

GENERAL CODE OF OPERATING RULES – SIGNAL RULES

230		CLEAR Proceed.	235		APPROACH RESTRICTING Proceed prepared to pass next signal at Restricted speed.	240		RESTRICTING Proceed at Restricted speed.
231		APPROACH LIMITED Proceed prepared to pass next signal not exceeding 60 MPH.	236		APPROACH Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.	241		STOP AND PROCEED Stop, then proceed at Restricted speed. Number Plate required, as shown.
232		ADVANCE APPROACH Proceed prepared to pass next signal not exceeding 50 MPH.	237		DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout.	242		STOP Stop. See Rules 89, 98(B).
233		APPROACH DIVERGING Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.	238		DIVERGING APPROACH MEDIUM Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 40 MPH.	228		DISTANT SIGNAL CLEAR Proceed. If a train or engine is delayed between a Distant Signal Clear and a block signal, interlocking signal, or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
234		APPROACH MEDIUM Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to advance on diverging route at next signal at prescribed speed through turnout.	239		DIVERGING APPROACH Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed.	229		DISTANT SIGNAL APPROACH Approach next signal prepared to stop short of next signal or switch point indicator. The maximum speed in interlocking limits for which Distant Signal Approach is displayed at a distant signal is 20 MPH.
240		GRADE/PERMISSIVE MARKERS This marker identifies the fixed signal to which it is attached as a permissive signal which conveys Rule 240 instead of Rule 241.	228 / 229		DISTANT SIGNAL MARKER This marker identifies the fixed signal to which it is attached as a non-block distant signal which conveys Rule 228 or 229. Such a signal does not convey block or track occupancy or condition information.	229		DISTANT SIGNAL APPROACH Approach next signal prepared to stop short of next signal or switch point indicator. The maximum speed in interlocking limits for which Distant Signal Approach is displayed at a distant signal is 20 MPH.
104(M)		SPRING SWITCH SIGN (examples) Spring switches are identified by letters "S", "SS", special switch banners, signs, and/or lights. Facing-point movements over spring switches will be protected by signals or indicators where required. See Rule 104(M).	104(R)		SWITCH POINT INDICATOR – NORMAL Switch points fit properly for normal movement. <i>Note—These signals will be demarcated with a Spring Switch Sign or other means as advised in the system Special Instructions.</i>	104(R)		SWITCH POINT INDICATOR – REVERSE Switch points fit properly for reverse movement. <i>Note—These signals will be demarcated with a Spring Switch Sign or other means as advised in the system Special Instructions.</i>
98		STOP SIGN (examples) Stop before passing the Stop Sign. Proceed according to instructions in Employee Timetable or Special Instructions. Where conflicting routes are present, train must be stopped not less than 50 feet from those routes. If view of conflicting route is obscured from the train, a crew member must precede movement.	224		TRAIN ORDER SIGNAL – STOP Stop unless clearance received. <i>Note—Train Order signals will be demarcated from other signals as advised in the Employee Timetable or system Special Instructions.</i>	225		TRAIN ORDER SIGNAL – CALL-ON Proceed on main track to Train Order signal. <i>Note—Train Order signals will be demarcated from other signals as advised in the Employee Timetable or system Special Instructions.</i>
93		YARD LIMIT SIGN (example) Within yard limits, the main track may be used by trains or engines, not protecting against other trains or engines. Engines must give way to trains as soon as practicable upon their approach. Inferior trains and engines must clear the main track at the time a first class train is due to leave the nearest station in the direction of its approach where time is shown. Trains must clear other trains which are superior as prescribed by Rules 86 and 87. Movements within yard limits must be made at Restricted speed, unless the main track is known to be clear by a Clear, Approach Limited, Advance Approach, or Diverging Clear signal. Movements against the current of traffic must not be made unless authorized and protected by train order, track warrant, yardmaster, or other authorized employee.	226		TRAIN ORDER SIGNAL – CLEAR Proceed. <i>Note—Train Order signals will be demarcated from other signals as advised in the Employee Timetable or system Special Instructions.</i>	10 – 10(D)		STUB POSTS/DOLL ARMS/DUMMY MASTS One or more tracks intervene between the signal and the track governed by the signal. When more than one track intervenes, the number of stub posts, with or without blue lights or reflectors, is increased accordingly.
10(E)		YELLOW FLAG (example) A Yellow Flag will be displayed not less than 2 miles (where practicable) in advance of each location where train movement is to be restricted by train order, track bulletin, track warrant, or general order due to track conditions, structures, or men or equipment. Restriction applies until rear of train has passed Green Flag or has cleared limits specified. When there is no covering bulletin, then proceed not exceeding 10 MPH expecting Red Flag, men or equipment for 2 miles beyond this sign; resume speed after 4 miles beyond this sign. See Rule 10.	10(E)		RED FLAG (example—sign, flag, or light) A Red Flag will be displayed at locations where trains must stop as required by Form Y train order, track bulletin, or other condition. Train must stop short of the Red Flag and not proceed until authorized by foreman. If Form Y train order or Form B track bulletin is not in effect, then once authorized to proceed, do not exceed speed prescribed by foreman, order, or bulletin (or 10 MPH if no speed given) until rear of train has passed Green Flag or reached a point 2 miles beyond Red Flag.	10(E)		GREEN FLAG (example) A Green Flag marks the end of the temporary speed restriction. Resume regular speed once the end of the train has passed this sign or flag. Where multiple restricted zones overlap, one Green Flag will be placed at the end of the final zone.
10(E)		PERMANENT SPEED LIMIT SIGN (examples) Permanent speed restriction signs will be placed in advance of the point where the restriction becomes effect, or other location as prescribed in the Special Instructions. Do not exceed the speed shown as directed. If two figures are shown, the higher one applies to trains consisting entirely of passenger equipment, and the lower figure applies to all other trains.	10(E)		ADVANCE SPEED LIMIT SIGN (examples) A permanent speed limit begins ahead as prescribed in the system Special Instructions.	10(E)		PERMANENT RESUME SPEED SIGN (examples) Such a sign is placed at the end of the speed restriction. A higher speed may be resumed once the entire movement has passed this sign.
								RESTRICTED SPEED A speed that will permit stopping within one-half the range of vision; short of train, engine, railroad car, stop signal, derail, or switch not properly lined, looking out for broken rail, not exceeding 20 MPH.

UPPER-QUADRANT SEMAPHORE ASPECTS SHOWN APPLY TO COLORLIGHT AND SEARCHLIGHT TYPE SIGNALS AS WELL. DAY AND NIGHT ASPECTS OF COLORLIGHT/SEARCHLIGHT SIGNALS HAVE THE SAME COLORS AS THE NIGHT ASPECTS OF GENERIC UPPER-QUADRANT SEMAPHORE SIGNALS SHOWN. SIGNAL TYPE DOES NOT CHANGE INDICATED ASPECT. DWARF SIGNAL ASPECTS ARE NOT SPECIFIED. DWARF SIGNAL ASPECTS ARE THE SAME AS THE HIGH SIGNAL ASPECTS DEPICTED HERE. EXCEPTIONS TO THIS STANDARD OR ANY OTHER SIGNAL RULES, ASPECTS, OR INDICATIONS WILL BE NOTATED IN THE SYSTEM SPECIAL INSTRUCTIONS OR EMPLOYEE TIMETABLE. © 2024 JOSEPH HOEVET, JHH GCOR RULES APR/1986 NOT AN OFFICIAL RAILROAD REFERENCE: NOT FOR USE BY ACTUAL RAILROAD EMPLOYEES. LINES RADIATING FROM SIGNAL LAMP INDICATE FLASHING ASPECT. REVISION #1 – 02242024

GENERAL CODE
OF
OPERATING RULES

Effective April 27, 1986

Railroads governed by these rules:

Union Pacific System
Union Pacific Railroad and Missouri Pacific Railroad
Missouri–Kansas–Texas Railroad System
St. Louis Southwestern Railway Company

Southern Pacific Transportation Company
Atchison, Topeka, and Santa Fe Railway Company

Burlington Northern Railroad Company
Chicago and North Western Transportation Company
Davenport, Rock Island, and North Western Railway Company
Lake Superior and Ishpeming Railroad Company
Minnesota Transfer Railway Company
Soo/Milwaukee System