

NORFOLK SOUTHERN RAILROAD – SIGNAL RULES†

<p>340</p> <p>DWARF</p>	<p>CLEAR</p> <p>Proceed at authorized speed.</p>	<p>344</p> <p>DWARF</p>	<p>APPROACH RESTRICTED</p> <p>Proceed, approaching next signal at Restricted speed. Train or engine exceeding Medium speed must at once reduce to that speed.</p>	<p>348</p> <p>DWARF</p>	<p>RESTRICTING</p> <p>Proceed at Restricted speed. Restricted Speed must be observed until the leading end of the movement reaches the next signal.</p> <p>EXCEPTION: 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>341</p> <p>DWARF</p>	<p>APPROACH DIVERGING</p> <p>Proceed preparing to take diverging route beyond next signal at authorized speed.</p>	<p>345</p> <p>DWARF</p>	<p>DIVERGING APPROACH RESTRICTED</p> <p>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.</p>	<p>349</p> <p>DWARF</p>	<p>STOP</p> <p>Stop.</p> <p>See Rules 273 and 275.</p>
<p>342</p> <p>DWARF</p>	<p>ADVANCE APPROACH</p> <p>Proceed preparing to stop at second signal.</p>	<p>346</p> <p>DWARF</p>	<p>APPROACH</p> <p>Proceed preparing to stop at next signal. Train or engine exceeding Medium speed must at once reduce to that speed.</p>	<p>350</p>	<p>NON-AUTOMATIC BLOCK, CLEAR</p> <p>Proceed. A train or engine that is delayed after passing this signal must approach the next signal prepared to stop.</p> <p>NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.</p> <p>Requires Non-Automatic Block Signal plaque, as shown.</p>
<p>343</p> <p>DWARF</p>	<p>DIVERGING CLEAR</p> <p>Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).</p> <p>NOTE: Unless another signal intervenes, movement must be prepared to take diverging route at next Controlled Signal.</p>	<p>347</p> <p>DWARF</p>	<p>DIVERGING APPROACH</p> <p>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.</p>	<p>351</p>	<p>NON-AUTOMATIC BLOCK, APPROACH</p> <p>Approach next signal prepared to stop. Train or engine exceeding Medium speed must at once reduce to that speed.</p> <p>NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.</p> <p>Requires Non-Automatic Block Signal plaque, as shown.</p>
<p>350 / 351</p> <p>NON-AUTOMATIC BLOCK SIGNAL PLAQUE</p> <p>This marker is attached to all fixed signals acting under Rules 350 and 351. Such signals are not block signals, and inform only about the next signal, not conditions of or on the track ahead.</p>	<p>353</p> <p>← ILLUMINATED</p>	<p>TAKE SIDING INDICATOR</p> <p>When letter "S" is illuminated, take siding.</p>	<p>354</p> <p>← ILLUMINATED</p>	<p>HOLDING SIGNAL</p> <p>When letter "H" is illuminated, stay until authorized to proceed.</p>	
<p>211</p> <p>SPRING SWITCH SIGNAL PLAQUE (example sign)</p> <p>This marker is attached to all fixed signals acting under Rule 211. Such signals are not block signals, and inform only about the status of the spring switch connected to it. A train or engine making a facing-point movement over a spring switch must stop, and a crewmember must line the switch by hand when any of the following conditions exist: (a) A block signal governing movement over the switch indicates <i>Stop</i> or <i>Restricting</i>; (b) A spring switch marker light indicating <i>Stop and Examine Switch Points</i>.</p>	<p>211</p> <p>DWARF</p>	<p>211</p> <p>SPRING SWITCH MARKER LIGHT – NORMAL</p> <p>Switch points are in normal position.</p> <p>Requires "SS" plaque, as shown.</p> <p>DWARF</p>	<p>211</p> <p>DWARF</p>	<p>211</p> <p>SPRING SWITCH MARKER LIGHT – STOP AND EXAMINE</p> <p>Stop and examine switch points before proceeding.</p> <p>Requires "SS" plaque, as shown.</p> <p>DWARF</p>	
<p>93</p> <p>YARD LIMIT SIGN (example sign)</p> <p>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 <i>Approach</i>, <i>Approach Restricted</i>, or <i>Diverging Approach Restricted</i>. 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.</p>	<p>301</p> <p>DUMMY MAST (DOLL ARMS)</p> <p>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>BLUE LAMP IS OPTIONAL</p>	<p>301</p> <p>BRACKETED SIGNALS</p> <p>The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.</p>			
<p>728</p> <p>APPROACH PREPARED TO STOP SIGN</p> <p>Approach prepared to stop short of <i>Conditional Stop Sign</i>.</p> <p>This sign is to be displayed not less than 1½ miles in advance of <i>Conditional Stop Sign</i> (unless working limits of Form Y are near terminals or yards—see Rule 736).</p>	<p>729</p> <p>CONDITIONAL STOP SIGN</p> <p>Stop, unless notified by radio communication or in person the employee named in Form Y that track is clear. See Rule 731.</p> <p>For use in connection with Form Y and Rules 732-737.</p>	<p>302</p> <p>NUMBER PLATE</p> <p>The most-restrictive indication of a signal that has a Number Plate is "proceed at Restricted speed." The most-restrictive indication of a signal that does not have a Number Plate is to stop. Number Plates (blank) are illustrated in these rules only when they are needed to qualify the signal aspect.</p>			
<p>280</p> <p>RULE 280 APPLIES SIGN (example sign)</p> <p>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.</p> <p>The designated distant signal will be identified with this sign located in approach to the automatic interlocking.</p> <p>EXCEPTION: This rule will not apply in approach to Automatic Interlocking designated by special instructions.</p>	<p>SP-5(a) / 102</p> <p>PERMANENT SPEED SIGNS</p> <p>(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.</p> <p>(b) Where provided, a number plate below a speed limit sign indicates the number of curves that it governs.</p> <p>(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.</p>	<p>SIGNALING SPEED LIMITS</p> <p>Normal Speed as posted Medium Speed 30 MPH Slow Speed 15 MPH Restricted Speed* 20 MPH</p>	<p>RESTRICTED SPEED</p> <p>*A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, signal requiring a stop, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.</p>		

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

<p>326</p>	<p>CLEAR Proceed at authorized speed.</p> <p><i>Number plate required, as shown.</i></p>	<p>331</p>	<p>APPROACH Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</p> <p><i>Number plate required, as shown.</i></p>	<p>336</p>	<p>RESTRICTING Proceed at Restricted speed.</p> <p>Restricted speed must be observed until the leading end of the movement reaches the next signal.</p> <p><i>Number plate required, as shown.</i></p> <p>EXCEPTION: When the signal governs movement to non-signaled 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>APPROACH DIVERGING Proceed preparing to take diverging route beyond next signal at authorized speed.</p>	<p>332</p>	<p>APPROACH DISTANT Proceed preparing to stop at next home signal. Train or engine exceeding Medium Speed must at once reduce to that speed.</p> <p>NOTE: Signal <u>does not</u> afford automatic block protection.</p> <p><i>Black/White "D" placard required, as shown.</i></p>	<p>337</p>	<p>STOP Stop before passing the signal.</p> <p>See Rules 273 and 275.</p>
<p>328</p>	<p>ADVANCE APPROACH Proceed preparing to stop at second signal.</p>	<p>333</p>	<p>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.</p>	<p>338</p>	<p>NON-AUTOMATIC BLOCK, CLEAR Proceed. A train or engine that is delayed after passing this signal must approach the next signal prepared to stop.</p> <p>NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.</p>
<p>329</p>	<p>DIVERGING CLEAR Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s).</p>	<p>334</p>	<p>SLOW CLEAR Proceed; Slow Speed within controlled point/interlocking limits or through turnout(s) or crossover(s).</p> <p>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).</p>	<p>339</p>	<p>NON-AUTOMATIC BLOCK, APPROACH Approach next signal prepared to stop. Train or engine exceeding Medium speed must at once reduce to that speed.</p> <p>NOTE: This signal provides only about the next signal, not conditions of or on the track ahead.</p>
<p>330</p>	<p>DIVERGING APPROACH DIVERGING 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>SLOW APPROACH Proceed preparing to stop at next signal; Slow Speed within controlled point/interlocking limits or through turnout(s) or crossover(s).</p> <p>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).</p>	<p>336</p>	<p>RESTRICTING Proceed at Restricted speed.</p> <p>Restricted speed must be observed until the leading end of the movement reaches the next signal.</p> <p><i>Number plate required, as shown.</i></p> <p>EXCEPTION: When the signal governs movement to non-signaled 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>93</p> <p>YARD LIMIT SIGN (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 <i>Approach</i>, <i>Diverging Approach</i>, or <i>Slow Approach</i>. 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.</p>	<p>301</p> <p>DUMMY MAST (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.</p>	<p>BRACKETTED SIGNALS The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.</p>
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<p>728</p> <p>APPROACH PREPARED TO STOP SIGN 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 Form Y are near terminals or yards—see Rule 736).</p>	<p>729</p> <p>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.</p>	<p>302</p> <p>NUMBER PLATE The most-restrictive indication of a signal that has a Number Plate is "proceed at Restricted speed." The most-restrictive indication of a signal that <u>does not</u> have a Number Plate is to stop. Number Plates (blank) are illustrated in these rules only when they are needed to qualify the signal aspect.</p>	<p>338 / 339</p> <p>NON-AUTOMATIC BLOCK SIGNAL PLAQUE This marker is attached to all fixed signals acting under Rules 293 and 294. They are not block signals, and inform only about the next signal, not conditions of or on the track ahead.</p>
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<p>280</p> <p>RULE 280 APPLIES SIGN (example 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. The designated distant signal will be identified with this sign located in approach to the automatic interlocking. EXCEPTION: This rule will not apply in approach to Automatic Interlocking designated by special instructions.</p>	<p>SP-5(a) / 102</p> <p>PERMANENT SPEED SIGNS</p> <p>(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.</p>	<p>SIGNALING SPEED LIMITS</p> <p>Normal Speedas posted Medium Speed30 MPH Slow Speed15 MPH Restricted Speed*20 MPH</p>	<p>RESTRICTED SPEED</p> <p>*A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, signal requiring a stop, derail, or switch lined improperly, and looking out for a broken rail, but not exceeding 20 MPH.</p>
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NORFOLK SOUTHERN RAILROAD – SIGNAL RULES – FORMER CONRAIL TERRITORY

<p>306</p>	<p>CLEAR Proceed at authorized speed.</p>	<p>311</p>	<p>MEDIUM CLEAR 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.</p>	<p>316</p>	<p>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 once they have left interlocking or controlled point limits.</p>																													
<p>307</p>	<p>APPROACH LIMITED Proceed approaching the next signal at Limited speed.</p>	<p>312</p>	<p>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 <i>Medium Approach Medium</i> signal is clearly visible.</p>	<p>317</p>	<p>SLOW APPROACH 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.</p>																													
<p>308</p>	<p>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.</p>	<p>313</p>	<p>APPROACH SLOW Proceed approaching the next signal at Slow speed. Trains exceeding Medium speed must at once reduce to that speed.</p>	<p>318</p>	<p>RESTRICTING 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: 1. Passed a more favorable fixed signal, or 2. Entered Rule 171 territory. 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></p>																													
<p>309</p>	<p>APPROACH MEDIUM Proceed approaching the next signal at Medium speed.</p>	<p>314</p>	<p>APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium speed must at once reduce to that speed.</p>	<p>319</p>	<p>STOP SIGNAL Stop. See Rules 273 and 275.</p>																													
<p>310</p>	<p>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 <i>Advance Approach</i> signal.</p>	<p>315</p>	<p>MEDIUM APPROACH 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>319</p>	<p>STOP SIGNAL Stop. See Rules 273 and 275.</p>																													
<p>305</p> <p>CLEAR TO NEXT INTERLOCKING OR CTRLD POINT 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.</p>	<p>322</p> <p>CLEAR SLIDE DETECTOR SIGNAL Proceed; slide detector not actuated. <i>Requires "SP" plaque, as shown.</i></p>	<p>323</p> <p>SLIDE DETECTOR WARNING SIGNAL Approach actuated slide detector prepared to stop short of obstruction. <i>Requires "SP" plaque, as shown.</i></p>	<p>320</p> <p>APPROACH CLEAR Proceed. NOTE: Does not convey block or track information. <i>Requires "A" plaque, as shown.</i></p>	<p>321</p> <p>APPROACH RESTRICTING 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></p>																														
<p>211</p> <p>SPRING SWITCH MARKER LIGHT – NORMAL Switch points are in normal position. <i>Requires "SS" plaque, as shown.</i></p>	<p>SPRING SWITCH MARKER LIGHT – STOP Stop and examine switch points before proceeding. <i>Requires "SS" plaque, as shown.</i></p>	<p>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.</p>	<p>ADJACENT/BACKETTED 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. Signals on superstructures govern the track over which they are placed.</p>																															
<p>320 / 321</p> <p>APPROACH SIGNAL PLAQUE This sign marks signals acting under Rules 320 and 321. These signals are not block signals, and only convey information about the following signal(s), not the signal block or track ahead.</p>	<p>322 / 323</p> <p>SLIDE PROTECTION SIGNAL PLAQUE (example sign) This sign marks signals acting under Rules 322 and 323. These signals are not block signals, and only convey information about debris slide fence detection ahead.</p>	<p>211</p> <p>SPRING SWITCH SIGNAL PLAQUE (example sign) This marker is attached to all fixed signals acting under Rule 211. Such signals are not block signals, and inform only about the status of the spring switch connected to it. A train or engine making a facing-point movement over a spring switch must stop, and a crewmember must line the switch by hand when any of the following conditions exist: (a) A block signal governing movement over the switch indicates <i>Stop or Restricting</i>; (b) A spring switch marker light indicating <i>Stop and Examine Switch Points</i>.</p>	<p>302</p> <p>NUMBER PLATE The most-restrictive indication of a signal that <u>has</u> a Number Plate is "proceed at Restricted speed." The most-restrictive indication of a signal that <u>does not</u> have a Number Plate is to stop. Number Plates (blank) are illustrated in these rules only when they are needed to qualify the signal aspect.</p>																															
<p>93</p> <p>YARD LIMIT SIGN (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 <i>Approach, Medium Approach, or Slow Approach</i>. 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.</p>	<p>728</p> <p>APPROACH PREPARED TO STOP SIGN 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 <i>Form Y</i> are near terminals or yards—see Rule 736).</p>	<p>324</p> <p>DISTANT SIGNAL MARKER Visual reminder to push-pull trains that Rule 281 applies in the block governed by this signal. NOTE: Located at 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>325</p> <p>DELAYED IN BLOCK SIGN 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.</p>																															
<p>280</p> <p>RULE 280 APPLIES SIGN (example 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. The designated distant signal will be identified with this sign located in approach to the automatic interlocking. EXCEPTION: This rule will not apply in approach to Automatic Interlocking designated by special instructions.</p>	<p>729</p> <p>CONDITIONAL STOP SIGN Stop, unless notified by radio communication or in person the employee named in <i>Form Y</i> that track is clear. See Rule 731. For use in connection with <i>Form Y</i> and Rules 732-737.</p>	<p>SP-5(a) / 102</p> <p>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 sign intervenes, its indication also must be observed.</p>	<table border="1"> <thead> <tr> <th rowspan="2">SIGNALING SPEED LIMITS</th> <th colspan="2">PASSENGER</th> <th>FREIGHT</th> </tr> <tr> <th colspan="3">as posted</th> </tr> </thead> <tbody> <tr> <td>Maximum Authorized Speed</td> <td colspan="3"></td> </tr> <tr> <td>Limited Speed</td> <td>45 MPH</td> <td colspan="2">40 MPH</td> </tr> <tr> <td>Medium Speed</td> <td>30 MPH</td> <td colspan="2">30 MPH</td> </tr> <tr> <td>Slow Speed</td> <td>15 MPH</td> <td colspan="2">15 MPH</td> </tr> <tr> <td>Restricted Speed (not in Interlocking limits)</td> <td>20 MPH</td> <td colspan="2">20 MPH</td> </tr> <tr> <td>Restricted Speed (in Interlocking limits)</td> <td>15 MPH</td> <td colspan="2">15 MPH</td> </tr> </tbody> </table>	SIGNALING SPEED LIMITS	PASSENGER		FREIGHT	as posted			Maximum Authorized Speed				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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