SIGNAL ASPECTS AND INDICATIONS

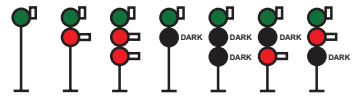
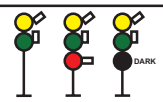
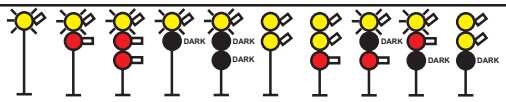
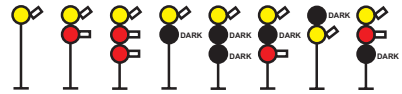
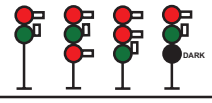
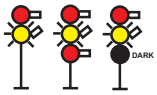
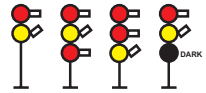
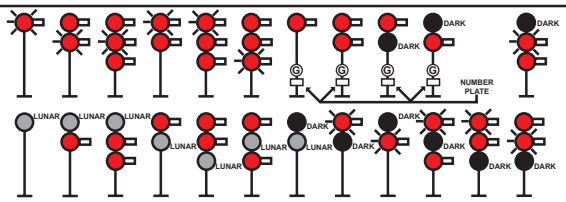
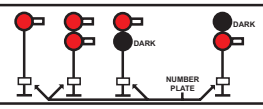
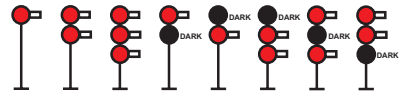
All signals are subject to modification indicated under individual subdivision special instructions.

DISTANT SIGNALS

Aspects shown in Rules 9.1.3 through 9.1.8 may be displayed with a “D” sign on the signal mast to identify the signal as a distant signal. When a “D” sign is displayed, if train is delayed per Rule 9.9 or Rule 9.9.1 between a distant signal and the next signal, proceed prepared to stop short of the next signal. Absolute signals at automatic switches, outside of block system limits, convey main track distant signal information for the other end of the siding.

BLOCK AND INTERLOCKING SIGNALS

Aspects shown in Rules 9.1.3 through 9.1.8 and 9.1.13 may be displayed on signals with or without a number plate on signal mast.

Rule	Aspects of Color Light and Semaphore Signals	Cab Signal Aspects	Name	Indication
9.1.3			CLEAR	Proceed.
9.1.4			APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and be prepared to enter diverging route at prescribed speed.
9.1.5			ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 50 MPH and be prepared to enter diverging route at prescribed speed.
9.1.6			APPROACH MEDIUM	Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
9.1.7			APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
9.1.8			APPROACH	Proceed prepared to stop at next signal, trains exceeding 30 MPH immediately reduce to that speed. (**Note**: *Speed is 40 MPH for Amtrak and Commuter trains.)*
9.1.9			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.
9.1.10			DIVERGING APPROACH DIVERGING	Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal not exceeding prescribed speed through turnout.
9.1.11			DIVERGING APPROACH MEDIUM	Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH.
9.1.12			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal preparing to stop, if exceeding 30 MPH immediately reduce to that speed. (**Note**: *Speed is 40 MPH for Amtrak and Commuter trains.)*
9.1.13			RESTRICTING	Proceed at restricted speed.
9.1.14			STOP AND PROCEED	Stop, then proceed at restricted speed.
9.1.15			STOP	Stop.

SPECIAL ASPECTS WHICH ARE NOT PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS			
Rule	**Aspects**	**Name**	**Indication**
9.1.16	S	TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
9.1.22	LUNAR F	SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
9.1.23	LUNAR F	SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
9.1.24	GREEN F	RESUME SPEED	End of slide fence restriction; resume speed.
9.1.25	RED H	HIGH WATER INDICATOR	When red or not illuminated, high water may be present; proceed at restricted speed through detection limits identified by timetable.
9.1.26	GREEN H	HIGH WATER INDICATOR	When green, no high water has been detected.

General Signal Instructions

In addition to Rule 9.1 of the General Code of Operating Rules, the following General Signal Instructions apply on BNSF Railway:

- Dwarf signals will display the same aspects and indications as high signals.
- The following symbols are used in diagrams of signal aspects:

To indicate a number plate.

To indicate a flashing light.

To indicate color light signal head.

To indicate position of semaphore arm.

To indicate grade marker.