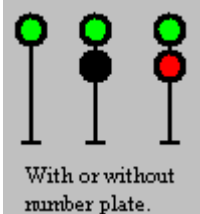
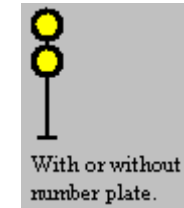
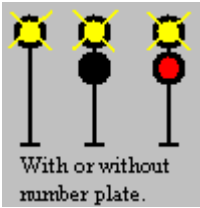
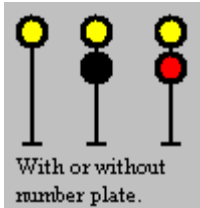



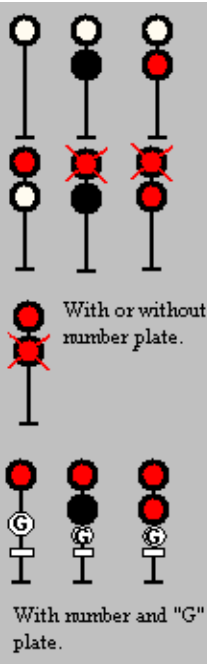
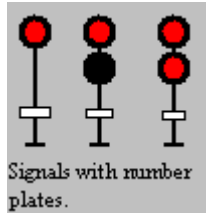
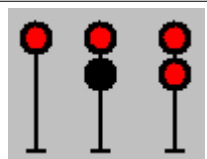
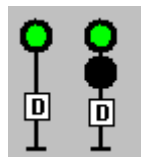
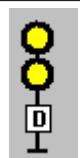
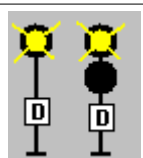
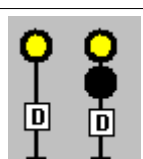


Signal aspects for Fremo american

Version 1.4

modeled after Southern Pacific Lines Central Region Timetable 1, April 14, 1996

Rule	aspect	name	indication
9.1.1	 <p>With or without number plate.</p>	clear	Proceed.
9.1.2	 <p>With or without number plate.</p>	approach diverging	Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.
9.1.3	 <p>With or without number plate.</p>	advance approach	Proceed prepared to stop at second signal. Freight trains exceeding 45 MPH must reduce speed by at least 10 MPH before passing next signal unless next signal displays a clear, approach diverging or advance approach.
9.1.4	 <p>With or without number plate.</p>	approach	Proceed prepared to stop at next signal. Trains exceeding 40mph immediately reduce to that speed.
9.1.5		diverging clear	Proceed on diverging route not exceeding prescribed speed through turnout.
9.1.6		diverging advance approach	Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal unless next signal displays a Clear, Approach Diverging or Advance Approach.
9.1.7		diverging approach	Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal. Trains exceeding 40mph immediately reduce to that speed.

9.1.8	 <p>With or without number plate.</p> <p>With number and "G" plate.</p>	restricting	Proceed at restricted speed.
9.1.9	 <p>Signals with number plates.</p>	stop and proceed	Stop, then proceed at restricted speed.
9.1.10		stop	Stop.
9.1.11		distant signal clear	Proceed.
9.1.12		distant signal approach diverging	Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout.
9.1.13		distant signal advance approach	Proceed prepared to stop at second signal. Freight trains exceeding 45 MPH must reduce speed by at least 10 MPH before passing next signal unless next signal displays a clear, approach diverging or advance approach.
9.1.14		distant signal approach	Proceed prepared to stop at next signal. Trains exceeding 40mph immediately reduce to that speed.