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# **UNION PACIFIC RAILROAD SYSTEM SPECIAL INSTRUCTIONS**

**Effective 0900 CDT Thursday, May 01, 2014**

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**This document supersedes:**

Union Pacific Railroad  
System Special Instructions  
Effective July 02, 2013

## Item 19 Block and Interlocking Signals


Explanation of symbols: ○ White light ● Dark ⚡ Flashing color

Ⓜ "G" plate

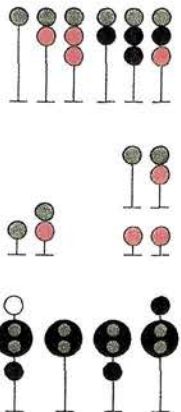
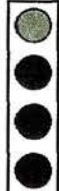
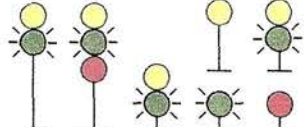

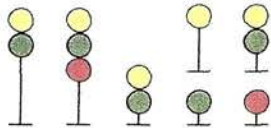

○ Lunar light

xx Number plate

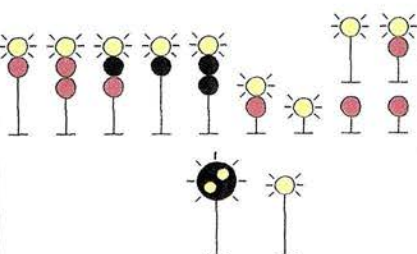

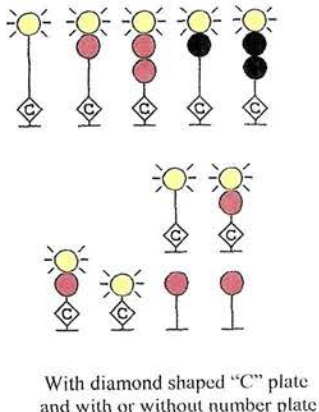

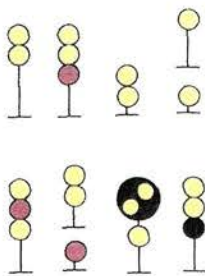
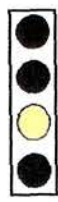
◇ "C" plate

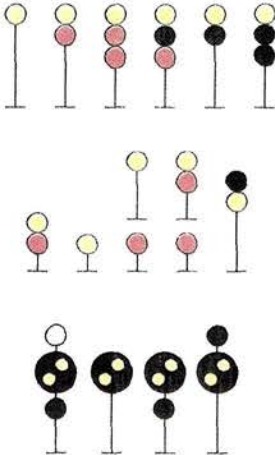

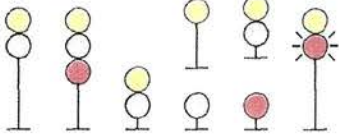

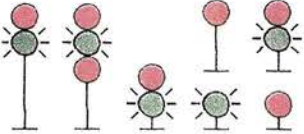

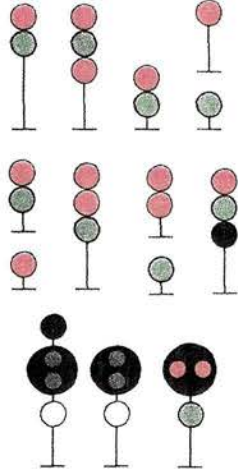

 Color position signal head - When one color only is displayed in a color position signal head, it is to be considered the same as two lights.

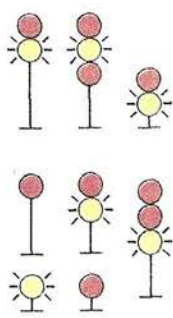

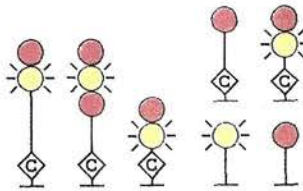

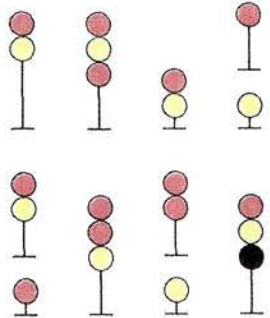

Unless otherwise specified, or signal mast is shown with a number plate, signal aspects shown apply to signals with or without number plates.

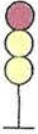

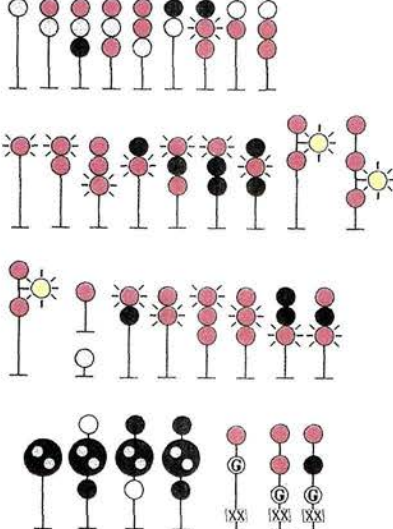

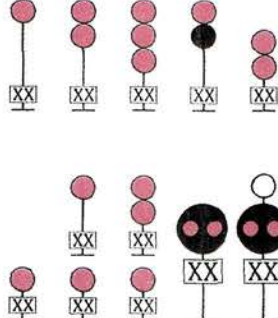

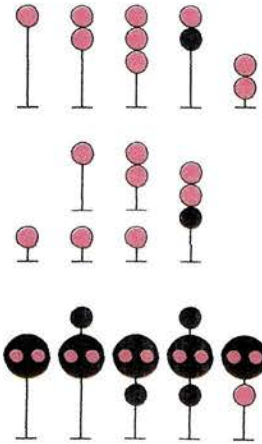

RULE	NAME	ASPECT	ACS	INDICATION
9.2.1	Clear			Proceed.
9.2.2	Approach Clear Sixty			Proceed. Freight trains exceeding 60 MPH must immediately reduce to 60 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH.  When signal governs the approach to a control point with a 60 MPH turnout speed be prepared to advance on diverging route.
9.2.3	Approach Clear Fifty			Proceed. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger trains may proceed, but must be 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.




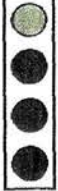
RULE	NAME	ASPECT	ACS	INDICATION
9.2.4	Advance Approach			<p>Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH.</p> <p>When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route.</p>
9.2.4P	Advance Approach Passenger	 <p>With diamond shaped "C" plate and with or without number plate</p>		<p>Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH.</p>
9.2.5	Approach Diverging			<p>Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.</p>




RULE	NAME	ASPECT	ACS	INDICATION
9.2.6	Approach			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.
9.2.7	Approach Restricting			Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH.
9.2.8	Diverging Clear Limited	 <p>Without number plate</p>		Proceed on diverging route. Speed through turnout must not exceed 40 MPH.
9.2.9	Diverging Clear	 <p>Without number plate</p>		Proceed on diverging route not exceeding prescribed speed through turnout.

RULE	NAME	ASPECT	ACS	INDICATION
9.2.10	Diverging Advance Approach	 <p>Without number plate</p>		<p>Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH.</p> <p>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>
9.2.10P	Diverging Advance Approach Passenger	 <p>With diamond-shaped "C" plate and without number plate</p>		<p>Proceed on diverging route at prescribed speed through turnout prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains exceeding 60 MPH must immediately reduce to 60 MPH.</p>
9.2.11	Diverging Approach	 <p>Without number plates</p>		<p>Proceed on diverging route at prescribed speed through turnout 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.</p>

RULE	NAME	ASPECT	ACS	INDICATION
9.2.12	Diverging Approach Diverging	 <p>Without number plates</p>		Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.
9.2.13	Restricting			Proceed at restricted speed, not exceeding prescribed speed through turnout when applicable.
9.2.14	Restricted Proceed			Proceed at restricted speed.
9.2.15	Stop	 <p>Without number plates</p>		Stop before any part of train or engine passes the signal.



9.2.16	Diverging Approach Clear Fifty	 Without number plate		<p>Proceed on diverging route at prescribed speed through turnout. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH.</p> <p>When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route.</p>
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RULE	NAME	ASPECT	ACS	INDICATION
9.2.17	Clear Restricting	Lake St. Interlocking 		Proceed at restricted speed, not exceeding 10 MPH.
9.2.18	Approach Restricting	Lake St. Interlocking 		Proceed at restricted speed, prepared to stop.
9.2.19	Stop	Lake St. Interlocking 		Stop before any part of train or engine passes the signal.