

ITEM 19: Block and Interlocking Signals

- [Item 19: Block and Interlocking Signals](#)

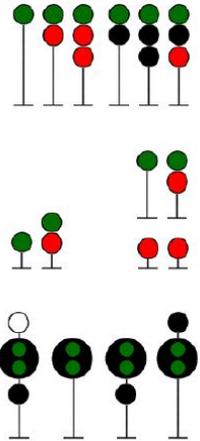
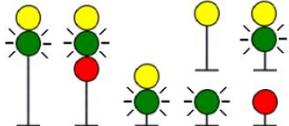
Item 19: Block and Interlocking Signals

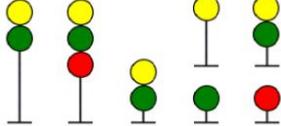
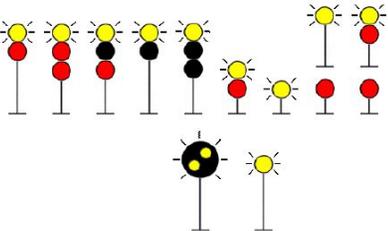
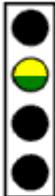
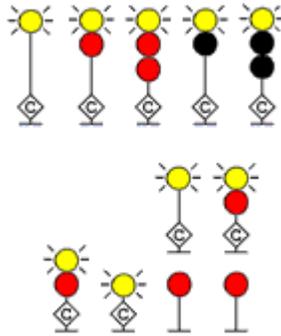
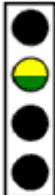
Explanation of symbols:  White light  Dark  Flashing color
 "G" plate  Lunar light  Number plate  "C" plate

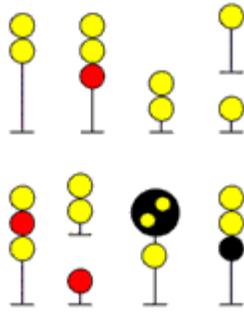
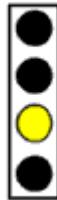
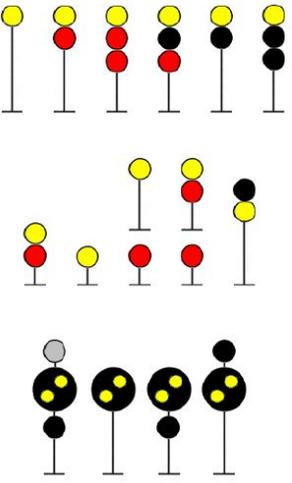
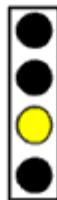
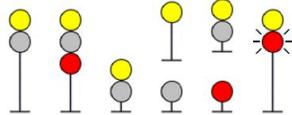
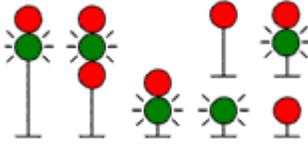


Color position signal head - When one color only is displayed in a color position signal head, it is to be considered the same as two lights.

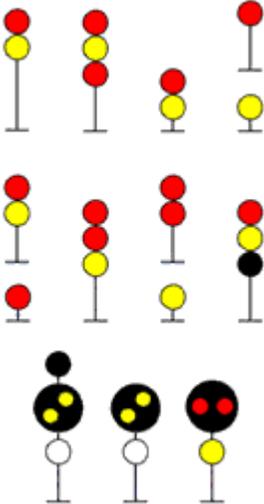
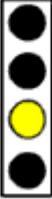
Unless otherwise specified or signal mast is shown with a number plate, signal aspects shown apply to signals with or without number plates.

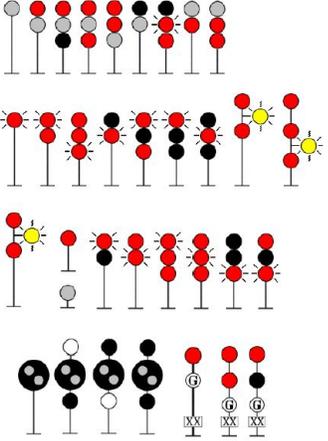
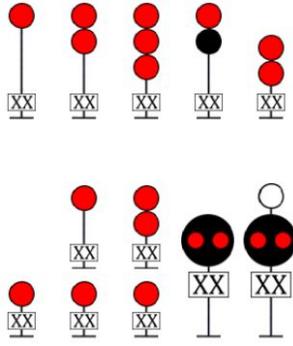
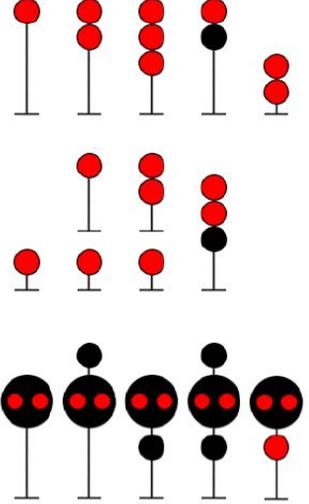
RULE	NAME	ASPECT	ACS	INDICATION
9.2.1	Clear			Proceed.
9.2.2	Approach Clear Sixty			Proceed. Trains exceeding 60 MPH proceed prepared to pass the next signal not exceeding 60 MPH. When signal governs the approach to a control point with a 60 MPH turnout speed, be prepared to advance on diverging route.

9.2.3	Approach Clear Fifty			<p>Proceed. Trains exceeding 50 MPH proceed prepared to pass the next signal not exceeding 50 MPH.</p> <p>When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route.</p>
9.2.4	Advance Approach			<p>Proceed prepared to stop at second signal. Trains exceeding 40 MPH proceed prepared to pass the next signal not exceeding 40 MPH.</p> <p>When signal governs the approach to a control point with a 40 MPH turnout speed, be prepared to advance on normal or diverging route.</p> <p>When the next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop short of the second signal is no longer required.</p>
9.2.4P	Advance Approach Passenger	 <p data-bbox="386 1524 711 1591">With diamond shaped "C" plate and with or without number plate</p>		<p>Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH proceed prepared to pass the next signal not exceeding 40 MPH.</p> <p>Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH.</p> <p>When the next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop short of the second signal is no longer required.</p>

9.2.5	Approach Diverging			<p>Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.</p>
9.2.6	Approach			<p>Proceed prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH.</p> <p>When the next signal is seen to display a proceed indication, the requirement to proceed prepared to stop no longer applies.</p>
9.2.7	Approach Restricting			<p>Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH.</p>
9.2.8	Diverging Clear Limited	 <p>Without number plate</p>		<p>Proceed on diverging route. Speed through turnout must not exceed 40 MPH</p>

<p>9.2.9</p>	<p>Diverging Clear</p>	<p>Without number plate</p>		<p>Proceed on diverging route not exceeding prescribed speed through turnout.</p>
<p>9.2.10</p>	<p>Diverging Advance Approach</p>	<p>Without number plate</p>		<p>Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Trains exceeding 40 MPH proceed prepared to pass the next signal not exceeding 40 MPH.</p> <p>When the next signal is seen to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop short of the second signal is no longer required.</p> <p>When signal governs the approach to a control point with a 40 MPH turnout speed, be prepared to advance on normal or diverging route.</p>
<p>9.2.10P</p>				<p>Proceed on diverging route at prescribed speed through turnout prepared to stop at second signal. Freight trains proceed prepared to pass the next signal not exceeding 40 MPH. Passenger trains exceeding 60 MPH must immediately reduce to 60 MPH. When the next signal is seen</p>

	Diverging Advance Approach Passenger	With diamond-shaped "C" plate and without number plate		to display an aspect more favorable than Diverging Approach or Approach, the requirement to proceed prepared to stop short of the second signal is no longer required.
9.2.11	Diverging Approach	 <p>Without number plates</p>		Proceed on diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH. When the next signal is seen to display a proceed indication, the requirement to proceed prepared to stop no longer applies.
9.2.12	Diverging Approach Diverging	 <p>Without number plates</p>		Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through turnout.

9.2.13	Restricting			Proceed at restricted speed, not exceeding prescribed speed through turnout when applicable.
9.2.14	Restricted Proceed			Proceed at restricted speed.
9.2.15	Stop	 <p data-bbox="435 1621 662 1648">Without number plates</p>		Stop before any part of train or engine passes the signal.
				Proceed on diverging route at prescribed speed through turnout. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger

9.2.16	Diverging Approach Clear Fifty	 Without number plate		trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH. When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route.
9.2.17	Clear Restricting	 Lake St. Interlocking		Proceed at restricted speed, not exceeding 10 MPH.
9.2.18	Approach Restricting	 Lake St. Interlocking		Proceed at restricted speed, prepared to stop.
9.2.19	Stop	 Lake St. Interlocking		Stop before any part of train or engine passes the signal.

Rule Updated Date

May 5, 2021