

**SIGNAL RULES****(251, 253, 254)**

**NOTE:** Rules 251 to 254 inclusive will be placed in effect by timetable special instruction.

- 251.** On portions of the railroad and on tracks specified in the timetable, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.
- 253.** The Train Dispatcher must be advised in advance of any known condition that will delay a train or prevent it from operating at maximum authorized speed.
- 254.** Except as affected by Rule 251, all rules of the Operating Department remain in force.

**SIGNAL RULES****(261-264)**

**NOTE:** Rules 261 to 264 inclusive will be placed in effect by timetable special instruction.

- 261.** On portions of the railroad and on tracks specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movements on the same track.  
Trains **MUST NOT** clear or enter the main track at a switch not equipped with an electric lock without Form L authority.
- 262.** A train for which the direction of traffic has been established must not move in the opposite direction without proper interlocking signal indication or permission from the Train Dispatcher through the Block Operator.
- 263.** The Train Dispatcher must be advised in advance of any known condition that will delay a train or prevent it from operating at maximum authorized speed.
- 264.** Except as affected by Rule 261, all rules of the Operating Department remain in force.

### FIXED SIGNALS RULES 280 TO 296 INCLUSIVE

One or more of the following methods shows signal aspects:

1. The color of lights.
2. The position of lights.
3. The flashing of lights.
4. The shape, color or lettering of signs.

A number, location, letter/marker plate or any combination thereof may be represented on signals to determine type, location or information relative to indication. They will be placed on the signal mast or in a location adjacent thereto, as viewed from an approaching train, unless otherwise provided.












The signal aspects illustrated in Rules 280-296 inclusive are typical and must not be used with other than the names and indications prescribed by the rules. Unless indicated for use in Zone A only, the signal aspects may be encountered both Zone C and Zone A. Aspects not in conformity with the typical aspects must not be used unless described in the Special Instructions of the Timetable, General Notice, or Form L.


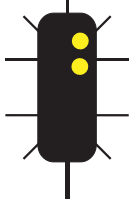

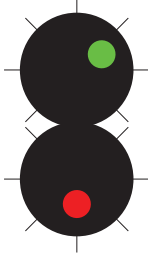
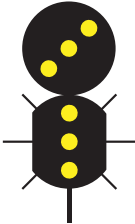
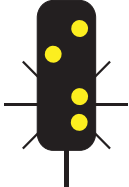
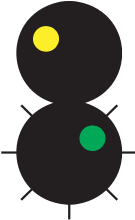


In Zone C, as noted in the Special Instructions, home or interlocking signals may show a number plate with interlocking and/or location provided for the use in identifying and passing these signals. Signals whose most restrictive indication is more favorable than stop will display a number plate beginning with a letter and ending with a number.



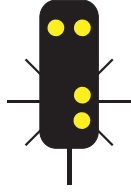







In Zone A, aspects designated by Signal Rule numbers prefixed by the letter "A" apply exclusively in ZONE A. Except as herein provided, Zone A signals whose most restrictive indication is more favorable than stop are represented and identified by a placard ending in a numeral.


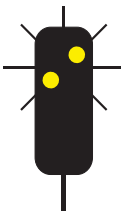








In both Zone C and Zone A, the following symbol around any portion of the signals indicates that portion to be flashing:

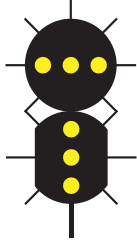
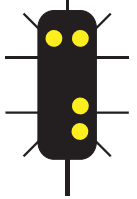

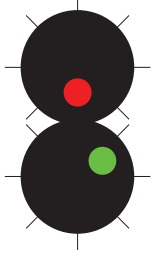














<p><b>280</b></p> <p><b>NAME:</b> Clear-Block.</p> <p><b>INDICATION:</b> Proceed; manual block clear.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C.</p>
<p><b>280A</b></p>	<p><b>TEMPORARY MANUAL BLOCK SIGNAL</b></p>		
<p><b>NAME:</b> Clear-block.</p> <p><b>INDICATION:</b> Proceed; manual block clear.</p>	 <p>Fig. A</p>	<p><b>NAME:</b> Stop-signal</p> <p><b>INDICATION:</b> Stop</p>	 <p>Fig. B</p>
<p><b>NOTE:</b> This signal will only be placed in service by Form L or General Notice and is not connected with distant signals. Trains will approach this signal prepared to stop.</p>			
<p><b>281</b></p> <p><b>NAME:</b> Clear.</p> <p><b>INDICATION:</b> Proceed.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
	 <p>Fig. D</p>	 <p>Fig. E</p>	<p><b>A281</b></p>  <p>Fig. F</p>

<p><b>281A</b></p>						
<p><b>NAME:</b> Absolute-Clear.</p> <p><b>INDICATION:</b> Proceed; track clear to next interlocking signal. Approach next interlocking signal prepared to stop.</p>						
<p><b>A281b</b></p>						
<p><b>NAME:</b> Approach Limited.</p> <p><b>INDICATION:</b> Proceed approaching the next signal at Limited Speed.</p>						


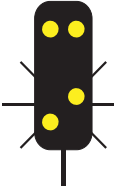
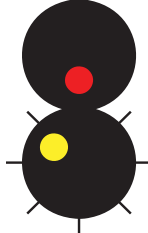






<p><b>A281c</b></p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
<p><b>NAME:</b> Limited Clear.</p> <p><b>INDICATION:</b> Proceed at Limited Speed until entire train clears all interlocking or spring switches.</p>	 <p>Fig. D</p>	 <p>Fig. E</p>	
<p><b>282</b></p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
<p><b>NAME:</b> Approach-medium.</p> <p><b>INDICATION:</b> Proceed approaching next signal at Medium speed.</p>	 <p>Fig. D</p>	<p><b>A282</b></p>  <p>Fig. E</p>	



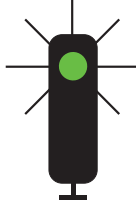



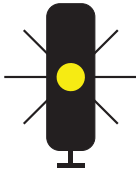


<p><b>A282a</b></p>			
<p><b>NAME:</b> Advance Approach.</p> <p><b>INDICATION:</b> Proceed prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as engine passes the Advance Approach signal.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
	 <p>Fig. D</p>	 <p>Fig. E</p>	
<p><b>283</b></p>			
<p><b>NAME:</b> Medium-clear.</p> <p><b>INDICATION:</b> Proceed; Medium speed within interlocking limits.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
	 <p>Fig. D</p>	<p><b>A283</b></p>  <p>Fig. E</p>	

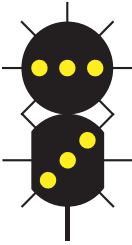
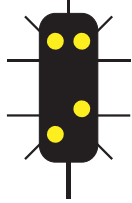






<p><b>283A</b></p> <p><b>NAME:</b> Absolute-Medium-clear.</p> <p><b>INDICATION:</b> Proceed; Medium Speed within interlocking limits. Track clear to next interlocking signal. Approach next interlocking signal prepared to stop.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	
	 <p>Fig. C</p>	 <p>Fig. D</p>	
<p><b>284</b></p> <p><b>NAME:</b> Approach-slow.</p> <p><b>INDICATION:</b> Proceed approaching next signal at Slow speed. Train exceeding Medium speed must at once reduce to that speed</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
	 <p>Fig. D</p>	<p><b>A284</b></p>	
		 <p>Fig. E</p>	









<p><b>285</b></p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
<p><b>NAME:</b> Approach.</p> <p><b>INDICATION:</b> Proceed approaching next signal prepared to stop. Train exceeding Medium speed must at once reduce to that speed.</p>	 <p>Fig. D</p>	 <p>Fig. E</p>	<p style="background-color: yellow; text-align: center;"><b>A285</b></p>  <p>Fig. F</p>
<p><b>285A</b></p>			
<p><b>NAME:</b> Caution.</p> <p><b>INDICATION:</b> Train exceeding Medium speed must at once reduce to that speed. Where a switch is connected with the signal, approach that switch prepared to stop. Approach next signal prepared to stop.</p>			













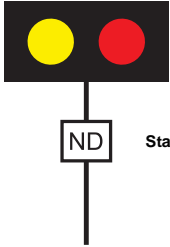

<p><b>A286</b></p>	 <p>Fig. A</p>			 <p>Fig. B</p>	 <p>Fig. C</p>
<p><b>NAME:</b> Medium Approach.</p> <p><b>INDICATION:</b> Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the Medium Approach signal is clearly visible.</p>	 <p>Fig. D</p>		 <p>Fig. E</p>		
<p><b>287</b></p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>	<p><b>A287</b></p>	
<p><b>NAME:</b> Slow-clear.</p> <p><b>INDICATION:</b> Proceed; Slow speed within interlocking limits.</p>	 <p>Fig. D</p>				

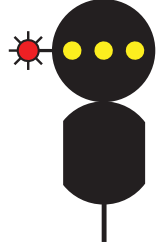


<p><b>287A</b></p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
<p><b>NAME:</b> Absolute Slow-clear.</p> <p><b>INDICATION:</b> Proceed; Slow speed within interlocking limits. Track clear to next interlocking signal. Approach next interlocking signal prepared to stop.</p>			
<p><b>288</b></p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
<p><b>NAME:</b> Slow-approach.</p> <p><b>INDICATION:</b> Proceed approaching next signal prepared to stop. Slow speed within interlocking limits.</p>			
	 <p>Fig. D</p>	 <p>Fig. E</p>	<p style="background-color: yellow; text-align: center;"><b>A288</b></p>  <p>Fig. F</p>




<p><b>288A</b></p>	<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  <p>Fig. A</p> </div> <div style="text-align: center;">  <p>Fig. B</p> </div> </div>		
<p><b>NAME:</b> Flashing Slow-approach.</p> <p><b>INDICATION:</b> Train will proceed in accordance with signal indication within interlocking limits and after clearing the interlocking, proceed under absolute clear indication to the next interlocking.</p>			
<p><b>290</b></p>	<div style="display: grid; grid-template-columns: repeat(3, 1fr); gap: 10px;"> <div style="text-align: center;">  <p>Fig. A</p> </div> <div style="text-align: center;">  <p>Fig. B</p> </div> <div style="text-align: center;">  <p>Fig. C</p> </div> <div style="text-align: center;">  <p>Fig. D</p> </div> <div style="text-align: center;">  <p>Fig. E</p> </div> <div style="text-align: center;">  <p>Fig. F</p> </div> </div>		
<p><b>NAME:</b> Restricting.</p> <p><b>INDICATION:</b> Proceed at Restricted speed.</p>			

<p><b>A290</b></p>			
<p><b>NAME:</b> Restricting.</p> <p><b>INDICATION:</b> Proceed at Restricted Speed until the entire train has passed a signal displaying a more favorable aspect or entered non-signalized DCS territory.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
<p><b>291</b></p>			
<p><b>NAME:</b> Stop-and-proceed.</p> <p><b>INDICATION:</b> Stop; then proceed at Restricted speed.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
	 <p>Fig. D</p>	 <p>Fig. E</p>	



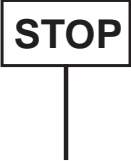
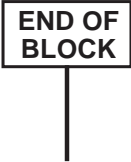

<b>A291</b>				
<p><b>NAME:</b> Stop-and –proceed.</p> <p><b>INDICATION:</b> Stop, then proceed at Restricted Speed.</p>		 <p>Fig. A</p>	 <p>Fig. B</p>	
<p><b>NOTE:</b> Automatic signals in Zone A territory are represented and identified by a placard ending in a numeral.</p>				
<b>292</b>				
<p><b>NAME:</b> Stop-signal.</p> <p><b>INDICATION:</b> Stop.</p>		 <p>Fig. A</p>	 <p>Fig. B</p>	 <p>Fig. C</p>
		 <p>Fig. D</p>	 <p>Fig. E</p>	 <p>Fig. F</p>




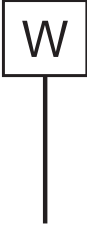

<p><b>A292</b></p> <p><b>NAME:</b> Stop-signal.</p> <p><b>INDICATION:</b> Stop.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>
<p><b>NOTE:</b> Interlocking color light signals that are numbered whose most restrictive aspect is “Stop-signal” and end with a letter are in service between the westward limits of A and KN interlockings and the eastward limits of C and JO interlockings.</p>		
<p><b>293</b></p> <p><b>NAME:</b> Block-limit.</p> <p><b>INDICATION:</b> Limit of the block.</p>	 <p>Station Name</p>	
<p><b>NOTE:</b> Yellow light to be placed next to track governed.</p>		
<p><b>293A</b></p> <p><b>NAME:</b> Approach Block-limit.</p> <p><b>INDICATION:</b> Proceed approaching next block-limit signal prepared to stop. Train exceeding Medium speed must at once reduce to that speed.</p>	 <p>Reflectorized</p>	
<p><b>NOTE:</b> Will not apply to trains authorized by Clearance Card Form K to pass the Block-limit station as though Clear-block signal were displayed.</p>		

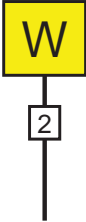
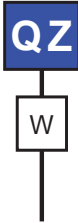
<p><b>294</b></p>	 <p>Train Order Signal may be mounted on either side.</p> <p>Fig. A</p>	 <p>Fig. B</p>
<p><b>NAME:</b> Train-order.</p> <p><b>INDICATION:</b> Orders.</p>		
<p><b>NOTE:</b> To apply to trains governed by fixed signal with which connected.</p>		
 <p>Fig. C</p>		
<p><b>NOTE:</b> By day the yellow lamp is not displayed. When displayed in the direction of an approaching train or trains, it must not be passed by any train on any track except as provided in Rule 221.</p>		

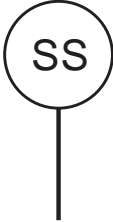


295	Distant Switch Indicator (DSI)
<p><b>NAME:</b> Caution Indicator.</p> <p><b>INDICATION:</b> Facing point switch(es) open. Trains exceeding Slow speed must at once reduce to that speed approaching switch or switches prepared to stop.</p>	<div style="text-align: center;">  <p>Fig. A</p> </div>
<p><b>NAME:</b> Clear Indicator.</p> <p><b>INDICATION:</b> Facing point switch(es) closed.</p>	<div style="text-align: center;">  <p>Fig. B</p> </div>
<p><b>NOTE:</b> Numeral on signal mast indicates the number of facing point switches connected to the signal.</p>	
<p><b>295A</b></p> <p><b>NAME:</b> Yard Switch Indicator.</p> <p><b>INDICATION:</b>  <b>White;</b> switch normal, proceed at restricted speed.  <b>Yellow;</b> switch reverse, proceed at restricted speed.  <b>Red;</b> switch not normal or reverse, route must be verified. The Conductor or Engineer must examine the switch points to verify that the points fit the rail properly before movement may be made over switch at restricted speed.</p>	<div style="text-align: center;">  </div>







<b>295B MAIN TRACK SWITCH TARGET</b>	
 <p>Fig. A</p>	 <p>Fig. B</p>
Switch lined for diverging route.	Switch lined normal for main track.
<p><b>296A</b></p> <p><b>NAME:</b> Stop board.</p> <p><b>INDICATION:</b> Stop, then be governed by timetable special instructions or general notice.</p>	
<p><b>296B</b></p> <p><b>NAME:</b> End of Block.</p> <p><b>INDICATION:</b> Train must operate in accordance with Rule 153.</p>	
<p><b>296C</b></p> <p><b>NAME:</b> Yard limit board.</p> <p><b>INDICATION:</b> Main Track Yard limits.</p>	

<p><b>296D</b></p> <hr/> <p><b>NAME:</b> Begin ASC.</p> <p><b>INDICATION:</b> Automatic speed control begins.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>
<p><b>Reflectorized Black Letters.</b></p>		
<p><b>296E</b></p> <hr/> <p><b>NAME:</b> ASC Cut out.</p> <p><b>INDICATION:</b> Entering cut out loop.</p>	 <p><b>Illuminated sign – Reflectorized black letters.</b></p>	
<p><b>296F</b></p> <hr/> <p><b>NAME:</b> Standard whistle post.</p> <p><b>INDICATION:</b> Approaching crossings at grade for which Rule 14L must be sounded.</p> <p><b>NOTE:</b> Whistle Post will be to the right of and adjacent to the track to which it refers.</p>	 <p>Fig. A</p>	 <p>Fig. B</p>

<p><b>296G</b></p>	
<p><b>NAME:</b> Roadway Workers portable whistle post.</p> <p><b>INDICATION:</b> When roadway work is being performed in multiple track portions of the railroad, a white banner below the "W" on the yellow background shall be used to indicate the track occupied by the roadway workers for which Rule 14L must be sounded as a warning.</p>	
<p><b>NOTE:</b> When used, the portable whistle post will be placed to the right of the track.</p>	
<p><b>296G-1</b></p>	 <p><b>Blue Background With ReflectORIZED White Letters.</b></p>
<p><b>NAME:</b> Quiet Zone Indicator.</p> <p><b>INDICATION:</b> Approaching crossing at grade for which Rule 14L will not be sounded except as specified by Special Instruction.</p>	
<p><b>NOTE:</b> Will be adjacent to the track to which it governs.</p>	

<p><b>296H</b></p>	
<p><b>NAME:</b> Spring switch marker.</p>	
<p><b>INDICATION:</b> Spring switch.</p>	
<p><b>NOTE:</b> Adjacent to spring switch to which it refers.</p>	
<p><b>296I</b></p>	
<p><b>NAME:</b> Distant Signal Marker.</p>	
<p><b>INDICATION:</b> Visual reminder to Engineers of trains that Rules 28B and 33B apply between the distant signal and the home signal.</p>	
<p><b>NOTE:</b> The disc will be mounted on the mast of a distant signal in Automatic Block Signal System territory where Automatic Speed Control Rules are not in effect {or} on the mast of a distant signal in Manual Block Signal System territory.</p>	
<p><b>296J</b></p>	 <p><b>Reflectorized Yellow Background</b></p>
<p><b>NAME:</b> Delay in block sign.</p>	
<p><b>INDICATION:</b> Visual reminder to Engineers of trains that Rules 28B and 33B apply when a station stop is made at this station.</p>	
<p><b>NOTE:</b> The sign will be displayed at or near the departure end of passenger stations in Automatic Block Signal System territory where Automatic Speed Control Rules are not in effect {or} in Manual Block Signal System territory when the passenger station is located between a distant signal and the next home signal.</p>	

<p><b>297</b></p>	<div data-bbox="797 415 1198 485" style="border: 1px solid black; padding: 5px; text-align: center;"> <p><b>CLEARANCE POINT</b></p> </div> <p style="text-align: center;"><b>White Background With Reflectorized Red Letters.</b></p>
<p><b>NAME:</b> Clearance Point sign.</p> <p><b>INDICATION:</b> The location at which equipment must clear to access a track(s) for facing point moves in the opposite direction.</p>	
<p><b>NOTE:</b> A clearance point sign may be accompanied by a TRACK ACCESS sign indicating tracks accessible from the clearance point sign. Track access signs, where in service, will be indicated by a yellow background with black letters.</p>	
<p><b>SPEED SIGNS – RULE 38</b></p>	<div data-bbox="932 894 1040 1115" style="text-align: center;">  </div> <p style="text-align: center;"><b>Reflectorized Background</b></p>
<p><b>NAME:</b> Permanent speed restriction sign.</p> <p><b>INDICATION:</b> Reduce speed as prescribed by timetable.</p>	
<p><b>NOTE:</b> Numerals indicate maximum authorized track speed as specified in Special Instruction 1038-B.</p>	
<p><b>TEMPORARY SPEED SIGNS – RULE 38a</b></p>	
<p><b>Advance Speed-limit sign.</b></p>	<div data-bbox="937 1360 1037 1560" style="text-align: center;">  </div> <p style="text-align: center;"><b>Numerals indicate speed permitted at Speed-limit sign ahead.</b></p>

<b>Speed-limit sign.</b>	
<b>Resume Speed sign.</b>	
<b>Reflectorized Background</b>	