| Aspects |  |  |  |  | Rule | Name | Indication |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| A | B | C | D | E |  |  |  |
| $9$ | $9$ | $9$ | Q |  | 9.1.1 | Clear | Proceed |
| - | -Q- | - |  |  | 9.1.2 | Advance <br> 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 nasses the Advance-Annroach sional |
| $9$ | $9$ |  |  |  | 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. |
|  |  | $9$ |  |  | 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. |
|  |  |  |  | $9$ | 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. |
| $1$ |  |  |  | - | 9.1.6 | Slow <br> 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 . |
| $9$ | $9$ |  |  | 9 | 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 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |

