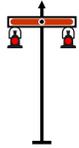


NEW YORK CENTRAL RAILROAD – SIGNAL RULES

281		DWARF		CLEAR Proceed at maximum track speed.	283		DWARF		MEDIUM CLEAR Proceed. Medium speed within interlocking limits.	287		DWARF		SLOW CLEAR Proceed. Slow Speed within interlocking limits.						
281-A		DWARF		ADVANCE APPROACH MEDIUM Proceed approaching second signal at Medium speed.	283-A		DWARF		MEDIUM ADVANCE APPROACH Proceed preparing to stop at second signal. Medium speed within interlocking limits.	288		DWARF		SLOW APPROACH Proceed prepared to stop at the next signal. Slow speed in interlocking limits.						
281-B		DWARF		APPROACH LIMITED Proceed approaching the next signal at Limited Speed. Trains exceeding 60 MPH must at once reduce to that speed. Reduction to 60 MPH must commence before passing signal, and must be completed before accepting a more-favorable indication.	283-B		DWARF		MEDIUM APPROACH SLOW Proceed at Medium speed, approaching next signal at Slow speed.	290		DWARF		RESTRICTING Proceed at Restricted Speed.						
281-C		DWARF		LIMITED CLEAR Proceed. Limited speed within interlocking limits.	284		DWARF		APPROACH SLOW Proceed approaching next signal at the Slow Speed. Trains exceeding Medium Speed must at once reduce to that speed.	291		DWARF		STOP AND PROCEED Stop before passing the signal. Then proceed at Restricted speed. <i>(Signal with non-offset signal heads may be designated Permissive with a number plate.)</i>						
281-D		DWARF		LIMITED APPROACH Proceed at Limited Speed prepared to stop at next signal. Further reduction to Medium speed must be made before accepting a more favorable indication.	285		DWARF		APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium speed must at once reduce to that speed. Reduction to Medium speed must commence before passing signal, and must be completed before accepting a more-favorable indication.	292		DWARF		STOP Stop before passing the signal.						
282		DWARF		APPROACH MEDIUM Proceed approaching next signal at Medium Speed. Trains exceeding Limited speed must at once reduce to that speed. Reduction to Limited speed must commence before passing signal, and must be completed before accepting a more-favorable indication.	285-A		DWARF		APPROACH RESTRICTING Proceed, prepared to stop at the next signal. Trains exceeding Medium speed must at once reduce to that speed.	200		DWARF		NO TRAIN ORDERS Proceed according to existing orders or timetable. <i>Requires Train Order plaque and/or rounded semaphore blade, as shown.</i>						
282-A		DWARF		ADVANCE APPROACH Proceed preparing to stop at second signal. Trains exceeding Limited speed must at once reduce to that speed. Reduction to Limited speed must commence before passing signal, and must be completed before accepting a more-favorable indication.	286		DWARF		MEDIUM APPROACH Proceed at Medium Speed prepared to stop at the next signal.	200-A		DWARF		TRAIN ORDERS Slow or stop to receive train orders. <i>Requires Train Order plaque and/or rounded semaphore blade, as shown.</i>						
293		TAKE/LEAVE SIDING Be governed by signal indication, if present, and take/leave siding at next switch. Sound whistle according to rule 14(g).			289		MANUAL BLOCK CLEAR Proceed. <i>(With or without "MB" Manual Block plaque and/or number plate, or rounded blade.)</i>			289-A		MANUAL BLOCK OCCUPIED Block ahead is occupied. Proceed prepared to stop short of train ahead. Slow speed must not be exceeded. <i>(With or without "MB" Manual Block plaque and/or number plate, or rounded blade.)</i>			289-B		MANUAL BLOCK STOP Stop. <i>(With or without "MB" Manual Block plaque and/or number plate, or rounded blade.)</i>			
93		YARD LIMITS BOARD (example) Within yard limits the lone main track may be used, protecting against first class trains. All other trains and engines must move within yard limits prepared to stop unless the main track is seen or known to be clear. Yard limits will be indicated by Yard Limit Boards. In multiple main track territory, movements against the current of traffic within yard limits may be made under protection.			W		WHISTLE POST Sound engine whistle per Rule 12(l) or 12(m). See Rules 30, 103-193(b).			299		TRACK PAN START Water scoop may be lowered at this point.			299-A		TRACK PAN END Water scoop must be raised at this point.			
289		MANUAL BLOCK PLAQUE This sign designates that the signal it is attached to is a Manual Block signal. Manual Block aspects apply.			TO		TRAIN ORDER PLAQUE This sign identifies the signal to which it is attached as a Train Order signal.			277		DUMMY MAST/DOLL ARM 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 is increased accordingly.			277		BRACKETTED/ADJACENT SIGNALS The right-hand signal governs right-hand track, and left-hand signal governs left-hand track. Signals on superstructures govern the track that they are over.			
295		REDUCE SPEED BOARD or flag Approach <i>Slow Speed Board</i> in approximately 8,000 feet not exceeding speed shown on this sign. If speed designation is missing, or yellow flag is used, assume 10 MPH limit.			295-A		SLOW SPEED BOARD or flag Train's speed between <i>Slow Speed Board</i> and <i>Resume Speed Board</i> must not exceed speed shown on <i>Reduce Speed Board</i> .			295-B		RESUME SPEED BOARD Resume Normal speed after rear of train has passed this board or flag.			277		277		277	

NEW YORK CENTRAL RAILROAD TILTING TARGET GRADE CROSSING SIGNAL RULES

297



HORIZONTAL



DIAGONAL



VERTICAL

RAILROAD GRADE CROSSING SIGNALS

Stop or proceed as prescribed by Timetable.

NOTE—Signal may be of Target, Gate, Ball, or other type.