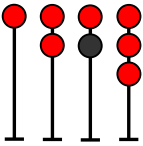
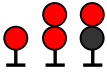
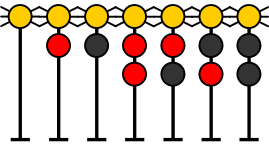
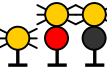
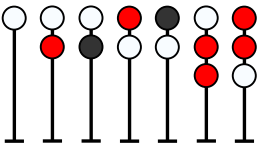
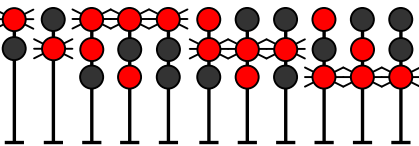
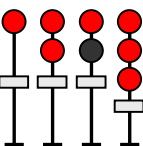
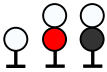
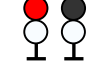
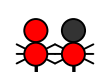
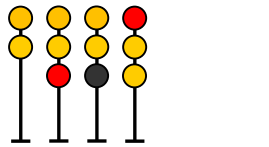

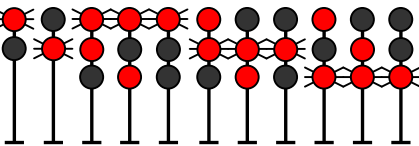
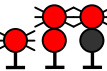
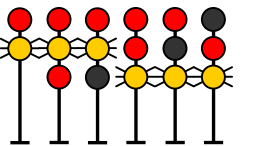

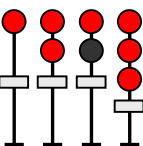
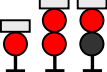
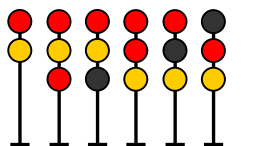

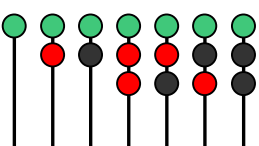
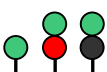
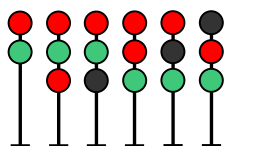

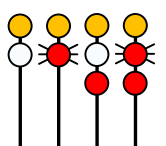
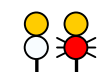
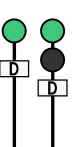

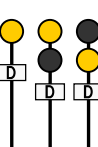

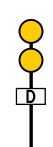

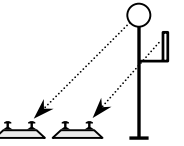
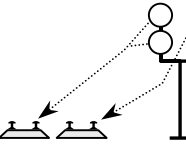


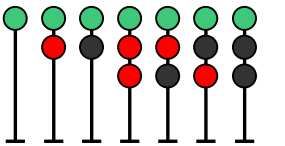





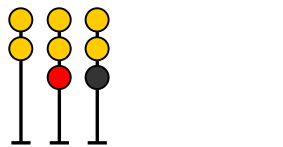


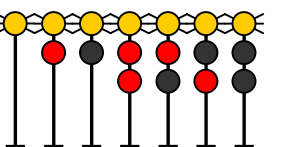
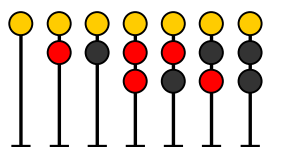
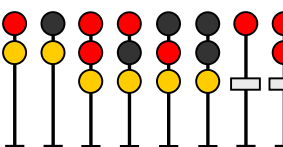

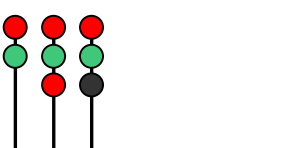

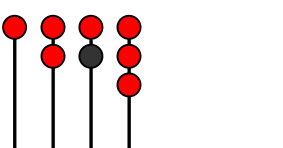


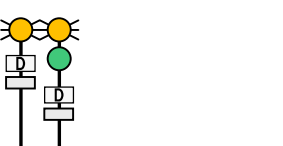
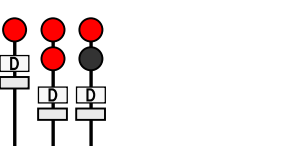

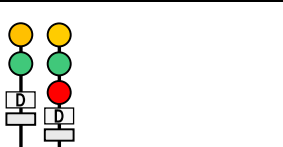
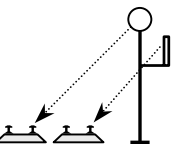
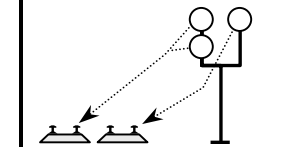
CANADIAN PACIFIC RAILWAY – U.S. EAST/WEST OPERATING RULES

ROUTE SIGNALING RULES (FORMER SOO AND DM&E)

<p>9.1.1</p> 	<p>DWARF</p> 	<p>STOP Stop.</p>	<p>9.1.6</p> 	<p>DWARF</p> 	<p>ADVANCE APPROACH Proceed prepared to enter diverging route at second signal at prescribed speed.</p>
<p>9.1.2</p>   	<p>DWARF</p>   	<p>RESTRICTING Proceed at Restricted speed. <u>NOTE:</u> Flashing Red signal aspect on a signal equipped with a Number Plate needs to be reported to the train dispatcher.</p> <p><i>Number plate required, as shown.</i></p>	<p>9.1.7</p> 	<p>DWARF</p> 	<p>APPROACH DIVERGING Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout.</p>
<p>9.1.3</p> 	<p>DWARF</p> 		<p>9.1.8</p> 	<p>DWARF</p> 	<p>DIVERGING ADVANCE APPROACH Proceed on diverging route at prescribed speed through turnout, prepared to stop at second signal.</p>
<p>9.1.4</p> 	<p>DWARF</p> 	<p>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. <u>Exception:</u> Speeds within this rule do not apply to trains when operating with active PTC.</p>	<p>9.1.9</p> 	<p>DWARF</p> 	<p>DIVERGING APPROACH Proceed on diverging route at prescribed speed through turnout prepared to stop at next signal.</p>
<p>9.1.5</p> 	<p>DWARF</p> 	<p>CLEAR Proceed.</p>	<p>9.1.10</p> 	<p>DWARF</p> 	<p>DIVERGING CLEAR Proceed on diverging route at prescribed speed through turnout.</p>
<p>9.1.11</p> 	<p>DWARF</p> 	<p>APPROACH RESTRICTING Proceed prepared to pass next signal at Restricted speed.</p>	<p>9.1.12</p> 	<p>DWARF</p> 	<p>DISTANT SIGNAL CLEAR Proceed. If delayed between this signal and next signal Rule 9.9 or Rule 9.9.1 applies. <i>Distant signal placard required.</i></p>
<p>9.1.13</p> 	<p>DWARF</p> 	<p>DISTANT SIGNAL APPROACH Proceed prepared to stop short of next signal. <i>Distant signal placard required.</i></p>	<p>9.1.14</p> 	<p>DWARF</p> 	<p>DISTANT SIGNAL APPROACH DIVERGING Proceed prepared to advance on diverging route at the next signal at prescribed speed through turnout. <i>Distant signal placard required.</i></p>
<p>9.1</p>					
	<p>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.</p>		<p>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.</p>	<p>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, <i>Stop</i> signal, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.</p>	

CANADIAN PACIFIC RAILWAY – NORTHEAST U.S. OPERATING RULES

SPEED SIGNALING RULES

9.1.1		CLEAR Proceed not exceeding 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 <i>Medium Approach Medium</i> signal is clearly visible.	9.1.9	 DWARF 	SLOW CLEAR Proceed at 15 MPH until entire train clears all control points, interlockings or spring switches, then proceed at maximum authorized speed.	
9.1.2	 DWARF 	APPROACH MEDIUM Proceed approaching the next signal at 30 MPH.	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 <i>Approach Slow</i> signal.	9.1.10	 DWARF 	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.	
9.1.3		ADVANCE APPROACH Proceed prepared to stop at second 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. <u>Exception:</u> Speeds within this rule do not apply to trains when operating with active PTC.	9.1.11	 DWARF 	RESTRICTING Proceed at Restricted speed. <i>Number plate required, as shown.</i>	
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.	9.1.8		MEDIUM APPROACH Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as the <i>Medium Approach</i> signal is clearly visible.	9.1.12	 DWARF 	STOP Stop.	
9.1.13	 Distant signal placard and number plate required.	DISTANT SIGNAL APPROACH Proceed prepared to stop at next signal. <i>Distant signal placard and number plate required.</i>	9.1.15	 Distant signal placard and number plate required.	DISTANT SIGNAL ADVANCE APPROACH Proceed prepared to stop at second signal. <i>Distant signal placard and number plate required.</i>	9.1.17	 Distant signal placard and number plate required.	DISTANT SIGNAL RESTRICTING Proceed at Restricted speed. <i>Distant signal placard and number plate required.</i>	
9.1.14	 Distant signal placard and number plate required.	DISTANT SIGNAL CLEAR Proceed not exceeding maximum authorized speed. <i>Distant signal placard and number plate required.</i>	9.1.16	 Distant signal placard and number plate required.	DISTANT SIGNAL APPROACH MEDIUM Proceed approaching the next signal at 30 MPH. <i>Distant signal placard and number plate required.</i>				
9.1						STANDARD SPEEDS		RESTRICTED 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 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.		Limited	N/A	A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, <i>Stop</i> signal, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.
					Medium	30 MPH			
					Slow	15 MPH			
					Restricted	20 MPH			