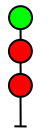



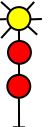


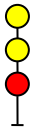

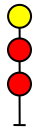


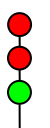

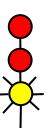

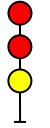


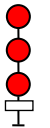


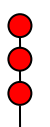
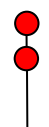
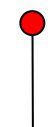


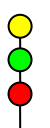
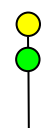

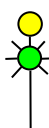
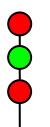
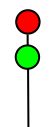
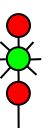


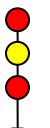




Amtrak Michigan Subdivision Timetable No. 5

Aspects					Rule	Name	Indication
A	B	C	D	E			
					9.1.1	Clear	Proceed
					9.1.2	Advance Approach	Proceed prepared to stop at the second signal. Passenger trains exceeding 45 MPH must begin reduction to 45 MPH as soon as engine passes the Advance Approach signal. Freight trains exceeding 40 MPH must begin reduction to 40 MPH as soon as engine passes the Advance Approach signal.
					9.1.3	Approach Slow	Proceed approaching the next signal not exceeding 15 MPH. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as engine passes the Approach Slow signal.
					9.1.4	Approach	Proceed prepared to stop at the next signal. Trains exceeding 30 MPH must begin reduction to 30 MPH as soon as engine passes the Approach signal.
					9.1.5	Slow Clear	Proceed not exceeding 15 MPH until entire train clears all switches within control point limits, then proceed at maximum authorized speed.
					9.1.6	Slow Approach	Proceed prepared to stop at next signal, not exceeding 15 MPH until entire train clears all switches within control point limits, then proceed not exceeding 30 MPH.
					9.1.7	Restricting	Proceed at Restricted Speed, not exceeding 15 MPH within Interlocking limits until the entire train has cleared all switches within control point limits, then continue at Restricted Speed until the leading wheels have either passed the next governing signal or the end of the block system.

Amtrak Michigan Subdivision Timetable No. 5

Aspects					Rule	Name	Indication
A	B	C	D	E			
			Number Plate		9.1.8	Stop and Proceed	Stop, then proceed at restricted speed until the entire train has cleared all interlocking and spring switches and the leading wheels have passed a more favorable fixed signal or entered non-signaled territory.
					9.1.9	Stop Signal	Stop.
					9.1.10	Approach Medium	Proceed approaching the next signal not exceeding 30 MPH.
					9.1.11	Approach Limited	Proceed approaching the next signal not exceeding 45 MPH for passenger trains, 40 MPH for freight trains.
					9.1.12	Medium Clear	Proceed not exceeding 30 MPH until entire train clears all switches within control point limits, then proceed at maximum authorized speed.
					9.1.13	Limited Clear	Proceed not exceeding 45 MPH for passenger trains, 40 MPH for freight trains, until entire train clears all switches within control point limits, then proceed at maximum authorized
					9.1.14	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.