

ASPECT	INDICATION	ASPECT	INDICATION
	CLEAR Proceed. UP only = F, G not used.		APPROACH Proceed prepared to stop at next signal. Freight trains must immediately reduce to 30 MPH. Passenger trains must immediately reduce to 40 MPH. UP only = G, H not used.
	APPROACH LIMITED (BNSF) Proceed prepared to pass next signal not exceeding 60 MPH. B not used.		DIVERGING CLEAR Proceed on diverging route not exceeding prescribed speed through turnout.
	APPROACH CLEAR SIXTY (UP) Proceed prepared to pass next signal not exceeding 60 MPH. Freight trains immediately reduce to 60 MPH.		DIVERGING CLEAR LIMITED (UP) Proceed on diverging route. Speed through turnout must not exceed 40 MPH.
	ADVANCE APPROACH (BNSF) Proceed prepared to pass next signal not exceeding 50 MPH.		DIVERGING CLEAR LIMITED (UP) Proceed on diverging route. Speed through turnout must not exceed 40 MPH.
	APPROACH MEDIUM (BNSF) Proceed past next signal not exceeding 40 MPH, prepared to advance on diverging route at prescribed speed through turnout. K not used.		DIVERGING APPROACH MEDIUM (BNSF) Proceed on diverging route not exceeding prescribed speed through turnout prepared to pass next signal not exceeding 35 MPH. D not used.
	ADVANCE APPROACH (UP) Proceed past next signal not exceeding 40 MPH, prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. A, B, C, D, E only.		DIVERGING ADVANCE APPROACH (UP) Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. Passenger trains may proceed prepared to pass next signal at 40 MPH. C not used.
	APPROACH DIVERGING (UP) Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout. H, I, J, K only.		DIVERGING ADVANCE APPROACH PASSENGER (UP) Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. Passenger trains must immediately reduce to 60 MPH.
	ADVANCE APPROACH PASSENGER (UP) Proceed prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. Passenger trains may proceed, prepared to pass next signal not exceeding 60 MPH.		DIVERGING ADVANCE APPROACH PASSENGER (UP) Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. Passenger trains must immediately reduce to 60 MPH.
	ADVANCE APPROACH PASSENGER (UP) Proceed prepared to stop at second signal. Freight trains must immediately reduce to 40 MPH. Passenger trains may proceed, prepared to pass next signal not exceeding 60 MPH.		DIVERGING APPROACH Proceed on diverging route not exceeding prescribed speed through turnout prepared to stop at next signal. Freight trains must immediately reduce to 30 MPH. Passenger trains must immediately reduce to 40 MPH.

ASPECT	INDICATION	ASPECT	INDICATION					
	APPROACH RESTRICTING (BNSF) Proceed prepared to pass next signal at restricted speed.		DIVERGING APPROACH DIVERGING Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at next signal at prescribed speed through turnout.					
	APPROACH RESTRICTING (UP) Proceed prepared to pass next signal at restricted speed, but not exceeding 15 MPH. C, D, E not used.		DIVERGING APPROACH CLEAR FIFTY (UP) Proceed on diverging route at prescribed speed through turnout. Freight trains must immediately reduce to 50 MPH. Passenger trains may proceed prepared to pass next signal not exceeding 50 MPH.					
	STOP Stop. UP only = F, G, H not used.		DIVERGING APPROACH CLEAR FIFTY (UP) Proceed on diverging route at prescribed speed through turnout. Freight trains must immediately reduce to 50 MPH. Passenger trains may proceed prepared to pass next signal not exceeding 50 MPH.					
	RESTRICTING Proceed at restricted speed. UP only = V, W, X, Y, Z not used. BNSF only = D, O, P, 1, 2, 3 not used.		UTAH TRANSIT AUTHORITY FRONTRUNNER ASPECTS & INDICATIONS					
	Aspects S, T, U, V with "G" marker and number plate		A - CLEAR Proceed at authorized speed.	D - DIVERGING APPROACH Proceed on diverging route prepared to stop at next signal.				
	STOP AND PROCEED (BNSF) Stop, then proceed at restricted speed. C not used.		B - DIVERGING CLEAR Proceed on diverging route at authorized speed.	E - STOP Stop.				
	RESTRICTED PROCEED (UP) Proceed at restricted speed. E not used.		C - APPROACH Proceed prepared to stop at next signal.	F - RESTRICTING Proceed at restricted speed and call dispatcher for instructions.				
	RESTRICTED PROCEED (UP) Proceed at restricted speed. E not used.	SIGNAL ASPECTS & INDICATIONS						
	RESTRICTED PROCEED (UP) Proceed at restricted speed. E not used.		Red Aspect		Lunar Aspect		Number Plate	Where dwarf signals are used or used in conjunction with other signals, the indications are the same. In some cases, a dwarf signal may be used to represent a second or third signal device.
	RESTRICTED PROCEED (UP) Proceed at restricted speed. E not used.		Yellow Aspect		Dark Aspect		Distant Signal Plate	
	RESTRICTED PROCEED (UP) Proceed at restricted speed. E not used.		Green Aspect		Flashing Aspect		Grade Plate	
	RESTRICTED PROCEED (UP) Proceed at restricted speed. E not used.	** Unless otherwise noted, aspects may be displayed with or without a number plate. **		Indications used by UP only are shown in red. Indications used by BNSF only are shown in green.		Indications used by UP and BNSF are shown in black.		