
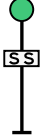




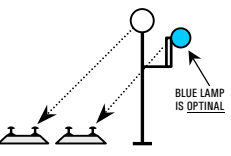
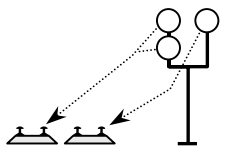


# NORFOLK SOUTHERN RAILROAD – SIGNAL RULES<sup>▲</sup>

340	DWARF	<b>CLEAR</b> Proceed at authorized speed.	344	DWARF	<b>APPROACH RESTRICTED</b> Proceed, approaching next signal at Restricted speed, not exceeding 15 MPH. Train or engine exceeding Medium speed must at once reduce to that speed.	348	DWARF	<b>RESTRICTING</b> Proceed at Restricted speed. Restricted Speed must be observed until the leading end of the movement reaches the next signal. <b>EXCEPTION:</b> When the signal governs movement to non-sigaled territory or to a track sigaled for movement in the opposite direction only, Restricted speed applies until the leading end of the movement is through any crossovers, turnouts, or controlled point/interlocking limits governed by that signal.
341	DWARF	<b>APPROACH DIVERGING</b> Proceed preparing to take diverging route at next signal at authorized speed.	345	DWARF	<b>DIVERGING APPROACH RESTRICTED</b> 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.	349	DWARF	<b>STOP</b> Stop.
342	DWARF	<b>ADVANCE APPROACH</b> Proceed preparing to stop at second signal.	346	DWARF	<b>APPROACH</b> Proceed preparing to stop at next signal. Train or engine exceeding Medium speed must at once reduce to that speed.	350		<b>NON-AUTOMATIC BLOCK, CLEAR</b> Proceed. A train or engine that is delayed after passing this signal must approach the next signal prepared to stop. <b>NOTE:</b> This signal provides only about the next signal, not conditions of or on the track ahead.
343	DWARF	<b>DIVERGING CLEAR</b> Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s). <b>NOTE:</b> Unless another signal intervenes, movement must be prepared to take diverging route at next Controlled Signal.	347	DWARF	<b>DIVERGING APPROACH</b> 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.	351		<b>NON-AUTOMATIC BLOCK, APPROACH</b> Approach next signal prepared to stop. Train or engine exceeding Medium speed must at once reduce to that speed. <b>NOTE:</b> This signal provides only about the next signal, not conditions of or on the track ahead.
352		<b>DRAGGING EQUIPEMENT INDICATOR</b> Stop and inspect train for dragging equipment.	353		<b>TAKE SIDING INDICATOR</b> When letter "S" is illuminated, take siding.	354		<b>HOLDING SIGNAL</b> When letter "H" is illuminated, stay until authorized to proceed.
93			211					
	<b>YARD LIMIT SIGN</b> (example 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 Restricted or Diverging Approach Restricted. A train or engine must not move against the current of traffic within Yard Limits until provision has been made for the protection of the movement, and movement must be made at Restricted Speed.	DWARF		DWARF	<b>SPRING SWITCH MARKER LIGHT - NORMAL</b> Switch points are in normal position. <i>(Requires "SS" plaque, as shown.)</i>		DWARF	<b>SPRING SWITCH MARKER LIGHT - STOP</b> Stop and examine switch points before proceeding. <i>(Requires "SS" plaque, as shown.)</i>
728			729			SP-5(a) / 102		
	<b>APPROACH PREPARED TO STOP SIGN</b> Approach prepared to stop short of <i>Conditional Stop Sign</i> .  This sign is to be displayed not less than 1½ miles in advance of <i>Conditional Stop Sign</i> (unless working limits of <b>Form Y</b> are near terminals or yards—see Rules 736).		<b>CONDITIONAL STOP SIGN</b> Stop, unless notified by radio communication or in person the employee named in <b>Form Y</b> that track is clear. See Rule 731.  For use in connection with <b>Form Y</b> and Rules 732-737.			<b>PERMANENT SPEED SIGNS</b> (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 sign intervenes, its indication also must be observed.		
311 / 312		301			<b>SIGNALING SPEED LIMITS</b>		<b>*A speed that will permit complying with flagging signals and stopping short of train or obstruction.</b> <b>**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.</b>	
	<b>NON-AUTOMATIC BLOCK SIGNAL PLAQUE</b> 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.		<b>DOLL ARMS</b> 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.		<b>BRACKETTED SIGNALS</b> The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.	Medium Speed ..... 30 MPH Slow Speed ..... 15 MPH Reduced Speed* ..... <i>as posted</i> Restricted Speed** ..... 20 MPH		

# NORFOLK SOUTHERN RAILROAD – SIGNAL RULES – FORMER N&W TERRITORY

<p>326</p>	<p><b>CLEAR</b> Proceed at authorized speed. <i>(Number plate required, as shown.)</i></p>	<p>331</p>	<p><b>APPROACH</b> Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed. <i>(Number plate required, as shown.)</i></p>	<p>336</p>	<p><b>RESTRICTING</b> Proceed at Restricted speed. Restricted speed must be observed until the leading end of the movement reaches the next signal. <i>(Number plate required, as shown.)</i> <b>EXCEPTION:</b> When the signal governs movement to non-signalized territory or to a track signaled for movement in the opposite direction only, Restricted speed applies until the leading end of the movement is through any crossovers, turnouts, or controlled point/interlocking limits governed by that signal.</p>
<p>327</p>	<p><b>APPROACH DIVERGING</b> Proceed preparing to take diverging route beyond next signal at authorized speed.</p>	<p>332</p>	<p><b>APPROACH DISTANT</b> Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed. <b>NOTE:</b> Signal <u>does not</u> afford automatic block protection. <i>(Black/White "D" placard required, as shown.)</i></p>		
<p>328</p>	<p><b>ADVANCE APPROACH</b> Proceed preparing to stop at second signal.</p>	<p>333</p>	<p><b>DIVERGING APPROACH</b> 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.</p>	<p>337</p>	<p><b>STOP</b> Stop before passing the signal.</p>
<p>329</p>	<p><b>DIVERGING CLEAR</b> Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).</p>	<p>334</p>	<p><b>SLOW CLEAR</b> Proceed; Slow Speed within controlled point/interlocking limits or through turnout(s) or crossover(s). <b>NOTE:</b> 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).</p>	<p>338</p>	<p><b>NON-AUTOMATIC BLOCK, CLEAR</b> Proceed. A train or engine that is delayed after passing this signal must approach the next signal prepared to stop. <b>NOTE:</b> This signal provides only about the next signal, not conditions of or on the track ahead.</p>
<p>330</p>	<p><b>DIVERGING APPROACH DIVERGING</b> Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed.</p>	<p>335</p>	<p><b>SLOW APPROACH</b> Proceed preparing to stop at next signal; Slow Speed within controlled point/interlocking limits or through turnout(s) or crossover(s). <b>NOTE:</b> 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).</p>	<p>339</p>	<p><b>NON-AUTOMATIC BLOCK, APPROACH</b> Approach next signal prepared to stop. Train or engine exceeding Medium speed must at once reduce to that speed. <b>NOTE:</b> This signal provides only about the next signal, not conditions of or on the track ahead.</p>
<p>338 / 339</p> <p><b>NON-AUTOMATIC BLOCK SIGNAL PLAQUE</b> 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.</p>	<p><b>DOLL ARMS</b> 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.</p>	<p><b>BRACKETED SIGNALS</b> The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.</p>	<p><b>SIGNALING SPEED LIMITS</b></p> <p>Medium Speed ..... 30 MPH Slow Speed ..... 15 MPH Reduced Speed* ..... <i>as posted</i> Restricted Speed** ..... 20 MPH</p>	<p>* 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.</p>	

# NORFOLK SOUTHERN RAILROAD – SIGNAL RULES – FORMER CONRAIL TERRITORY

<b>306</b>  DWARF 		<b>CLEAR</b> Proceed at authorized speed.		<b>311</b>  DWARF 		<b>MEDIUM CLEAR</b> Proceed at Medium speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium speed.		<b>316</b>  DWARF 		<b>SLOW CLEAR</b> Proceed at Slow speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed. In CSS territory with fixed signals, trains not equipped with operative cab signals must approach the next signal at Medium speed once they have left interlocking or controlled point limits.																					
<b>307</b>  DWARF 		<b>APPROACH LIMITED</b> Proceed approaching the next signal at Limited speed.		<b>312</b>  DWARF 		<b>MEDIUM APPROACH MEDIUM</b> 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 <i>Medium Approach Medium</i> signal is clearly visible.		<b>317</b>  DWARF 		<b>SLOW APPROACH</b> Proceed prepared to stop at next signal. Slow speed applies until entire train clears all interlocking, controlled point, or spring switches, then Medium speed applies.																					
<b>308</b>  DWARF 		<b>LIMITED CLEAR</b> Proceed at Limited speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited speed.		<b>313</b>  DWARF 		<b>APPROACH SLOW</b> Proceed approaching the next signal at Slow speed. Trains exceeding Medium speed must at once reduce to that speed.		<b>318</b>  DWARF 		<b>RESTRICTING</b> Proceed at Restricted speed until the entire train has cleared all interlocking, controlled point, and spring switches (if signal is an interlocking or controlled point signal) and the leading end has: <ol style="list-style-type: none"> <li>1. Passed a more favorable fixed signal,</li> <li>or</li> <li>2. Entered Rule 171 territory.</li> </ol> In CSS territory, trains with operative cab signals must not increase speed until the train has run 1 train length past a location where a more favorable cab signal was received. <i>(Number plate required, as shown.)</i>																					
<b>309</b>  DWARF 		<b>APPROACH MEDIUM</b> Proceed approaching the next signal at Medium speed.		<b>314</b>  DWARF 		<b>APPROACH</b> Proceed prepared to stop at the next signal. Trains exceeding Medium speed must at once reduce to that speed.		<b>319</b>  DWARF 		<b>STOP SIGNAL</b> Stop.																					
<b>310</b>  DWARF 		<b>ADVANCE APPROACH</b> Proceed prepared to stop at the second signal. Trains exceeding Limited speed must begin reduction to Limited speed as soon as engine passes the <i>Advance Approach</i> signal.		<b>315</b>  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.		<b>319</b>  DWARF 		<b>STOP SIGNAL</b> Stop.																					
<b>305</b>  Trains with inoperative cab signals, automatic train stop, or speed control must proceed on fixed signal indication, (and cab signal indication, if operable) not exceeding 79 MPH. Trains with inoperative cab signals must approach the next home signal prepared to stop.		<b>322</b>  <b>CLEAR SLIDE DETECTOR SIGNAL</b> Proceed; slide detector not actuated. <i>(Requires "SP" plaque, as shown.)</i>		<b>323</b>  <b>SLIDE DETECTOR WARNING SIGNAL</b> Approach actuated slide detector prepared to stop short of obstruction. <i>(Requires "SP" plaque, as shown.)</i>		<b>320</b>  <b>APPROACH CLEAR</b> Proceed. NOTE: Does not convey block or track information. <i>(Requires "A" plaque, as shown.)</i>		<b>321</b>  <b>APPROACH RESTRICTING</b> Proceed prepared to stop at the next signal. Trains exceeding Medium speed must at once reduce to that speed. NOTE: Does not convey block or track information. <i>(Requires "A" plaque, as shown.)</i>																							
<b>211</b>  <b>SPRING SWITCH MARKER LIGHT - NORMAL</b> Switch points are in normal position. <i>(Requires "SS" plaque, as shown.)</i>		 <b>SPRING SWITCH MARKER LIGHT - STOP</b> Stop and examine switch points before proceeding. <i>(Requires "SS" plaque, as shown.)</i>		 <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 that they are placed over.																									
<b>324</b>  <b>DISTANT SIGNAL MARKER</b> Visual reminder to push-pull trains that Rule 281 applies in the block governed by this signal. 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.		<b>325</b>  <b>DELAYED IN BLOCK SIGN</b> Visual reminder to push-pull trains that Rule 281 applies to station stops made at this station. NOTE: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.		<b>301</b>  <b>NUMBER PLATE</b> 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 illustrated in these rules only when they are needed to qualify the signal aspect.		<table border="1"> <thead> <tr> <th colspan="3">SIGNALING SPEED LIMITS</th> </tr> <tr> <th></th> <th>PASSENGER</th> <th>FREIGHT</th> </tr> </thead> <tbody> <tr> <td>Authorized Speed</td> <td colspan="2"><i>as posted</i></td> </tr> <tr> <td>Limited Speed</td> <td>45 MPH</td> <td>40 MPH</td> </tr> <tr> <td>Medium Speed</td> <td>30 MPH</td> <td>30 MPH</td> </tr> <tr> <td>Slow Speed</td> <td>15 MPH</td> <td>15 MPH</td> </tr> <tr> <td>Restricted Speed (not in Interlocking limits)</td> <td>20 MPH</td> <td>20 MPH</td> </tr> <tr> <td>Restricted Speed (in Interlocking limits)</td> <td>15 MPH</td> <td>15 MPH</td> </tr> </tbody> </table>		SIGNALING SPEED LIMITS				PASSENGER	FREIGHT	Authorized Speed	<i>as posted</i>		Limited Speed	45 MPH	40 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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