction which does not apply on all tracks, every movement must approach such location prepared to comply with the speed restriction until it is known which route is to be used.		42 / 44 / 841–842	<b>YELLOW-OVER-RED FLAG</b> Form V General Bulletin Order (GBO) planned protection areas will be marked to begin by a yellow-over-red flag signal to the right of the track as seen from an approaching movement at least two miles in each direction from the outermost limits indicated in the GBO. All movements must be prepared to stop before entering the protected area. When a signaled turnout is within two miles of Rule 42 protection which does not apply on all tracks, every movement must still approach such location prepared to comply with the requirements of Rule 42 until it is known which route is to be used.		41–42 / 841–842	<b>RED FLAG (OR LIGHT)</b> A movement required to operate on a track protected by a red flag signal between the rails or a switch locked with a special lock must be stopped before passing it and be governed by any instructions from the foreman. A movement in possession of the <b>Form Y</b> must not proceed beyond the red flag signal located at the identifiable location stated in the General Bulletin Order, enter the track limits stated in the GBO, or make a reverse movement within such track limits until instructions have been received from the foreman named in the GBO.	
								
33	<b>ADVANCE SPEED SIGN</b> Located one mile in advance of a <i>Permissible Speed Sign</i> marking the beginning of a zone of lower speed.	33	<b>PERMISSIBLE SPEED SIGN</b> Marks the beginning of a speed zone specified in special instructions. When one speed is shown on the sign, it applies to all trains and engines. When two speeds are shown on the sign, the higher speed applies to passenger trains and the lower speed to other trains and engines. If the new speed zone is faster than the current speed zone, the movement must clear the current speed zone before speeding up.	33	<b>SPECIAL SPEED SIGN</b> Marks the beginning of a speed zone for special types of passenger train equipment when specified in special instructions. This sign is mounted on the same sign post above a <i>Permissible Speed Sign</i> .		43 / 45 / 843 / 845	<b>GREEN FLAG</b> Slow track protection ends when the movement passes the Green Flag signal. If multiple slow track protection areas overlap, then the movement must clear all areas before resuming normal speed.
