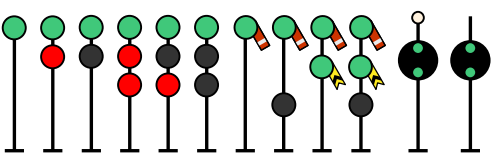
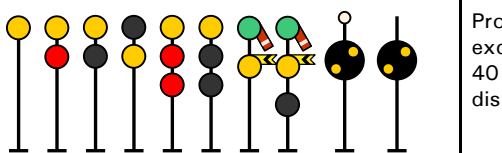
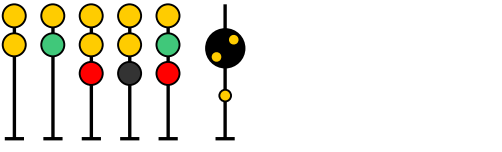
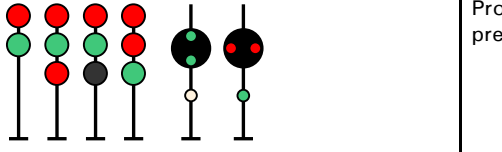
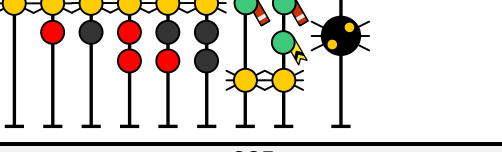


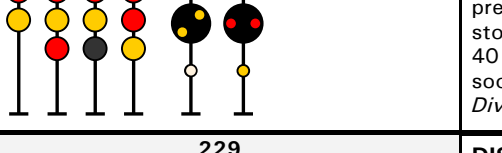


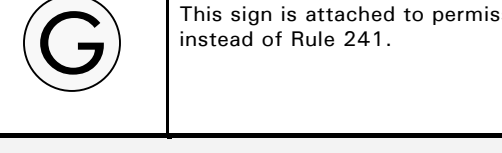
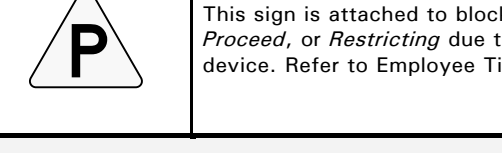
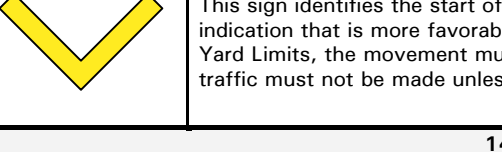
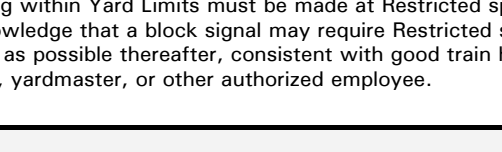
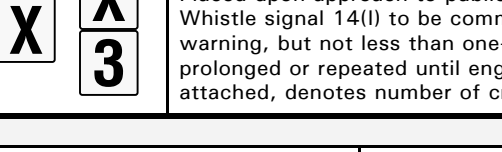
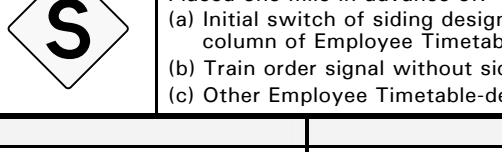
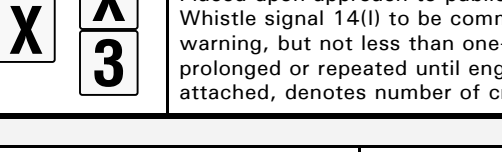
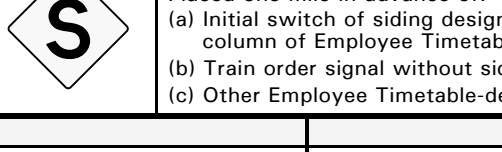

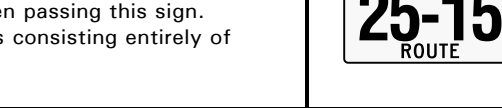
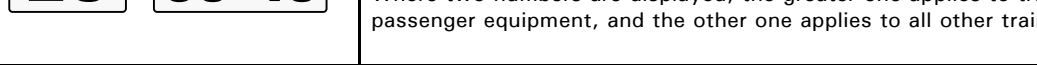


SOUTHERN PACIFIC RAILROAD – SIGNAL RULES

<p style="text-align: center;">230</p> 	<p>CLEAR Proceed.</p>	<p style="text-align: center;">236</p> 	<p>APPROACH Proceed prepared to stop at next signal. Trains exceeding 40 MPH must begin reduction to 40 MPH as soon as engine passes signal displaying <i>Approach</i>.</p>
<p style="text-align: center;">233</p> 	<p>APPROACH DIVERGING Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.</p>	<p style="text-align: center;">237</p> 	<p>DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout.</p>
<p style="text-align: center;">234</p> 	<p>ADVANCE APPROACH Proceed prepared to stop at second signal unless the next signal displays a <i>Clear</i>, <i>Approach Diverging</i>, or <i>Advance Approach</i>.</p>	<p style="text-align: center;">238</p> 	<p>DIVERGING ADVANCE APPROACH Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal unless next signal displays a <i>Clear</i>, <i>Approach Diverging</i>, or <i>Advance Approach</i>.</p>
<p style="text-align: center;">235</p> 	<p>APPROACH RESTRICTING Proceed prepared to pass next signal at Restricted speed.</p>	<p style="text-align: center;">239</p> 	<p>DIVERGING APPROACH Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop short of next signal. Trains exceeding 40 MPH must begin reduction to 40 MPH as soon as engine passes signal displaying <i>Diverging Approach</i>.</p>
<p style="text-align: center;">228</p> 	<p>DISTANT SIGNAL CLEAR Proceed. If train is delayed between Distant Signal Clear and next signal, it must then proceed prepared to stop short of next signal. <i>Requires number plate with number prefix of "D".</i></p>	<p style="text-align: center;">229</p> 	<p>DISTANT SIGNAL APPROACH Proceed prepared to stop short of next signal or switch point indicator. <i>Requires number plate with number prefix of "D".</i></p>
<p style="text-align: center;">240</p> 	<p>GRADE SIGNAL PLAQUE This sign is attached to permissive block signals which show Rule 240 <i>Restricting</i> instead of Rule 241.</p>	<p style="text-align: center;">314(A)</p> 	<p>PROTECTION SIGNAL PLAQUE This sign is attached to block signals which may show <i>Stop</i>, <i>Stop and Proceed</i>, or <i>Restricting</i> due to triggering of a connected protection device. Refer to Employee Timetable or Special Instructions.</p>
<p style="text-align: center;">93</p> 	<p>YARD LIMIT SIGN 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.</p>	<p style="text-align: center;">314(A)</p> 	<p>SPRING SWITCH TARGET This switchstand target denotes a spring-type turnout. When run through in the trailing movement direction, the points return to their normal position. See Employee Timetable.</p>
<p style="text-align: center;">14(L)</p> 	<p>WHISTLE SIGN Placed upon approach to public crossings at grade, tunnels, and obscure curves. Whistle signal 14(l) to be commenced sufficiently in advance to afford ample warning, but not less than one-fourth mile before reaching a crossing, and prolonged or repeated until engine has passed over the crossing. Numeral, when attached, denotes number of crossings not more than one-fourth mile apart.</p>	<p style="text-align: center;">14(L)</p> 	<p>STATION ONE MILE SIGN Placed one mile in advance of: (a) Initial switch of siding designated in left-hand column of Employee Timetable; (b) Train order signal without siding; (c) Other Employee Timetable-designated locations.</p>
<p style="text-align: center;">14(L)</p> 	<p>YARD LIMIT ONE MILE SIGN Placed one mile in advance of the start of Yard Limit restrictions.</p>	<p style="text-align: center;">14(L)</p> 	<p>STOP SIGN Stop before passing <i>Stop Sign</i>. Proceed according to Employee Timetable or Special Instructions.</p>
<p style="text-align: center;">25 60-40</p> 	<p>PERMANENT SPEED RESTRICTION SIGN Permanent speed restrictions shall be listed in Employee Timetable and designated by this sign at the start of the restriction. Do not exceed the speed shown when passing this sign. Where 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 style="text-align: center;">25-15</p> 	<p>PERMANENT DIVERGING ROUTE SPEED RESTRICTION SIGN Permanent diverging route speed restrictions shall be listed in Employee Timetable and designated by this sign in advance of the switch. For trains using the subject track, do not exceed the speed shown while occupying any part of that track. Where 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 style="text-align: center;">240</p> 			<p>OVERHEAD SIGNALS Signals on superstructures govern the track which they are over or nearest.</p>
<p style="text-align: center;">RESTRICTED SPEED</p> <p style="text-align: center;">Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail, not exceeding 20 MPH.</p>			

DWARF SIGNAL ASPECTS ARE NOT ESPECIALLY DEPICTED. DWARF SIGNAL ASPECTS ARE THE SAME AS THE HIGH SIGNAL ASPECTS DEPICTED HERE. DARK COLOR-POSITION-LIGHT SIGNAL MARKERS ARE OMITTED HERE FOR CLARITY. THEY DO NOT AFFECT THE INTENDED ASPECT. LINES RADIATING FROM SIGNAL LAMP INDICATE FLASHING ASPECT. REVISION #0 - 0222204

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