CLEAR
Proceed at authorized speed.

APPROACH RESTRICTED
Proceed, approaching next signal at Restricted speed, not exceeding 15 MPH. Train or engine exceeding Medium speed must at once reduce to that speed.

RESTRICTING
Proceed at Restricted speed. Restricted Speed must be observed until the leading end of the movement reaches the next signal.

ADVANCE APPROACH
Proceed preparing to stop at second signal.

DIVERGING APPROACH RESTRICTED
Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), approaching next signal at Restricted speed, not exceeding 15 MPH. Train or engine exceeding Medium speed must at once reduce to that speed.

APPROACH DIVERGING
Proceed preparing to take diverging route at next signal at authorized speed.

DIVERGING APPROACH
Proceed onto diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium speed must at once reduce to that speed.

DIVERGING CLEAR
Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).

NOTE: Unless another signal intervenes, movement must be prepared to take diverging route at next Controlled Signal.

ORAGGING EQUIPMENT INDICATOR
Stop and inspect train for dragging equipment.

TAKE SIDING INDICATOR
When letter “S” is illuminated, take siding.

YARD LIMIT SIGN
Yard Limits are designated in the Timetable, and indicated by “Yard Limit” signs. All train and engine movements within Yard Limits must be made at Restricted Speed unless operating on a block signal indication that is more favorable than an Approach Prepared to Stop sign.

APPROACH PREPARED TO STOP SIGN
Approach prepared to stop short of Conditional Stop Sign. This sign is to be displayed not less than ½ miles in advance of Conditional Stop Sign (unless working limits of Form Y are near terminals or yards—see Rules 736).

CONDITIONAL STOP SIGN
Stop, unless notified by radio communication or in person the employee named in Form Y that track is clear. See Rule 731.

For use in connection with Form Y and Rules 732-737.

NON-AUTOMATIC BLOCK SIGNAL PLAQUE
This marker is attached to all fixed signals acting under Rule 350 and 351. They are not block signals, and inform only about the next signal, not conditions of or on the track ahead.

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, is increased accordingly.

BRACKETED SIGNALS
The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.

PERMANENT SPEED SIGNS

(a) Numbers on speed limit signs, where provided, indicate the maximum speed on curves. When used on single-track, speed limit signs are located to the right of the track approaching the restricted curve(s). Where movements operate in either direction on two or more tracks, speed limit signs are also located to the left.

(b) Where provided, a number plate below a speed limit sign indicates the number of curves that it governs.

(c) The speed restriction indicated by a speed limit sign must be observed until the rear of the train passes the point of restriction that governs opposing trains. If a more restrictive age intervenes, its indication also must be observed.

SIGNALING SPEED LIMITS
Medium Speed............ 30 MPH
Slow Speed............... 15 MPH
Reduced Speed*......... 10 MPH
Restricted Speed**..... 20 MPH

* A speed that will permit complying with flagging signals and stopping short of train or obstruction.
** A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track. Stop signal, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.

NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.

NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.

NOTE: This sign is to be displayed not less than 1½ miles in advance of the signal.

NOTE: This marker is attached to all fixed signals acting under Rule 350 and 351. They are not block signals, and inform only about the next signal, not conditions of or on the track ahead.

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NOTE: This marker is attached to all fixed signals acting under Rule 350 and 351. They are not block signals, and inform only about the next signal, not conditions of or on the track ahead.

NOTE: This sign is to be displayed not less than 1½ miles in advance of the signal.
NORFOLK SOUTHERN RAILROAD – SIGNAL RULES – FORMER N&W TERRITORY

326 DWARF CLEAR
Proceed at authorized speed. (Number plate required, as shown.)

331 DWARF APPROACH
Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed. (Number plate required, as shown.)

336 DWARF RESTRICTING
Proceed at Restricted speed. Restricted speed must be observed until the leading end of the movement reaches the next signal. (Number plate required, as shown.)

327 DWARF APPROACH DIVERGING
Proceed preparing to take diverging route beyond next signal at authorized speed.

332 DWARF APPROACH DISTANT
Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed. NOTE: Signal affords automatic block protection. (Black/White "D" placard required, as shown.)

328 DWARF ADVANCE APPROACH
Proceed preparing to stop at second signal.

333 DWARF DIVERGING APPROACH
Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.

337 DWARF STOP
Stop before passing the signal.

329 DWARF DIVERGING CLEAR
Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).

334 DWARF SLOW CLEAR
Proceed; Slow Speed within controlled point/interlocking limits or through turnout(s) or crossover(s). NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).

338 DWARF NON-AUTOMATIC BLOCK, CLEAR
Proceed. A train or engine that is delayed after passing this signal must approach the next signal prepared to stop. NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.

330 DWARF DIVERGING APPROACH DIVERGING
Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed.

335 DWARF SLOW APPROACH
Proceed preparing to stop at next signal; Slow Speed within controlled point/interlocking limits or through turnout(s) or crossover(s). NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout(s) or crossover(s).

339 DWARF NON-AUTOMATIC BLOCK, APPROACH
Approach next signal prepared to stop. Train or engine exceeding Medium speed must at once reduce to that speed. NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.

333 / 339 NON-AUTOMATIC BLOCK SIGNAL PLAQUE
This marker is attached to all fixed signals acting under Rule 293 and 294. They are not block signals, and inform only about the next signal, not conditions of or on the track ahead.

301 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 increased accordingly.

SIGNALING SPEED LIMITS
Medium Speed ............. 30 MPH
Slow Speed ............. 15 MPH
Reduced Speed* ......... as posted
Restricted Speed** ....... 20 MPH

* A speed that will permit complying with flagging signals and stopping short of train or obstruction.
** A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, man or equipment fouling track, Stop signal, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.
**NORFOLK SOUTHERN RAILROAD – SIGNAL RULES – FORMER CONRAIL TERRITORY**

**308 CLEAR**
Proced at authorized speed.

**309 APPROACH LIMITED**
Proceed approaching the next signal at Limited speed.

**310 LIMITED CLEAR**
Proceed at Limited speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed.

**311 MEDIUM CLEAR**
Proceed at Medium speed until entire train clears all interlocking, controlled point, or spring switches, then approach the next signal at Medium speed. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the Medium Approach signal is clearly visible.

**312 MEDIUM APPROACH MEDIUM**
Proceed at Medium speed until entire train clears all interlocking, controlled point, or spring switches, then approach the next signal at Slow speed. Trains exceeding Medium speed must at once reduce to that speed.

**313 APPROACH SLOW**
Proceed approaching the next signal at Slow speed. Trains exceeding Medium speed must at once reduce to that speed.

**314 AP PROACH MEDIUM**
Proceed approaching the next signal at Medium speed.

**315 APPROACH LIMITED**
Proceed approaching the next signal at Limited speed.

**316 APPROACH MEDIUM**
Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the Medium Approach signal is clearly visible.

**317 APPROACH CLEAR**
Proceed approaching the next signal at Medium speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed.

**318 APPROACH CLEAR**
Proceed; slide detector not actuated.

**319 APPROACH RESTRICTING**
Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the Medium Approach signal is clearly visible.

**320 APPROACH SLOW**
Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the Medium Approach signal is clearly visible.

**321 APPROACHING SIGNAL**
Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Limited speed as soon as the engine passes the Advance Approach signal.

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**322 CLEAR SLIDE DETECTOR SIGNAL**
Proceed; slide detector not actuated.

**323 SLIDE DETECTOR WARNING SIGNAL**
Approach actuated slide detector prepared to stop short of obstruction.

**324 ADJACENT/BRAKETTED 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.

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**325 NUMBER PLATE**
The most-restrictive indication of a signal that has a Number Plate is to proceed at Restricted speed. The most-restrictive indication of a signal that does not have a Number Plate is to stop. Number Plates are posted in these rules only when they are needed to qualify the signal aspect.

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**326 DISTANT SIGNAL MARKER**
Visual reminder to push-pull trains that Rule 281 applies to the station stop made at this signal.

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**327 REDUCED SPEED LIMITS**
Visual reminder to push-pull trains that Rule 281 applies to the station stop made at this signal.

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**328 SIGNALING SPEED LIMITS**

<table>
<thead>
<tr>
<th>Speed Class</th>
<th>Authorized Speed</th>
<th>Passenger</th>
<th>Freight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limited Speed</td>
<td>45 MPH</td>
<td>40 MPH</td>
<td>30 MPH</td>
</tr>
<tr>
<td>Medium Speed</td>
<td>30 MPH</td>
<td>25 MPH</td>
<td>15 MPH</td>
</tr>
<tr>
<td>Slow Speed</td>
<td>15 MPH</td>
<td>15 MPH</td>
<td>15 MPH</td>
</tr>
</tbody>
</table>

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NOT AN OFFICIAL RAILROAD REFERENCE/NOT TO BE USED BY ACTUAL RAILROAD EMPLOYEES.
LINES RADIATING FROM SIGNAL LAMPS INDICATE FLASHING ASPECT.
REVISION #4 - 02/07/2017