

CALTRAIN – ROUTE SIGNAL RULES

9.1.3 	CLEAR Proceed.	9.1.9 	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.	9.1.13 	RESTRICTING Proceed at RESTRICTED SPEED, not exceeding prescribed speed through turnout(s).
9.1.6 	APPROACH DIVERGING Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.	9.1.10 	DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout.	9.1.14 	STOP AND PROCEED Stop before any part of train or engine passes the signal then proceed at RESTRICTED SPEED to next signal. <i>With Number Plate, as shown.</i>
9.1.7 	ADVANCE APPROACH 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.	9.1.11 	DIVERGING ADVANCE APPROACH 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.	9.1.15 	STOP Stop before any part of train or engine passes the signal.
9.1.8 	APPROACH RESTRICTING Proceed prepared to pass the next signal at RESTRICTED SPEED, but not exceeding 15 MPH.	9.1.12 	DIVERGING APPROACH 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.	9.1.16 	DIVERGING APPROACH DIVERGING Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at next signal at prescribed speed through turnout.

ROUTE SIGNALS ARE IN EFFECT BETWEEN: SOUTHWARD BLOCK SIGNALS 433-1 AND 433-2 AND NORTH LIMIT CP LICK. SIGNAL ASPECTS AND INDICATIONS RULES 9.1.1 THROUGH AND INCLUDING 9.1.16 APPLY.

CALTRAIN – SAN FRANCISCO SIGNAL RULES

9.1.40 DWARF 	REDUCED SLOW CLEAR Proceed at REDUCED SLOW SPEED until entire train clears all control point switches, then proceed.	9.1.41 DWARF 	REDUCED SLOW ADVANCE APPROACH Proceed prepared to stop at the second signal. REDUCED SLOW SPEED applies until entire train clears all control point switches, then LIMITED SPEED applies.	9.1.42 DWARF 	REDUCED SLOW APPROACH Proceed prepared to stop at the next signal. REDUCED SLOW SPEED applies until entire train clears all control point switches, then MEDIUM SPEED applies.			
						SIGNALING SPEED LIMITS	PASSENGER	FREIGHT
						LIMITED SPEED	50 MPH	40 MPH
						MEDIUM SPEED	35 MPH	25 MPH
						SLOW SPEED	20 MPH	15 MPH
						REDUCED SLOW SPEED	15 MPH	5 MPH
						RESTRICTED SPEED	20 MPH	20 MPH

SAN FRANCISCO SIGNALS ARE IN EFFECT: ABSOLUTE SIGNALS LOCATED AT END OF TRACK AT SAN FRANCISCO STATION (MP 0) POCKET, STATION MAIN TRACKS #1 THROUGH #12, AND THE SOUTH LIMIT OF CP 4TH STREET (MP 0.38).

CALTRAIN – SPEED SIGNAL (CTX) RULES

9.1.20	DWARF 	CLEAR Proceed.	9.1.27	DWARF 	MEDIUM CLEAR Proceed at MEDIUM SPEED until entire train clears all control point switches, then proceed.	9.1.34	DWARF 	SLOW APPROACH Proceed prepared to stop at the next signal. SLOW SPEED applies until entire train clears all control point switches, then MEDIUM SPEED applies.
9.1.21	DWARF 	ADVANCE APPROACH Proceed prepared to stop at the second signal. Trains exceeding LIMITED SPEED must begin reduction to LIMITED SPEED as soon as head end passes signal.	9.1.28	DWARF 	SLOW CLEAR Proceed at SLOW SPEED until entire train clears all control point switches, then proceed.	9.1.35	DWARF 	RESTRICTING Proceed at RESTRICTED SPEED.
9.1.22	DWARF 	APPROACH Proceed prepared to stop at the next signal. Trains exceeding MEDIUM SPEED must begin reduction to MEDIUM SPEED as soon as head end passes signal.	9.1.29	DWARF 	LIMITED ADVANCE APPROACH Proceed at LIMITED SPEED prepared to stop at the second signal.	9.1.36	DWARF 	STOP AND PROCEED STOP and proceed at RESTRICTED SPEED. <i>Aspect requires Number plate, as shown.</i>
9.1.23	DWARF 	APPROACH LIMITED Proceed prepared to pass the next signal at LIMITED SPEED.	9.1.30	DWARF 	MEDIUM APPROACH Proceed at MEDIUM SPEED prepared to stop at the next signal. Train exceeding MEDIUM SPEED must at once reduce to MEDIUM SPEED.	9.1.37	DWARF 	STOP STOP before any part of train or engine passes the signal. <i>(No Number Plate)</i>
9.1.24	DWARF 	APPROACH MEDIUM Proceed prepared to pass the next signal at MEDIUM SPEED.	9.1.31	DWARF 	MEDIUM APPROACH MEDIUM Proceed at MEDIUM SPEED until entire train clears all control point switches, then proceed prepared to pass the next signal at MEDIUM SPEED. Trains exceeding MEDIUM SPEED must at once reduce to MEDIUM SPEED.	9.1.38	DWARF 	APPROACH RESTRICTING Proceed prepared to pass the next signal at RESTRICTED SPEED. Trains exceeding MEDIUM SPEED must begin reduction to MEDIUM SPEED as soon as head end passes signal.
9.1.25	DWARF 	APPROACH SLOW Proceed prepared to pass the next signal at SLOW SPEED. Trains exceeding MEDIUM SPEED must begin reduction to MEDIUM SPEED as soon as head end passes signal.	9.1.32	DWARF 	MEDIUM APPROACH SLOW Proceed at MEDIUM SPEED prepared to pass the next signal at SLOW SPEED. Train exceeding MEDIUM SPEED must at once reduce to MEDIUM SPEED.	9.1.39	DWARF 	MEDIUM APPROACH RESTRICTING Proceed at MEDIUM SPEED prepared to pass the next signal at RESTRICTED SPEED. Trains exceeding MEDIUM SPEED must at once reduce to MEDIUM SPEED.
9.1.26	DWARF 	LIMITED CLEAR Proceed at LIMITED SPEED until entire train clears all control point switches, then proceed.	9.1.33	DWARF 	SLOW ADVANCE APPROACH Proceed prepared to stop at the second signal. SLOW SPEED applies until entire train clears all control point switches, then LIMITED SPEED applies.			

9.11.1



PROTECTION SIGNAL PLAQUE

A block signal with triangular plate bearing letter **P** is also actuated by a special protective device(s). When signal displays an aspect requiring an inspection of the device, an inspection from the ground must be made of train, track or structure for which protection is provided to be sure it is safe for the passage of trains. When required to stop and inspect, the SCO must be notified immediately.
Number or location of such signals will be shown in timetable with description of the special protection afforded.

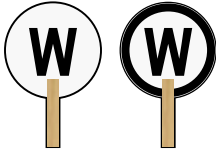
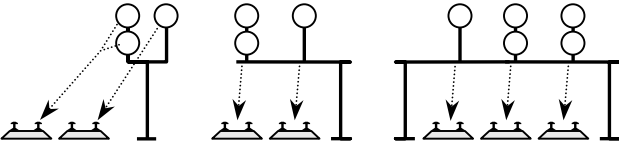







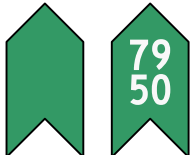
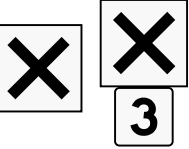
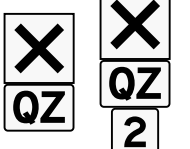
PROTECTION SIGNALS 175-1, 175-2, 170-1, 170-2

If signals 175-1, 175-2, 170-1 or 170-2 display a *Stop and Proceed* indication and the letter **P** is NOT illuminated, INSPECT bridges for motor vehicle strikes and misaligned track. When signals 175-1 and 175-2 display Red over White Light showing **P** or signals 170-1 and 170-2 display Red over Red over White Light showing **P** inspection of bridges is NOT required.

SIGNALING SPEED LIMITS	PASSENGER	FREIGHT
LIMITED SPEED	50 MPH	40 MPH
MEDIUM SPEED	35 MPH	25 MPH
SLOW SPEED	20 MPH	15 MPH
REDUCED SLOW SPEED	15 MPH	5 MPH
RESTRICTED SPEED	20 MPH	20 MPH

SPEED SIGNALS ARE IN EFFECT BETWEEN: SOUTH LIMIT CP 4TH STREET AND NORTHWARD BLOCK SIGNALS 431-1 AND 431-2. SIGNAL ASPECTS AND INDICATION RULES 9.1.20 THROUGH AND INCLUDING 9.1.39 APPLY.

CALTRAIN – SIGNAL RULES

5.2.3		9.2	
 <p>WATCHMAN'S DISK Trains approaching a watchman holding a Watchman's Disk in a raised position must acknowledge by sounding whistle Rule 5.8.2 (8).</p>		 <p>BRACKETTED/ADJACENT SIGNALS The right-hand signal governs right-hand track, and left-hand signal governs left-hand track. Signals on superstructures govern the track that they are placed over.</p>	
 <p>STATION SIGN A passenger station will be encountered in one mile.</p>		6.32.2	
 <p>STOP SIGN STOP before passing <i>Stop Sign</i>. Where "STOP" signs are located approximately 25 feet on each side of crossings, movements must stop at <i>Stop Sign</i> to allow warning devices to activate for the required length of time. See Rule 6.32.2.</p>			
5.4.2		5.4.5	
 <p>YELLOW FLAG (SIGN) A temporary speed restriction begins in 2 miles or other distance as specified by track bulletin, warrant, or order. Do not exceed the speed specified in the covering track bulletin, warrant, or general order once movement has proceeded 2 miles or the indicated distance past this sign. If there is no covering bulletin, then do not exceed 10 MPH two miles past this sign. Do not exceed appropriate speed until end of train has passed <i>Green Flag</i>.</p>		 <p>GREEN FLAG (SIGN) One or more temporary speed restrictions ends at this point. Resume maximum permissible speed once the end of the train has passed this sign.</p>	
5.4.3		5.4.7	
 <p>YELLOW-RED FLAG (SIGN) Yellow-red flags warn a train to be prepared to stop because of men or equipment. Proceed, prepared to stop at <i>Red Flag</i> 2 miles after passing the <i>Yellow-Red Flag</i>, or other distance as specified by covering track bulletin, warrant, or general order. If no <i>Red Flag</i> is encountered, proceed at Restricted speed and increase speed only after receiving permission from the employee in charge, or the leading wheels are 4 miles beyond the <i>Yellow-Red Flag</i>.</p>		 <p>RED FLAG (SIGN OR LIGHT) STOP before passing the <i>Red Flag</i>, unless the employee in charge gives verbal permission, including the milepost location of the <i>Red Flag</i>. If permission to proceed is received before the train stops, the train may pass the <i>Red Flag</i> without stopping. If track bulletin Form B is not in effect, then permission must include speed and distance. This speed must not be exceeded until the rear of the train has passed the specified distance from the <i>Red Flag</i>, unless otherwise instructed by the employee in charge.</p>	
5.5 / 6.31			
 <p>PERMANENT SPEED RESTRICTION SIGN A permanent speed restriction begins ½ mile ahead. Do not exceed the speed indicated beyond one-half mile past this sign. If 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>PERMANENT RESUME SPEED SIGN Once the entire train has passed this sign resume the indicated speed, or authorized maximum track speed if no speed is indicated. If 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>	
5.8.2		5.8.4	
 <p>WHISTLE SIGNS At locations where crossing signs are displayed, sound whistle as required by Rule 5.8.2 (7) regardless of the type of crossing the train is approaching. If a number sign is attached to the crossing sign, it shows the number of crossings not more than one-quarter mile apart for which the whistle signal is required.</p>		 <p>WHISTLE QUIET ZONE SIGNS These signs are used to warn for crossings where quiet zones are in effect. Ring engine bell according to Rule 5.8.1. Within specified quiet zones, Rule 5.8.2 (7) is suspended except during emergencies, non-quiet zone hours, or when automatic warning signals are seen or known to be out of service or malfunctioning. If a number sign is attached to the crossing sign, it shows the number of crossings not more than one-quarter mile apart for which the sign applies. See Rule 6.32.2.</p>	