

Central Pasco & Gulf Railroad

OPERATING RULES & PROCEDURES

Adopted April 28, 2022 – George Andersen, Safety Officer

PREFACE

These rules govern the Central Pasco & Gulf Railroad, herein referred to as CP&GRR.

All visitors must sign Assignment of Risk form prior to riding any train. All signed forms shall be retained by the CP&GRR.

Operating equipment on the track is your acknowledgment that you understand and are willing to comply with the rules. It is the responsibility of every member and everyone who operates a train at the facility to be familiar with and obey the rules currently in force. Since the CP&G RR is located within Crews Lake County Park, Pasco County, Florida, all members and visitors must adhere to, respect and obey park rules as well as CP&G RR rules.

Members will conduct themselves in a manner consistent with community standards of justice, honesty and good morals. In the event of infraction or complaint, the Board will be the final arbiter deciding a member's adjudication after investigating the circumstances. Members may be decertified, banned or issued a warning against a recurrence.

These rules will be interpreted by the author of this document, the Safety Officer.

ONLY the Board of Directors or the Safety Officer have the authority to modify or change the rules on a permanent basis.

Directors or meet officials have the authority to modify, suspend or change the rules on a temporary basis. However, no one has the authority to wave the requirement of signing the Assignment of Risk form.

These Rules are superseded by Bulletin Orders.

RULE #1 – SAFETY

- A. Safety is the first priority at the Central Pasco & Gulf Railroad. Compliance with the rules is necessary for everyone's safety.
- B. The conductor and engineer are jointly responsible for the safety of everyone riding their trains.
- C. A train must not be moved unless it is safe to do so.
- D. The conductor is responsible for deciding when it is safe to move a train and may order the engineer to stop at any time for any reason.
- E. The engineer is responsible for monitoring the track ahead and operating the locomotive in a safe manner.

- F. The engineer must stop the train in a controlled manner at the direction of the conductor and may stop at his/her own discretion.
- G. The conductor should ride at the rear of a train so he/she can monitor the passengers and rolling stock and be able to order the engineer to stop the train in case of a problem.
- H. The engineer and conductor must be able to communicate at all times.
- I. The conductor and the engineer each has the right to refuse to allow a train to move if either deems it unsafe for any reason.
- J. Anyone who sees a safety problem with the track must flag the location and report the issue to any board member or railroad official, indicating the nature of the concern.

RULE #2 – OPERATIONS

- A. Train crews are responsible to insure that all main line turnouts are aligned for normal main line operation. If you change a switch for any reason, you must return it to the proper position before continuing.
- B. You must have enough fuel or battery charge to complete your operation.
- C. The refueling of equipment must be done outside of buildings. The crew must have a fire extinguisher on hand not closer than ten feet from refueling site. Refueling may not be done within ten feet of any member of the public including passengers.

RULE #3. - MEMBER RESPONSIBILITY

- A. Certified members may operate certain CP&GRR owned equipment with the permission of the Safety Officer or any Board Member. Refer to Appendix 1 for the list of equipment.
- B. Members must not allow anyone not qualified to operate CP&GRR equipment except for training purposes under the direct supervision of a qualified member.
- C. Members must not operate privately owned equipment without the permission of the owner.
- D. Members must report any unusual conditions on the railroad (bad rail, trees down across the track, cars or engines not working correctly, etc.) to any board member or CP&GRR official. Mark affected track with an orange block. If the section of rail is dangerous or impassible, mark it with a blue sign at both ends of the affected area.
- E. It is every member's responsibility to remind visitors of the rules and report repeated infractions to a board member or other official.

RULE #4 - PUBLIC RUNS

- A. The minimum crew required is an Engineer and a Conductor.
- B. The ticketing crew shall issue a wrist band, ticket or other indication that the rider has signed the Assignment of Risk form and has permission to board a train.
- C. A member acting as Station Master shall be responsible for loading and dispatching trains.
- D. No train may enter or leave the loading area without the Station Master's permission.
- E. Only the conductor assigned to that train may give permission for the engineer to move a train once the Station Master has released the train.
- F. The Station Master is responsible for checking that each rider has either a ticket or wrist band indicating that the rider has permission to ride.
- G. The Station Master and the train's conductor are jointly responsible for seeing the Safety of passengers during loading.

- H. The Station Master, assistants and the conductor may refuse to allow any passenger board a train if they feel that a passenger is unruly, appears drunk or otherwise poses a safety risk.
- I. The Station Master shall use the automatic Safety Announcement System before each train departs if possible.

RULE #5 - BIRTHDAY TRAINS

- A. The minimum crew required is an Engineer and a Conductor.
- B. The crew shall perform a safety check on the train and fuel the engine before leaving the yard.
- C. The crew shall set a route and check the track for any issues before taking any passengers.
- D. The crew is responsible to check that all passengers sign the Liability Wavers and must deny rides to anyone who refuses.
- E. The crew shall inform the passengers of the rules for riding before every run.
- F. Other traffic on the railroad may not interfere or hinder the Birthday Train.
- G. During a Birthday Train event, the crews of any other trains must return any turnouts they change to their original position before leaving.

RULE #6 - SPECIAL EVENTS

- A. The following are defined as Special Events
 - 1. Halloween
 - 2. Christmas
 - 3. Easter
 - 4. Any other event so designated by the Board.
- B. No other traffic is allowed on the railroad during Special Events except as required for maintenance.
- C. The Station Master shall use the automatic Safety Announcement System before each train departs if possible.
- D. All other rules for a Public Run apply during Special Events.

RULE #7 - MEETS AND VISITING EQUIPMENT

- A. Meets are defined as events when members of other railroads are invited to run their own trains on CP&GRR track.
- B. The Yard Master, if on duty, shall be in charge of all train movements in and between the steaming bays and Sanford Yard.
- C. In the absence of a Yard Master, train crews shall stay in radio communications before and during movements.
- D. No train should park on the mainline through the yard.
- E. Engines must be shut off, brakes applied, wheels chocked, or otherwise disabled when unsupervised to prevent unwanted movements.
- F. An end-of-train marker must be present on the back of the last car of every train. It must be illuminated with a flashing red light when operated at night.

RULE #8 - RADIO RULES

- A. All trains crews must carry radios while on the railroad.
- B. Trains carrying the public, including Birthday Trains must have CP&GRR or compatible radios.
- C. Both the Engineer and the Conductor must carry working radios and monitor communications.
- D. The Station Master must have a working radio and monitor communications.
- E. Whenever trains carrying the public are on the railroad, all other trains must carry at least one CP&GRR or compatible radio
- F. Channel 5 on CP&GRR radios is the official frequency to be used during public runs and special events.
- G. During public runs and special events, radio use must be limited to essential conversations.
- H. Private trains may use FRS radios on FRS channel 6 sub-channel 0 if CP&GRR radios are not available.
- I - During operation when both types of radios are in use the Yard and Station Masters MUST have both radios.

RULE #9 - SAFETY OFFICER, TRAINING & SAFETY

- A. The Board shall appoint a Safety Officer.
- B. The Safety Officer may issue or deny an engineer or conductor license at his/her discretion.
- C. The Safety Officer is responsible for safety in operations on the railroad and has the following duties and responsibilities.
 - 1. Maintaining and publishing the rules of the railroad.
 - 2. Conduct training classes.
 - 3. Administer tests to license members as Conductor and/or Engineer.
 - 4. Monitoring safety during railroad events.
 - 5. Conduct periodic re-licensing classes and tests.
- V. Members may use CP&GRR engines and equipment only after attending a training class and passing the appropriate test. Members who have not yet passed the engineer's test may Operate CP&GRR equipment only under the direct supervision of a certified member for training purposes.
- E. Members may take on the duties of Engineer or Conductor on trains carrying the public only after attending a training class and passing the appropriate test. Newly certified engineers and conductors shall operate under the supervision of veteran train crews for several events before taking on the responsibly of running a train.
- F. Only members 12 or older may be licensed as a conductor.
- G. Only members 16 or older may be licensed as an engineer.
- H. Any Board Member may revoke an Engineer or Conductor license if they determine unsafe operation. In this case the member may apply to the Safety Officer for reinstatement.

RULE #10 – LOCOMOTIVES

- A. It is the responsibility of the member running an engine to understand how to refuel, check the oil level, start and operate the engine before using it.

- B. It is the responsibility of any member operating an engine to know how to re-rail an engine before operating it. It is understood that under certain circumstances, it re-railing an engine may require additional help.
- C. Before taking any engine out on the railroad, a member must
 - 1. perform a visual safety check
 - 2. check oil level
 - 3. Insure that there is sufficient fuel for the intended use.
 - 4. Verify that a fire extinguisher and first aid kit are aboard.
- D. If defects, damage or operational problems are observed, it is the member's responsibility to report the situation to a board member as soon as possible. If Operating the engine could cause additional damage, a note describing the situation should be attached to the engine's controls.
- E. When switching crews, it is the responsibility of the crew being relieved to report any problems or issues to the new crew. It is the responsibility of the new crew to insure that the engine has sufficient fuel to complete the task.

RULE #11 - ROLLING STOCK AND RIDING CARS

- A. Riding cars must be attached to the train using draw bars or, if couplers are used, safety chains must also be used.
- B. Riding cars must be cleaned and inspected for Safety before use.
- C. Damage must be reported as soon as possible to any board member. If the damage represents a safety concern, the Equipment must be taken out of service and labeled as to the defect.

RULE #12 - TRAIN & ENGINE CREW RESPONSIBILITIES

- A. Engines must be shut off, brakes applied, wheels chocked, or otherwise disabled when unsupervised to prevent unwanted movements.
- B. An end-of-train marker must be present on the back of the last car of every train. It must be illuminated with a flashing red light when operated at night.

RULE #13 - DERAILMENT PROTOCOL

- A. STOP your train immediately and turn off the engine.
- B. Notify by radio or cell phone that your train is 'On The Ground'. State your engine number, your location, and whether the engine or passenger cars are involved.
- C. If the train is Stopped in a dark, un signaled area, or otherwise in a blind spot, alert any following traffic that your train is stopped to prevent a collision.

RULE #14 – EMERGENCY PROTOCOL

- A. Determine if medical attention is needed, if so, use first aid kit and contact a board member as soon as possible. Get contact information for injured party.
- B. If injury requires more than general first aid call 911 and report an injury 'IN THE PARK'.
- C DO NOT USE THE WORD 'RAILROAD' which is reserved for mass transit disasters and triggers special response.
- D. Notify Board member Jerry Smithson Immediately at 727-243-3692 or 727-841-9600.

- E. Get the name, address and phone number and any other information possible from the injured party.
- F. Document the event in writing by email or text to Jerry Smithson or any Board Member.
- G. Re-rail and check equipment and rail for damage.
- H. Mark the area for investigation or repair.
- I. When the train is ready to proceed, notify others on the railroad by radio that the situation is resolved.

RULE #15 - PASSENGERS

- A. Train rides are not suitable for everyone, and the following riders are prohibited
 - 1. Small children that cannot sit still,
 - 2. Some elderly people,
 - 3. People that have Vertigo or balance problems.
 - 4. Pregnant women.
- B. Animals are not permitted to ride on public Passenger train cars. Service animals must remain at the Station with an appropriate handler.
- C. Members must insure that the riding cars are not overloaded. Seat four small children or three medium weight adults per car. The general weight limit is 600 pounds per car.
- D. Balance passenger weight on the riding car. Do not have too much weight on one end. Discourage passengers from leaning back on cars.
- E. All passengers must be seated facing forward and erect. They must keep hands and feet inside the car at all times.
- F. No food or drinks are allowed.
- G. Persons with disabilities generally requiring mobility assistance must have an experienced assistant ride behind him/her to aid him/her on and off the train. If appropriate, seat them and their assistant on a chair car rather than a bench car.
- H. Good judgment must be displayed when ascertaining who may not ride. COURTESY must be observed when advising an individual that they should not ride.
- I. It is required that regardless of age, infant to adult, everyone riding the train must be seated on the bench. Children who require close supervision must sit on the seat in front of their parent or guardian. Infants must be seated in front of the Parent or guardian who must hold them close, one hand on their tummy the other hand Supporting their head. A parent may not ride in a chair car with an infant.
- J. Any potential passenger that is behaving abnormally and appears to be under alcohol or substance influence must be reported to the Park Ranger. Politely discourage them from riding for their own safety.
- K. Rules for all riders:
 - 1. Stay seated facing forward and don't turn around.
 - 2. Do not drag your feet.
 - 3. Do not attempt to touch trees or other objects along the railroad.
 - 4. Do not "high five" other passengers on passing trains.
 - 5. Keep feet on the running boards at all times.
 - 6. Selfies and photos are allowed providing the camera is held within the car's footprint. Do not reach or lean out to take a photo.
 - 7. No horse play or practical jokes.
 - 8. You must sit upright. No leaning side to side.

9. Pregnant women are not permitted to ride.
10. Shoes must be worn by all passengers.

RULE #16 - TRAIN MOVEMENTS

- A. Trains may move only when it is safe to do so.
- B. Normal (Maximum) speed on the CP&GRR is 5 MPH.
- C. When only one train is on the track, whistles may be used to communicate between Conductor and Engineer.
- D. When multiple trains are on the track, radio or direct visual communications must be used.
- E. If a train stops and has to wait any length of time, it cannot proceed without a signal from the conductor. If the engineer needs a signal to proceed he can call on the radio to the conductor or turn and see the conductor visually for a signal.
- F. When passing another train in a siding both trains must operate at slow speed all trains entering and leaving the Dade City station will operate at restricted speed.
- G. Movement within Yard Limits
 1. Yard limits are designated and are indicated by yard limit signs located at the West end of Sanford Yard at the crossover switch through up to the East Steaming bay lead switch.
 2. Within yard limits, movements may be made on a main track by verbal permission of the Yard Master.
 3. When operating on main track within yard limits, the leading end of movement must operate at Slow Speed.
 4. All movements within Yard Limits on other than Main Track will operate at Restricted Speed at all Times.
 5. Within yard limits, movements against the current of traffic must not be made without permission of the Yard Master, who must first ensure that no opposing movements have been authorized.
 6. Trains or engines may move within yard limits without track authority when no yard master is on duty. In this case the movement must be made at restricted speed until the leading end of the movement has exited yard limits.
 7. Movements must not foul an approaching main line train; main line has right of way.
- H. Restricted Speed
 1. Train must be operated a speed no greater than that required to stop within one-half the sight distance to:
 - a. Other trains or railroad equipment occupying or fouling the track,
 - b. Obstructions,
 - c. Switches not properly lined for movement,
 - d. Derails set in the derauling position,
 - e. Any signal requiring a stop.
 2. This restriction applies to the entire movement, unless otherwise specified in the rule or instruction that requires Restricted Speed. North bound trains from Pasco Loop to Sanford Yard over Hackett's JCT have right of way over westbound trains from Sanford By-pass to Pasco Loop over Hackett's JCT.
- J. Trains or engines operating in yard limits are not required to provide flag protection, but must reline switches for main line movement when their move is complete.
- K. Trains or engines must use caution when entering or leaving the car barns as there are close

clearances at the doorways and between adjacent tracks.

L. NO Train may operate at night without a head light and illuminated flashing red rear end marker.

RULE #17 – SIGNALS

A. ABS Signals -

1. Block signals are in service on the railroad EXCEPT where indicated as DARK TERRITORY.

2. Upon approaching a block signal it should be a DIM RED. When you get to the claiming section of track (approximately 20 feet in front of each signal), the signal will display a bright aspect indicating the action required whether to stop or proceed into block.

3. Signal Aspects

a. BRIGHT GREEN: the block ahead is clear.

b. BRIGHT YELLOW: you may proceed at slow speed but your next signal could be Red or destination siding may be occupied.

c. BRIGHT RED: the block ahead is occupied and you must stop.

B. DARK TERRITORY

1. The sections of the railroad which the movement of trains is not controlled, monitored or governed by the signal system and are as follows;

a. From St. Leo West around the horseshoe into Sanford Yard, back up to the switch at St. Leo including all of Sanford Yard and steaming bay leads.

b. Wine and Cheese cut-off “APEX” up to Sheridan Loop including the section leading to the Sanford Connector.

c. All of Hackett’s Jct. and PASCO Loop.

d. All of Sheridan loop after you leave the “APEX”.

e. From East Trilby siding on Track 2 through Dade City Station on to Track 1 to the West end of Carrolls Bridge.

2. Movement in Dark Territory should be made at SLOW speed with the exception of the approach to Dade City Station which will be at restricted speed.

3. Movement at Restricted Speed

RULE #18 - TRACK SIDE SIGNAL BOARDS

Refer to Appendix 3

A. Yellow board with or without the letter “S” means the train is to slow In this area and operate at Restricted Speed.

B. Green board with or without the letter “R” means you have cleared the restricted area and you may resume track speed when the Conductor’s or last car has past the board. After clearing the green the board the conductor will notify the engineer that the train is clear of the board.

C. Red board with the letters “STOP “means you must bring your train to a complete stop and watch for cross traffic.

D. A STOP board is a permanent fixture and is in effect even if it is missing.

E. A STOP/RED Board can only be removed by bulletin order.

RULE #19 - WHISTLE SIGNALS.

- A. Whistle signals may ONLY be used during single train operations.
- B. During Multi train operations whistles MAY NOT be used other than 1 long blast to stop the train. Any engineer that hears one long whistle MUST STOP until released by the conductor.
- C. When a train is ready for movement the conductor will use his whistle or hand signals to alert the engineer
- D. Whistle once for the train to stop.
- E. Whistle twice for the train to proceed.
- F. Whistle three times for the train to back up.

RULE # 20 - RADIO COMMUNICATIONS

- A. ALL Train movements are to be made by radio from the conductor to the engineer so there is no mistake as to which train is being given permission to move. i.e.
 - 1. "Conductor to 322 engineer, you have permission to depart over",
 - 2. "322 roger, permission to depart. Here we go, 322 out."
- B. Remember that after pressing the transmit switch, you should pause a beat before speaking to allow the receiving radios to unsquelch.
- C. Avoid interfering with communications when there is a derailment or other emergency.

RULE #21 - HAND SIGNALS

Refer to Appendix 4

Hand signals, with or without a flag or lamp, must be given as follows:

- A. Stop - Swung horizontally at right angle to the track.
- B. Reduce Speed - Held horizontally at arm's length
- C. Proceed - Raised and lowered vertically
- C. Back - Swung vertically in a circle at half arm's length
- D. Any movement of arms or hands in a fast or erratic manner is a signal to stop.

RULE #22 - MEASURED TRACK SPEED CALCULATIONS

- A. Measured distances markings are 73.3 feet apart.
- B. Green is start and Red is end.
- C. 73.3 feet covered in 10 seconds is 5 MPH.
- D. LOCATIONS OF MEASURED DISTANCES:
 - 1. Timmon's Trestle
 - 2. Track 1 on straight section next to big house.
 - 3. Hill track between East Trilby and Macon.

RULE #23 - USE OF TRANSFER LIFT

- A. Only authorized members can operate the transfer lift.
- B. Use of the transfer lift is at your own risk.
- C. Move equipment as quickly as possible onto a steaming bay to free the lift for others.

- D. The steaming bays are used on a first come first serve basis.
- E. Public spectators are not permitted within the steaming bays for safety reasons.
- F. Be sure to turn off transfer lift power when not in use.

RULE #24 - ELECTRIC POWERED EQUIPMENT

- A. Chargers must be disconnected before the owner leaves the railroad.
- B. Maintenance chargers or timers are allowed.

RULE #25 - CP&GRR EQUIPMENT USAGE

- A. Unrestricted equipment may be used by any licensed member for the following uses:
 - 1. Public Runs
 - 2. Special Event trains
 - 3. Birthday Trains
 - 4. Riding on the track for enjoyment provided the equipment is not needed for public runs, birthday trains or maintenance.
- B. Limited Use equipment may only be used for the following uses:
 - 1. Public Runs
 - 2. Special Event Trains
 - 3. Birthday Trains
- D. Restricted Equipment may only be used for the following uses:
 - 1. May NOT be used for carrying the public
 - 2. Maintenance
 - 3. Rescue of a disabled train
 - 4. Ballast car or flat car haulage

Equipment	Unrestricted	Limited	Restricted
799*	X		
322*	X		
2015	X		
69		X	
Speeder			X
Blue Unit Passenger Train		X	
Burgundy Unit Passenger Train		X	
Yellow Unit Passenger Train		X	
Ballast Cars			X
Tool & Maintenance Cars			X
Club Chair Cars	X		
Other Club Riding Cars	X		

* Joy Riding is allowed only if 2015 is in use or unavailable

RULE #26 - STEAM POWERED EQUIPMENT

- A. All steam equipment must have a current pressure test certification.
- B. It is the responsibility of the steam operator to insure that spectators are kept at a safe distance and equipment is steamed or operated in a manner that poses no danger to others.
- C. Steam locomotive engineers must not leave engines unattended without first making sure of the following
 1. locomotive brakes are set in fully applied position
 2. throttle is closed and reverser is centered up
 3. Locomotive has plenty of water in the glass
 4. Drive wheels are chocked or have a chain under main driver
 5. Propane and oil fired engines should have the fire turned down as far as possible or turned off until you return
 6. Coal burners should have a small bank in them and not an out-of-control hot fire
- D. Wood and coal fired engine operators must remain aware of fire danger in the park and must operate accordingly.

APPENDIX 1 – Definitions

TERMINOLOGY, DEFINITIONS, and EXPLANATIONS

AUTOMATIC BLOCK SIGNAL: A block signal that is activated either by track circuit or in conjunction with interlocking or controlled point circuits. This block signal automatically indicates track condition and block occupancy.

AUTOMATIC BLOCK SIGNAL SYSTEM (ABS): A block signal system in which the use of each block is governed by an automatic block signal

BLOCK: A length of track with defined limits on which train movements are governed by block signals, cab signals, or Form D.

BLOCK SIGNAL: A fixed signal displayed to trains at the entrance of a block to govern use of that block.

BLUE SIGNAL: A clearly distinguishable blue flag, blue light or blue tag by day, or a blue light or blue tag by night. When displayed, it signifies that workers are on, under or between equipment.

BULLETIN ORDER (BO): A publication used to notify employees of changes to rules, procedures, or other instructions affecting the movement of trains. Bulletin Orders are issued periodically by the designated officer.

CROSSING AT GRADE: Two or more routes that intersect at the same level. Crossing at Grade may refer to a railroad or highway crossing at grade.

CROSSOVER: A combination of two switches connecting two adjacent tracks. When lined, this switch combination allows movements to cross from one track to the other.

ENGINE SERVICING TRACK AREA: One or more tracks within an area for the Servicing (i.e. oiling or taking on water) minor repairing or inspecting of engines

FOULING A TRACK: Being in such proximity to a track that an individual, tools or equipment could be struck by a moving train or other on-track equipment, or in any case is within four feet of the nearest rail.

FOULING POINT: The point on a track beyond which equipment will foul an adjacent track. Fouling points will not safely accommodate a person riding the side of a car.

JUNCTION (Jct): A location designated by the Timetable where two or more railroad lines converge.

MAIN TRACK: A track designated by Timetable upon which train movements are

authorized by ABS, DCS, or interlocking rules.

MARKER: A reflector, flag, or highly visible marking device, in the red-orange/amber color range, affixed to the rear of a train to indicate that the train is complete.

RULES-IN-EFFECT: The specific operating rule or group of operating rules that govern the use of tracks, as designated by these rules.

RUNNING TRACK: A designated track on which movements may be made by signal indication or at Restricted Speed under the authority of the designated club member or volunteer during operations

SIDING: A track adjacent to a main track and used for meeting or passing trains

SIGNAL ASPECT: The signal appearance, which conveys an indication as viewed from the direction of an approaching train.

SIGNAL INDICATION: The required action conveyed by the aspect of a signal.

SPEEDS:

NORMAL SPEED: The maximum authorized speed. (5 MPH)

SLOW SPEED: A limited speed less than Normal speed not exceeding 3 MPH.

RESTRICTED SPEED: Movement made at Restricted Speed

Restricted speed is no faster than the train can be stopped in one-half the clear sight distance ahead, but no faster than slow speed.

SPRING SWITCH: A hand-operated switch that is designed to be trailed through in either position. The switch points automatically return to their original position after being trailed through.

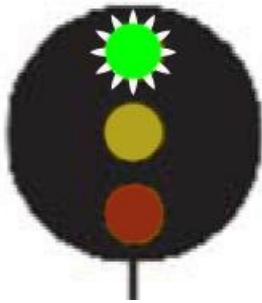
STATION MASTER: A member in charge of all loading/unloading, giving the safety speech as well as movement of trains in the station during events and public runs.

YARD: A system of tracks used for the making up of trains and storing of cars. Movements in a yard must be made at Restricted Speed.

YARD LIMITS: The main track area between Yard Limit signs as designated in these rules.

YARD MASTER: The member or his/her designee in control of all trains and movements within the limits of the yard.

APPENDIX 2 – ABS (BLOCK) SIGNALS



Green – Proceed



Amber – Caution



Red - Stop

APPENDIX 3 - TRACK SIDE SIGNAL BOARDS



Stop before proceeding



Restricted Speed



Resume Speed

APPENDIX 4 – HAND or LANTERN SIGNALS



Reduce Speed



Proceed



Stop



Back