

**BURLINGTON NORTHERN
RAILROAD**

and

**Chicago, Central and
Pacific Railroad**

**Operating Rules, Timetable
and Special Instructions**

Portage To East Dubuque

IN EFFECT AT 0001 CONTINENTAL
Central Standard Time

Sunday, Oct. 26th, 1986

The rules herein set forth are for the government of employees of the Burlington Northern Railroad operating on the Chicago, Central and Pacific Railroad between Portage and East Dubuque. Except for the rules provided herein, employees of Burlington Northern Railroad will be governed by the General Code of Operating Rules.

These rules take effect Oct. 26, 1986 superseding all previous rules and special instructions not consistent therewith. Employees whose duties are in any way affected must have a copy of these rules in their possession while on duty on the Chicago, Central and Pacific Railroad.

W E S T W A R D ↓	LENGTH OF SIDING IN FEET	MILE POST LOCATION	STATIONS	↑ E A S T W A R D
	168.8	PORTAGE	
			12.7	
	5633	181.5	EAST CABIN	
			0.2	
	181.7	EAST DUBUQUE	

MAXIMUM SPEEDS

	TOFC Trains	Freight Trains
	MILES PER HOUR	
Portage and East Cabin.....	60	40
Moving Against Current of Traffic	40	40

LOWER SPEEDS IN EFFECT

	Freight Trains Including TOFC
Portage through crossovers and turnouts.....	25 MPH
Menominee — Arco wye and lead	5 MPH
MP 172 and MP 173 — curves, westward track ..	40 MPH
East Cabin — turnout westward main track BN..	25 MPH

DEFINITIONS

RESTRICTED SPEED — A speed that will permit stopping within one-half the range of vision, short of train, obstruction, or switch not properly lined and looking out for broken rail, but not exceeding 10 MPH on freight trains or 20 MPH on passenger trains.

OPERATING RULES

Rules without a prefix are for single or multiple track.

Rules with prefix "S" are for single track.

Rules with prefix "M" are for multiple track.

10. The explosion of two torpedoes is a signal to proceed prepared to stop short of train or obstruction for not less than two miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

Torpedoes should be placed approximately 150 feet apart and must not be placed near public or private crossings, stations or other buildings, nor where persons may be injured by their explosion.

11. A train or engine finding a fusee burning on or near its track must stop. After stopping, the train or engine may proceed prepared to stop short of train or obstruction for not less than two miles.

11 (a). Fusees must not be placed between rails when practical to avoid it, and must not be placed on road crossings or bridges, nor where fire might be communicated to structures or cars.

11 (b). An unattended burning fusee located beyond the first rail of an adjacent track will not apply to the track on which train or engine is moving.

12 (k). When a red flag, or Maintenance of Way red sign not provided for by train order, is displayed near the track and no one is there to explain, train or engine, after stopping, may proceed prepared to stop within one-half the range of vision, but not exceeding 10 MPH, for a distance of two miles from point where signal is displayed.

S-17. An opposing train finding an engine on siding with headlight burning must stop before passing the headlight, determine the cause, and make report to the train dispatcher.

Exception: Opposing train need not stop at headlight at train order meeting points or in block signal system territory.

34. Employees located in the operating compartment of an engine must, and other crew members will, when practical communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible.

On trains having radio communication, engineer must communicate with crew members on rear of train the name or aspect of each signal affecting the movement of their train.

EXCEPTION: Only the first clear block signal indication (Rule 281) is required to be communicated to crew on rear of train following movement on other than a clear block signal indication.

SUPERIORITY OF TRAINS

70. A train is superior to another train:

ON SINGLE TRACK — by right, class or direction.

ON MULTIPLE TRACK — by right or class.

Right is conferred by train order; class and direction by timetable.

Right is superior to class or direction.

S-71. First class trains are superior to second class trains and extras.

Second class trains are superior to opposing extras.

Regular trains in the direction specified in the timetable are superior to regular trains of the same class in the opposite direction.

M-71. First class trains are superior to second class trains and extras in the same direction.

72. Regular trains are superior to work extras.

NOTE TO SUPERIORITY OF TRAINS. — Extras do not have any superiority by class or direction; therefore, can be made superior to other extras only by train order. Work extras have no specified direction.

YARD LIMITS

Between:
East Cabin — Dubuque..Mile 177.5 and MP 186

93. Within yard limits, the main track may be used without authority conferred by timetable schedule, train order or clearance.

Within yard limits, trains or engines must not be moved against the current of traffic unless authorized by person in charge of yard who will make provision for protection of the movement, and such movement will be made prepared to stop within one-half the range of vision, not exceeding 20 MPH.

Within yard limits established by train order, trains or engines must have copy of such train order with clearance.

Within yard limits, flag protection is not required against other trains or engines, but all trains or engines must move prepared to stop within one-half the range of vision, not exceeding 20 MPH, unless the main track is known to be clear in block signal territory when block signals contain a green light as its aspect or part of its aspect. When a main track is not known to be clear by block signal indication, trains or engines must be prepared to stop within one-half the range of vision, in addition to observing speed requirements of such block signal indication.

Within yard limits, trains or engines will keep informed of expected time of arrival of first class trains to avoid delaying them.

Conditional yard limits may be established for the hours and/or days specified in bulletin order or special instructions and the limits will be identified by signs reading "CONDITIONAL YARD LIMITS."

(Bulletin order or special instructions will read, as example: Conditional yard limits are in effect (station) between MP _____ and MP _____ (time) until (time) daily Monday through Friday, (daily except Sunday) or specify days of the week only, if in effect 24 hours per day.)

99. When a train is moving on a main track at less than one-half the maximum authorized timetable speed for any train at that location, under circumstances in which it may be overtaken, a crew member must put off single burning fusees at rear of train at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at or more than one-half the maximum authorized timetable speed for any train at that location, under circumstances in which it may be overtaken, crew members responsible for providing protection must consider grade, track curvature, weather conditions, sight distance, and speed of the train relative to following trains, when deciding if burning fusee should be put off.

When a train stops on a main track, under circumstances in which it may be overtaken, protection against following trains on the same track must be provided. A crew member must go back immediately with flagman's signal equipment one-half the required distance where he will place two torpedoes on the rail, and continue to the required distance from rear of train, where he will place two torpedoes on the rail and place a burning fusee. If no following train is seen or heard, he may return one-half the distance to the rear of his train where he must remain until he has stopped a following train or is recalled. When recalled and no following train is seen or heard, he must leave a burning fusee, and while returning to train, must leave burning fusees at intervals that do not exceed the burning time of the fusee.

When the train departs, a crew member must leave a burning fusee and put off single burning fusees at intervals that do not exceed the burning time of the fusee until train attains a speed not less than one-half the maximum authorized timetable speed for any train at that location.

When rules require protecting the front of the train, a crew member with flagman's signal equipment must immediately go forward one-half the required distance, place two torpedoes on the rail, and continue to the required distance from front of train, where he will place two torpedoes on the rail and place a burning fusee. If no approaching

train is seen or heard, he may return one-half the distance to the front of his train, display a burning fusee, and remain at that location until he has stopped an approaching train or is recalled.

Should a train be seen or heard approaching before the crew member has reached the required distance, he must at once place two torpedoes on the rail, leave a burning fusee, and continue in the direction of the approaching train.

When flagman is recalled he may, if safety to his train will permit, remove from the rail the two torpedoes placed nearest the train.

Following are the minimum flagging distances corresponding with the maximum authorized speed of approaching trains:

<u>Maximum Authorized Speed</u>	<u>Minimum Flagging Distance</u>
0-10 MPH	1/4 Mile
11-20 MPH	1/2 Mile
21-30 MPH	3/4 Mile
31-40 MPH	1 Mile
41-50 MPH	1-1/4 Mile
51-60 MPH	1-1/2 Mile
61-70 MPH	1-3/4 Mile
71-80 MPH	2 Miles
81-90 MPH	2-1/4 Miles

A crew member providing flag protection must not permit other duties to interfere with the protection of his train.

99 (a). Flag protection against following trains is not required when:

- (1) Rear of train is within yard limits.
- (2) Rear of train is protected by at least two block signals:

Note: Flag protection is required when moving against the current of traffic if there are no block signals governing such movement.

- (3) Rear of train is protected by an absolute block;
- (4) Rear of train is within interlocking limits; or
- (5) A train order specifies that flag protection is not required.

99 (b). When a flagman is sent out with specific instructions affecting the authority of a train to proceed, such instructions must be in writing.

When a flagman is sent to a station on a train, he will ride on the engine, and the engineer must stop and let him off at the first switch.

When a train is flagged, flagman must give engineer an explanation of the cause, and engineer must be governed by conditions.

Engineer must not receive information from flagman until train stops, unless flagman gets on the engine.

99 (c). When oscillating red light is displayed at the rear of a train, following train on same track must stop before light is reached. Following train on adjacent track must be prepared to stop before passing the light. If it is seen the route ahead is unobstructed and safe, train may then pass. This does not modify the requirements of Rule 99(d).

99 (d). When a train becomes disabled or is stopped suddenly by an emergency application of the brakes, or other causes, three long sounds must be sounded and adjacent tracks as well as tracks of another railroad that are liable to be obstructed must immediately be protected in both directions in accordanced with Rule 99 until it is determined they are safe and clear for movement of trains.

Trains operating without cabooses will immediately notify dispatcher and all trains in the area via radio of the emergency and the location.

When a moving train is stopped by an emergency application of the brakes and train has parted, when conditions permit, the entire train, track and structures under the train must be inspected to determine that all cars remain on the rail and that there is not damage to track or structures.

99 (e.) When the flagman goes back to protect the rear of the train and is left, his duties will be assumed by another member of the crew.

101 (a). Permanent lower speed yellow triangular signs, are located on the right-hand side of the track in the direction of movement 1,500 feet in advance of the point where speed designated becomes effective. The maximum speed of trains on track protected by such signs will be shown on the face thereof. Where two speeds are indicated, the upper is for passenger and the lower for freight trains.

Where two or more successive locations over which speed must be reduced are located 1,500 feet or less apart, one sign will be used to govern them. In such cases a metal plate, painted yellow and bearing black figure, is attached to the right-hand side of the post below the triangular sign to indicate the number of locations the sign governs.

101 (b). A yellow rectangular sign placed on the right-hand side of the track in the direction of movement, unless otherwise provided, indicates that the track one and one-half miles distant is a condition for a speed of 10 MPH unless a different speed is specified by train order, general order or bulletin order. A green rectangular sign will indicate the end of the speed restriction. If a train is not restricted by train order, general order, or bulletin order and a green rectangular sign is not encountered, the train may resume its authorized speed after the entire train is beyond a point two miles from where the speed restriction began, a

minimum of three and one-half miles from the yellow sign.

101 (c). When moving over restricted track the prescribed speed must not be exceeded until rear of train has passed the designated point, and proceed signal, when practical, is received from rear of train.

105. Trains or engines using any track other than a main track must proceed prepared to stop within one-half the range of vision not exceeding 10 MPH unless a different speed is specified by timetable or by other special instructions.

M-151. TWO MAIN TRACKS

Between Portage and East Cabin.

RULES FOR MOVEMENT BY TRAIN ORDERS

215. CLEARANCES:

A clear train order signal at East Cabin will authorize eastward BN trains to leave East Cabin without a clearance. Eastward trains originating at Dubuque may leave Dubuque without a clearance, but must obtain a clearance at East Cabin.

Westward BN trains may leave Portage without a clearance.

215 (a). When clearing a train, the operator must fill out clearance with proper address of train and the numbers of all train orders addressed to the train, if any; then, transmit the address and order numbers from the clearance to the train dispatcher, who will check, and if correct, reply "OK."

Train orders must be listed on clearance in reverse numerical order in the following sequence:

- Movement orders of current date;
- Movement orders of previous date;

Form Q (Temporary Yard Limits)
Form S (Suspending Signal System)
Form X (Restrictive Track Conditions)
Form Y (Receipt of Time Table)
General Orders

Note: In case of duplicate numbers of different date, the date of each order must be specified on the clearance. Example: "...Nos. 6-5 of Aug 15-5 of Aug 14-634 and GO 185".

Operators must make the requisite number of copies of clearance at one writing, without erasure or alterations, and retain a copy.

Conductors and engineers must know that their train is correctly designated, that the orders are properly addressed, and that the order numbers on the clearance correspond with the orders received.

When error has been made in the date or address of a clearance and it is not necessary to change the train orders, the clearance may be corrected verbally on authority of train dispatcher in words "Clearance to C&E (train) at (station) OK'd at (time) dated (date) should read (correct address or date) instead of (incorrect address or date). These words must be repeated by the conductor and engineer of train holding clearance and notation of correction and time it was made written on margin of clearance without otherwise altering the clearance. The conductor and engineer must inform the other crew members of the correction made.

Record of correction must be made by train dispatcher.

215 (b). If orders, other than restricting orders, are issued after a train has been cleared, the first clearance may be taken up, if practical. If it is not practical to take up the first clearance, second

clearance may be issued showing all orders delivered at that station and endorsed "Second" on the top margin of clearance.

After clearance and orders have been delivered to a train and it becomes necessary to issue a restricting order to the train, the first clearance must be destroyed and a new one issued showing all orders delivered at that station.

221 (d). At East Cabin, CCP and BN train order signals are placed on the same mast and located between eastward and westward main tracks approximately 150 feet east of interlocking station.

The upper signal governs CCP trains, the lower signal governs BN trains with the following exception for eastward trains:

When the upper signal which governs CCP eastward trains conveys a Stop indication, eastward BN trains must obtain a CCP clearance at East Cabin in addition to complying with the requirements of the indication of the lower BN train order signal.

FORMS OF TRAIN ORDERS

T.

TEMPORARY STOP SIGN ORDER

- (1) **BETWEEN _____M AND _____M (month and day) NORTHWARD (or, EASTWARD) TRAINS MUST APPROACH STOP SIGN LOCATED AT MP _____ AND SOUTHWARD (or, WESTWARD) TRAINS MUST APPROACH STOP SIGN LOCATED AT MP _____ PREPARED TO STOP AND MUST NOT PASS DESIGNATED POINT UNTIL NOTIFIED BY MofW FOREMAN (initials and name) BY RADIO COMMUNICATION OR IN PERSON TO PROCEED**

When this order is issued in multiple track territory, Example: (1) will be preceded, as follows:

(2) On NORTHWARD (or, EASTWARD, SOUTHWARD, WESTWARD) track

(3) ON BOTH TRACKS

(4) ON TRACK 1 (or, ON TRACK 2)

When this order is issued, obstruction or men working on track will be protected by metal rectangular signs placed on the righthand side of the track in the direction of movement — a YELLOW SIGN placed one and one-half miles in advance of the designated mile post where the RED SIGN is placed and a GREEN SIGN placed at the leaving end of the restricted track.

These signs will not be removed while the train order is in effect, but, if absent, must be regarded as if displayed. Should track work be completed before the time specified in the train order expires, the train order may be annulled.

During the time the train order is in effect, a train may pass the mile post where the RED SIGN is located, under one of the following conditions:

- (1) When notified by MofW foreman named in the train order, either by radio communication or in person, that the track is clear.

If the MofW foreman has a speed restriction for the track, he must also notify the engineer the speed in miles-per-hour the train must move over the limits of restricted track and to observe any other speed restrictions governing that train.

If the MofW foreman has no speed restriction for the track, he must notify the engineer that he has none, but to observe any other speed restrictions governing that train.

- (2) When notified by MofW foreman named in the train order, either by radio communication or in person, to proceed to a designated point between the RED SIGNS. A train so authorized will proceed to the designated point prepared to stop within one-half the range of vision, but not exceeding 10 MPH.

A train that is permitted to pass the RED SIGN and proceed to a designated point must not make further movement within the limits, except as further notified by MofW foreman named in the train order, either by radio communication or in person.

- (3) Should a train stop at RED SIGN and be unable to contact MofW foreman named in the train order, either by radio communication or in person, such train may proceed prepared to stop within one-half the range of vision, but not exceeding 10 MPH, until entire train has passed GREEN SIGN indicating the end of the restricted track, and notify the train dispatcher.

When radio communication is used by MofW foreman named in the train order to give instructions to a train, the instructions must be repeated by the engineer to the MofW foreman to ensure that the instructions apply to such train.

RULES GOVERNING MOVEMENT OF TRAINS BY BLOCK AND INTERLOCKING SIGNALS

NOTE. — Where these rules prescribe movement to the next signal, they refer to the next block or interlocking signal applying and if no such signal is in advance of end of territory in which these rules are in effect, they apply to end of such territory.

268. When block or interlocking signals or rules require movement at RESTRICTED SPEED,

this speed must not be increased until leading end of movement has passed the next signal conveying an indication more favorable than RESTRICTED SPEED.

268 (a). Except when moving at RESTRICTED SPEED as required by signal indication or rule, the indication of the next governing signal in advance may be complied with when the aspect can be clearly seen and it is known such aspect governs the track on which the movement is being made or is to be made.

DUAL CONTROL SWITCHES

277. Before movement is made over a dual control switch when the signal governing movement over the switch to be passed is conveying Stop indication, a member of the crew must immediately communicate with the control operator and be governed by his instructions. Such instructions must include information as to the route to be used.

When authorized by control operator to proceed, movement must be made as required by Rule 528 in CTC territory, or Rules 509 and 608 outside of CTC territory.

If control machine does not indicate that the dual control switch is lined for the route to be used, the control operator will instruct the member of the crew to operate the switch by hand as provided in Rule 277(a).

277 (a). Dual control switches must not be operated by hand without authority from the control operator except when communication is not available. When necessary to operate a dual control switch by hand, the following will apply:

- (1) Place selector lever in "HAND" position.

- (2) Operate hand throw lever until switch points are seen to move with the movement of lever.
- (3) Position the switch points for the route to be used, then line them against the route to be used and then reposition them for the route to be used. After doing this, switch points must be inspected and if properly lined, the movement may be made as provided by the rules.
- (4) Leave switch in hand control position for the entire movement of train. When necessary to perform switching over a dual control switch, selector level must be left in "HAND" position until all movements over the switch have been completed. After final movement has been made over the switch, selector level must be restored to "POWER" position and locked.

AUTOMATIC BLOCK SIGNAL SYSTEM RULES

NOTE. — ABS rules will be in effect only on tracks so specified in the timetable or in special instructions.

505. ABS IS IN EFFECT:

Between:

Portage and Mile 180.41 (East Cabin) westward track.

Portage and Mile 180.76 (East Cabin) eastward track.

509. A block signal conveying Stop indication must not be passed by any part of train or engine until it has stopped. If no conflicting movement is evident, a member of the crew must then communicate with the train dispatcher.

The train dispatcher may authorize train or engine to pass signal and proceed at RESTRICTED SPEED to the next signal.

If communication with the train dispatcher is not available, or when so instructed by the train dispatcher, train or engine must be moved forward until leading wheels are one hundred feet past the signal conveying Stop indication, wait ten minutes, and may then proceed at RESTRICTED SPEED to the next signal. If the track is seen to be clear of other trains or engines through to the next signal, and that signal conveys an indication permitting a speed more favorable than RESTRICTED SPEED, train or engine may proceed at RESTRICTED SPEED, WITHOUT waiting ten minutes.

CENTRALIZED TRAFFIC CONTROL SYSTEM RULES

528. A CTC signal conveying Stop indication must not be passed by any part of train or engine until after it has stopped. If no conflicting movement is evident, a member of the crew must immediately communicate with the control operator, and be governed by instructions received.

The control operator may:

- (1) Authorize train or engine to proceed at RESTRICTED SPEED to the next signal, or
- (2) When he does not know there is no opposing movement, instruct train or engine to move forward until leading wheels are one hundred feet past the Stop signal, wait ten minutes, and then proceed at RESTRICTED SPEED to the next signal.

The instructions must be repeated by the employee receiving them to ensure correct understanding. Before proceeding, Rule 277 must be complied with.

528 (a). When stopped by a Stop indication and communication is not available with control operator, train or engine must not proceed, except

when signal is the entering signal to a siding, movement under flag protection may be made to a point where it will be between home signals of a siding, clearing main track when practical, and complying with Rule 277. Further movement must not be made except on signal indication or until authority is received from control operator.

SPRING SWITCH RULES

560. Spring switches will be identified by reflector signs with letters "SS" on switch target and their location and normal position shown in timetable.

Signal governing facing point movement over a spring switch is located immediately in advance of switch.

560 (a). Signal which governs only facing point movement over a spring switch will display green aspect when switch is in normal position.

When signal displays red aspect, stop must be made, the switch must be tested by opening and closing by hand, and switch examined to make certain it is properly lined for route to be used, locked or secured and that points fit, after which movement may be made past Stop indication.

560 (b). Block signal which also governs facing point movement over spring switch will display a green or yellow aspect when switch is in normal position and block is unoccupied.

Intermediate block signals at spring switches are equipped with a lunar white marker to indicate the position of switch points for facing point movement. When signal conveys an indication to Proceed at RESTRICTED SPEED, and lunar white marker is displayed, train or engine may pass the signal without stopping, proceeding at RESTRICTED SPEED.

When signal conveys an indication to Proceed at RESTRICTED SPEED, and the lunar white marker is not displayed, stop must be made, the switch must be tested by opening and closing by hand, and switch examined to make certain it is properly lined for route to be used, locked or secured and that points fit, after which movement may be made at RESTRICTED SPEED.

SPRING SWITCHES

Location	Normal Position
East Cabin — east end siding.....	For eastward main track
East Cabin — intermediate switch, east end siding.....	For movement to eastward main track

INTERLOCKING RULES

608. When a train or engine has stopped for a signal conveying Stop indication at a manual interlocking, and control operator is unable to clear the signal, train or engine must not proceed, except as follows:

- (1) When a proceed signal, given with a yellow flag or yellow light from the center of the track over which movement is to be made is received.

Before giving such signal, the employe authorizing the movement must examine the route to be used and know it is safe for the movement. Hand signal must not be given until movement has come to a stop at the governing signal. Hand signals must not be used when the proper indication can be conveyed by the interlocking signals.

- (2) At interlockings where distances make it impractical for employe at control point to examine the route and give hand signal, train or engine may proceed on verbal authority from control operator. A member of crew must

examine route and operate switches by hand, as directed, before proceeding.

Such movements must be made at RESTRICTED SPEED to the next signal or, if there is no other signal, through the interlocking limits in accordance with Rule 268 or 291(a).

609 (b). When manual interlocking station is closed or when communication is not available with control operator and signal for an open route conveys Stop indication, movement may be made after lining all switches in the route to be used and train or engine has occupied the track within interlocking limits, but clear of any conflicting route, for a period of ten minutes.

Such movements must be made at RESTRICTED SPEED in accordance with Rule 268 or 291(a).

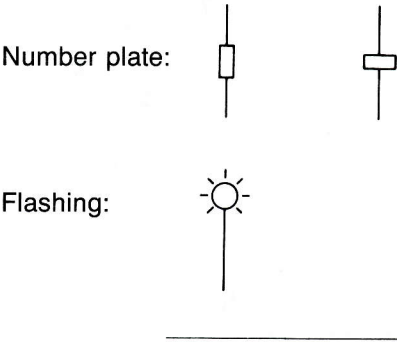
The facts must be reported to the train dispatcher.

MANUAL INTERLOCKINGS

Location	Control Station
*East Cabin.....	BNEast Cabin
*Dubuque Jct.....	JctEast Cabin

*Control operators are authorized to use Paragraph (2) of Operating Rule 608 to permit the movement of trains or engines past the interlocking signal indicating Stop. Where it is known that route is properly lined and locked by an indication of the interlocking equipment, crew should be so informed when permission is granted. If it is not known that the route is properly lined and locked, a member of the crew must be directed to examine the route and operate switches by hand before the train proceeds through the interlocking. When authorizing movements of a foreign railroad across CCP track through the interlocking, the applicable operating rules of the foreign railroad (if different than CCP Rule 608) must be complied with.

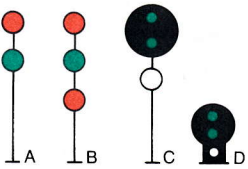
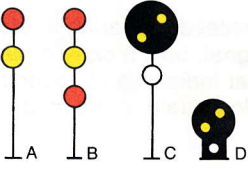
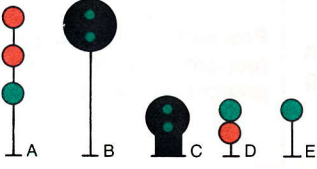
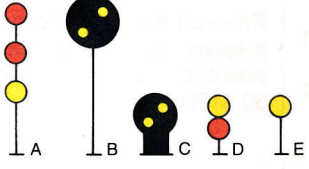
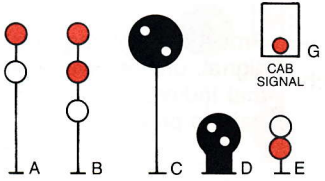
In the illustrations of typical signal aspects in Rules 281 through 298, the following symbols are used to indicate:



Where speed is restricted below that permitted by signal indication, the locations will be shown in timetable or other special instructions.

RULE	BLOCK AND INTERLOCKING ASPECTS
281	
282	
283	
284	
285	

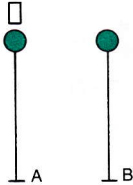
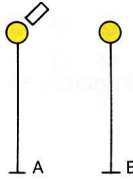
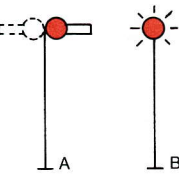
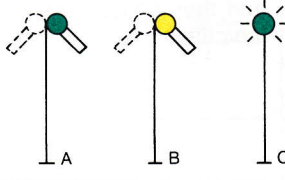
NAME	INDICATION
Clear	Proceed.
Advance Approach	Proceed preparing to stop at second signal, until it can be plainly seen that indication of second signal allows train to proceed.
Approach Diverging	Proceed approaching next signal prepared to enter turnout at prescribed speed.
Approach Medium Diverging	Proceed approaching next signal prepared to enter turnout at prescribed speed, but not exceeding 30 MPH.
Approach	Proceed preparing to stop at next signal, until it can be plainly seen that indication of next signal allows train to proceed.

RULE	BLOCK AND INTERLOCKING ASPECTS
286	
287	
288	
289	
290	

NAME	INDICATION
Diverging Clear	Proceed on diverging route; not exceeding prescribed speed through turn out.
Diverging Approach	Proceed on diverging route through turnout or turnouts at prescribed speed, preparing to stop at next signal, until it can be plainly seen that indication of next signal allows train to proceed.
Slow Clear	Proceed; at prescribed speed within interlocking limits, or through turn out.
Slow Approach	Proceed at prescribed speed within interlocking limits or through turnout or turnouts, preparing to stop at next signal, until it can be plainly seen that indication of next signal allows train to proceed.
Restricting	Proceed at RESTRICTED SPEED.

RULE	BLOCK AND INTERLOCKING ASPECTS
291	
291-A	
292	
293	
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NAME	INDICATION
Restricted Proceed	Proceed at RESTRICTED SPEED.
Entering Non-Signal Territory	Proceed at timetable speed.
Stop	Stop
Open Hand Operated Switch	Stop; open hand operated switch and then be governed by signal indication.
Doll	One track between signal and track governed.

RULE	OTHER SIGNAL ASPECTS
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RULE	TRAIN ORDER SIGNAL ASPECTS
297	
298	

NAME	INDICATION
Clear Distant Signal	Proceed. (Used in non-ABS territory) Does not denote track occupancy.
Approach Distant Signal	Proceed; prepared to stop at next signal. (Used in non-ABS territory) Does not denote track occupancy.
NAME	INDICATION
Stop	Stop; unless clearance received, or as provided in Rule 221(g).
Clear	Proceed.