

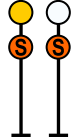




FULL BUCKET LINE – NEW CTC SIGNAL RULES

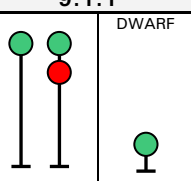
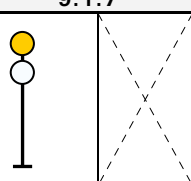
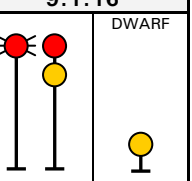
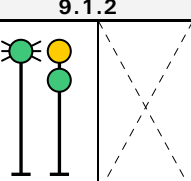
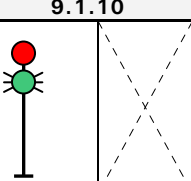
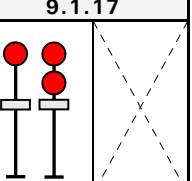
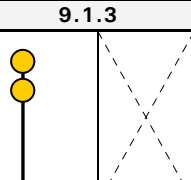
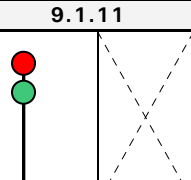
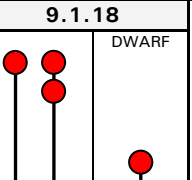
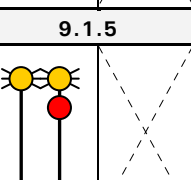
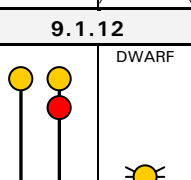
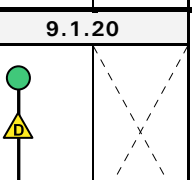
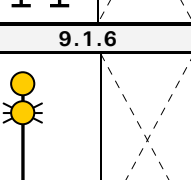
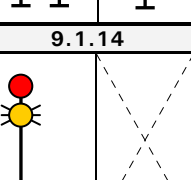
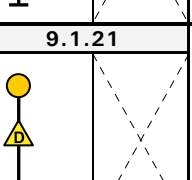




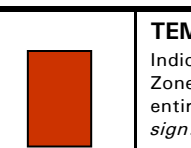
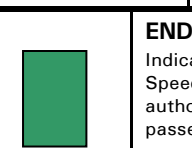
9.1.1		CLEAR Proceed not exceeding authorized speed.	9.1.10		DIVERGING CLEAR Proceed not exceeding speed allowed for diverging movement(s), or 35 MPH for Freight trains or 45 MPH for Passenger trains, whichever is less. Resume authorized speed once train has cleared switches and derails and interlocking limits.	9.1.20		RESTRICTING Proceed at Restricted speed, not exceeding speed allowed for diverging movement(s), if applicable.
9.1.2		APPROACH LIMITED Proceed not exceeding authorized speed. Freight trains reduce speed to not exceed 45 MPH before passing the next signal. Passenger trains reduce speed to not exceed 60 MPH before passing the next signal. Prepare to pass next signal not exceeding speed allowed for diverging movement.	9.1.11		DIVERGING CLEAR LIMITED Proceed not exceeding speed allowed for diverging movement(s), or 55 MPH for Freight trains or 60 MPH for Passenger trains, whichever is less. Resume authorized speed once train has cleared switches and derails and interlocking limits.	9.1.21		RESTRICTED PROCEED Proceed at Restricted speed. <i>Number Plate and Restricting Plaque required, as shown.</i>
9.1.3		APPROACH FIFTY-FIVE Proceed not exceeding authorized speed. Freight trains reduce speed to not exceed 55 MPH before passing the next signal. Passenger trains reduce speed to not exceed 70 MPH before passing the next signal. Prepare to pass next signal not exceeding speed allowed for diverging movement.	9.1.12		DIVERGING APPROACH LIMITED Proceed not exceeding speed allowed for diverging movement(s). Resume authorized speed once train has cleared switches and derails and interlocking limits. Freight trains reduce speed to not exceed 45 MPH and Passenger trains reduce speed to not exceed 60 MPH before passing the next signal.	9.1.22		STOP THEN PROCEED Stop before passing the signal, then proceed at Restricted speed until passing the next signal. <i>Number Plate required, as shown.</i>
9.1.5		APPROACH MEDIUM Proceed not exceeding authorized speed prepared to stop at second signal. Freight trains reduce speed to not exceed 30 MPH before passing the next signal. Passenger trains reduce speed to not exceed 40 MPH before passing the next signal.	9.1.13		DIVERGING APPROACH FIFTY-FIVE Proceed not exceeding speed allowed for diverging movement(s). Resume authorized speed once train has cleared switches and derails and interlocking limits. Freight trains reduce speed to not exceed 55 MPH and Passenger trains reduce speed to not exceed 70 MPH before passing the next signal.	9.1.23		STOP Stop before passing the signal or entering interlocking or yard limits. <i>Number Plate required, as shown.</i>
9.1.6		APPROACH DIVERGING Proceed not exceeding authorized speed. Freight trains reduce speed to not exceed 35 MPH before passing the next signal. Passenger trains reduce speed to not exceed 45 MPH before passing the next signal. Prepare to pass next signal not exceeding speed allowed for diverging movement.	9.1.15		DIVERGING APPROACH MEDIUM Proceed not exceeding speed allowed for diverging movement(s). Resume authorized speed once train has cleared switches and derails and interlocking limits. Freight trains reduce speed to not exceed 30 MPH and Passenger trains reduce speed to not exceed 40 MPH before passing the next signal.	9.1.26		HAZARD SIGNAL CLEAR Proceed. Hazard protection device is not activated. <i>Hazard plaque required, as shown.</i> <small>NOTE: This signal only provides warning about the fitness and condition of the track ahead, not its occupancy.</small>
9.1.8		APPROACH RESTRICTED Proceed not exceeding authorized speed, prepared to stop at next signal or pass it not exceeding 20 MPH. Freight trains reduce speed to not exceed 30 MPH and passenger trains reduce speed to not exceed 40 MPH once the leading end has passed the <i>Approach Restricted</i> signal.	9.1.16		DIVERGING APPROACH DIVERGING Proceed not exceeding speed allowed for diverging movement(s). Resume authorized speed once train has cleared switches and derails and interlocking limits. Freight trains reduce speed to not exceed 35 MPH and Passenger trains reduce speed to not exceed 45 MPH before passing the next signal.	9.1.27		HAZARD SIGNAL DANGER Proceed at Restricted speed. Be alert for hazard condition listed in timetable or special instructions. <i>Hazard plaque required, as shown.</i> <small>NOTE: This signal only provides warning about the fitness and condition of the track ahead, not its occupancy.</small>
9.1.9		APPROACH Proceed not exceeding authorized speed, prepared to stop at next signal. Freight trains reduce speed to not exceed 30 MPH and Passenger trains reduce speed to not exceed 40 MPH once the leading end has passed the <i>Approach</i> signal.	9.1.19		DIVERGING APPROACH Proceed not exceeding speed allowed for diverging movement(s). Freight trains do not exceed 30 MPH and Passenger trains do not exceed 40 MPH in interlocking limits until passing the next signal, prepared to stop at that signal.	9.1.33		DISTANT SIGNAL APPROACH DIVERGING Approach the next signal not exceeding speed allowed for slowest diverging movement at that signal. A train that is delayed after passing this signal must approach the next signal prepared to stop at that signal. <i>Distant plaque required, as shown.</i> <small>NOTE: This signal only provides warning about the next signal, not the condition or occupancy of the track ahead.</small>
9.1.31		DISTANT SIGNAL CLEAR Proceed. A train that is delayed after passing this signal must approach the next signal prepared to stop at that signal. <i>Distant plaque required, as shown.</i> <small>NOTE: This signal only provides warning about the next signal, not the condition or occupancy of the track ahead.</small>	9.1.32		DISTANT SIGNAL APPROACH Approach the next signal prepared to stop. Trains exceeding 30 MPH speed must at once reduce to that speed. <i>Distant plaque required, as shown.</i> <small>NOTE: This signal only provides warning about the next signal, not the condition or occupancy of the track ahead.</small>			

9.1.31 / 9.1.32	DISTANT SIGNAL PLAQUE This sign is attached to all fixed signals acting under Rules 9.1.31 and 9.1.32. Distant signals are not block signals, and only warn about the next signal, not the condition or occupancy of the track ahead.	9.1.21	RESTRICTING SIGNAL PLAQUE This sign is attached to all fixed signals acting under Rules 9.1.11. A permissive signal displaying this sign means proceeding past the signal at Restricted Speed requires no prior stop.	9.0.3	DOLL ARMS 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, with or without blue lights or reflectors, is increased accordingly.	9.0.3	BRACKETED/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 over.		
5.5	PERMANENT SPEED LIMIT SIGN Pass this sign not exceeding the speed indicated (MPH). If two signs are displayed, the top sign (P) applies to Passenger trains and the lower sign (F) applies to all other trains including Freight trains.	5.5	ADVANCE SPEED LIMIT SIGN A permanent speed limit begins in one mile at the speed indicated (MPH). If two signs are displayed, the top sign (P) applies to Passenger trains and the lower sign (F) applies to Freight and other trains.	5.4	TEMPORARY SPEED RESTRICTION This sign marks the start of a temporary speed restriction. Proceed at Restricted Speed until the entire train has passed the <i>Temporary</i> sign. If the signal system is suspended according to General Order, stop before passing all interlocking signals.	5.4	END TEMPORARY SPEED RESTRICTION This sign marks the end of a temporary speed restriction. Resume customary speed, not exceeding authorized maximum speed, once the entire train has passed this sign.	5.4	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.

FULL BUCKET LINE SPECIAL SWITCH PROTECTION SIGNAL RULES

9.1.34	DWARF 	SWITCH NORMAL Proceed. The switch(es) ahead are lined for the normal route. <i>Switch signal plaque required, as shown.</i>	9.1.36	DWARF 	SWITCH STOP Stop before occupying switch(es). Switches ahead are not lined for thru route or are out of correspondence. <i>Switch signal plaque required, as shown.</i>
9.1.35	DWARF 	SWITCH REVERSE Proceed. Switch(es) ahead are lined for diverging route. Reduce speed or stop as necessary. <i>Switch signal plaque required, as shown.</i>	9.1.37	DWARF 	SWITCH ADVANCE REVERSE Proceed. Immediate switch(es) are lined for the normal route, but switch(es) at a distance are not. Prepare to reduce speed or stop for the next Switch Protection Signal or switch, as necessary. <i>Switch signal plaque required, as shown.</i>
			9.1.34 – 9.1.37		
				SWITCH PROTECTION SIGNAL PLAQUE This sign marks all fixed signals acting under Rules 9.1.34 through 9.1.37. Switch Protection signals are not block signals, and only warn about the next turnout(s), not the condition or occupancy of the track ahead.	

FULL BUCKET LINE – OLD SIGNAL RULES

9.1.1 	CLEAR Proceed.	9.1.7 	APPROACH RESTRICTED Proceed. Prepare to pass next signal not exceeding Restricted Speed.	9.1.16 	RESTRICTING Proceed at Restricted Speed not exceeding 20 MPH.
9.1.2 	APPROACH LIMITED Proceed. Prepare to enter diverging route at next signal not exceeding 50 MPH through turnout.	9.1.10 	DIVERGING ADVANCE APPROACH Proceed on diverging route not exceeding prescribed speed through turnout, and approach next signal preparing to enter diverging route.	9.1.17 	STOP AND PROCEED Stop, then proceed at Restricted Speed.
9.1.3 	APPROACH DIVERGING Proceed. Prepare to enter diverging route at next signal not exceeding 30 MPH through turnout.	9.1.11 	DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout, then resume normal speed.	9.1.18 	STOP Stop before passing the signal.
9.1.5 	ADVANCE APPROACH Proceed. Prepare to pass next signal not exceeding 40 MPH and prepare to stop at second signal.	9.1.12 	APPROACH STOP Proceed not exceeding 40 MPH. Prepare to stop at next signal.	9.1.20 	DISTANT SIGNAL CLEAR Proceed. A train that is delayed after passing this signal must approach the next signal prepared to stop. <i>NOTE:</i> This signal only provides warning about the next signal, not the condition or occupancy of the track ahead.
9.1.6 	APPROACH TWENTY Proceed. Prepare to enter diverging route at next signal not exceeding 20 MPH through turnout, and prepare to stop at second signal.	9.1.14 	DIVERGING APPROACH Proceed on diverging route not exceeding prescribed speed through turnout. If exceeding 40 MPH, immediately reduce to that speed. If a more restrictive speed is prescribed, that speed will apply. Prepare to stop at the next signal.	9.1.21 	DISTANT SIGNAL APPROACH Proceed. Approach the next signal prepared to stop. <i>NOTE:</i> This signal only provides warning about the next signal, not the condition or occupancy of the track ahead.
	SPEED LIMIT SIGN Indicates the start of a permanent speed restriction zone. When one speed is shown it applies to all trains. When two speeds shown, higher (P) applies to Passenger trains and Light engines, and the lower (F) applies to all other trains.		SPEED LIMIT WARNING SIGN Indicates that there is a permanent speed restriction zone ahead. The sign is placed at least 2,000 yards before the start of the speed restriction zone. In some cases the sign may be located closer than 2000 yards to the restriction.		WHISTLE BOARD Indicates that there is a public railroad crossing ¼ miles ahead. If a numeral is also displayed, it will note the number of consecutive crossings less than ¼ miles apart.
	ADVANCE SPEED RESTRICTION Indicates that there is a Temporary Reduced Speed Zone ahead. Begin speed reduction to 25 MPH. The sign is located up to two miles in advance of the start of the Temporary Speed Restriction Zone.		TEMPORARY SPEED RESTRICTION ZONE Indicates the start of a Temporary Reduced Speed Zone. Speed must not exceed 25 MPH before the entire train has passed <i>End Reduced Speed Zone sign</i> .		END TEMPORARY SPEED RESTRICTION Indicates the end of a Temporary Reduced Speed Zone. The train may resume to maximum authorized speed after the whole train has passed the sign.