

CAB SIGNAL ASPECTS (RED, YELLOW AND GREEN) – indicate the following:

<u>Signal Aspect</u>	<u>Signal Indication</u>
Green	The block is clear - train is authorized to proceed at a speed not to exceed cab signal indication or according to wayside indication, whichever is less.
Yellow	The block is clear - train is authorized to proceed at a speed not to exceed cab signal indication or according to wayside indication, whichever is less. Yellow – 35 proceed with caution at speed not to exceed 35 MPH Yellow – 25 proceed with caution at speed not to exceed 25 MPH Yellow – 15 proceed with caution at speed not to exceed 15 MPH
Red	Stop (after stop, aspect changes to Flashing Red)
Flashing Red	When a train receives a red aspect at an interlocking approach signal or an automatic block signal, or receives a red or flashing red aspect of a cab signal, the train must be brought to a stop. If the reason for the stop is a train ahead which can be expected to proceed shortly, wait for the signal aspect to change to a "proceed" indication. If the reason for the stop is not evident, or if it does not clear within a reasonable time, call controller for instructions. The train must NOT proceed until the employee operating the train has been instructed to do so by the controller. The train MUST REMAIN STANDING until the controller has issued specific instructions, for example, to authorize the train to proceed after operation of the track trip manual release (key-by) or, in cab signal territory, to proceed on the "flashing red." When authorized to proceed on a "flashing 15," the motorman will: proceed to the next wayside signal bond or wayside signal at a speed that will enable the motorman to stop his train WITHIN THE DISTANCE HE CAN ACTUALLY SEE THE TRACK AHEAD TO BE CLEAR If the signal then fails to clear, the train will proceed from block to block at a speed that will enable the motorman to stop his train WITHIN THE DISTANCE HE CAN ACTUALLY SEE THE TRACK AHEAD TO BE CLEAR.

NOTE: Flashing red is given where low speeds are required, such as in yards or when closing in on trains ahead. Motorman must operate as instructed by the controller.

Motorman must not exceed the range of speeds indicated by the signal aspect and speedometer.

(Over)

CAB SIGNAL "BEEP" TYPE AUDIBLE ALARM - sounds to alert the motorman whenever a train is exceeding the maximum speed allowed by the current signal aspect. This may be the result of (1) allowing train speed to increase beyond the allowed limit, or (2) a change of signal aspect to a more restrictive aspect.

Whenever the alarm sounds the motorman must move the controller handle to either the second or third point of brake WITHIN 1½ SECONDS or the train will be automatically braked to a complete stop. The alarm continues to sound until the motorman brakes the train or, if the motorman fails to brake the train, it sounds until automatic braking stops the train.

When a more restrictive aspect change takes place while the train is in a braking mode of two points of brake or more, the audible alarm will not sound, therefore; the aspect panel must be checked under the following conditions:

- (1) After the train has stopped for any reason
- (2) Before proceeding around any curves where vision is restricted or the speed limit is 15 MPH or less.

NOTE: Some aspect panels have a pulsating alarm while other panels have a steady alarm.