

CASCADE & NORTH WESTERN RAILROAD – SIGNAL RULES

9.3.2		DWARF		CLEAR	Proceed not exceeding posted speed.	9.3.9		DWARF		DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout(s) indicated by signal aspect and timetable. Resume posted speed once train has cleared all turnouts and interlocking devices.	9.3.14		DWARF		RESTRICTING	Proceed at Restricted speed, not exceeding prescribed speed through turnout(s) when applicable.						
9.3.3		DWARF		ADVANCE APPROACH	Proceed prepared to stop at the second signal. Freight trains exceeding 40 MPH when passing this signal must immediately reduce to 40 MPH. All trains must reduce speed to pass the next signal not exceeding 30 MPH.	9.3.10		DWARF		DIVERGING ADVANCE APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) prepared to stop at second signal. Freight trains exceeding 40 MPH when passing this signal must immediately reduce to 40 MPH. All trains must reduce speed to pass the next signal not exceeding 30 MPH.	9.3.15		DWARF		STOP AND PROCEED	Stop before any part of train or engine passes the signal. Then proceed at Restricted speed. <i>Number Plate and Grade Plaque required, as shown.</i>						
9.3.5		DWARF		APPROACH DIVERGING	Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout(s) as indicated by signal aspect and timetable.	9.3.12		DWARF		DIVERGING APPROACH DIVERGING	Proceed on diverging route not exceeding prescribed speed through turnout(s) indicated by signal aspect and timetable. Then proceed prepared to advance on diverging route at next signal at prescribed speed through turnout(s) as indicated by signal aspect and timetable.	9.3.16		DWARF		STOP	Stop before any part of train or engine passes the signal.						
9.3.6		DWARF		APPROACH	Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH when passing this signal must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must reduce speed to 40 MPH or lower safe speed.	9.3.13		DWARF		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 when passing this signal must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must reduce speed to 40 MPH or lower safe speed.	9.2.1		DWARF		DISTANT SIGNAL CLEAR	Proceed. If delayed between this signal and the subsequent block signal, proceed prepared to stop before any part of train or engine passes that signal. <i>Distant Placard or Fishtail semaphore arm required, as shown.</i>						
9.3.7		DWARF		APPROACH RESTRICTING	Proceed prepared to pass the next signal at Restricted speed, or stop if required. Freight trains exceeding 30 MPH when passing this signal must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must reduce speed to 40 MPH or lower safe speed.	9.2.2		DWARF		DISTANT SIGNAL APPROACH	Proceed prepared to stop before any part of train or engine passes the next signal or turnout. <i>Distant Placard or Fishtail semaphore arm required, as shown.</i>												
9.1.2				DOLL ARMS		9.1.2				BRACKETED/ADJACENT SIGNALS		9.4.2				SLIDE CLEAR		9.4.1				SLIDE WARNING	
One or more tracks intervene between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms is increased accordingly.		The right-hand signal governs right-hand track, and left-hand signal governs left-hand track. Signals on superstructures govern the track over which they are placed.		Slide fence is not engaged. Proceed. <i>Slide Fence placard required, as shown.</i>		Slide fence may be engaged ahead. Stop unless block signal indication allows movement at Restricted speed. Then, remain alert for broken, bent or damaged rail, or obstructions or debris on track. <i>Slide Fence placard required, as shown.</i>																	
9.2.1 / 9.2.2	D	DISTANT SIGNAL PLACARD		9.3.14	P	PERMISSIVE PLACARD		9.4.1 / 9.4.2	F	SLIDE FENCE SIGNAL PLACARD		9.5.1	DERAIL	FIXED DERAIL SIGN									
This sign is attached to all fixed and non-semaphore signals acting under Rules 9.2.1 and 9.2.2. Distant signals are not block signals, and do not authorize train movement, nor advise of the condition or occupancy of the track between them and the later block signal.		When this sign is displayed on a non-interlocking block signal (with a number plate) then Rule 9.3.14 is indicated instead of Rule 9.3.15.		This sign is attached to all fixed signals to which Rules 9.4.1 and 9.4.2 apply. Slide Fence signals may be stand-alone or may be regular block signals. A Slide Fence <i>block</i> signal displaying its most-restrictive aspect invokes Rule 9.4.1.		This sign marks the position of a fixed, hand derail on the track. A train or engine approaching a fixed derail must stop at least 100 feet from a derail in derailing position, and movement must not continue until derail is placed into the non-derailing position.																	
6.12				YARD LIMITS SIGN		6.12				END YARD LIMITS SIGN		5.4.6				APPROACH STOP SIGN		5.4.7				STOP SIGN	
This sign marks 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> .		This sign marks the end of Yard Limit restrictions. Yard Limits rules no longer apply once the entire movement passes this sign.		Proceed at Restricted speed, prepared to stop before any part of train or engine passes <i>Stop Sign</i> ahead.		Stop before any part of train or engine passes the <i>Stop Sign</i> . Proceed according to Rules 6.32.1 through 6.32.4, as appropriate.																	
5.4.3				YELLOW FLAG (SIGN)		5.4.4				APPROACH FLAG (SIGN)		5.4.6				RED FLAG (SIGN OR LIGHT)		5.4.5				GREEN FLAG (SIGN)	
A special speed restriction begins at or beyond this sign, 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 the indicated distance past this sign. If there is no covering bulletin or speed specified, then do not exceed 10 MPH two miles past this sign. Maintain appropriate speed until end of train has passed <i>Green Flag</i> .		Proceed, prepared to stop at <i>Red Flag</i> or <i>Stop Sign</i> one mile after passing the <i>Approach 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 passing <i>Green Flag</i> or the leading wheels have moved four miles beyond the <i>Approach Flag</i> .		Stop before any part of train or engine passes the <i>Red Flag</i> , unless the employee in charge gives prior 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. Do not exceed indicated speed until the rear of the train has passed <i>Green Flag</i> or the specified distance from the <i>Red Flag</i> , unless otherwise instructed by the employee in charge.		One or more temporary speed restrictions ends at this point. Resume maximum permitted speed once the rear of the train has passed this sign.																	
5.5.3				PERMANENT SPEED RESTRICTION SIGN		5.5.2				ADVANCE PERMANENT SPEED RESTRICTION SIGN		5.5.4				PERMANENT RESUME SPEED SIGN		RESTRICTED SPEED					
Pass this sign not exceeding the speed indicated. If two numbers are displayed, the faster one applies to Passenger trains and the slower one applies to all other trains.		A permanent speed restriction begins two miles or less past this sign. Proceed prepared to not exceed the indicated speed in two miles, or other distance specified in the timetable. If two numbers are displayed, the faster one applies to Passenger trains and the slower one applies to all other trains.		Once the entire train has passed this sign, resume authorized maximum track speed. This sign does not cancel any temporary speed restriction in effect.		A speed that will permit stopping within one-half the range of vision, short of train, engine, railroad car, obstruction, men or equipment fouling track, <i>Stop</i> signal, derail, broken rail, or switch lined improperly, but not exceeding 20 MPH.																	

CASCADE & NORTH WESTERN RAILROAD – GOLD RUN DISTRICT SIGNAL RULES

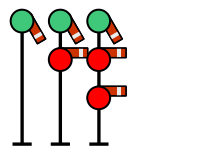
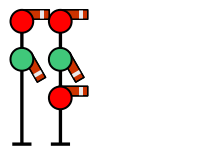
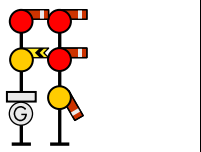
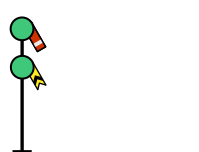
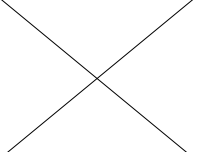
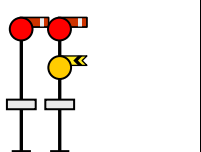
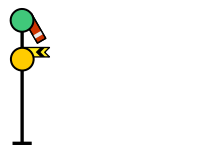
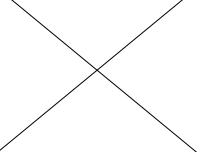
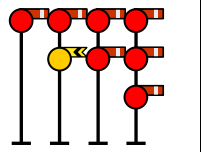


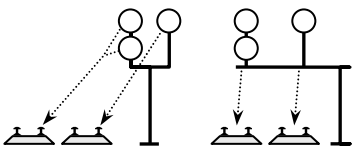






9.3.1G		CLEAR	Proceed not exceeding posted speed. <i>Number Plate required, as shown.</i>	9.3.7G		LIMITED CLEAR	Proceed on diverging route not exceeding Limited speed. Resume posted speed once entire train has cleared all turnouts and interlocking devices.	9.3.13G		APPROACH STOP	Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH when passing this signal must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must reduce speed to 40 MPH or lower safe speed. <i>Number Plate required, as shown.</i>
9.3.2G		ADVANCE APPROACH MEDIUM	Proceed prepared pass the second signal not exceeding Medium speed. Freight trains exceeding 50 MPH when passing this signal must immediately reduce to 50 MPH. All trains must reduce speed to pass the next signal not exceeding 40 MPH.	9.3.8G		LIMITED TO MEDIUM	Proceed on diverging route not exceeding Limited speed through turnout(s) prepared to stop at second signal. Freight trains exceeding 40 MPH when passing this signal must immediately reduce to 40 MPH. All trains must reduce speed to pass the next signal not exceeding 30 MPH.	9.3.14G		SLOW CLEAR	Proceed on diverging route not exceeding Slow speed. Resume posted speed once entire train has cleared all turnouts and interlocking devices.
9.3.3G		APPROACH LIMITED	Proceed prepared to pass the next signal not exceeding Limited speed.	9.3.9G		MEDIUM CLEAR	Proceed on diverging route not exceeding Medium speed. Resume posted speed once entire train has cleared all turnouts and interlocking devices.	9.3.15G		RESTRICTING	Proceed at Restricted speed, not exceeding prescribed speed through turnout(s) when applicable. <i>Pointed or square semaphore blade required, as shown.</i>
9.3.4G		APPROACH MEDIUM	Proceed prepared to pass the next signal not exceeding Medium speed. Freight trains exceeding 40 MPH when passing this signal must immediately reduce to 40 MPH. Passenger trains exceeding 50 MPH must reduce speed to 50 MPH or lower safe speed.	9.3.10G		MEDIUM TO MEDIUM	Proceed on diverging route not exceeding Medium speed through turnout(s). Do not exceed Medium speed until the next signal, and pass that signal not exceeding 30 MPH.	9.3.16G		RESTRICTED PROCEED	Proceed at Restricted speed. <i>Number Plate or Pointed semaphore blade required, as shown. Grade placard required, as shown.</i>
9.3.5G		APPROACH SLOW	Proceed prepared to pass the next signal not exceeding Slow speed. Freight trains exceeding 30 MPH when passing this signal must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must reduce speed to 40 MPH or lower safe speed.	9.2.11G		MEDIUM TO SLOW	Proceed on diverging route not exceeding Medium speed through turnout(s). Do not exceed Medium speed until the next signal and pass that signal not exceeding 15 MPH.	9.3.17G		STOP THEN PROCEED	Stop before any part of train or engine passes the signal. Then proceed at Restricted speed. <i>Number Plate or Pointed semaphore blade required, as shown.</i>
9.3.6G		APPROACH RESTRICTING	Proceed prepared to pass the next signal at Restricted speed, or stop if required. Freight trains exceeding 30 MPH when passing this signal must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must reduce speed to 40 MPH or lower safe speed.	9.2.12G		MEDIUM APPROACH STOP	Proceed on diverging route not exceeding Medium speed, prepared to stop before any part of train or engine passes the next signal. <i>Square semaphore blade required, as shown.</i>	9.3.18G		STOP	Stop before any part of train or engine passes the signal.
9.2.1		DISTANT CLEAR	Proceed. If delayed between this signal and the subsequent block signal, proceed prepared to stop before any part of train or engine passes that signal. <i>Fishtail semaphore arm required, as shown.</i>	9.2.3		DISTANT APPROACH MEDIUM	Proceed prepared to pass the next signal not exceeding Medium speed. If delayed between this signal and subsequent block signal, proceed prepared to stop before any part of train or engine passes that signal. <i>Fishtail semaphore arm required, as shown.</i>	9.2.2		DISTANT APPROACH	Proceed prepared to stop before any part of train or engine passes the next signal. <i>Fishtail semaphore arm required, as shown.</i>

6.12		YARD LIMITS SIGN This sign marks 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 Approach.	9.3.14G		GRADE PLACARD When this sign is displayed on a non-interlocking block signal also bearing a number plate, then Rule 9.2.16G is indicated instead of Rule 9.2.17G.		DOLL ARMS Where one or more tracks intervene between a signal and the track governed, dummy "doll" masts, possibly marked by blue lights or reflectors, will stand for the track(s) to which the signal does not apply.	9.1.2		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 over which they are placed.
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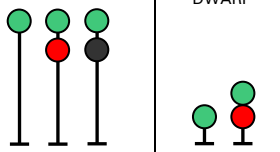
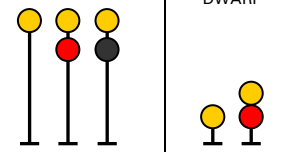

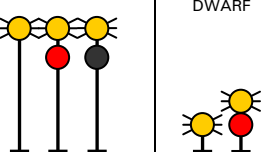
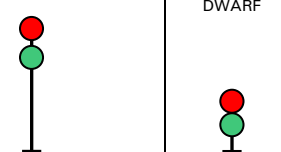
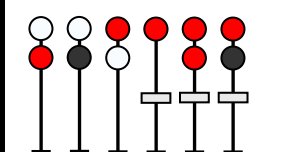
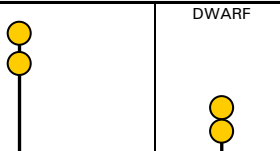
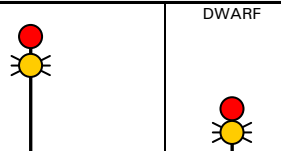
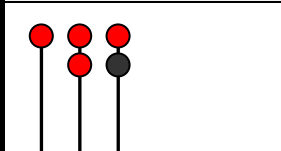

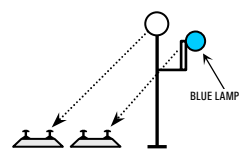
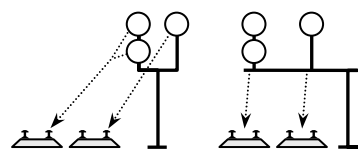
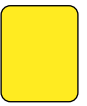
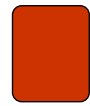
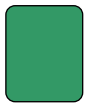



5.4.3		YELLOW FLAG (SIGN) A special speed restriction begins at or beyond this sign, as specified by track bulletin, warrant, or order. Do not exceed the speed specified in the covering track bulletin, warrant, or general order once movement has proceeded the indicated distance past this sign. If there is no covering bulletin or speed specified, then do not exceed 10 MPH two miles past this sign. Maintain appropriate speed until end of train has passed Green Flag.	5.4.4		APPROACH FLAG (SIGN) Proceed, prepared to stop at Red Flag or Stop Sign one mile after passing the Approach Flag, or other distance as specified by covering track bulletin, warrant, or general order. If no Red Flag is encountered, proceed at Restricted speed and increase speed only after passing Green Flag or the leading wheels have moved four miles beyond the Approach Flag.	5.4.6		RED FLAG (SIGN OR LIGHT) Stop before any part of train or engine passes the Red Flag, unless the employee in charge gives prior verbal permission, including the milepost location of the Red Flag. If permission to proceed is received before the train stops, the train may pass the Red Flag without stopping. Do not exceed indicated speed until the rear of the train has passed Green Flag or the specified distance from the Red Flag, unless otherwise instructed by the employee in charge.	5.4.5		GREEN FLAG (SIGN) One or more temporary speed restrictions ends at this point. Resume maximum permitted speed once the rear of the train has passed this sign.
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5.5.3		PERMANENT SPEED RESTRICTION SIGN Pass this sign not exceeding the speed indicated. If two numbers are displayed, the faster one applies to Passenger trains and the slower one applies to all other trains.	5.5.2		ADVANCE PERMANENT SPEED RESTRICTION SIGN A permanent speed restriction begins two miles or less past this sign. Proceed prepared to not exceed the indicated speed in two miles, or other distance specified in the timetable. If two numbers are displayed, the faster one applies to Passenger trains and the slower one applies to all other trains.	5.5.4		PERMANENT RESUME SPEED SIGN Once the entire train has passed this sign, resume authorized maximum track speed. This sign does not cancel any temporary speed restriction in effect.	STANDARD SPEEDS		RESTRICTED SPEED	<p>Limited 45 MPH Medium 30 MPH Slow 15 MPH Restricted 15 MPH</p> <p>A speed that will permit stopping within one-half the range of vision, short of train, engine, railroad car, obstruction, men or equipment fouling track, Stop signal, derail, broken rail, or switch lined improperly, but not exceeding 15 MPH.</p>
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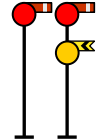
CASCADE & NORTH WESTERN RAILROAD – VALLEY MINING SIGNAL RULES

9.3.1V 		PROCEED Proceed into clear block, prepared to stop at the next Home signal unless a separate Distant signal intervenes. <i>Number Plate required for Dwarf, as shown.</i>	9.3.8V 		DIVERGING PROCEED Proceed on diverging route into clear block not exceeding prescribed speed through turnout(s). Resume posted speed once train has cleared all turnouts and interlocking devices, and proceed ready to stop at the next Home signal unless a separate Distant signal intervenes.	9.3.14V 		RESTRICTING Proceed at Restricted speed, not exceeding prescribed speed through turnout(s) when applicable. <i>Number Plate and Grade placard required, as shown.</i>
9.3.2V 		CLEAR Proceed not exceeding posted speed. <i>Number Plate required for Dwarf, as shown.</i>	9.3.10V 		DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout(s). Resume posted speed once train has cleared all turnouts and interlocking devices.	9.3.15V 		STOP THEN PROCEED Stop before any part of train or engine passes the signal. Then proceed at Restricted speed. <i>Number Plate required, as shown.</i>
9.3.6V 		APPROACH Proceed prepared to stop before any part of train or engine passes the next block signal. Do not exceed 30 MPH until the leading wheels have passed the next Home signal. <i>Number Plate required for Dwarf, as shown.</i>	9.3.13V 		DIVERGING APPROACH Proceed on diverging route not exceeding prescribed speed through turnout(s) prepared to stop before any part of train or engine passes the next Home signal. Do not exceed 30 MPH until leading wheels have passed the next Home signal.	9.3.16V 		STOP Stop before any part of train or engine passes the signal.
6.12  YARD LIMITS 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> .			9.3.14V  GRADE PLACARD When this sign is displayed on a non-interlocking block signal also bearing a number plate, then Rule 9.3.14V is indicated instead of Rule 9.3.15V.			9.1.2  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 over which they are placed.		
5.4.3  YELLOW FLAG (SIGN) A special speed restriction begins at or beyond this sign, 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 the indicated distance past this sign. If there is no covering bulletin or speed specified, then do not exceed 10 MPH two miles past this sign. Maintain appropriate speed until end of train has passed <i>Green Flag</i> .			5.4.6  RED FLAG (SIGN OR LIGHT) Stop before any part of train or engine passes the <i>Red Flag</i> , unless the employee in charge gives prior 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. Do not exceed indicated speed until the rear of the train has passed <i>Green Flag</i> or the specified distance from the <i>Red Flag</i> , unless otherwise instructed by the employee in charge.			5.4.5  GREEN FLAG (SIGN) One or more temporary speed restrictions ends at this point. Resume maximum permitted speed once the rear of the train has passed this sign.		
5.5.3  PERMANENT SPEED RESTRICTION SIGN Pass this sign not exceeding the speed indicated.		5.5.2  ADVANCE PERMANENT SPEED RESTRICTION SIGN A permanent speed restriction begins one mile past this sign. Proceed prepared to not exceed the indicated speed in one mile.		5.5.4  PERMANENT RESUME SPEED SIGN Once the entire train has passed this sign, resume authorized maximum track speed. This sign does not cancel any temporary speed restriction in effect.		RESTRICTED SPEED A speed that will permit stopping within one-half the range of vision, short of train, engine, railroad car, obstruction, men or equipment fouling track, <i>Stop</i> signal, derail, broken rail, or switch lined improperly, but not exceeding 20 MPH.		

CASCADE & NORTH WESTERN RAILROAD – BAER’S CANYON DISTRICT SIGNAL RULES

9.3.2R 		CLEAR Proceed not exceeding posted speed.	9.3.6R 		APPROACH Proceed prepared to stop before any part of train or engine passes the next signal. Any train exceeding 30 MPH when passing this signal must immediately reduce speed to 30 MPH.	9.3.13R 		DIVERGING APPROACH Proceed on diverging route not exceeding prescribed speed through turnout(s) prepared to stop before any part of train or engine passes the next signal. Do not exceed 30 MPH before passing the next signal.
9.3.4R 		APPROACH MEDIUM Proceed prepared to stop at the second signal. All trains must reduce speed to pass the next signal not exceeding 25 MPH.	9.3.9R 		DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout(s). Resume posted speed once train has cleared all turnouts and interlocking devices.	9.3.14R 		RESTRICTING Proceed at Restricted speed, not exceeding prescribed speed through turnout(s), when applicable. <i>Number Plate required, as shown.</i>
9.3.5R 		APPROACH DIVERGING Proceed prepared to advance on diverging route at the next signal not exceeding prescribed speed through turnout(s).	9.3.11R 		DIVERGING APPROACH MEDIUM Proceed on diverging route not exceeding prescribed speed through turnout(s). All trains must reduce speed to pass the next signal not exceeding 25 MPH.	9.3.16R 		STOP Stop before any part of train or engine passes the signal.
6.12			9.1.2					
 YARD LIMITS 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> .		 DOLL ARMS Where one or more tracks intervene between a signal and the track governed, dummy "doll" masts, possibly marked by blue lights or reflectors, will stand for the track(s) to which the signal does not apply.		 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 over which they are placed.				
5.4.3			5.4.6			5.4.5		
 YELLOW FLAG (SIGN) A special speed restriction begins at or beyond this sign, 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 the indicated distance past this sign. If there is no covering bulletin or speed specified, then do not exceed 10 MPH two miles past this sign. Maintain appropriate speed until end of train has passed <i>Green Flag</i> .		 RED FLAG (SIGN OR LIGHT) Stop before any part of train or engine passes the <i>Red Flag</i> , unless the employee in charge gives prior 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. Do not exceed indicated speed until the rear of the train has passed <i>Green Flag</i> or the specified distance from the <i>Red Flag</i> , unless otherwise instructed by the employee in charge.		 GREEN FLAG (SIGN) One or more temporary speed restrictions ends at this point. Resume maximum permitted speed once the rear of the train has passed this sign.				
5.5.3		5.5.2		5.5.4		RESTRICTED SPEED		
 PERMANENT SPEED RESTRICTION SIGN Pass this sign not exceeding the speed indicated. If two numbers are displayed, the faster one applies to Passenger trains and the slower one applies to all other trains.		 ADVANCE PERMANENT SPEED RESTRICTION SIGN A permanent speed restriction begins two miles or less past this sign. Proceed prepared to not exceed the indicated speed in two miles, or other distance specified in the timetable. If two numbers are displayed, the faster one applies to Passenger trains and the slower one applies to all other trains.		 PERMANENT RESUME SPEED SIGN Once the entire train has passed this sign, resume authorized maximum track speed. This sign does not cancel any temporary speed restriction in effect.		A speed that will permit stopping within one-half the range of vision, short of train, engine, railroad car, obstruction, men or equipment fouling track, <i>Stop</i> signal, derail, broken rail, or switch lined improperly, but not exceeding 20 MPH.		

CASCADE & NORTH WESTERN RAILROAD JACK'S MEADOW LIGHT & ELECTRIC LEAD LEVEL CROSSING SIGNAL RULES

9.3.20 	PROCEED If track ahead is clear, proceed at Restricted speed, not exceeding 15 MPH while train occupies level crossing or 20 MPH outside of level crossing.	9.3.22 	DISTANT APPROACH If train length exceeds 950FT, stop before any part of the train or engine passes the signal. Phone or radio division dispatcher for further instructions. If train length is less than 950FT, proceed not exceeding 15 MPH, prepared to stop at next signal.
9.3.21 	CLEAR Proceed at Restricted speed, not exceeding 15 MPH while train occupies level crossing. Prepare to not exceed speed of turnouts to enter main track at next signal.	9.3.23 	STOP Stop before any part of the train or engine passes the signal. Phone or radio division dispatcher to obtain permission to enter crossing.