



# CSX TRANSPORTATION – SIGNAL RULES (FORMER CONRAIL LINES)

CR1281	DWARF 	<b>CLEAR</b> Proceed.	CR1282-A	DWARF 	<b>ADVANCED APPROACH</b> 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 	<b>MEDIUM APPROACH</b> 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 	<b>STOP</b> Stop.
CR1281-A	DWARF 	<b>CAB SPEED</b> 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 	<b>MEDIUM CLEAR</b> 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 	<b>SLOW CLEAR</b> 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	DWARF 	<b>SWITCH CLOSED</b> Proceed. <i>(Requires "DS" plaque.)</i>
CR1281-B	DWARF 	<b>APPROACH LIMITED</b> Proceed, approaching the next signal at Limited speed.	CR1283-A	DWARF 	<b>MEDIUM APPROACH MEDIUM</b> 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 	<b>SLOW APPROACH</b> Proceed, prepared to stop at next signal. Slow speed applies until entire train clears switches, then Medium speed applies.	CR1293-A	DWARF 	<b>SWITCH OPEN</b> Proceed, prepared to stop short of open switches. <i>(Requires "DS" plaque.)</i>
CR1281-C	DWARF 	<b>LIMITED CLEAR</b> 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 	<b>APPROACH SLOW</b> 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 	<b>RESTRICTING</b> 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-signaled 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	DWARF 	<b>APPROACH CLEAR</b> Proceed. <i>NOTE: Does not convey block or track information.</i> <i>(Requires "A" plaque.)</i>
CR1282	DWARF 	<b>APPROACH MEDIUM</b> Proceed approaching the next signal at Medium speed.	CR1285	DWARF 	<b>APPROACH</b> Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the engine passes the <i>Approach</i> signal.	CR1291	DWARF 	<b>RESTRICTED PROCEED</b> 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-signaled 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 <b>G</b> (grade plaque) or a <b>R</b> (restricting plaque) is displayed in addition to a number plate as part of these aspects, freight trains may observe the signal as though <i>Restricting</i> , Rule 290, were displayed.	CR1293-C	DWARF 	<b>APPROACH RESTRICTING</b> 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. <i>NOTE: Does not convey block or track information.</i> <i>(Requires "A" plaque.)</i>
CR1280-A		<b>CLEAR TO NEXT INTERLOCKING</b> Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH, approaching next home signal prepared to stop.	CR1280-B		<b>APPROACH NORMAL</b> Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH.	CR1294		<b>CLEAR SLIDE DETECTOR</b> Proceed, slide detector not actuated. <i>(Requires "SP" plaque.)</i>	CR1294-A		<b>SLIDE DETECTOR</b> Approach actuated slide detector prepared to stop short of obstruction. <i>(Requires "SP" plaque.)</i>

(42)	(43)	CR1277
<b>PERMANENT REDUCE SPEED SIGN</b> 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.	<b>PERMANENT END RESTRICTION SIGN</b> Resume speed after rear of train has passed this sign.	<b>DUMMY "DOLL" MASTS</b> 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.
<b>ADJACENT/BACKETTED SIGNALS</b> 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.		

CR1295	(43)	(43 & 707)	(43 & 89 & 707)
<b>APP MARKER</b> 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. <i>NOTE: A signal equipped with "APP" marker provides information only about the next signal, not conditions of the track ahead.</i>	<b>TEMPORARY REDUCE SPEED SIGN</b> Reduce speed to required.	<b>TEMPORARY END RESTRICTION SIGN</b> Resume speed after rear of train has passed this sign.	<b>WARNING SIGN</b> Prepare to stop or reduce speed, as required.
<b>CONDITIONAL STOP SIGN</b> Stop before entering limits, unless permission to enter limits is obtained.			

CR1298	CR1298-A	TWC STATION SIGN	<b>SIGNALING SPEED LIMITS</b>																					
			<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;">30 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;">15 MPH</td><td style="text-align: center;">15 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	30 MPH	Medium Speed	30 MPH	30 MPH	Slow Speed	15 MPH	15 MPH	Restricted Speed (not in Interlocking limits)	15 MPH	15 MPH	Restricted Speed (in Interlocking limits)	15 MPH	15 MPH
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<b>DISTANT SIGNAL MARKER</b> Visual reminder to push-pull (passenger) trains. <i>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.</i>	<b>DELAY IN BLOCK SIGN</b> 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. <i>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.</i>	<b>TWC STATION SIGN</b> 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. <i>NOTE: Location of TWC stations are indicated by (D) in Timetable Station page.</i> <i>NOTE: TWC station signs may be mounted on a post or on a signal house.</i>																						