**DWARF CLEAR–BLOCK**
Proceed, manual block clear.

**DWARF APPROACH**
Proceed prepared to stop at the next signal. Trains exceeding Medium speed must at once reduce to that speed.

**DWARF CAUTION**
Trains exceeding Medium speed must at once reduce to that speed. Approach next signal prepared to stop. Where a facing switch is connected with the signal, approach that switch prepared to stop.

**DWARF RESTRICTING**
Proceed at Restricted speed.

**DWARF STOP AND PROCEED**
Stop, then proceed at Restricted speed. NOTE: Freight trains of 90 or more cars or having a tonnage of 80 percent or more of the prescribed engine rating may proceed at Restricted speed without stopping at signals displaying a yellow disc on which is shown the letter "G" in black. The engineer must be notified as to tonnage and number of cars in train before leaving terminals and when consist is changed enroute.

**DWARF SLOW CLEAR**
Proceed. Slow speed within interlocking limits.

**DWARF SLOW APPROACH**
Proceed prepared to stop at the next signal. Slow speed within interlocking limits.

**DWARF MEDIUM CLEAR**
Proceed. Medium Speed through interlocking limits. NOTE: Trains may at not exceeding 45 miles per hour within interlocking limits, at signals displaying a yellow triangle outlined in black. NOTE: In cab signal territory with fixed automatic block signals, trains with cab signals not in operative condition or not equipped with cab signals must not exceed Medium Speed.

**DWARF MEDIUM APPROACH**
Proceed at Medium Speed prepared to stop at next signal. Trains exceeding Medium speed must at once reduce to that speed.

**DWARF APPROACH SLOW**
Proceed approaching next signal at slow speed. Trains exceeding Medium speed must at once reduce to that speed.

**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.

**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.

**GRADE DISC**
Freight trains of 90 or more cars or having a tonnage of 80 percent or more of the prescribed engine rating may proceed at Restricted speed without stopping at signals showing a Stop and Proceed aspect which displays this sign.

**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, stop signal, derail, broken rail, or switch lined improperly, but not exceeding speed indicated above.

**SIGNALING SPEED LIMITS**

<table>
<thead>
<tr>
<th>Normal Speed</th>
<th>PASSENGER</th>
<th>FREIGHT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited Speed</td>
<td>45 MPH</td>
<td>30 MPH</td>
</tr>
<tr>
<td>Medium Speed</td>
<td>30 MPH</td>
<td>30 MPH</td>
</tr>
<tr>
<td>Slow Speed</td>
<td>15 MPH</td>
<td>15 MPH</td>
</tr>
</tbody>
</table>

**NEW ORDERS**
Trains exceeding Medium speed must at once reduce to that speed.