

241. If a signal changes to RESTRICTING or STOP while a train or engine is approaching it, or if a train or engine encounters a RESTRICTING or STOP signal not indicated by the preceding signal, stop must be made as soon as possible without endangering the movement. After stopping, train or engine will not proceed until authorized by the Control Station or Dispatcher, who will not grant such authority until it has been determined there are no conflicting movements. When authorized, train or engine will proceed at Restricted Speed, observing Rule 245.

The Engineer will promptly report each such occurrence to the Chief Dispatcher.

242. A signal cleared for a train or engine must not be changed while the movement is approaching that signal, except in an emergency, until the Engineer advises that the movement has been stopped short of that signal.

243. If any part of a train or engine overruns a STOP signal, a crew member must immediately:

- Warn any other movement that could be approaching on any conflicting route by radio. If unable to communicate, protection must immediately be provided against an approaching movement.
- Stop the train.
- Notify the Control Station or proper authority.

The incident must be reported to the Superintendent.

244. Should an improper signal indication permitting a train or engine to proceed be observed, employees must report the fact to the proper authority by the quickest means of communication. In addition, all employees must take such action as possible to provide protection for the movement of trains and engines.

Crew members who are in a position to do so must observe whether signals passed by their train or engine assume proper indication.

After authorizing movement to or from the affected track, the Control Station must not remove blocking nor operate the switch control lever until the entire movement is seen clear of the signal governing movement in the opposite direction, or is reported clear by a qualified employee.

250. If a major failure of the signal system occurs or construction work necessitates, the signal system, or sections of it, may be suspended upon authority of the General Manager.

When the signal system is suspended, trains and engines must be governed by instructions from the Control Station or proper officer.

MOVEMENT OF TRAINS ON TWO OR MORE TRACKS BY BLOCK SIGNAL INDICATIONS

251. On portions of the railroad designated by timetable, trains will run with the current of traffic by block signal indications that supersede timetable superiority of trains. **See also Rules 151 through 155.**

When necessary, the sequence of trains entering this territory will be directed by the Dispatcher.

MOVEMENT OF TRAINS ON SINGLE TRACK BY BLOCK SIGNAL INDICATIONS

261. On portions of the railroad designated by timetable, trains will be governed by block signal indications that supersede timetable or train order superiority of trains for both opposing and following movements on the same track.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	Name	Indication
301 Cont'd.	CLEAR	Proceed at authorized speed.
302 Cont'd.	APPROACH DIVERGING	Proceed preparing to take diverging route beyond next signal at authorized speed.
303 Cont'd.	ADVANCE APPROACH	Proceed preparing to stop at second signal.
304 Cont'd.	DIVERGING CLEAR	Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s). NOTE: Unless another signal intervenes, movement must be prepared to take diverging route at the next Controlled Signal.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	Name	Indication
306 Cont'd.	APPROACH RESTRICTED	Proceed, approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine exceeding Medium Speed must at once reduce to that speed.
306.1 Cont'd.	DIVERGING APPROACH RESTRICTED	Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s), approaching next signal at Restricted Speed, not exceeding 15 MPH. Train or engine exceeding Medium Speed must at once reduce to that speed.
307 Cont'd.	APPROACH	Proceed preparing to stop at next signal. Train or engine exceeding Medium Speed must at once reduce to that speed.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	Name	Indication
308 Cont'd.	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.
309 Cont'd.	RESTRICTING	Proceed at Restricted Speed.
310 Cont'd.	STOP	Stop.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	Name	Indication
311 Cont'd.	NON-AUTOMATIC BLOCK, CLEAR	Proceed. NOTE: A train or engine that is delayed after passing this signal must approach next signal prepared to stop. This signal provides information only about the next signal, not conditions of or on the track.
312 Cont'd.	NON-AUTOMATIC BLOCK, APPROACH	Approach next signal prepared to stop. Train or engine exceeding Medium Speed must at once reduce to that speed. This signal provides information only about the next signal, not conditions of or on the track.
313 Cont'd.	SPRING SWITCH MARKER LIGHT	Switch points in normal position.
314 Cont'd.	SPRING SWITCH MARKER LIGHT	Stop and examine switch points.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	Name	Indication
315 Cont'd.	DOLL MAST	A track intervenes between the signal and track governed by the signal. When more than one track intervenes, the number of doll masts, with or without blue light, is correspondingly increased.
316 Cont'd.	DRAGGING EQUIPMENT INDICATOR	Stop and inspect train for dragging equipment.
317 Cont'd.	TAKE SIDING INDICATOR	When letter "S" is illuminated, take siding.
318 Cont'd.	HOLDING SIGNAL	When letter "H" is illuminated, stay until authorized to proceed.

AUTOMATIC BLOCK SYSTEM RULES

400. Automatic Block System rules will be in effect as specified in the timetable. Automatic block signals govern the use of blocks, but their indications do not supersede the superiority of trains except where Rules 251, 261, or 420 are in effect.

401. On any track signaled for traffic in both directions, automatic block signals apply to trains or engines in the direction of their movement. On any track signaled for traffic in one direction, automatic block signals apply only to trains or engines moving with the current of traffic.

402. In ABS territory, a movement stopped at a STOP signal other than an interlocking, TC or Remote Control signal must stay until authorized by Dispatcher or other designated authority to proceed, then will proceed at Restricted Speed. **NOTE: Rule 245.**

If no communication is possible, train or engine having right of track may move ahead until leading wheels are 100 feet past the STOP signal, wait there 10 minutes, then proceed at Restricted Speed.

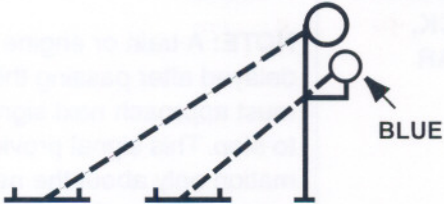



A train or engine may pass a STOP signal to couple to equipment standing immediately beyond the signal.

403. When a train or engine has passed a signal permitting it to proceed and is delayed in the block, it must proceed at Restricted Speed to the next signal. **EXCEPTION:** When it is seen that the track is clear to the next signal, and that the next signal indicates proceed, train or engine may proceed in accordance with the indication of the last signal passed.

404. In ABS territory, before a train or engine fouls a main track, signaled siding, or crossover, crew members will line all switches involved, to establish signal protection. In addition to other precautions the crew must wait FIVE minutes, unless special instructions require a longer time, before the movement is made. Employees attending switches must restore them promptly to normal position if a movement approaches during the waiting period.


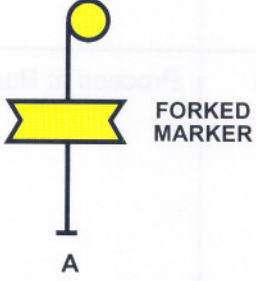




When a spring switch has been opened to set signals, it may be restored to normal position and locked after leading wheels are on the frog.

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	High Signal	Dwarf Signal
315		
316	<p style="text-align: center;">FLASHING RED</p> 	
317		
318		



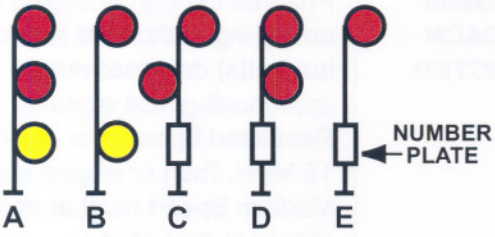
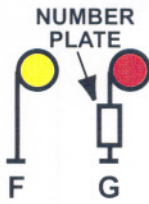
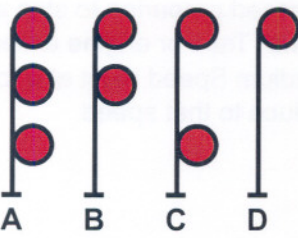

NORFOLK SOUTHERN RAILWAY

AUTOMATIC BLOCK, INTERLOCKING, TC AND REMOTE CONTROL SIGNALS

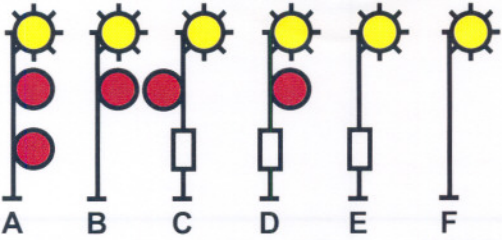
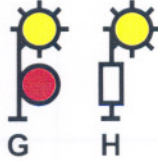
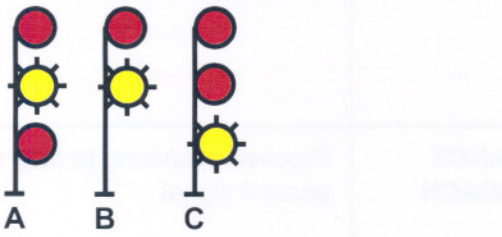

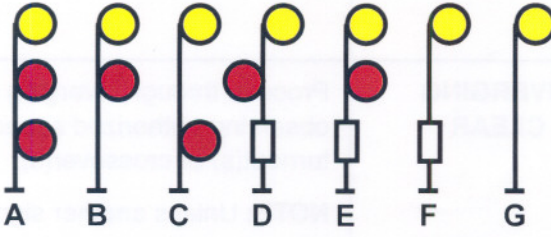

Rule	High Signal	Dwarf Signal
311	 <p style="text-align: center;">A</p>	
312	 <p style="text-align: center;">A</p>	
313	 <p style="text-align: center;">A</p>	 <p style="text-align: center;">B</p>
314	 <p style="text-align: center;">A</p>	 <p style="text-align: center;">B</p>

NORFOLK SOUTHERN RAILWAY

AUTOMATIC BLOCK, INTERLOCKING, TC AND REMOTE CONTROL SIGNALS

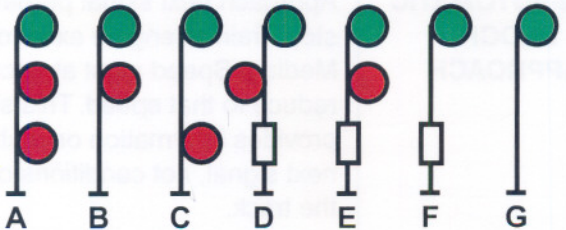
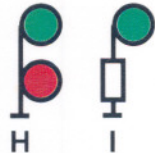
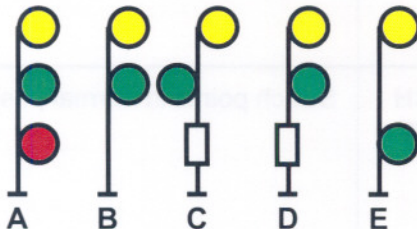

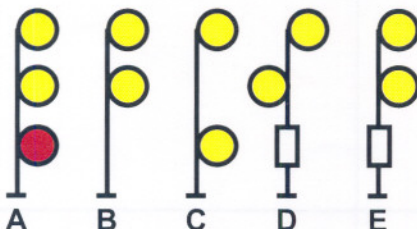

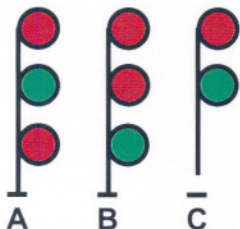

Rule	High Signal	Dwarf Signal
308	 <p>A B</p>	 <p>C</p>
309	 <p>A B C D E</p> <p>NUMBER PLATE ← NUMBER PLATE</p>	 <p>NUMBER PLATE NUMBER PLATE</p> <p>F G</p>
310	 <p>A B C D</p>	 <p>E F</p>

NORFOLK SOUTHERN RAILWAY
AUTOMATIC BLOCK, INTERLOCKING, TC AND
REMOTE CONTROL SIGNALS

Rule	High Signal	Dwarf Signal
306	<p style="text-align: center;">FLASHING YELLOW</p>  <p>The High Signal diagrams (A-F) show various combinations of flashing yellow, red, and white lights. Diagrams G and H show Dwarf Signals with flashing yellow and red lights.</p>	 <p>The Dwarf Signal diagrams (G-H) show two configurations: one with a flashing yellow light above a red light, and another with a flashing yellow light above a white light.</p>
306.1	<p style="text-align: center;">FLASHING YELLOW</p>  <p>The High Signal diagrams (A-C) show configurations with flashing yellow lights and red lights. Diagram D shows a Dwarf Signal with a flashing yellow light and a red light.</p>	 <p>The Dwarf Signal diagram (D) shows a configuration with a flashing yellow light and a red light.</p>
307	 <p>The High Signal diagrams (A-G) show configurations with yellow and red lights. Diagrams H and I show Dwarf Signals with yellow and red lights.</p>	 <p>The Dwarf Signal diagrams (H-I) show two configurations: one with a yellow light above a red light, and another with a yellow light above a white light.</p>

NORFOLK SOUTHERN RAILWAY

AUTOMATIC BLOCK, INTERLOCKING, TC AND REMOTE CONTROL SIGNALS

Rule	High Signal	Dwarf Signal
301		
302		
303		
304		

245. Restricted Speed, when required by signal indication, must be observed until the leading end of the movement reaches the next signal. **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 interlocking limits governed by that signal.

246. When a train or engine is delayed at a STOP signal and cause is unknown, Conductor or Engineer must notify proper authority at once.

247. A stop to receive a pusher must, if possible, be made at a point where the Engineer can see the next signal ahead that governs his movement.

248. A train or engine that has entirely passed a block signal governing forward movement must not make a reverse movement past that signal without permission of the Dispatcher or Control Station.

A reverse movement that will not pass a signal governing forward movement must be protected by the Dispatcher or Control Station against trains or engines approaching at Restricted Speed.

EXCEPTION: Reverse movements may be made without permission from the Dispatcher or Control Station if the train or engine has exclusive right of track conferred by track warrant or Form 23-A. However, aspects displayed by block or interlocking signals governing movements within the limits must be complied with.

249. When the Signal Department reports that rust or other material may prevent shunting a TC or interlocking track circuit, the control station must record the report and apply blocking to levers controlling switches giving access to that track. Until the Signal Department authorizes removal, the blocking must be maintained except when actually operating control levers, and must be restored immediately after use.

Entry to the affected track must not be permitted by signal indication. Instead, the Control Station may authorize a movement, after stopping, to pass the entrance signal.

GENERAL SIGNAL RULES

235. Signal aspects are shown by positions of semaphore arms, colors of lights, positions of lights, flashing of lights, or a combination of color, position, and flashing of lights. They may be qualified by number plate, letter plate, or shape of semaphore arm.

236. Block and interlocking signals are generally located to the right of, or directly over, the track they govern. They may be placed to the left of the track they govern where conditions require.

Where two signals are located on a bracket post to display indications for two tracks, the right-hand signal governs the track to the right and the left-hand signal governs the track to the left.

Where one or more tracks intervene between a signal and the track the signal governs, a dummy mast (with or without blue light) for each intervening track will be placed on the same side of the signal as the track or tracks are from the track governed.

237. 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 STOP.

238. Where designated by timetable, automatic block, TC and Remote Control signals are also interlocking signals, and interlocking rules apply.

239. A train or engine entering a block between signals must proceed at Restricted Speed to the next signal.

240. A train or engine approaching a signal displaying a STOP indication must stop before any part of the equipment passes the signal.

240(a). When a Dispatcher or Control Station authorizes a train or engine to pass a block or interlocking signal displaying STOP, such authorization will not convey authority to enter limits beyond the signal that are under the jurisdiction of another Dispatcher or Control Station. In such a case, the train or engine must have right of track to occupy the limits beyond the signal or permission must be secured from the governing Dispatcher or Control Station before the limits are entered. **See Rules 402, 423, 461, and 462.**