

NJ TRANSIT SIGNAL CARD
 ○ Indicates Lunar White
 ⚡ Indicates a flashing light
 □ Indicates a number plate

NJ TRANSIT July 2001

RULE 280a Clear to Next Interlocking	RULE 280b Approach Normal	RULE 281 Clear				RULE 281a Cab Speed			
RULE 281b Approach Limited			RULE 281c Limited Clear			RULE 282 Approach Medium			
RULE 282a Advance Approach		RULE 283 Medium Clear			RULE 284 Approach Slow				
RULE 283a Medium Approach Medium	RULE 285 Approach			RULE 286 Medium Approach					
RULE 287 Slow Clear	RULE 288 Slow Approach			RULE 290 Restricting					
RULE 291 Stop and Proceed				RULE 292 Stop Signal					
SI ME 277-2 Diverting Signals	SI CR 277 Passenger Train Signal	RULE 296 Approach Permanent Speed Limit Sign	RULE 296a Approach Speed Limit Sign	RULE 296b Speed Limit Sign	RULE 296c Resume Speed Sign	RULE 296d Diverging Approach Speed Limit Sign	RULE 297 Approach Sign	RULE 297a Stop Sign	RULE 297b Working Limits Speed Limit Sign
RULE 297c Working Limits Resume Speed Sign	RULE 297d Diverging Approach Sign	RULE 298 Distant Signal Marker	RULE 298a Delay in Block Sign	RULE 19b Whistle Post	SI 80-1 Stop Obstruction Sign	RULE 93 Yard Limit Sign	SI 133-1 Barricade Sign	SI 278-1 Station Construction Sign	

94. Responsibilities of Employees: Signals and Restrictions

a. General Requirements

Employees qualified on the operating rules and located on the leading engine or car must be on the lookout for signals affecting the movement of their train. They must communicate to each other in a clear manner the name of each signal as soon as it becomes clearly visible. Any discrepancy regarding the signal name must be reconciled immediately; otherwise, the train must be stopped. After the name of a signal has been communicated, employees must observe it until passed. Any change in the signal must be communicated in the required manner.

When a train reaches a point 2 miles from a temporary restriction, employees qualified on physical characteristics and located on the leading engine or car must immediately communicate with the Engineer and confirm the requirements of the restriction.

If a train is not operated in accordance with the requirements of a signal indication or restriction, qualified employees located on the leading engine or car must communicate with the Engineer immediately. If necessary, they must stop the train.

b. Calling Signals on Push Pull Trains

The following requirements apply to push-pull trains that do not have cab signals in the direction of movement, and are operating in territory where the maximum speed of trains exceeds 30 MPH:

1. When a wayside signal affecting the movement of the train displays an Approach, Medium Approach, Slow Approach, Restricting, or Stop and Proceed aspect, the Engineer must verbally communicate to a qualified employee on the engine or train the name and location of each signal, as soon as the signal is clearly visible. In multiple track territory, the Engineer must include the track number.
2. The qualified employee must repeat the signal information to the Engineer. If the qualified employee fails to repeat the required signal information, the Engineer must determine the reason at the next station stop.
3. If the Engineer fails to properly control the speed of the train, the qualified employee must immediately communicate with the Engineer. If necessary, the qualified employee must stop the train.
4. The next signal, when more favorable, must also be communicated by the Engineer.

RULE 280a	NAME: CLEAR TO NEXT INTERLOCKING INDICATION: 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, unless Approach Normal (Rule 280b) is displayed on a distant signal prior to the home signal.	RULE 292	NAME: STOP SIGNAL INDICATION: STOP
RULE 280b	NAME: APPROACH NORMAL INDICATION: Trains without operative cab signals must proceed on fixed signal indication not exceeding 79 MPH.	SI ME 277-2	NAME: DIVERTING SIGNAL INDICATION: When Lunar White light is displayed, the route is lined for Tracks 5 or 6 at Kearny Jct. Trains not equipped to operate in 11Kv territory, or not destined to operate to Swift Interlocking, must not accept this signal, and the Engineer must contact the Dispatcher for instructions.
RULE 281	NAME: CLEAR INDICATION: Proceed not exceeding Normal Speed.	SI CR 277	NAME: PASSENGER TRAIN SIGNAL (NK to CP ALDENE) INDICATION: Route is lined for passenger train.
RULE 281a	NAME: CAB SPEED INDICATION: 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.	RULE 296	NAME: APPROACH PERMANENT SPEED LIMIT SIGN INDICATION: Proceed prepared to operate at posted speed through permanent speed restriction. NOTE: In electrified territory, this sign will be mounted in the catenary system; in non-electrified territory, this sign will be mounted on an overhead bridge or on a pole approximately 12 feet above the top of the rail.
RULE 281b	NAME: APPROACH LIMITED INDICATION: Proceed approaching the next signal at Limited Speed.	RULE 296a	NAME: APPROACH SPEED LIMIT SIGN INDICATION: Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
RULE 281c	NAME: LIMITED CLEAR INDICATION: Proceed at Limited Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited Speed.	RULE 296b	NAME: SPEED LIMIT SIGN INDICATION: Approach the Speed Limit Sign at a speed not exceeding the speed posted on the Approach Speed Limit Sign. Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.
RULE 282	NAME: APPROACH MEDIUM INDICATION: Proceed approaching the next signal at Medium Speed.	RULE 296c	NAME: RESUME SPEED SIGN INDICATION: Resume speed after the entire train has passed the Resume Speed Sign.
RULE 282a	NAME: ADVANCE APPROACH INDICATION: 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.	RULE 296d	NAME: DIVERGING APPROACH SPEED LIMIT SIGN INDICATION: If routed to affected track, approach the Speed Limit Sign not exceeding the speed on the Diverging Approach Speed Limit Sign.
RULE 283	NAME: MEDIUM CLEAR INDICATION: Proceed at Medium Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed.	RULE 297	NAME: APPROACH SIGN INDICATION: Proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Sign.
RULE 283a	NAME: MEDIUM APPROACH MEDIUM INDICATION: Proceed at Medium Speed until entire train clears all interlocking 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 Medium Approach Medium signal is clearly visible.	RULE 297a	NAME: STOP SIGN INDICATION: Stop, unless permission is received as prescribed by Rule 135.
RULE 284	NAME: APPROACH SLOW INDICATION: Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Slow signal.	RULE 297b	NAME: WORKING LIMITS SPEED LIMIT SIGN INDICATION: Proceed not exceeding 30 MPH until passing a Working Limits Resume Speed Sign, unless otherwise instructed by the employee in charge.
RULE 285	NAME: APPROACH INDICATION: Proceed prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach signal.	RULE 297c	NAME: WORKING LIMITS RESUME SPEED SIGN INDICATION: Resume speed after the entire train has passed the Working Limits Resume Speed Sign.
RULE 286	NAME: MEDIUM APPROACH INDICATION: 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.	RULE 297d	NAME: DIVERGING APPROACH SIGN INDICATION: If routed to affected track, proceed prepared to stop at the Stop Sign. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Diverging Approach Sign.
RULE 287	NAME: SLOW CLEAR INDICATION: Proceed at Slow Speed until entire train clears all interlocking or spring switches, then proceed at Normal 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 limits.	RULE 298	NAME: DISTANT SIGNAL MARKER INDICATION: Visual reminder to push-pull trains that Rule 504(b) applies in the block governed by this signal. 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.
RULE 288	NAME: SLOW APPROACH INDICATION: Proceed prepared to stop at next signal. Slow Speed applies until entire train clears all interlocking or spring switches, then Medium Speed applies	RULE 298a	NAME: DELAY IN BLOCK SIGN INDICATION: Visual reminder to push-pull trains that Rule 504(b) 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.
RULE 290	NAME: RESTRICTING INDICATION: Proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP Signal) and the leading wheels (SI 290-1) have: 1. Passed a more favorable fixed signal. or 2. Entered non-signaled 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.	RULE 19b	NAME: WHISTLE POST INDICATION: SEE NORAC RULE 19
RULE 291	NAME: STOP AND PROCEED INDICATION: Stop, then proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels (SI 291-1) have: 1. Passed a more favorable fixed signal, OR 2. Entered non-signaled 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.	SI 80-1	NAME: STOP OBSTRUCTION SIGN INDICATION: The sign is used to test that part of Restricted Speed requiring an employee to stop short of an obstruction while operating at Restricted Speed. The sign can be expected to be found anywhere equipment is required to operate at Restricted Speed
		RULE 93	NAME: YARD LIMIT SIGN INDICATION: In effect on main tracks designated by Timetable and indicated by yard limit signs. SEE NORAC RULE 93.
		SI 133-1	NAME: BARRICADE SIGN INDICATION: May be used to identify the extent of the Working Limits.
		SI 278-1	NAME: STATION CONSTRUCTION SIGN INDICATION: When a station platform is being rehabilitated, sign will be erected to protect the construction. The black letter "E" or "S" on an orange background placed on a sign indicates trains making station stop must handle passengers east or south of the sign. The black letter "W" or "N" on an orange background placed on a sign indicates trains making station stop must handle passengers west or north of the sign. Stations affected in this manner will be shown in Bulletin Orders.