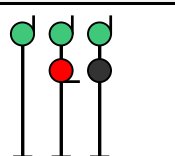
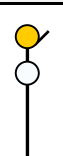
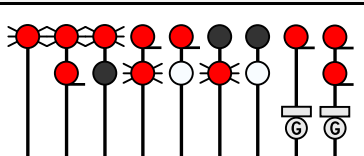
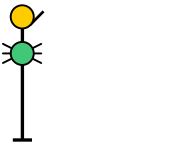
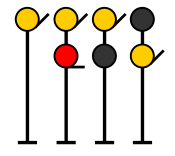
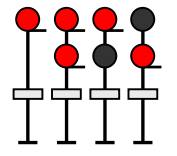
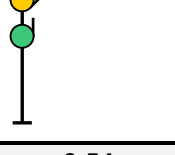
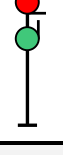
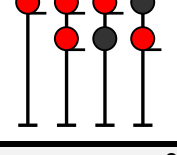
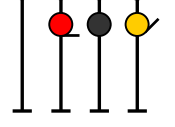
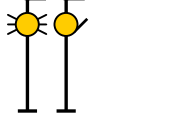
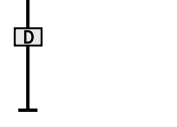



ATCHISON, TOPEKA, AND SANTA FE RAILWAY – SIGNAL RULES

9.50 	CLEAR Proceed.	9.55 	APPROACH RESTRICTING Proceed prepared to pass next signal at Restricted Speed.	9.60 	RESTRICTING Proceed at Restricted Speed. <i>Number plate and Grade placard required, as shown.</i>
9.51 	APPROACH LIMITED Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route.	9.56 	APPROACH Proceed prepared to stop at next signal; trains exceeding 40 MPH immediately reduce to that speed.	9.61 	STOP AND PROCEED Stop, then proceed at Restricted Speed. <i>Number Plate required, as shown.</i>
9.52 	ADVANCE APPROACH Proceed prepared to pass next signal not exceeding 50 MPH and to advance on diverging route.	9.57 	DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout.	9.62 	STOP Stop.
9.54 	APPROACH MEDIUM Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.	9.58 	DIVERGING APPROACH Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.	9.63 	DISTANT SIGNAL APPROACH Approach next signal prepared to stop short of next signal or switch point indicator. The maximum speed in Interlocking Limits for which <i>Distant Signal Approach</i> is displayed at a Distant signal is 20 MPH. <i>Requires "D" Distant placard, as shown.</i>

8.20	DERAIL SIGN Do not make a movement over a derail in derailing position. Sidings having hand-thrown derails will have derail locked off rail, except when engines or cares are left unattended on siding. On auxiliary tracks other than sidings, except when derails are placed in non-derailing position to permit movement, ensure they are kept in derailing position regardless of whether cars are on the track they are protecting. Lock all derails equipped with a lock.	9.60	GRADE PLACARD Signals bearing this sign, when showing all Red, convey Rule 9.60 instead of 9.61.	9.63	DISTANT PLACARD Signals bearing this sign are not block signals, and only convey information about the following Home signal(s).
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6.16	STOP SIGN (example signs) Train must stop before any part of the train or engine passes the <i>Stop Sign</i> . The train cannot proceed until the route is clear or drawbridge position permits movement. If a train must stop before entering a railroad crossing at grade and the view on the conflicting route is obscured, a crew member must go ahead of the train and signal from the crossing when it is safe to proceed.	6.13	BRACKETTED/OVERHEAD SIGNALS Block and interlocking signals, as far as practicable, are located adjacent to, or over the track which they govern. Two signals may be bracketted and located on the supporting mast for displaying indications on two tracks, right-hand signal governing right-hand track and left-hand signal governing left-hand track.
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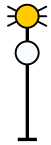
	YARD LIMITS SIGN (example sign) Within Yard Limits, trains or engines are authorized to use the main track not protecting against other trains or engines. Engines must give way as soon as possible to trains as they approach. Engines which have not received track warrant authority to occupy main track must keep posted as to the expected arrival of Amtrak trains and must not delay them.	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> . Upon observing or having advance knowledge that a block signal may require Restricted Speed due to Yard Limits, if entering or within Yard Limits, the movement must be at Restricted Speed at that block signal, or as soon as possible thereafter, consistent with good train handling.	Except for movements within the same block, movements against the current of traffic must not be made unless authorized or protected by track warrant, track bulletin, yardmaster, or other authorized employee.	Where yard limits are in effect in CTC territory, the control operator must authorize any movement on the main track. Reverse movements within the same block may be made as outlined in Rule 6.4.1.
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5.4.2 / 5.4.4	YELLOW FLAG <i>Yellow Flags</i> warn trains of restricted movement ahead because of track conditions or structures. Restriction begins 2 miles past <i>Yellow Flag</i> . When the restricted area is close to a terminal, junction, or other area, employees will display the <i>Yellow Flag</i> fewer than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.	5.4.3 / 5.4.4	YELLOW-RED FLAG <i>Yellow-Red Flags</i> warn a train to be prepared to stop because of men or equipment. Restriction begins 2 miles past <i>Yellow-Red Flag</i> . When the restricted area is close to a terminal, junction, or other area, employees will display the <i>Yellow-Red Flag</i> fewer than 2 miles before the restricted area. This information will also be included in the track bulletin, track warrant, or general order.	5.4.5	GREEN FLAG Indicates the end of a restricted area. If a series of locations require reduced speeds or protection for men or equipment, the <i>Green Flags</i> could overlap <i>Yellow</i> or <i>Yellow-Red Flags</i> . When this is the case, employees must place a <i>Yellow</i> or <i>Yellow-Red Flag</i> for each restricted area, and place a <i>Green Flag</i> only at the end of the final restricted area.
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5.5	PERMANENT SPEED RESTRICTION SIGN (examples) These signs will be placed in advance of permanent speed restrictions. Numbers on the face of these signs indicate the highest speed permitted over the limits of the restriction. When two sets of numbers are shown, the greater number governs trains consisting entirely of passenger equipment, and the lesser number governs all other trains.	PERMANENT RESUME SPEED SIGN (examples) A <i>Permanent Resume Speed Sign</i> or a <i>Permanent Speed Restriction Sign</i> showing a higher speed will be placed at the end of each speed restriction. Crew members must not exceed the speed shown on each <i>Permanent Speed Restriction Sign</i> until the rear of the train has cleared the limits of the restriction.	RESTRICTED SPEED When a train or engine is required to move at Restricted Speed, movement must be made at a speed that allows stopping within half the range of vision short of: • Train • Engine • Men or equipment fouling the track • Railroad car • Stop signal • Derail or switch lined improperly Crew must keep a lookout for broken rail and not exceed 20 MPH at any time. Comply with these requirements until the leading wheels reach a point where movement at Restricted speed is no longer required.
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ATCHISON, TOPEKA AND SANTA FE RAILWAY NEEDLES, CAJON, MOJAVE SUBDIVISIONS SIGNAL RULES SUPPLEMENT

9.53



APPROACH-THIRTY

Proceed, approach next signal not exceeding 30 MPH prepared to enter diverging route at prescribed speed; if exceeding 40 MPH, immediately reduce to that speed.