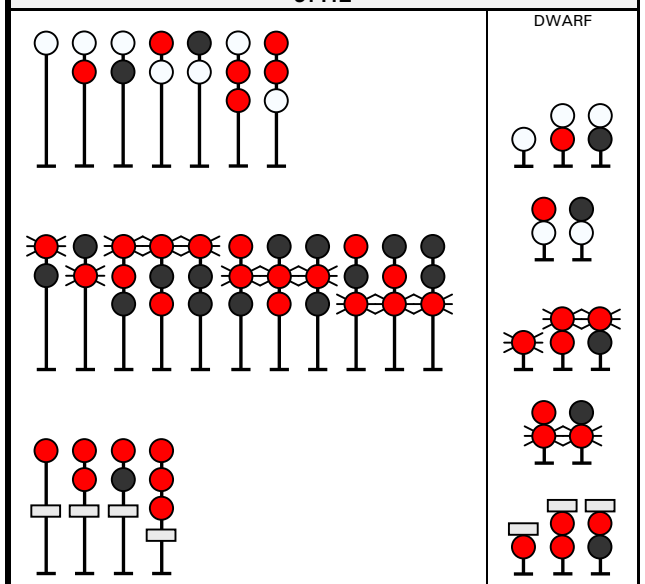
CANADIAN PACIFIC RAILWAY – U.S. EAST/WEST OPERATING RULES
ROUTE SIGNALING RULES (FORMER SOO AND DM&E)

9.1.1

STOP

Stop.

9.1.2



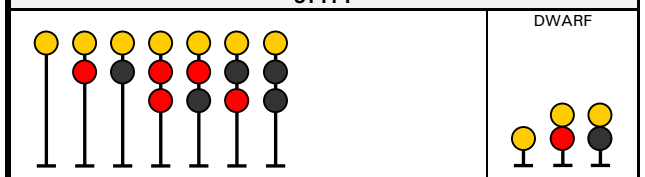
RESTRICTING

Proceed at Restricted speed.

NOTE: Flashing Red signal aspect on a signal equipped with a Number Plate needs to be reported to the train dispatcher.

Number plate required, as shown.

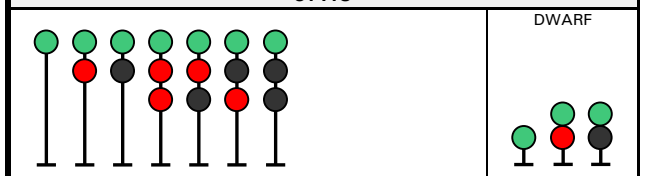
9.1.4



APPROACH

Proceed prepared to stop at next signal, freight trains exceeding 30 MPH (passenger 40 MPH) must immediately reduce to that speed consistent with good train handling.
Exception: Speeds within this rule do not apply to trains when operating with active PTC.

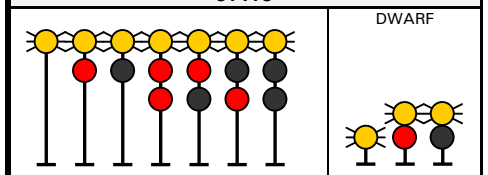
9.1.5



CLEAR

Proceed.

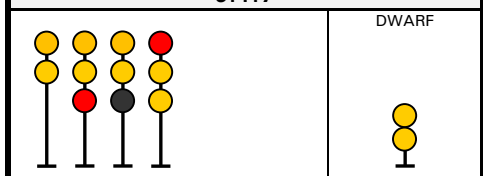
9.1.6



ADVANCE APPROACH

Proceed prepared to stop at second signal.

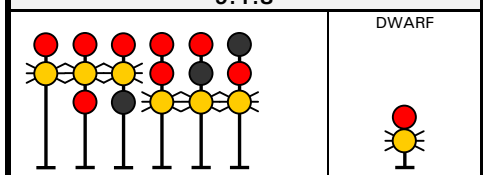
9.1.7



APPROACH DIVERGING

Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

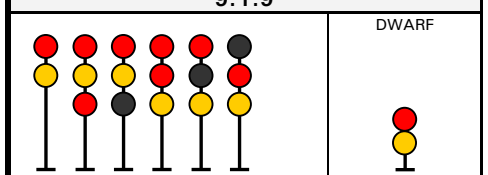
9.1.8



DIVERGING ADVANCE APPROACH

Proceed on diverging route at prescribed speed through turnout, prepared to stop at second signal.

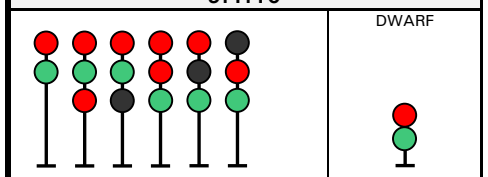
9.1.9



DIVERGING APPROACH

Proceed on diverging route at prescribed speed through turnout prepared to stop at next signal.

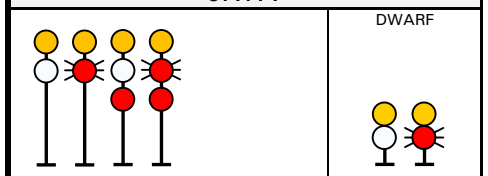
9.1.10



DIVERGING CLEAR

Proceed on diverging route at prescribed speed through turnout.

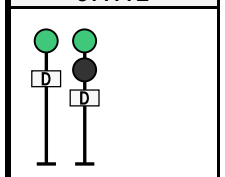
9.1.11



APPROACH RESTRICTING

Proceed prepared to pass next signal at Restricted speed.

9.1.12

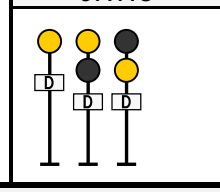


DISTANT SIGNAL CLEAR

Proceed. If delayed between this signal and next signal Rule 9.9 or Rule 9.9.1 applies.

Distant signal placard required.

9.1.13

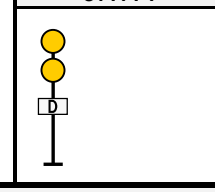


DISTANT SIGNAL APPROACH

Proceed prepared to stop short of next signal.

Distant signal placard required.

9.1.14

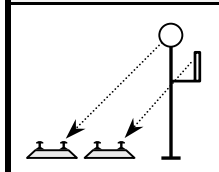


DISTANT SIGNAL APPROACH DIVERGING

Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.

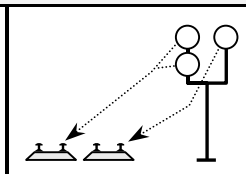
Distant signal placard required.

9.1



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 marker lights, is increased accordingly.



BRACKETED SIGNALS

The right-hand signal governs right-hand track, and the left-hand signal governs the left-hand track.

Signals on superstructures govern the track that they are placed over.

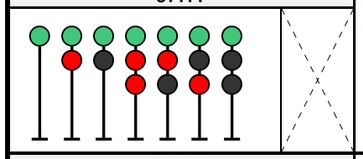
RESTRICTED SPEED

A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, *Stop* signal, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.

  NOT AN OFFICIAL RAILROAD REFERENCE: NOT FOR USE BY ACTUAL RAILROAD EMPLOYEES. LINES RADIATING FROM SIGNAL LAMP INDICATE FLASHING ASPECT.

CANADIAN PACIFIC RAILWAY – NORTHEAST U.S. OPERATING RULES
SPEED SIGNALING RULES

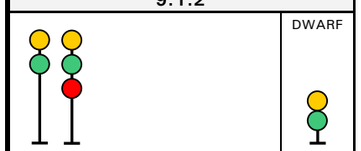
9.1.1



CLEAR

Proceed not exceeding maximum authorized speed.

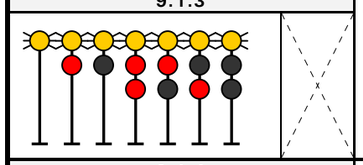
9.1.2



APPROACH MEDIUM

Proceed approaching the next signal at 30 MPH.

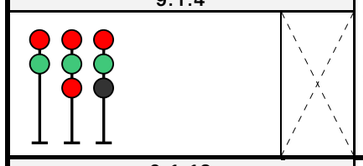
9.1.3



ADVANCE APPROACH

Proceed prepared to stop at second signal.

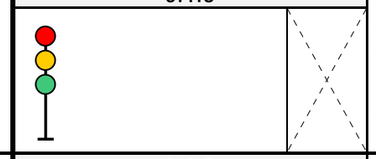
9.1.4



MEDIUM CLEAR

Proceed at 30 MPH until entire train clears all control points, interlockings and spring switches, then proceed at maximum authorized speed.

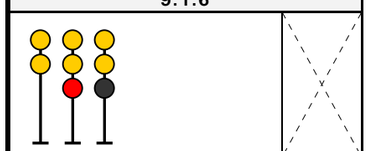
9.1.5



MEDIUM APPROACH MEDIUM

Proceed at 30 MPH until entire train clears all control points, interlockings and spring switches, then approach next signal at 30 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the *Medium Approach Medium* signal is clearly visible.

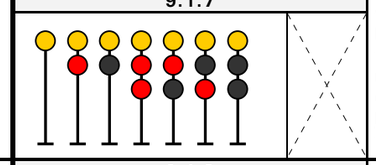
9.1.6



APPROACH SLOW

Proceed approaching next signal not exceeding 15 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the engine passes the *Approach Slow* signal.

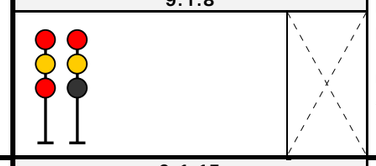
9.1.7



APPROACH

Proceed prepared to stop at next signal, freight trains exceeding 30 MPH (passenger 40 MPH) must immediately reduce to that speed consistent with good train handling.
Exception: Speeds within this rule do not apply to trains when operating with active PTC.

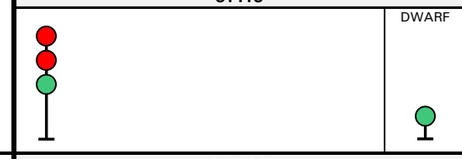
9.1.8



MEDIUM APPROACH

Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the *Medium Approach* signal is clearly visible.

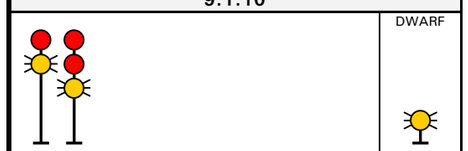
9.1.9



SLOW CLEAR

Proceed at 15 MPH until entire train clears all control points, interlockings or spring switches, then proceed at maximum authorized speed.

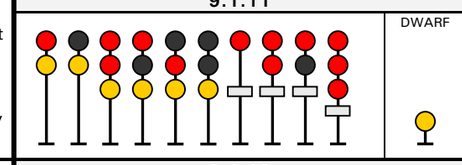
9.1.10



SLOW APPROACH

Proceed prepared to stop at next signal. 15 MPH applies until entire train clears all control points, interlockings and spring switches, then 30 MPH applies.

9.1.11

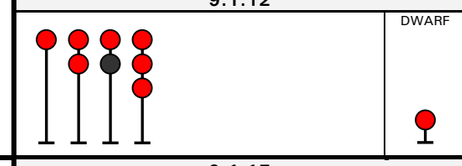


RESTRICTING

Proceed at Restricted speed.

Number plate required, as shown.

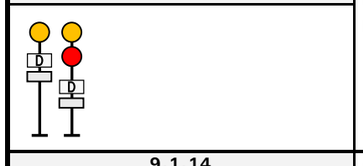
9.1.12



STOP

Stop.

9.1.13



DISTANT SIGNAL APPROACH

Proceed prepared to stop at next signal.

Distant signal placard and number plate required.

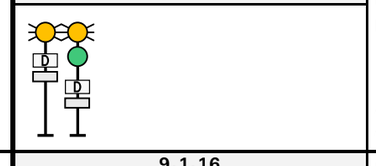
9.1.14

DISTANT SIGNAL CLEAR

Proceed not exceeding maximum authorized speed.

Distant signal placard and number plate required.

9.1.15



DISTANT SIGNAL ADVANCE APPROACH

Proceed prepared to stop at second signal.

Distant signal placard and number plate required.

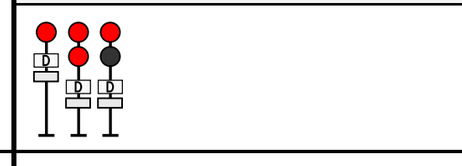
9.1.16

DISTANT SIGNAL APPROACH MEDIUM

Proceed approaching the next signal at 30 MPH.

Distant signal placard and number plate required.

9.1.17

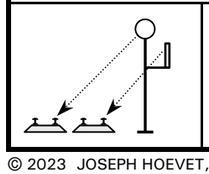


DISTANT SIGNAL RESTRICTING

Proceed at Restricted speed.

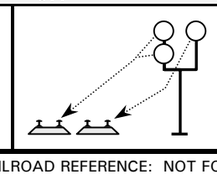
Distant signal placard and number plate required.

9.1



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 marker lights, is increased accordingly.



BRACKETED SIGNALS

The right-hand signal governs right-hand track, and the left-hand signal governs the left-hand track.

Signals on superstructures govern the track that they are placed over.

STANDARD SPEEDS

Limited	*N/A*
Medium	**30** MPH
Slow	**15** MPH
Restricted	**20** MPH

RESTRICTED SPEED

A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, *Stop* signal, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.

LINES RADIATING FROM SIGNAL LAMP INDICATE FLASHING ASPECT.