

CSX TRANSPORTATION – SIGNAL RULES (STANDARD NEW INSTALLATIONS, AND FORMER SCL & C&O LINES*)

1281	C1281	CLEAR Proceed.	1283-A	C1283-A	MEDIUM APPROACH MEDIUM Medium speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Medium speed.	1287	C1287	SLOW CLEAR Slow speed through turnouts and crossovers, sidings, and over power-operated switches, then proceed.																					
1281-B	C1281-B	APPROACH LIMITED Proceed, approaching next signal not exceeding Limited speed. <i>Requires Limited Marker, as shown.</i>	1283-B	C1283-B	MEDIUM APPROACH SLOW Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Slow speed.	1287-A	C1287	SLOW APPROACH SLOW Slow speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed approaching next signal not exceeding Slow speed.																					
1281-C	C1281-C	LIMITED CLEAR Limited speed through turnouts, crossovers, sidings, and over power-operated switches, then proceed. <i>Requires Limited Marker, as shown.</i>	1283-C	C1283-C	MEDIUM ADVANCE APPROACH Medium speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at second signal.	1288	C1288	SLOW APPROACH Slow speed through turnouts and crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.																					
1281-D	C1281-D	LIMITED APPROACH Limited speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal. <i>Requires Limited Marker, as shown.</i>	1284	C1284	APPROACH SLOW Proceed, approaching next signal not exceeding Slow speed.	1290	C1290	RESTRICTING Proceed at Restricted speed.																					
1282	C1282	APPROACH MEDIUM Proceed, approaching next signal not exceeding Medium speed.	1285	C1285	APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium speed must immediately begin reduction to Medium speed as soon as the engine passes the <i>Approach</i> Signal.	1291	C1291	RESTRICTED PROCEED Proceed at Restricted speed. <i>Requires number plate and/or Permissive marker, as shown.</i>																					
1282-A	C1282	ADVANCE APPROACH Proceed, prepared to stop at second signal.	1285-A	C1285	DISTANT SIGNAL Approach next signal prepared to stop. NOTE: This signal provides information only about the next signal, not conditions of the track ahead. <i>Requires pointed or fishtail semaphore blade, and number plate, as shown.</i>	1292	C1292	STOP Stop before passing the signal. See Rule 504.27.																					
1283	C1283	MEDIUM CLEAR Medium speed through turnouts, crossovers, sidings, and over power-operated switches, then proceed.	1286	C1286	MEDIUM APPROACH Medium speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.	1293	C1293	STOP AND CHECK Stop and check position of drawbridge, spring switch, derails, or gates protecting railroad crossings. If way is clear and drawbridge, spring switch, derails, or gate are in proper position, proceed at Restricted speed. <i>Requires Check signal marker, as shown.</i>																					
1296 / C1296			1297 / C1297			1294																							
DOLL ARMS One or more tracks intervene between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms, with or without blue lights or reflectors, is correspondingly increased.			ADJACENT OR BRACKETED SIGNALS The right-hand signal governs the right-hand track, and the left-hand signal governs the left-hand track.			STOP AND OPEN SWITCH Stop and open hand-operated switch.																							
1295 / C1295			CR1298-A			1298																							
DISTANT SIGNAL MARKER Visual reminder to push-pull (passenger) trains. NOTE: Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.			DELAY IN BLOCK SIGN Visual reminder to push-pull trains that the rules governing being delayed or stopped in a block apply to station stops made at this location. NOTE: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.			GRADE Proceed at Restricted speed. <i>Requires Grade marker, as shown.</i>																							
1295 / C1295			300 / 303.2			707																							
APP MARKER When displayed, proceed approaching next signal as authorized by the aspect shown. If the signal is dark, proceed prepared to stop at next signal, until it can be plainly seen that indication of next signal allows train to proceed. NOTE: A signal equipped with "APP" marker provides information only about the next signal, not conditions of the track ahead.			TEMPORARY REDUCE SPEED SIGN Reduce speed as required.			TEMPORARY END RESTRICTION SIGN Resume speed after rear of train has passed this sign.																							
300 / 303.1			707			707																							
PERMANENT REDUCE SPEED SIGN Reduce speed as required in Special Instructions. When one speed is shown, it indicates the speed for all trains. When two speeds are shown, the higher speed indicates the speed permitted for passenger trains and the lower speed indicates the speed permitted for other trains. If the same speed restriction applies to all tracks, only one sign may be used.			PERMANENT END RESTRICTION SIGN Resume speed after rear of train has passed this sign.			WARNING SIGN Prepare to stop or reduce speed, as required.																							
SIGNALING SPEED LIMITS			RESTRICTED SPEED A speed that permits stopping within one-half the range of vision. It also permits stopping short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch. It permits looking out for broken rail. It is not to exceed 15 MPH until the entire movement clears turnouts, crossovers, and power-operated switches; otherwise it does not exceed 20 MPH.			<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>PASSENGER</th> <th>FREIGHT</th> </tr> </thead> <tbody> <tr> <td>Normal Speed</td> <td colspan="2" style="text-align: center;"><i>as posted</i></td> </tr> <tr> <td>Limited Speed</td> <td style="text-align: center;">45 MPH</td> <td style="text-align: center;">45 MPH</td> </tr> <tr> <td>Medium Speed</td> <td style="text-align: center;">30 MPH</td> <td style="text-align: center;">30 MPH</td> </tr> <tr> <td>Slow Speed</td> <td style="text-align: center;">15 MPH</td> <td style="text-align: center;">15 MPH</td> </tr> <tr> <td>Restricted Speed (not in Interlocking limits)</td> <td style="text-align: center;">20 MPH</td> <td style="text-align: center;">20 MPH</td> </tr> <tr> <td>Restricted Speed (in Interlocking limits)</td> <td style="text-align: center;">15 MPH</td> <td style="text-align: center;">15 MPH</td> </tr> </tbody> </table>				PASSENGER	FREIGHT	Normal Speed	<i>as posted</i>		Limited Speed	45 MPH	45 MPH	Medium Speed	30 MPH	30 MPH	Slow Speed	15 MPH	15 MPH	Restricted Speed (not in Interlocking limits)	20 MPH	20 MPH	Restricted Speed (in Interlocking limits)	15 MPH	15 MPH
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CSX TRANSPORTATION – SIGNAL RULES (FORMER CONRAIL LINES)

CR1281	DWARF 	CLEAR Proceed.	CR1282-A 	ADVANCE APPROACH Proceed, prepared to stop at the second signal. Trains exceeding Limited speed must begin reduction to Limited speed as soon as locomotive passes the <i>Advance Approach</i> signal.	CR1286 	DWARF 	MEDIUM APPROACH Proceed, prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the <i>Medium Approach</i> signal is clearly visible.	CR1292 	DWARF 	STOP Stop. See Rule 504.27.
CR1281-A	DWARF 	CAB SPEED Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 MPH if Cab Speed cab signal is displayed without a signal speed, or if cab signals are not operative.	CR1283 	DWARF 	MEDIUM CLEAR Proceed at Medium speed until entire train clears all switches, then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium speed.	CR1287 	DWARF 	SLOW CLEAR Proceed at Slow speed until entire train clears all switches, then proceed. In CSS territory with fixed automatic signals, trains not equipped with operative cab signals must approach the next signal at Medium speed once they have left CP limits.	CR1293 	SWITCH CLOSED Proceed. <i>Requires "DS" plaque.</i>
CR1281-B	DWARF 	APPROACH LIMITED Proceed, approaching the next signal at Limited speed.	CR1283-A 	DWARF 	MEDIUM APPROACH MEDIUM Proceed at Medium speed until entire train clears all switches, then approach the next signal at Medium speed. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the <i>Medium Approach Medium</i> signal is clearly visible.	CR1288 	DWARF 	SLOW APPROACH Proceed, prepared to stop at next signal. Slow speed applies until entire train clears switches, then Medium speed applies.	CR1293-A 	SWITCH OPEN Proceed, prepared to stop short of open switches. <i>Requires "DS" plaque.</i>
CR1281-C	DWARF 	LIMITED CLEAR Proceed at Limited speed until entire train clears all switches, then proceed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited speed.	CR1284 	DWARF 	APPROACH SLOW Proceed approaching the next signal at Slow speed. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the locomotive passes the <i>Approach Slow</i> signal.	CR1290 	DWARF 	RESTRICTING Proceed at Restricted speed until the entire train has cleared all switches (if signal is CP signal) and the leading wheels have: a. Passed a more favorable fixed signal, or b. Entered non-signalized DCS territory. In CSS territory, trains with operative cab signals must not increase speed until the train has run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received.	CR1293-B 	APPROACH CLEAR Proceed. NOTE: Does not convey block or track information. <i>Requires "A" plaque.</i>
CR1282	DWARF 	APPROACH MEDIUM Proceed approaching the next signal at Medium speed.	CR1285 	DWARF 	APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the locomotive passes the <i>Approach</i> signal.	CR1291 	DWARF 	RESTRICTED PROCEED Proceed at Restricted speed until the entire train has cleared all switches (if signal is CP signal) and the leading wheels have: a. Passed a more favorable fixed signal, or b. Entered non-signalized DCS territory. In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received. Where a G (grade plaque) or a R (restricting plaque) is displayed in addition to a number plate as part of these aspects, they will not change or affect the indication.	CR1293-C 	APPROACH RESTRICTING Proceed, prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the locomotive passes the <i>Approach Restricting</i> signal. NOTE: Does not convey block or track information. <i>Requires "A" plaque.</i>
CR1280-A		CLEAR TO NEXT INTERLOCKING Trains without operative cab signals must proceed on fixed signal indications not exceeding 59 MPH, approaching next home signal prepared to stop.	CR1280-B 	APPROACH NORMAL Trains without operative cab signals must proceed on fixed signal indications not exceeding 59 MPH.	CR1294 	DWARF 	CLEAR SLIDE DETECTOR Proceed, slide detector not actuated. <i>Requires "SP" plaque.</i>	CR1294-A 	DWARF 	SLIDE DETECTOR Approach actuated slide detector prepared to stop short of obstruction. <i>Requires "SP" plaque.</i>

300 / 303.1 	PERMANENT REDUCE SPEED SIGN Reduce speed as required in Special Instructions. When one speed is shown, it indicates the speed for all trains. When two speeds are shown, the higher speed indicates the speed permitted for passenger trains and the lower speed indicates the speed permitted for other trains. If the same speed restriction applies to all tracks, only one sign may be used.	300 / 303.2 	PERMANENT END RESTRICTION SIGN Resume speed after rear of train has passed this sign.	CR1277 	DUMMY "DOLL" MASTS Where a track intervenes between a signal and the track governed, a dummy ("doll") mast, marked by a blue light or reflector, will be placed to the field side of the signal.	707 	ADJACENT/BACKETTED SIGNALS Where signals are located on a bracket post to display aspects for two tracks, the right hand signal governs the track to the right, and the left hand signal governs the track to the left. Signals on superstructures govern the track over which they are placed.
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CR1295 	APP MARKER When displayed, proceed approaching next signal as authorized by the aspect shown. If the signal is dark, proceed prepared to stop at next signal, until it can be plainly seen that indication of next signal allows train to proceed. NOTE: A signal equipped with "APP" marker provides information only about the next signal, not conditions of the track ahead.	300 / 303.2 	TEMPORARY REDUCE SPEED SIGN Reduce speed to required.	707 	WARNING SIGN Prepare to stop or reduce speed, as required.	707 	CONDITIONAL STOP SIGN Stop before entering limits, unless permission to enter limits is obtained.
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CR1298 	DISTANT SIGNAL MARKER Visual reminder to push-pull (passenger) trains. NOTE: Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.	CR1298-A 	DELAY IN BLOCK SIGN Visual reminder to push-pull trains that the rules governing being delayed or stopped in a block apply to station stops made at this location. NOTE: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.		TWC STATION SIGN Limit of Authority in TWC Territory when designated on Form EC-1. The presence (or absence) of yellow and red banner does not change the indication. NOTE: Location of TWC stations are indicated by (D) in Timetable Station page. NOTE: TWC station signs may be mounted on a post or on a signal house.	SIGNALING SPEED LIMITS	PASSENGER	FREIGHT	
							Normal Speed	<i>as posted</i>	
							Limited Speed	45 MPH	45 MPH
							Medium Speed	30 MPH	30 MPH
							Slow Speed	15 MPH	15 MPH
							Restricted Speed (not in Interlocking limits)	20 MPH	20 MPH
							Restricted Speed (in Interlocking limits)	15 MPH	15 MPH