

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

1281	C1281	<b>CLEAR</b> Proceed.	1283-A	C1283-A	<b>MEDIUM APPROACH MEDIUM</b> Medium speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Medium speed.	1287	C1287	<b>SLOW CLEAR</b> Slow speed through turnouts and crossovers, sidings, and over power-operated switches, then proceed.	
1281-B	C1281-B	<b>APPROACH LIMITED</b> Proceed, approaching next signal not exceeding Limited speed.	1283-B	C1283-B	<b>MEDIUM APPROACH SLOW</b> Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Slow speed.	1287-A		<b>SLOW APPROACH SLOW</b> Slow speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed approaching next signal not exceeding Slow speed.	
1281-C	C1281-C	<b>LIMITED CLEAR</b> Limited speed through turnouts, crossovers, sidings, and over power-operated switches, then proceed.	1283-C		<b>MEDIUM ADVANCE APPROACH</b> Medium speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at second signal.	1288	C1288	<b>SLOW APPROACH</b> Slow speed through turnouts and crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.	
1281-D	C1281-D	<b>LIMITED APPROACH</b> Limited speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.	1284	C1284	<b>APPROACH SLOW</b> Proceed, approaching next signal not exceeding Slow speed.	1290	C1290	<b>RESTRICTING</b> Proceed at Restricted speed.	
1282	C1282	<b>APPROACH MEDIUM</b> Proceed, approaching next signal not exceeding Medium speed.	1285	C1285	<b>APPROACH</b> 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 Approach Signal.	1291	C1291	<b>RESTRICTED PROCEED</b> Proceed at Restricted speed.	
1282-A		<b>ADVANCE APPROACH</b> Proceed, prepared to stop at second signal.	1285-A		<b>DISTANT SIGNAL</b> Approach next signal prepared to stop. <small>NOTE: This signal provides information only about the next signal, not conditions of the track ahead.</small>	1292	C1292	<b>STOP</b> Stop before passing the signal.	
1283	C1283	<b>MEDIUM CLEAR</b> Medium speed through turnouts, crossovers, sidings, and over power-operated switches, then proceed.	1286	C1286	<b>MEDIUM APPROACH</b> Medium speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.	1293		<b>STOP AND CHECK</b> 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.	
1298	CR1298-A		1296 / C1296		1294	1298 / C1298			
	<b>DISTANT SIGNAL MARKER</b> Visual reminder to push-pull (passenger) trains. <small>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.</small>				<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. <small>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.</small>		<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.		
42		43		43 & 707		43 & 89 & 707			
<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>ADJ./BRKTD. SIGNALS</b> The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.		<b>GRADE</b> Proceed at Restricted speed.			
1295 / C1295		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. <small>NOTE: A signal equipped with "APP" marker provides information only about the next signal, not conditions of the track ahead.</small>		<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.			

# CSX TRANSPORTATION – SIGNAL RULES (FORMER CONRAIL LINES)

<p><b>CR1281</b></p> <p><b>DWARF</b></p>	<p><b>CLEAR</b> Proceed.</p>	<p><b>CR1282-A</b></p> <p><b>DWARF</b></p>	<p><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 locomotive passes the <i>Advance Approach</i> signal.</p>	<p><b>CR1286</b></p> <p><b>DWARF</b></p>	<p><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.</p>	<p><b>CR1292</b></p> <p><b>DWARF</b></p>	<p><b>STOP</b> Stop.</p>
<p><b>CR1281-A</b></p> <p><b>DWARF</b></p>	<p><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.</p>	<p><b>CR1283</b></p> <p><b>DWARF</b></p>	<p><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.</p>	<p><b>CR1287</b></p> <p><b>DWARF</b></p>	<p><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.</p>	<p><b>CR1293</b></p> <p><b>DWARF</b></p>	<p><b>SWITCH CLOSED</b> Proceed. <i>(Requires "DS" plaque.)</i></p>
<p><b>CR1281-B</b></p> <p><b>DWARF</b></p>	<p><b>APPROACH LIMITED</b> Proceed, approaching the next signal at Limited speed.</p>	<p><b>CR1283-A</b></p> <p><b>DWARF</b></p>	<p><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.</p>	<p><b>CR1288</b></p> <p><b>DWARF</b></p>	<p><b>SLOW APPROACH</b> Proceed, prepared to stop at next signal. Slow speed applies until entire train clears switches, then Medium speed applies.</p>	<p><b>CR1293-A</b></p> <p><b>DWARF</b></p>	<p><b>SWITCH OPEN</b> Proceed, prepared to stop short of open switches. <i>(Requires "DS" plaque.)</i></p>
<p><b>CR1281-C</b></p> <p><b>DWARF</b></p>	<p><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.</p>	<p><b>CR1284</b></p> <p><b>DWARF</b></p>	<p><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.</p>	<p><b>CR1290</b></p> <p><b>DWARF</b></p>	<p><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-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.</p>	<p><b>CR1293-B</b></p> <p><b>DWARF</b></p>	<p><b>APPROACH CLEAR</b> Proceed. <b>NOTE:</b> Does not convey block or track information. <i>(Requires "A" plaque.)</i></p>
<p><b>CR1282</b></p> <p><b>DWARF</b></p>	<p><b>APPROACH MEDIUM</b> Proceed approaching the next signal at Medium speed.</p>	<p><b>CR1285</b></p> <p><b>DWARF</b></p>	<p><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 locomotive passes the <i>Approach</i> signal.</p>	<p><b>CR1291</b></p> <p><b>DWARF</b></p>	<p><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-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 <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, they will not change or affect the indication.</p>	<p><b>CR1293-C</b></p> <p><b>DWARF</b></p>	<p><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. <b>NOTE:</b> Does not convey block or track information. <i>(Requires "A" plaque.)</i></p>
<p><b>CR1280-A</b></p>	<p><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.</p>	<p><b>CR1280-B</b></p>	<p><b>APPROACH NORMAL</b> Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH.</p>	<p><b>CR1294</b></p>	<p><b>CLEAR SLIDE DETECTOR</b> Proceed, slide detector not actuated. <i>(Requires "SP" plaque.)</i></p>	<p><b>CR1294-A</b></p>	<p><b>SLIDE DETECTOR</b> Approach actuated slide detector prepared to stop short of obstruction. <i>(Requires "SP" plaque.)</i></p>

<p style="text-align: center;">(42)</p> <p><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.</p>	<p><b>PERMANENT END RESTRICTION SIGN</b> Resume speed after rear of train has passed this sign.</p>	<p><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.</p>	<p><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.</p>
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<p style="text-align: center;">(43)</p> <p><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. <b>NOTE:</b> A signal equipped with "APP" marker provides information only about the next signal, not conditions of the track ahead.</p>	<p><b>TEMPORARY REDUCE SPEED SIGN</b> Reduce speed to required.</p>	<p><b>TEMPORARY END RESTRICTION SIGN</b> Resume speed after rear of train has passed this sign.</p>	<p><b>WARNING SIGN</b> Prepare to stop or reduce speed, as required.</p>
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<p style="text-align: center;">(43 &amp; 707)</p> <p><b>DISTANT SIGNAL MARKER</b> Visual reminder to push-pull (passenger) trains. <b>NOTE:</b> 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.</p>	<p style="text-align: center;">(43 &amp; 89 &amp; 707)</p> <p><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. <b>NOTE:</b> 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.</p>	<p><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. <b>NOTE:</b> Location of TWC stations are indicated by (D) in Timetable Station page. <b>NOTE:</b> TWC station signs may be mounted on a post or on a signal house.</p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">SIGNALING SPEED LIMITS</th> <th style="text-align: center;">PASSENGER</th> <th style="text-align: center;">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>	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
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