

Signal Aspects and Indications—August 1, 2022

BNSF Railway — 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 and 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	PTC Track Line
9.1.3			CLEAR	Proceed.	
9.1.4			APPROACH LIMITED	NOT LIKELY TO BE ON CHICAGO WYE	
9.1.5			ADVANCE APPROACH	NOT LIKELY TO BE ON CHICAGO WYE	
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. Freight trains exceeding 30 MPH immediately reduce to that speed. (Note: Speed is 40 MPH for freight trains in PTC Full Enforcement Mode).	
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 passenger and trains in PTC Full Enforcement Mode).	
9.1.9			DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout.	
9.1.10			DIVERGING APPROACH DIVERGING	NOT LIKELY TO BE ON CHICAGO WYE	
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. (Note: Speed is 40 MPH for trains in PTC Full Enforcement Mode.)	
9.1.12			DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout; approach next signal prepared to stop. Trains exceeding 30 MPH immediately reduce to that speed. (Note: Speed is 40 MPH for passenger and trains in PTC Full Enforcement Mode.)	
9.1.13			RESTRICTING	Proceed at restricted speed.	
9.1.15			STOP	Stop.	

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SPECIAL ASPECTS WHICH ARE NOT PART OF AUTOMATIC BLOCK, CTC AND INTERLOCKING SYSTEMS			
Rule	Aspects	Name	Indication
9.1.16		TAKE SIDING INDICATOR	When illuminated, hand operate switch to enter next siding or to leave siding and enter main track.
9.1.22		SLIDE FENCE INDICATOR	When illuminated continuously or when not illuminated, slide fence has been activated; proceed at restricted speed.
9.1.23		SLIDE FENCE INDICATOR	When flashing, slide fence has not been activated.
9.1.24		RESUME SPEED	End of slide fence restriction; resume speed.
9.1.25		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		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 position of semaphore arm.



To indicate a flashing light.



To indicate grade marker.



To indicate color light signal head.

Wayside Horn System (WHS)



Flashing - operating as intended.



Steady or not illuminated - not operating as intended.

PTC Display Information

Track Line			Track Line Overlays		
Color	Symbol	Description	Color	Symbol	Description
Red		Unauthorized track	Red-hash overlay		Stop required
Yellow		Authorized speed restricted track	Yellow-hash Overlay		Restricted Speed
Green		Authorized track	Blue-hash Overlay		Work Zone (Form B) Limits
Grey		Non-enforcing or unknown track			