### NORFOLK SOUTHERN RAILROAD – SIGNAL RULES

<table>
<thead>
<tr>
<th>Rule</th>
<th>Text</th>
<th>Image</th>
</tr>
</thead>
<tbody>
<tr>
<td>340</td>
<td><strong>APPROACH RESTRICTED</strong>&lt;br&gt;Proceed, approaching next signal at Restricted speed. Train or engine exceeding Medium speed must at once reduce to that speed.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>341</td>
<td><strong>APPROACH DWARF</strong>&lt;br&gt;Proceed preparing to take diverging route beyond next signal at authorized speed.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>342</td>
<td><strong>ADVANCE APPROACH</strong>&lt;br&gt;Proceed preparing to stop at second signal.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>343</td>
<td><strong>APPROACH DWARF</strong>&lt;br&gt;Proceed preparing to take diverging route beyond next signal at Restricted speed. Train or engine exceeding Medium speed must at once reduce to that speed.</td>
<td>![Image](example Image)</td>
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<tr>
<td>344</td>
<td><strong>DIVERGING APPROACH RESTRICTED</strong>&lt;br&gt;Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s). Approaching next signal at Restricted speed. Train or engine exceeding Medium speed must at once reduce to that speed.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>345</td>
<td><strong>DIVERGING APPROACH</strong>&lt;br&gt;Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s). Stop.</td>
<td>![Image](example Image)</td>
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<td>346</td>
<td><strong>APPROACH DWARF</strong>&lt;br&gt;Proceed preparing to stop at next signal. Train or engine exceeding Medium speed must at once reduce to that speed.</td>
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<tr>
<td>348</td>
<td><strong>RESTRICTING</strong>&lt;br&gt;Proceed at Restricted speed. Restricted Speed must be observed until the leading end of the movement reaches the next signal.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>349</td>
<td><strong>STOP</strong>&lt;br&gt;Stop.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>350</td>
<td><strong>NON-AUTOMATIC BLOCK, CLEAR</strong>&lt;br&gt;Proceed. A train or engine that is delayed after passing this signal must approach the next signal prepared to stop.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>351</td>
<td><strong>NON-AUTOMATIC BLOCK, APPROACH DWARF</strong>&lt;br&gt;Stop. When letter “H” is illuminated, take siding.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>352</td>
<td><strong>YARD LIMIT SIGN</strong>&lt;br&gt;Yard Limits are designated in the Timetable, and indicated by “Yard Limit” signs.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>353</td>
<td><strong>RULE 280 APPLIES SIGN</strong>&lt;br&gt;A train or engine must proceed prepared to stop approaching an automatic interlocking railroad crossing at grade when:</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>354</td>
<td><strong>SPRING SWITCH MARKER LIGHT - STOP</strong>&lt;br&gt;Stop and examine switch points before proceeding.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>355</td>
<td><strong>CONDITIONAL STOP SIGN</strong>&lt;br&gt;Stop, unless notified by radio communication or in person the employee named in Form Y that track is clear.</td>
<td>![Image](example Image)</td>
</tr>
<tr>
<td>356</td>
<td><strong>PERMANENT SPEED SIGNS</strong>&lt;br&gt;A speed that will permit complying with flagging stops is also to be observed.</td>
<td>![Image](example Image)</td>
</tr>
</tbody>
</table>

### SUPPLEMENTAL INFORMATION

**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.

**Spring Switch Marker Light - Normal**

Switch points are in normal position.

- **Required “SS” plaque, as shown.**

**Spring Switch Marker Light - Stop**

Stop and examine switch points before proceeding.

- **Required “SS” plaque, as shown.**

**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 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.

**Rule 280 Applies Sign**

A train or engine must proceed prepared to stop approaching an automatic interlocking railroad crossing at grade when:

- a) Stopped while approaching or after passing the distant signal.
- b) Moving less than 25 MPH approaching or after passing the distant signal.
- c) Moving more than 25 MPH approaching or after passing the distant signal.

**Takes Siding Indicator**

When letter “S” is illuminated, take siding.

**Automatic Interlocking Ahead**

**Rule 280 Applies**

A train or engine must proceed prepared to stop approaching an automatic interlocking railroad crossing at grade when:

- a) Stopped while approaching or after passing the distant signal.
- b) Moving less than 25 MPH approaching or after passing the distant signal.
- c) Moving more than 25 MPH approaching or after passing the distant signal.

**Approach Prepared to Stop Sign**

Approach prepared to stop short of Conditional Stop Sign. This is to be displayed not less than 1½ 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.**

**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.**

**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.

**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 indicated, or switch lined improperly, and locking out for a broken rail, but not exceeding 20 MPH.**

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

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

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

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

**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 does not afford automatic block protection.
(Black/White "D" placard required, as shown.)

**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.)

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

**DWARF DIVERGING APPROACH**
Proceed through diverging route, preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.

**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).

**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).

**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.

**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, men or equipment fouling track, Stop signal, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.

**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.

**BLUE LAMP**
IS OPTINAL

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

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NORFOLK SOUTHERN RULES JAN/2019
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NORFOLK SOUTHERN RAILROAD – SIGNAL RULES – FORMER CONRAIL TERRITORY

SLOW CLEAR
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, then proceed at authorized speed. In CSS territory with fixed automatic block signals, trains exceeding Medium speed must begin reduction to Medium speed as soon as the next Medium Approach signal is clearly visible.

APPROACH MEDIUM
Proceed approaching 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.

APPROACH SLOW
Proceed approaching the next signal at Slow speed.

Trains exceeding Medium speed must at once reduce to that speed.

LIMITED CLEAR
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.

STOP SIGNAL
Stop.

Note: Does not convey block or track information. (Requires "A" plaque, as shown.)

ADVANCE APPROACH
Proceed prepared to stop at the second signal. Trains exceeding Limited speed must begin reduction to Limited speed as soon as engine passes the Advance Approach signal.

Stop and examine switch points before proceeding.

SPRING SWITCH MARKER LIGHT - STOP
Stop and examine switch points before proceeding.

(D Troyes, as shown.)

SPRING SWITCH MARKER LIGHT - NORMAL
Switch points are in normal position.

(R Reves "S" plaque, as shown.)

CLEAR TO NEXT INTERLOCKING
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.

CLEAR SLIDE DETECTOR SIGNAL
Proceed; slide detector not actuated.

Note: Does not convey block or track information. (Requires "S plaque, as shown.)

SIDETRACK WARNING SIGNAL
Approach actuated slide detector prepared to stop short of obstruction.

Note: Does not convey block or track information. (Requires "S plaque, as shown.)

MEDIUM APPROACH MEDIUM
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 next Medium Approach signal is clearly visible.

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

MEDIUM APPROACH CLEAR
Proceed at Medium speed until entire train clears all interlocking, controlled point, or spring switches, then approach the next signal at Medium speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium speed, then proceed at authorized speed.

MEDIUM APPROACH MEDIUM
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.

DUMMY "DOLL" MASTS
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.

SIGNALLING SPEED LIMITS

<table>
<thead>
<tr>
<th>Number</th>
<th>Speed</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 MPH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>15 MPH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20 MPH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30 MPH</td>
<td></td>
<td></td>
</tr>
<tr>
<td>40 MPH</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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 track radiating from signal lamps indicate flashing aspect.革新

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