**MODEL SIGNAL ASPECTS & INDICATIONS**

*SIGNAL TYPES:*

COLOR-LIGHT

3-HEAD MASTS

CSX – SYSTEM STANDARD / SEABOARD

CSX – CHESSIE SYSTEM / C&O

CSX – CONRAIL

CN – BLOCK & INTERLOCKING ROUTE SIGNALS

CN – BLOCK & INTERLOCKING SPEED SIGNALS

NS – CONRAIL TERRITORY COLOR-LIGHT SIGNALS

NS – N&W TERRITORY COLOR-LIGHT SIGNALS

NS – SOUTHERN TERRITORY COLOR-LIGHT SIGNALS

UNION PACIFIC COLOR-LIGHT SIGNAL ASPECTS AND INDICATIONS

NEW YORK CENTRAL SIGNAL ASPECTS AND INDICATIONS

CROR – CANADIAN RAILROAD OPERATING RULES SIGNAL RULES

NORAC – NORTHEAST OPERATING RULES ADVISORY COMMITTEE

BNSF RAILWAY SIGNAL ASPECTS AND INDICATIONS

AMTRAK MICHIGAN LINE SIGNAL ASPECTS AND INDICATIONS

2-HEAD MASTS

CSX – SYSTEM STANDARD / SEABOARD

CSX – CHESSIE SYSTEM / C&O

CSX – CONRAIL

CN – BLOCK & INTERLOCKING ROUTE SIGNALS

CN – BLOCK & INTERLOCKING SPEED SIGNALS

CN – BESSEMER & LAKE ERIE

LAKE SUPERIOR AND ISHPEMING SIGNAL RULES

NS – CONRAIL TERRITORY COLOR-LIGHT SIGNALS

NS – N&W TERRITORY COLOR-LIGHT SIGNALS

NS – SOUTHERN TERRITORY COLOR-LIGHT SIGNALS

UNION PACIFIC COLOR-LIGHT SIGNAL ASPECTS AND INDICATIONS

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BNSF RAILWAY SIGNAL ASPECTS AND INDICATIONS

AMTRAK MICHIGAN LINE SIGNAL ASPECTS AND INDICATIONS

1-HEAD MASTS

CSX – SYSTEM STANDARD / SEABOARD

CSX – CHESSIE SYSTEM / C&O

CSX – CONRAIL

CN – BLOCK & INTERLOCKING ROUTE SIGNALS

CN – BLOCK & INTERLOCKING SPEED SIGNALS

CN – BESSEMER & LAKE ERIE

NS – CONRAIL TERRITORY COLOR-LIGHT SIGNALS

NS – N&W TERRITORY COLOR-LIGHT SIGNALS

NS – SOUTHERN TERRITORY COLOR-LIGHT SIGNALS

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LAKE SUPERIOR & ISHPEMING SIGNAL RULES

BNSF RAILWAY SIGNAL ASPECTS AND INDICATIONS

AMTRAK MICHIGAN LINE SIGNAL ASPECTS AND INDICATIONS

2-HEAD DWARFS

CSX – SYSTEM STANDARD / SEABOARD

CSX – CHESSIE SYSTEM / C&O

CSX – CONRAIL

CN – BLOCK & INTERLOCKING ROUTE SIGNALS

CN – BLOCK & INTERLOCKING SPEED SIGNALS

NS – CONRAIL TERRITORY COLOR-LIGHT SIGNALS

NS – N&W TERRITORY COLOR-LIGHT SIGNALS

NS – SOUTHERN TERRITORY COLOR-LIGHT SIGNALS

UNION PACIFIC COLOR-LIGHT SIGNAL ASPECTS AND INDICATIONS

NEW YORK CENTRAL SIGNAL ASPECTS AND INDICATIONS

CROR – CANADIAN RAILROAD OPERATING RULES SIGNAL RULES

NORAC – NORTHEAST OPERATING RULES ADVISORY COMMITTEE

BNSF RAILWAY SIGNAL ASPECTS AND INDICATIONS

1-HEAD DWARFS

CSX – SYSTEM STANDARD / SEABOARD

CSX – CHESSIE SYSTEM / C&O

CSX – CONRAIL

CN – BLOCK & INTERLOCKING ROUTE SIGNALS

CN – BLOCK & INTERLOCKING SPEED SIGNALS

CN – BESSEMER & LAKE ERIE

NS – CONRAIL TERRITORY COLOR-LIGHT SIGNALS

NS – N&W TERRITORY COLOR-LIGHT SIGNALS

NS – SOUTHERN TERRITORY COLOR-LIGHT SIGNALS

UNION PACIFIC COLOR-LIGHT SIGNAL ASPECTS AND INDICATIONS

NEW YORK CENTRAL SIGNAL ASPECTS AND INDICATIONS

CROR – CANADIAN RAILROAD OPERATING RULES SIGNAL RULES

NORAC – NORTHEAST OPERATING RULES ADVISORY COMMITTEE

BNSF RAILWAY SIGNAL ASPECTS AND INDICATIONS

AMTRAK MICHIGAN LINE SIGNAL ASPECTS AND INDICATIONS

**COLOR-POSITION-LIGHT SIGNAL CONFIGURATIONS:**

B&O COLOR-POSITION LIGHTS

1-HEAD MAST W/ MARKERS

DWARF

N&W COLOR-POSITION LIGHTS

2-HEAD MASTS

1-HEAD MASTS

1-HEAD DWARFS

UP COLOR-POSITION LIGHTS

1-HEAD W/ MARKERS

PRR POSITION LIGHTS

2-HEAD MASTS

1-HEAD MASTS

2-HEAD DWARFS

1-HEAD DWARFS

**COLOR-POSITION-LIGHT SIGNAL RULES:**

CSX TRANSPORTATION

*SYSTEM STANDARD / B&O LEGACY*

B&O CPL MAST

B&O CPL DWARF

*CONRAIL LEGACY*

PRR COLORIZED PL 2-HEAD MAST

PRR COLORIZED PL 1-HEAD MAST

PRR COLORIZED PL 2-HEAD DWARF

BALTIMORE & OHIO RAILROAD

B&O CPL MAST

B&O CPL DWARF

NORFOLK SOUTHERN

*CONRAIL LEGACY*

PRR COLORIZED PL 2-HEAD MAST

PRR COLORIZED PL DWARF

*NORFOLK AND WESTERN LEGACY*

N&W CPL 2-HEAD MAST

N&W CPL 1-HEAD MAST

N&W CPL DWARF

PENNSYLVANIA RAILROAD

PRR COLORIZED PL 2-HEAD MAST

PRR COLORIZED PL 1-HEAD MAST

PRR COLORIZED PL 2-HEAD DWARF

NORFOLK AND WESTERN RAILWAY

N&W CPL 2-HEAD MAST

N&W CPL 1-HEAD MAST

N&W CPL DWARF

UNION PACIFIC RAILROAD

UP CPL

NORTHEAST OPERATING RULES ADVISORY COMMITTEE

PRR COLORIZED PL 2-HEAD MAST

PRR COLORIZED PL 1-HEAD MAST

PRR COLORIZED PL 2-HEAD DWARF

B&O CPL MAST

B&O CPL DWARF

**POSITION-LIGHT SIGNALS:**

PENNSYLVANIA RAILROAD

PRR PL 2-HEAD MAST

PRR PL 1-HEAD MAST

PRR PL 2-HEAD DWARF

PRR PL 1-HEAD DWARF

NORFOLK SOUTHERN RAILROAD

*PENNSYLVANIA LEGACY*

PRR PL 2-HEAD MAST

PRR PL 1-HEAD MAST

PRR PL 2-HEAD DWARF

PRR PL 1-HEAD DWARF

CSX TRANSPORTATION

*PENNSYLVANIA LEGACY*

PRR PL 2-HEAD MAST

PRR PL 1-HEAD MAST

PRR PL 2-HEAD DWARF

PRR PL 1-HEAD DWARF

**COLOR LIGHT -> CSXT -> SYSTEM STANDARD / SEABOARD**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-|  G-G| | 1281 | CLEAR | PROCEED |
| Y-FG-R-|  Y-FG-|  Y-FG| | 1281-B | APPROACH LIMITED | PROCEED, APPROACHING  NEXT SIGNAL NOT  EXCEEDING LIMITED  SPEED |
| R-FG-R-|  R-FG-|  R-FG| | 1281-C | LIMITED CLEAR | LIMITED SPEED  THROUGH TURNOUTS,  CROSSOVERS, SIDINGS,  AND OVER POWER-  OPERATED SWITCHES;  THEN PROCEED AT  POSTED SPEED |
| R-FY-R-|  R-FY-|  R-FY| | 1281-D | LIMITED APPROACH | LIMITED SPEED  THROUGH TURNOUTS,  CROSSOVERS, SIDINGS,  AND OVER POWER-  OPERATED SWITCHES;  THEN PROCEED,  PREPARED TO STOP AT  NEXT SIGNAL |
| Y-G-R-|  Y-G-|  Y-G| | 1282 | APPROACH MEDIUM | PROCEED, APPROACHING  NEXT SIGNAL NOT  EXCEEDING MEDIUM  SPEED |
| Y-Y-R-|  Y-Y-| | 1282-A | ADVANCE APPROACH | PROCEED, PREPARED  TO STOP AT SECOND  SIGNAL |
| R-G-R-|  R-G-|  R-G| | 1283 | MEDIUM CLEAR | MEDIUM SPEED THROUGH  TURNOUTS, CROSSOVERS  SIDINGS, AND OVER  POWER-OPERATED    SWITCHES; THEN  PROCEED AT POSTED  SPEED |
| R-Y-FG-| | 1283-A | MEDIUM APPROACH MEDIUM | MEDIUM SPEED THROUGH  TURNOUTS, CROSSOVERS  SIDINGS, AND OVER  POWER-OPERATED  SWITCHES; THEN  PROCEED, APPROACHING  NEXT SIGNAL  NOT EXCEEDING MEDIUM  SPEED |
| R-Y-G-| | 1283-B | MEDIUM APPROACH SLOW | MEDIUM SPEED THROUGH  TURNOUTS, CROSSOVERS  SIDINGS,  AND OVER POWER-OPERATED SWITCHES;  THEN PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING SLOW SPEED |
| R-Y-Y-|  Y-Y| | 1283-C | MEDIUM ADVANCE APPROACH | MEDIUM SPEED THROUGH  TURNOUTS, CROSSOVERS  SIDINGS, AND OVER  POWER-OPERATED    SWITCHES; THEN  PROCEED, PREPARED TO STOP AT SECOND  SIGNAL |
| Y-R-G-| | 1284 | APPROACH SLOW | PROCEED, APPROACHING  NEXT SIGNAL NOT  EXCEEDING SLOW SPEED |
| Y-R-R-|  Y-R-|  Y-| | 1285 | APPROACH | 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  SIGNAL |

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| R-Y-R-|  R-Y-|  R-Y| | 1286 | MEDIUM APPROACH | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND OVER  POWER-OPERATED  SWITCHES; THEN PROCEED, PREPARED TO STOP AT NEXT SIGNAL |
| R-R-G-|  G-R|  G| | 1287 | SLOW CLEAR | SLOW SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND OVER POWER-OPERATED  SWITCHES; THEN PROCEED AT POSTED SPEED |
| R-R-Y-|  Y-R|  Y| | 1288 | SLOW APPROACH | SLOW SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND OVER POWER-OPERATED  SWITCHES; THEN PROCEED, PREPARED TO STOP AT NEXT SIGNAL |
| L-R-R-|  R-L-R-|  R-R-L-|  L-R-|  R-L-|  L-|  L-R|  R-L|  L| | 1290 | RESTRICTING | PROCEED AT RESTRICTED SPEED |
| R-R-R-|  R-R-|  R-|  R-R|  R| | 1291  1292  1293  1294  1298 | RESTRICTED PROCEED  STOP  STOP AND CHECK  STOP AND OPEN SWITCH  GRADE | NO. PLATE OR “P” SIGN REQUIRED:  PROCEED AT RESTRICTED SPEED  STOP  ABSOLUTE SIGNALS ONLY  “C” PLAQUE REQ’D: STOP AND CHECK POSITION OF DRAWBRIDGE,  SPRING SWITCH,  DERAILS OR GATES PROTECTING RAILROAD CROSSINGS.  IF WAY IS CLEAR AND DRAWBRIDGE, SPRING SWITCH, DERAILS OR GATE ARE IN PROPER  POSITION, PROCEED AT RESTRICTED PROCEED  ILLUMINATED “S” MARKER REQUIRED: STOP AND OPEN HAND-OPERATED SWITCH  “G” PLAQUE REQ’D: PROCEED AT RESTRICTED SPEED |

**COLOR LIGHT -> CSXT -> CHESSIE SYSTEM / C&O**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-D-|  G-R-|  G-D-|  G-|  G| | C1281 | CLEAR | PROCEED  \*DWARF REQUIRES NUMBER PLATE |
| Y-FG-D-|  Y-FG-|  Y-FG| | C1281-B | APPROACH LIMITED | PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING LIMITED SPEED |
| R-FG-D-|  R-FG-| | C1281-C | LIMITED CLEAR | LIMITED SPEED THROUGH TURNOUTS, CROSSOVERS, SIDINGS, AND OVER POWER-  OPERATED SWITCHES; THEN PROCEED AT POSTED SPEED |
| R-FY-Y-| | C1281-D | LIMITED APPROACH | LIMITED SPEED THROUGH TURNOUTS, CROSSOVERS, SIDINGS, AND OVER POWER-  OPERATED SWITCHED; THEN PROCEED, PREPARED TO STOP AT NEXT SIGNAL |
| Y-G-D-|  Y-G-|  Y-G| | C1282 | APPROACH MEDIUM | PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING MEDIUM SPEED |
| R-G-D-|  R-G-|  FG| | C1283 | MEDIUM CLEAR | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS, SIDINGS, AND OVER POWER-  OPERATED SWITCHES; THEN PROCEED AT POSTED SPEED |
| R-Y-FG-| | C1283-A | MEDIUM APPROACH MEDIUM | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS, SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED,  APPROACHING NEXT SIGNAL NOT EXCEEDING MEDIUM SPEED |
| R-Y-G-| | C1283-B | MEDIUM APPROACH SLOW | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS, SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED,  APPROACHING NEXT SIGNAL NOT EXCEEDING SLOW SPEED |
| Y-Y-D-|  Y-Y-| | C1284 | APPROACH SLOW | PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING SLOW SPEED |
| Y-R-D-|  Y-R-|  Y-|  Y|  \*Y| | C1285 | APPROACH | 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 SIGNAL  \*NUMBER PLATE REQUIRED |
| R-Y-Y-|  FY| | C1286 | MEDIUM APPROACH | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED,  PREPARED TO STOP AT NEXT SIGNAL. |

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| R-R-G-|  G-R|  G| | C1287 | SLOW CLEAR | SLOW SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND OVER POWER-OPERATED  SWITCHES; THEN PROCEED AT POSTED SPEED |
| R-Y-R-|  Y-R| | C1288 | SLOW APPROACH | SLOW SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND OVER POWER-OPERATED  SWITCHES; THEN PROCEED, PREPARED TO STOP AT NEXT SIGNAL |
| R-Y-D-|  R-Y-|  R-Y|  L-R|  R-L|  Y|  L| | C1290 | RESTRICTING | PROCEED AT RESTRICTED SPEED |
| R-R-D-|  R-R-R-|  R-R-|  R-D-|  R-|  R-R|  R| | C1291  C1292  C1298 | RESTRICTED PROCEED  STOP  GRADE | NO. PLATE OR “P” PLAQUE REQUIRED: PROCEED AT RESTRICTED SPEED  STOP  ABSOLUTE SIGNALS ONLY  “G” PLAQUE REQUIRED: PROCEED AT RESTRICTED SPEED |

**COLOR LIGHT -> CSXT -> CONRAIL**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-G-|  G-D-|  G-|  G-G| | CR1281 | CLEAR | PROCEED |
| FG-R-R-|  FG-R-|  FG-| | CR1281-A | CAB SPEED | 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 NO OPERATIVE. |
| Y-FG-R-|  Y-FG-|  Y-FG| | CR1281-B | APPROACH LIMITED | PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING LIMITED SPEED |
| R-FG-R-|  R-FG-|  FG-R-|  FG| | CR1281-C | LIMITED CLEAR | LIMITED SPEED THROUGH TURNOUTS, CROSSOVERS, SIDINGS,  AND OVER POWER-OPERATED SWITCHES; THEN PROCEED AT POSTED SPEED |
| Y-G-R-|  Y-G-|  Y-G| | CR1282 | APPROACH MEDIUM | PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING MEDIUM SPEED |
| FY-R-R-|  FY-R-|  FY-| | CR1282-A | ADVANCED APPROACH | PROCEED, PREPARED TO STOP AT THE SECOND SIGNAL.  TRAINS EXCEEDING LIMITED SPEED MUST BEGIN REDUCTION TO  LIMITED SPEED AS SOON AS LOCOMOTIVE PASSES THE SIGNAL |
| R-G-R-|  R-G-|  G-FR| | CR1283 | MEDIUM CLEAR | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED AT POSTED SPEED |
| R-Y-G-| | CR1283-A | MEDIUM APPROACH MEDIUM | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED,  APPROACHING NEXT SIGNAL NOT EXCEEDING MEDIUM SPEED |
| Y-R-G-|  Y-Y-R-|  Y-Y-|  Y-Y| | CR1284 | APPROACH SLOW | PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING SLOW SPEED.  TRAINS EXCEEDING MEDIUM SPEED MUST BEGIN REDUCTION TO  MEDIUM SPEED AS SOON AS THE LOCOMOTIVE PASSES THE SIGNAL |
| Y-R-R-|  Y-R-|  Y-D-|  Y-| | CR1285 | APPROACH | 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 SIGNAL |

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| R-Y-R-|  R-FY-|  Y-FR| | CR1286 | MEDIUM APPROACH | MEDIUM SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED,  PREPARED TO STOP AT NEXT SIGNAL. |
| R-R-G-|  G-R|  G| | CR1287 | SLOW CLEAR | SLOW SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED AT POSTED SPEED |
| R-R-FY-|  Y-R|  FY| | CR1288 | SLOW APPROACH | SLOW SPEED THROUGH TURNOUTS, CROSSOVERS SIDINGS, AND  OVER POWER-OPERATED SWITCHES; THEN PROCEED,  PREPARED TO STOP AT NEXT SIGNAL |
| R-R-Y-|  R-R-L-|  R-Y-|  R-L-|  L-|  R-Y|  Y|  L| | CR1290 | RESTRICTING | PROCEED AT RESTRICTED SPEED UNTIL THE ENTIRE TRAIN HAS CLEARED  ALL SWITCHES (IF SIGNAL IS A CONTROLLED POINT SIGNAL), AND  THE LEADING WHEELS HAVE PASSED A MORE FAVORABLE SIGNAL, OR  ENTERED NON-SIGNALED TERRITORY. |
| R-R-R-|  R-R-|  R-D-|  R-|  R-R|  R| | CR1291  CR1292 | RESTRICTED PROCEED  STOP | NUMBER PLATE REQ’D:  PROCEED AT RESTRICTED SPEED  STOP  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> CN RAILWAY -> BLOCK AND INTERLOCKING ROUTE SIGNALS**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-D-|  G-|  G-D-D|  G-D-R|  G-D| | 803 | CLEAR | PROCEED. |
| FY-R-R-|  FY-R-|  FY-D-|  FY-| | 804 | ADVANCE APPROACH | PROCEED PREPARED TO STOP AT SECOND SIGNAL. |
| Y-R-R-|  Y-R-|  Y-D-|  Y-|  FY|  D-Y-R| | 805 | APPROACH | PROCEED PREPARED TO STOP AT NEXT SIGNAL. |
| Y-FR-R-|  Y-FR-|  Y-L-| | 806 | APPROACH RESTRICTING | PROCEED PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED. |
| FY-G-|  FG-R-|  FG-| | 807 | ADVANCE APPROACH DIVERGING | PROCEED PREPARED TO ENTER DIVERGING AT SECOND SIGNAL AT PRESCRIBED SPEED. |
| Y-G-R-|  Y-FY-R-|  Y-Y-R-|  Y-G-|  Y-Y-|  Y-FY-| | 808 | APPROACH DIVERGING | PROCEED, PREPARED TO ENTER DIVERGING ROUTE AT NEXT SIGNAL,  AT PRESCRIBED SPEED. PROCEED PREPARED TO STOP AT SECOND SIGNAL. |
| R-G-R-|  R-R-G-|  R-R-FG-|  R-G-| | 809 | DIVERGING CLEAR | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED. |
| R-FG-R-|  R-FG-FG-|  R-FG-G-|  R-FG-| | 810 | DIVERGING CLEAR APPROACH DIVERGING | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED PREPARED TO ENTER DIVERGING  ROUTE AT NEXT SIGNAL AT PRESCRIBED SPEED.  PROCEED PREPARED TO STOP AT SECOND SIGNAL. |
| R-FY-R-|  R-FY-FY-|  R-FY-Y-|  R-FY-| | 811 | DIVERGING ADVANCE APPROACH | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED PREPARED  TO STOP AT SECOND SIGNAL. |
| R-Y-R-|  R-R-Y-|  R-R-FY-|  R-Y-| | 812 | DIVERGING APPROACH | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED PREPARED  TO STOP AT NEXT SIGNAL. |
| FR-Y-R-|  FR-Y-| | 813 | DIVERGING APPROACH RESTRICTING | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED PREPARED  TO PASS NEXT SIGNAL AT RESTRICTED SPEED. |
| FR-R-R-|  R-FR-R-|  R-R-FR-|  R-L-R-|  R-R-L-|  FR-R-|  R-FR-|  L-R-|  R-L-|  FR-|  L-|  D-L-R| | 814 | RESTRICTING | PROCEED AT RESTRICTED SPEED. |
| R-R-R-|  R-R-|  R-D-|  R-|  D-D-R|  D-R|  R| | 815  816 | RESTRICTED PROCEED  STOP | NO. PLATE REQ’D:  PROCEED AT RESTRICTED SPEED.  STOP.  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> CN RAILWAY -> BLOCK AND INTERLOCKING SPEED SIGNALS**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-|  G-G| | 817 | CLEAR | PROCEED |
| FY-R-R-|  FY-R-|  FY-| | 818 | ADVANCE APPROACH | PROCEED, PREPARED TO STOP AT SECOND SIGNAL |
| R-Y-Y-| | 818.1 | MEDIUM ADVANCE APPROACH | PROCEED NOT EXCEEDING 25 MPH THROUGH TURNOUTS,  THEN PROCEED PREPARED TO STOP AT SECOND SIGNAL. |
| R-FY-FY-| | 818.2 | LIMITED ADVANCE APPROACH | PROCEED NOT EXCEEDING 40 MPH THROUGH TURNOUTS,  THEN PROCEED PREPARED TO STOP AT SECOND SIGNAL. |
| Y-R-R-|  Y-R-|  Y-| | 819 | APPROACH | PROCEED, PREPARED TO STOP AT NEXT SIGNAL. |
| Y-FG-R-|  Y-FG-|  Y-FG| | 820 | APPROACH LIMITED | PROCEED APPROACHING NEXT SIGNAL NOT EXCEEDING 40 MPH. |
| Y-G-R-|  Y-G-|  Y-G| | 821 | APPROACH MEDIUM | PROCEED APPROACHING NEXT SIGNAL NOT EXCEEDING 25 MPH. |
| Y-Y-R-|  Y-Y-|  Y-Y| | 822 | APPROACH SLOW | PROCEED, APPROACHING NEXT SIGNAL NOT EXCEEDING 15 MPH. |
| R-FG-R-|  FG-R| | 823 | LIMITED CLEAR | PROCEED, NOT EXCEEDING 40 MPH THROUGH TURNOUTS. |
| R-FG-FG-| | 824 | LIMITED CLEAR LIMITED | PROCEED, NOT EXCEEDING 40 MPH THROUGH TURNOUTS,  THEN PROCEED APPROACHING NEXT SIGNAL NOT EXCEEDING 40 MPH. |
| R-FY-R-|  FY-R| | 825 | LIMITED APPROACH | PROCEED, NOT EXCEEDING 40 MPH THROUGH TURNOUTS,  THEN PROCEED PREPARED TO STOP AT NEXT SIGNAL. |
| R-G-R-|  G-R| | 826 | MEDIUM CLEAR | PROCEED, NOT EXCEEDING 25 MPH THROUGH TURNOUTS. |
| R-G-G-| | 827 | MEDIUM CLEAR MEDIUM | PROCEED, NOT EXCEEDING 25 MPH THROUGH TURNOUTS,  THEN PROCEED APPROACHING NEXT SIGNAL NOT EXCEEDING 25 MPH. |
| R-Y-R-|  Y-R| | 828 | MEDIUM APPROACH | PROCEED, NOT EXCEEDING 25 MPH THROUGH TURNOUTS,  THEN PROCEED PREPARED TO STOP AT NEXT SIGNAL. |
| R-R-G-|  R-G-|  R-G|  G| | 829 | SLOW CLEAR | PROCEED, NOT EXCEEDING 15 MPH THROUGH TURNOUTS. |
| R-R-FY-|  R-FY-|  R-FY|  FY| | 830 | SLOW APPROACH | PROCEED, NOT EXCEEDING 15 MPH THROUGH TURNOUTS,  THEN PROCEED PREPARED TO STOP AT NEXT SIGNAL. |
| R-R-Y-|  R-Y-|  \*R-R-|  \*R-|  R-Y|  Y| | 831 | RESTRICTING | NO. PLATE REQ’D:  PROCEED AT RESTRICTING SPEED. |
| R-R-R-|  R-R-|  R-|  R-R|  R| | 832 | STOP | STOP.  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> CN RAILWAY -> BESSEMER AND LAKE ERIE**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-|  G-D-|  G-| | 833 | CLEAR | PROCEED. |
| G-FY-| | 834 | APPROACH LIMITED | PROCEED APPROACHING NEXT SIGNAL NOT EXCEEDING MPH 35. |
| G-Y-| | 835 | LIMITED CLEAR | PROCEED THROUGH TURNOUTS NOT EXCEEDING 35 MPH. |
| Y-G-| | 836 | APPROACH MEDIUM | PROCEED APPROACHING NEXT SIGNAL NOT EXCEEDING 30 MPH. |
| R-FG-|  FG| | 837 | MEDIUM CLEAR | PROCEED THROUGH TURNOUTS NOT EXCEEDING 30 MPH. |
| R-G-| | 838 | MEDIUM APPROACH MEDIUM | PROCEED THROUGH TURNOUTS NOT EXCEEDING 30 MPH,  APPROACHING NEXT SIGNAL NOT EXCEEDING 30 MPH. |
| Y-R-|  Y-D-|  Y-| | 839 | APPROACH | PROCEED PREPARED TO STOP AT NEXT SIGNAL. |
| R-FY-| | 840 | MEDIUM APPROACH | PROCEED THROUGH TURNOUTS NOT EXCEEDING 30 MPH,  PREPARED TO STOP AT NEXT SIGNAL. |
| G| | 841 | SLOW CLEAR | PROCEED THROUGH TURNOUTS NOT EXCEEDING 20 MPH. |
| FY| | 842 | SLOW APPROACH | PROCEED THROUGH TURNOUTS NOT EXCEEDING 20 MPH,  PREPARED TO STOP AT NEXT SIGNAL. |
| R-Y-|  R-D-|  R-|  FR| | 843 | RESTRICTING | PROCEED AT RESTRICTED SPEED. |
| R-R-|  R| | 844 | STOP | STOP. |

**COLOR LIGHT -> LS&I RR -> BLOCK & INTERLOCKING SIGNALS**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-|  G-D-|  G-| | 230 | CLEAR | PROCEED. |
| Y-R-|  Y-D-|  Y-| | 231 | APPROACH | PROCEED PREPARED TO STOP AT NEXT SIGNAL. |
| R-G-| | 232 | DIVERGING CLEAR | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED. |
| R-Y-| | 233 | DIVERGING APPROACH | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED PREPARED TO STOP AT NEXT SIGNAL. |
| L-R-|  R-L-|  L-| | 234 | RESTRICTING | PROCEED AT RESTRICTED SPEED. |
| R-R-|  R-| | 235 | STOP | STOP. |

**COLOR LIGHT -> BNSF RAILWAY SIGNAL ASPECTS AND INDICATIONS**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-D-R-|  G-R-D-|  G-D-D-|  G-R-|  G-D-|  G-|  G-R|  G-D|  G| | 9.1.3 | CLEAR | PROCEED |
| Y-FG-|  Y-FG| | 9.1.4 | APPROACH LIMITED | PROCEED PREPARED TO PASS THE NEXT SIGNAL NOT EXCEEDING 60 MPH, AND  BE PREPARED TO ENTER DIVERGING ROUTE AT PRESCRIBED SPEED. |
| Y-G-R-|  Y-G-D-|  Y-G-|  Y-G| | 9.1.5 | ADVANCE APPROACH | PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 50 MPH,  AND BE PREPARED TO ENTER DIVERGING ROUTE AT PRESCRIBED SPEED. |
| FY-R-R-|  FY-R-D-|  FY-D-R-|  FY-D-D-|  Y-Y-R-|  Y-Y-D-|  FY-R-|  FY-D-|  Y-Y-|  FY-|  FY-R|  FY-D|  Y-Y|  FY| | 9.1.6 | APPROACH MEDIUM | PROCEED PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH,  AND BE PREPARED TO ENTER DIVERGING ROUTE AT PRESCRIBED SPEED. |
| Y-L-R-|  Y-FR-R-|  Y-FR-D-|  Y-L-|  Y-FR-|  Y-L| | 9.1.7 | APPROACH RESTRICTING | PROCEED PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED. |

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| Y-R-R-|  Y-R-D-|  Y-D-R-|  Y-D-D-|  Y-R-|  Y-D-|  D-Y-|  Y-|  Y-R|  Y-D|  D-Y|  Y| | 9.1.8 | APPROACH | PROCEED PREPARED TO STOP AT NEXT SIGNAL,  TRAINS EXCEEDING 30 MPH MUST IMMEDIATELY REDUCE TO THAT SPEED. |
| R-G-R-|  R-G-D-|  R-R-G-|  R-G-|  R-G| | 9.1.9 | DIVERGING CLEAR | PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT(S) |
| R-Y-Y-| | 9.1.10 | DIVERGING APPROACH DIVERGING | PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT,  PREPARED TO ADVANCE ON DIVERGING ROUTE AT THE NEXT SIGNAL,  NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT. |
| R-FY-R-|  R-FY-D-|  R-FY-|  R-FY| | 9.1.11 | DIVERGING APPROACH MEDIUM | PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT,  PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 35 MPH. |
| R-Y-R-|  R-Y-D-|  R-R-Y-|  R-Y-| | 9.1.12 | DIVERGING APPROACH | PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT,  AND APPROACH NEXT SIGNAL PREPARING TO STOP. IF EXCEEDING 30 MPH,  IMMEDIATELY REDUCE TO THAT SPEED. NOTE SPEED IS 40 MPH FOR PASSENGER TRAINS. |
| R-R-|  R-D-|  D-R-|  R-|  R-R|  R-D|  R| | 9.1.13 | RESTRICTING | NO. PLATE OR ‘G’ PLAQUE REQUIRED  PROCEED AT RESTRICTED SPEED |

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| FR-R-R-|  R-FR-R-|  R-R-FR-|  FR-D-R-|  FR-R-D-|  R-FR-D-|  D-FR-R-|  L-R-R-|  R-L-R-|  R-R-L-|  FR-R-|  FR-D-|  D-FR-|  R-FR-|  L-R-|  R-L-|  D-L-|  FR-|  L-|  FR-R|  R-FR|  FR-D|  D-FR|  L-R|  R-L|  L-D|  D-L|  FR|  L| | 9.1.14 | RESTRICTING | PROCEED AT RESTRICTED SPEED. |
| R-R-R-|  R-R-D-|  R-D-R-|  D-R-R-|  R-R-|  R-D-|  D-R-|  R-R|  R-D|  R| | 9.1.15 | STOP | STOP.  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> AMTRAK -> AMTRAK MICHIGAN LINE SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-| | 9.1.1 | CLEAR | PROCEED. |
| FY-R-R-|  FY-R-|  FY-| | 9.1.2 | ADVANCE APPROACH | PROCEED PREPARED TO STOP AT THE SECOND SIGNAL;  TRAINS EXCEEDING LIMITED SPEED MUST BEGIN REDUCTION TO LIMITED SPEED,  AS SOON AS THE ENGINE PASSES THE ADVANCE APPROACH SIGNAL. |
| Y-Y-R-|  Y-Y-| | 9.1.3 | APPROACH SLOW | 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. |
| Y-R-R-|  Y-R-|  Y-| | 9.1.4 | APPROACH | 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. |
| G| | 9.1.5 | SLOW CLEAR | PROCEED AT SLOW SPEED,  UNTIL THE ENTIRE TRAIN CLEARS ALL INTERLOCKING OR SPRING SWITCHES,  THEN PROCEED AT MAXIMUM AUTHORIZED SPEED. |
| FY| | 9.1.6 | SLOW APPROACH | PROCEED PREPARED TO STOP AT NEXT SIGNAL;  SLOW SPEED APPLIES UNTIL ENTIRE TRAIN CLEARS ALL  INTERLOCKING OR SPRING SWITCHES, THEN MEDIUM SPEED APPLIES. |
| R-R-Y-|  R-Y-|  Y| | 9.1.7 | RESTRICTING | PROCEED AT RESTRICTED SPEED UNTIL THE ENTIRE TRAIN HAS CLEARED,  ALL INTERLOCKING AND SPRING SWITCHES AND THE LEADING WHEELS HAVE PASSED A MORE  FAVORABLE FIXED SIGNAL OR ENTERED NON-SIGNALED TERRITORY. |
| R-R-R-|  R-R-|  R-| | 9.1.8 | STOP AND PROCEED | STOP, THEN PROCEED AT RESTRICTED SPEED UNTIL THE ENTIRE TRAIN HAS CLEARED  ALL INTERLOCKING AND SPRING SWITCHES AND THE LEADING WHEELS HAVE PASSED A MORE  FAVORABLE FIXED SIGNAL OR ENTERED NON-SIGNALED TERRITORY.  NUMBER PLATE REQUIRED |
| R-R-R-|  R-R-|  R-| | 9.1.9 | STOP | STOP.  ABSOLUTE SIGNALS ONLY |
| Y-G-R-|  Y-G-| | 9.1.10 | APPROACH MEDIUM | PROCEED APPROACHING THE NEXT SIGNAL AT MEDIUM SPEED. |
| Y-FG-R-|  Y-GR-| | 9.1.11 | APPROACH LIMITED | PROCEED APPROACHING THE NEXT SIGNAL AT LIMITED SPEED. |
| R-G-R-|  R-G-| | 9.1.12 | MEDIUM CLEAR | PROCEED AT MEDIUM SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING OR  SPRING SWITCHES, THEN PROCEED AT MAXIMUM AUTHORIZED SPEED. |
| R-FG-R-|  R-FG-| | 9.1.13 | LIMITED CLEAR | PROCEED AT LIMITED SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING OR  SPRING SWITCHES, THEN PROCEED AT MAXIMUM AUTHORIZED SPEED. |
| R-Y-R-|  R-FY-| | 9.1.14 | MEDIUM APPROACH | PROCEED PREPARED TO STOP AT THE NEXT SIGNAL;  TRAINS EXCEEDING MEDIUM SPEED MUST BEGIN REDUCTION TO MEDIUM SPEED AS SOON  AS THE MEDIUM APPROACH MEDIUM SIGNAL IS CLEARLY VISIBLE. |

**COLOR LIGHT -> NORFOLK SOUTHERN -> CONRAIL TERRITORY SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-D-|  G-|  G-G| | 306 | CLEAR | PROCEED AT AUTHORIZED SPEED. |
| Y-FG-R-|  Y-FG-|  Y-FG| | 307 | APPROACH LIMITED | PROCEED APPROACHING THE NEXT SIGNAL NOT EXCEEDING LIMITED SPEED. |
| R-FG-R-|  R-FG-|  FG-R|  FG| | 308 | LIMITED CLEAR | PROCEED AT LIMITED SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING,  CONTROLLED POINT, OR SPRING SWITCHES, THEN PROCEED AT AUTHORIZED SPEED. |
| Y-G-R-|  Y-G-|  Y-G| | 309 | APPROACH MEDIUM | PROCEED APPROACHING THE NEXT SIGNAL AT MEDIUM SPEED. |
| FY-R-R-|  FY-R-|  FY-D-|  FY-| | 310 | 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 SIGNAL. |
| R-G-R-|  R-G-|  G-FR| | 311 | MEDIUM CLEAR | PROCEED AT MEDIUM SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING,  CONTROLLED POINT, OR SPRING SWITCHES, THEN PROCEED AT AUTHORIZED SPEED. |
| R-Y-G-| | 312 | 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 MEDIUM APPROACH MEDIUM SIGNAL IS CLEARLY VISIBLE. |
| Y-R-G-|  Y-Y-R-|  Y-Y-|  Y-Y| | 313 | APPROACH SLOW | PROCEED APPROACHING THE NEXT SIGNAL AT SLOW SPEED;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. |
| Y-R-R-|  Y-R-|  Y-D-|  Y-| | 314 | APPROACH | PROCEED PREPARED TO STOP AT THE SECOND SIGNAL;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. |
| R-Y-R-|  R-FY-|  Y-FR| | 315 | MEDIUM APPROACH | 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. |
| R-R-G-|  G-R|  G| | 316 | SLOW CLEAR | PROCEED AT SLOW SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING,  CONTROLLED POINT, OR SPRING SWITCHES, THEN PROCEED AT AUTHORIZED SPEED. |
| R-R-FY-|  Y-R|  FY| | 317 | 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. |
| R-R-Y-|  R-Y-|  \*R-R-|  \*R-D-|  R-Y|  \*R-|  Y| | 318 | RESTRICTING | PROCEED AT RESTRICTING SPEED UNTIL ENTIRE TRAIN CLEARS ALL  INTERLOCKING, CONTROLLED POINT, OR SPRING SWITCHES, AND THE LEADING END  HAS EITHER PASSED A MORE FAVORABLE FIXED SIGNAL,  OR ENTERED RULE 171 (NON-SIGNALED) TERRITORY  NUMBER PLATE REQUIRED |
| R-R-R-|  R-R-|  R-D-|  R-|  R-R|  R| | 319 | STOP | STOP.  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> NORFOLK SOUTHERN -> N&W TERRITORY SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-|  G-R|  \*G| | 326 | CLEAR | PROCEED AT AUTHORIZED SPEED;  DWARF REQUIRES NUMBER PLATE. |
| Y-G-R-|  Y-G-|  Y-G| | 327 | APPROACH DIVERGING | PROCEED PREPARING TO TAKE DIVERGING ROUTE  BEYOND NEXT SIGNAL AT AUTHORIZED SPEED. |
| Y-Y-R-|  Y-Y-|  Y-Y| | 328 | ADVANCE APPROACH | PROCEED PREPARING TO STOP AT SECOND SIGNAL. |
| R-G-R-|  R-G-|  L-G-|  R-G|  L-G| | 329 | DIVERGING CLEAR | PROCEED THROUGH DIVERGING ROUTE, OBSERVING AUTHORIZED  SPEED THROUGH TURNOUT(S) OR CROSSOVER(S). |
| R-FY-R-|  L-FY-|  L-FY| | 330 | DIVERGING APPROACH DIVERGING | PROCEED THROUGH TURNOUT(S) OR CROSSOVER(S) AT  AUTHORIZED SPEED,  PREPARING TO TAKE DIVERGING ROUTE  BEYOND NEXT SIGNAL  AT AUTHORIZED SPEED. |
| Y-R-R-|  Y-R-|  Y-|  \*Y| | 331 | APPROACH | PROCEED PREPARING TO STOP AT NEXT SIGNAL;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. |
| R-Y-R-|  L-Y-|  L-Y| | 333 | DIVERGING APPROACH | PROCEED THROUGH DIVERGING ROUTE, OBSERVING AUTHORIZED SPEED THROUGH  TURNOUT(S) AND CROSSOVER(S) PREPARING TO STOP AT NEXT SIGNAL;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE BEGIN REDUCTION TO THAT SPEED. |
| R-R-G-|  G| | 334 | SLOW CLEAR | PROCEED; SLOW SPEED WITHIN CONTROLLED POINT/INTERLOCKING LIMITS,  OR THROUGH TURNOUT(S) OR CROSSOVER(S). |
| Y-R|  FY| | 335 | SLOW APPROACH | PROCEED PREPARING TO STOP AT NEXT SIGNAL; SLOW SPEED WITHIN CONTROLLED  POINT/INTERLOCKING LIMITS OR THROUGH TURNOUT(S) OR CROSSOVER(S). |
| R-R-Y-|  R-Y-|  R-Y|  Y| | 336 | RESTRICTING | PROCEED AT RESTRICTED SPEED, UNTIL THE LEADING END EITHER PASSES  A MORE FAVORABLE FIXED SIGNAL, OR ENTERS NON-SIGNALED TRACK. |
| R-R-R-|  R-R-|  R-|  R-R|  R| | 337 | STOP | STOP.  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> NORFOLK SOUTHERN -> SOUTHERN TERRITORY SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-|  G-R|  \*G| | 340 | CLEAR | PROCEED AT AUTHORIZED SPEED;  DWARF REQUIRES NUMBER PLATE. |
| Y-G-R-|  Y-G-|  Y-G| | 341 | APPROACH DIVERGING | PROCEED PREPARING TO TAKE DIVERGING ROUTE AT NEXT SIGNAL AT AUTHORIZED SPEED. |
| Y-Y-R-|  Y-Y-|  Y-Y| | 342 | ADVANCE APPROACH | PROCEED PREPARING TO STOP AT SECOND SIGNAL. |
| R-G-R-|  R-R-G-|  R-G-|  R-G| | 343 | DIVERGING CLEAR | PROCEED THROUGH DIVERGING ROUTE,  OBSERVING AUTHORIZED SPEED THROUGH TURNOUT(S) AND CROSSOVER(S). |
| FY-R-R-|  FY-R-|  FY-|  FY-R|  \*FY| | 344 | APPROACH RESTRICTED | PROCEED, APPROACHING NEXT SIGNAL AT RESTRICTED SPEED,  NOT EXCEEDING 15 MPH;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. |
| R-FY-R-|  R-R-FY-|  R-FY-|  R-FY| | 345 | DIVERGING APPROACH RESTRICTED | PROCEED THROUGH DIVERGING ROUTE,  OBSERVING AUTHORIZED SPEED THROUGH TURNOUT(S) AND CROSSOVER(S),  APPROACHING NEXT SIGNAL AT RESTRICTED SPEED, NOT EXCEEDING 15 MPH;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE BEGIN REDUCTION TO THAT SPEED. |
| Y-R-R-|  Y-R-|  Y-|  Y-R|  \*Y| | 346 | APPROACH | PROCEED PREPARING TO STOP AT NEXT SIGNAL;  TRAIN EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED |
| R-Y-R-|  R-Y-|  R-Y| | 347 | DIVERGING APPROACH | PROCEED ONTO DIVERGING ROUTE, OBSERVING AUTHORIZED SPEED THROUGH  TURNOUT(S) AND CROSSOVER(S), PREPARING TO STOP AT THE NEXT SIGNAL;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. |
| R-R-Y-|  R-Y-|  \*R-R-|  \*R-|  Y|  \*R| | 348 | RESTRICTING | PROCEED AT RESTRICTED SPEED;  RESTRICTED SPEED MUST BE OBSERVED UNTIL THE LEADING WHEELS REACHES  A MORE FAVORABLE FIXED SIGNAL, OR ENTER NON-SIGNALED TERRITORY |

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| R-R-R-|  R-R-|  R-|  R-R|  R| | 349 | STOP | STOP.  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> NEW YORK CENTRAL COLOR-LIGHT SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-G-R-|  G-R-|  G-G-|  G-|  G-G| | 281 | CLEAR | PROCEED AT MAXIMUM TRACK SPEED. |
| G-Y-R-|  G-Y-|  G-Y| | 281-A | ADVANCE APPROACH MEDIUM | PROCEED APPROACHING SECOND SIGNAL AT MEDIUM SPEED. |
| Y-FG-R-|  Y-FG-|  Y-FG| | 281-B | APPROACH LIMITED | PROCEED APPROACHING THE NEXT SIGNAL AT LIMITED SPEED;  TRAINS EXCEEDING 60 MPH MUST AT ONCE REDUCE TO THAT SPEED;  REDUCTION TO 60 MPH MUST COMMENCE BEFORE PASSING SIGNAL, AND  MUST BE COMPLETED BEFORE ACCEPTING A MORE FAVORABLE INDICATION. |
| R-FG-R-|  R-FG-|  R-FG|  FG| | 281-C | LIMITED CLEAR | PROCEED. LIMITED SPEED APPLIES THROUGH INTERLOCKING LIMITS. |
| R-FY-R-|  R-FY-|  R-FY|  FY| | 281-D | LIMITED APPROACH | PROCEED AT LIMITED SPEED PREPARED TO STOP AT NEXT SIGNAL. |
| Y-G-R-|  Y-G-|  Y-G| | 282 | APPROACH MEDIUM | PROCEED, APPROACHING NEXT SIGNAL AT MEDIUM SPEED;  TRAINS EXCEEDING LIMITED SPEED MUST AT ONCE REDUCE TO THAT SPEED;  REDUCTION TO LIMITED SPEED MUST COMMENCE BEFORE PASSING SIGNAL, AND  MUST BE COMPLETED BEFORE ACCEPTING A MORE-FAVORABLE INDICATION. |
| Y-Y-R-|  Y-Y-|  Y-Y| | 282-A | ADVANCE APPROACH | PROCEED PREPARING TO STOP AT SECOND SIGNAL;  TRAINS EXCEEDING LIMITED SPEED MUST AT ONCE REDUCE TO THAT SPEED;  REDUCTION TO LIMITED SPEED MUST COMMENCE BEFORE PASSING SIGNAL, AND  MUST BE COMPLETED BEFORE ACCEPTING A MORE-FAVORABLE INDICATION. |
| R-G-R-|  R-G-| | 283 | MEDIUM CLEAR | PROCEED. MEDIUM SPEED WITHIN INTERLOCKING LIMITS. |
| R-Y-Y-| | 283-A | MEDIUM ADVANCE APPROACH | PROCEED PREPARING TO STOP AT SECOND SIGNAL;  MEDIUM SPEED WITHIN INTERLOCKING LIMITS. |
| R-Y-G-| | 283-B | MEDIUM APPROACH SLOW | PROCEED AT MEDIUM SPEED, APPROACHING NEXT SIGNAL AT SLOW SPEED. |
| Y-R-G-| | 284 | APPROACH SLOW | PROCEED APPROACHING NEXT SIGNAL AT SLOW SPEED;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED. |
| Y-R-R-|  Y-R-|  Y-| | 285 | APPROACH | PROCEED PREPARED TO STOP AT THE NEXT SIGNAL;  TRAINS EXCEEDING MEDIUM SPEED MUST AT ONCE REDUCE TO THAT SPEED;  REDUCTION TO MEDIUM SPEED MUST COMMENCE BEFORE PASSING SIGNAL, AND  MUST BE COMPLETE BEFORE ACCEPTING A MORE-FAVORABLE INDICATION. |
| R-Y-R-| | 286 | MEDIUM APPROACH | PROCEED AT MEDIUM SPEED PREPARED TO STOP AT THE NEXT SIGNAL. |
| R-R-G-|  R-G-|  G-R|  G| | 287 | SLOW CLEAR | PROCEED. SLOW SPEED WITHIN INTERLOCKING LIMITS. |
| Y-R| | 288 | SLOW APPROACH | PROCEED PREPARED TO STOP AT THE NEXT SIGNAL;  SLOW SPEED WITHIN INTERLOCKING LIMITS. |
| R-R-Y-|  R-Y-|  R-Y|  Y| | 290 | RESTRICTING | PROCEED AT RESTRICTED SPEED. |
| R-R-R-|  R-R-|  R-| | 291 | STOP AND PROCEED | STOP BEFORE PASSING SIGNAL. THEN PROCEED AT RESTRICTED SPEED;  REQUIRES OFFSET HEADS AND/OR NUMBER PLATE. |
| R-R-R-|  R-R-|  R-|  R-R|  R| | 292 | STOP | STOP BEFORE PASSING SIGNAL.  ABSOLUTE SIGNALS ONLY |

**COLOR LIGHT -> UNION PACIFIC -> COLOR-LIGHT SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-D-R-|  G-D-D-|  G-R-|  G-D-|  G-|  G-R|  G| | 9.2.1 | CLEAR | PROCEED. |
| Y-FG-R-|  Y-FG-|  Y-FG| | 9.2.2 | APPROACH CLEAR SIXTY | PROCEED. FREIGHT TRAINS EXCEEDING 60 MPH MUST IMMEDIATELY REDUCE TO 60 MPH;  PASSENGER TRAINS MAY PROCEED, BUT BE PREPARED TO PASS THE NEXT SIGNAL NOT  EXCEEDING 60 MPH. WHEN SIGNAL GOVERNS THE APPROACH TO A CONTROL POINT WITH  A 60 MPH TURNOUT SPEED BE PREPARED TO ADVANCE ON DIVERGING ROUTE. |
| Y-G-R-|  Y-G-|  Y-G| | 9.2.3 | APPROACH CLEAR FIFTY | PROCEED. FREIGHT TRAINS EXCEEDING 50 MPH MUST IMMEDIATELY REDUCE TO 50 MPH;  PASSENGER TRAINS MAY PROCEED, BUT BE PREPARED TO PASS THE NEXT SIGNAL NOT  EXCEEDING 50 MPH. WHEN SIGNAL GOVERNS THE APPROACH TO A CONTROL POINT WITH  A 50 MPH TURNOUT SPEED BE PREPARED TO ADVANCE ON DIVERGING ROUTE. |
| FY-R-R-|  FY-D-R-|  FY-D-D-|  FY-R-|  FY-D-|  FY-|  FY-R|  FY| | 9.2.4 | ADVANCE APPROACH | PROCEED PREPARED TO STOP AT SECOND SIGNAL. FREIGHT TRAINS EXCEEDING  40 MPH MUST IMMEDIATELY REDUCE TO 40 MPH. PASSENGER TRAINS MAY  PROCEED, BUT MUST BE PREPARED TO PASS THE NEXT SIGNAL NOT EXCEEDING 40 MPH;  WHEN SIGNAL GOVERNS THE APPROACH TO A CONTROL POINT WITH A 40 MPH TURNOUT  SPEED, BE PREPARED TO ADVANCE ON NORMAL OR DIVERGING ROUTE. |
| FY-R-R-|  FY-D-R-|  FY-D-D-|  FY-R-|  FY-D-|  FY-|  FY-R|  FY| | 9.2.4P | ADVANCE APPROACH PASSENGER | PROCEED PREPARED TO STOP AT SECOND SIGNAL. FREIGHT TRAINS EXCEEDING  40 MPH MUST IMMEDIATELY REDUCE TO 40 MPH. PASSENGER TRAINS MAY PROCEED,  BUT MUST BE PREPARED TO PASS THE NEXT SIGNAL NOT EXCEEDING 60 MPH.  REQUIRES “C” COMMUTER PLAQUE |

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| Y-Y-R-|  Y-R-Y-|  Y-Y-D-|  Y-Y-|  Y-Y| | 9.2.5 | APPROACH DIVERGING | PROCEED PREPARED TO ADVANCE ON DIVERGING ROUTE AT NEXT SIGNAL,  AT PRESCRIBED SPEED THROUGH TURNOUT. |
| Y-R-R-|  Y-D-R-|  Y-D-D-|  Y-R-|  Y-D-|  D-Y-|  Y-|  Y-R|  Y| | 9.2.6 | APPROACH | PROCEED PREPARED TO STOP BEFORE ANY PART OF THE TRAIN PASSES THE NEXT SIGNAL;  FREIGHT TRAINS EXCEEDING 30 MPH MUST IMMEDIATELY REDUCE TO 30 MPH;  PASSENGER TRAINS EXCEEDING 40 MPH MUST IMMEDIATELY REDUCE TO 40 MPH. |
| Y-L-R-|  Y-L-|  Y-FR-|  Y-L| | 9.2.7 | APPROACH RESTRICTING | PROCEED PREPARED TO PASS NEXT SIGNAL AT RESTRICTED SPEED,  BUT NOT EXCEEDING 15 MPH; WHEN THE NEXT SIGNAL IS SEEN TO DISPLAY  A PROCEED INDICATION, THE  REQUIREMENT TO PASS THE NEXT SIGNAL  AT RESTRICTED SPEED NO LONGER APPLIES.  SPEED MAY BE RESUMED ONCE LEADING WHEELS OF TRAIN HAVE PASSED THE NEXT SIGNAL. |
| R-FG-R-|  R-FG-|  R-FG| | 9.2.8 | DIVERGING CLEAR LIMITED | PROCEED ON DIVERGING ROUTE. SPEED THROUGH TURNOUT MUST NOT EXCEED 40 MPH. |
| R-G-R-|  R-G-D-|  R-R-G-|  R-G-|  R-G| | 9.2.9 | DIVERGING CLEAR | PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT. |
| R-FY-R-|  R-R-FY-|  R-FY-|  R-FY| | 9.2.10 | DIVERGING ADVANCE APPROACH | PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT  AND BE PREPARED TO STOP AT SECOND SIGNAL. FREIGHT TRAINS EXCEEDING  40 MPH MUST IMMEDIATELY REDUCE TO 40 MPH. PASSENGER TRAINS MAY PROCEED,  BUT MUST BE PREPARED TO PASS NEXT SIGNAL NOT EXCEEDING 40 MPH. WHEN SIGNAL  GOVERNS THE APPROACH TO A CONTROL POINT WITH A 40 MPH TURNOUT SPEED,  BE PREPARED TO ADVANCE ON NORMAL OR DIVERGING ROUTE. |
| R-FY-R-|  R-FY-|  R-FY| | 9.2.10P | DIVERGING ADVANCE APPROACH PASSENGER | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED  TO STOP AT SECOND SIGNAL. FREIGHT TRAINS EXCEEDING 40 MPH MUST  IMMEDIATELY REDUCE TO 40 MPH. PASSENGER TRAINS EXCEEDING 60 MPH MUST  IMMEDIATELY REDUCE TO 60 MPH;  REQUIRES “C” COMMUTER PLAQUE. |
| R-Y-R-|  R-Y-D-|  R-R-Y-|  R-Y-|  R-Y| | 9.2.11 | DIVERGING APPROACH | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT PREPARED  TO STOP BEFORE ANY PART OF TRAIN OR ENGINE PASSES THE NEXT SIGNAL;  FREIGHT TRAINS EXCEEDING 30 MPH MUST IMMEDIATELY REDUCE TO 30 MPH;  PASSENGER TRAINS EXCEEDING 40 MPH MUST IMMEDIATELY REDUCE TO 40 MPH. |
| R-Y-Y-| | 9.2.12 | DIVERGING APPROACH DIVERGING | PROCEED ON DIVERGING ROUTE NOT EXCEEDING PRESCRIBED SPEED THROUGH TURNOUT  PREPARED TO ADVANCE ON DIVERGING ROUTE AT THE NEXT SIGNAL  AT PRESCRIBED SPEED THROUGH THE TURNOUT. |
| L-R-R-|  R-L-R-|  R-R-L-|  R-L-D-|  FR-R-R-|  R-FR-R-|  R-R-FR-|  FR-D-R-|  FR-D-D-|  D-FR-R-|  D-FR-D-|  R-D-FR-|  D-D-FR-|  L-R-|  R-L-|  D-L-|  FR-R-|  R-FR-|  FR-D-|  D-FR-|  \* R-R-|  \* R-D-|  L-|  FR-|  \* R-|  L-R|  R-L|  FR-R|  R-FR|  L|  FR| | 9.2.13 | RESTRICTING | PROCEED AT RESTRICTED SPEED, NOT EXCEEDING  PRESCRIBED SPEED THROUGH TURNOUT WHEN APPLICABLE; |

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| R-R-R-|  R-R-|  R-D-|  R-|  R-R|  R| | 9.2.14 | RESTRICTED PROCEED | NO. PLATE REQ’D:  PROCEED AT RESTRICTED SPEED. |
| R-R-R-|  R-R-D-|  R-R-|  R-D-|  R-|  R-R|  R| | 9.2.15 | STOP | STOP BEFORE ANY PART OF TRAIN PASSES THE SIGNAL;  ABSOLUTE SIGNALS ONLY |
| R-Y-G-| | 9.2.16 | DIVERGING APPROACH CLEAR FIFTY | PROCEED ON DIVERGING ROUTE AT PRESCRIBED SPEED THROUGH TURNOUT;  FREIGHT TRAINS EXCEEDING 50 MPH MUST IMMEDIATELY REDUCE TO 50 MPH;  PASSENGER TRAINS MAY PROCEED, BUT MUST BE PREPARED TO PASS THE NEXT SIGNAL NOT  EXCEEDING 50 MPH. WHEN SIGNAL GOVERNS THE APPROACH TO A CONTROL POINT WITH  A 50 MPH TURNOUT SPEED, BE PREPARED TO ADVANCE ON DIVERGING ROUTE. |

**COLOR LIGHT -> CANADIAN RAILROAD OPERATING RULES -> SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-|  G-G| | 405 | CLEAR | PROCEED. |
| Y-FG-R-|  \*Y-G-R-|  G-R-FG-|  Y-FG-|  \*Y-G-|  Y-FG|  \*Y-G| | 406 | CLEAR TO LIMITED | PROCEED, APPROACHING NEXT SIGNAL AT LIMITED SPEED. |
| Y-G-R-|  G-R-G-|  Y-G-|  Y-G| | 407 | CLEAR TO MEDIUM | PROCEED, APPROACHING NEXT SIGNAL AT MEDIUM SPEED. |
| Y-Y-R-|  G-R-FY-|  Y-Y-|  Y-FY-|  Y-Y| | 408 | CLEAR TO DIVERGING | ‘DV’ PLATE REQUIRED:  PROCEED, APPROACHING NEXT SIGNAL AT DIVERGING SPEED. |
| Y-Y-R-|  G-R-FY-|  Y-Y-|  Y-FY-|  Y-Y| | 409 | CLEAR TO SLOW | PROCEED, APPROACHING NEXT SIGNAL AT SLOW SPEED. |
| Y-R-FR-|  Y-FR-| | 410 | CLEAR TO RESTRICTING | PROCEED. NEXT SIGNAL IS DISPLAYING *RESTRICTING.* |
| Y-R-R-|  Y-R-|  Y-| | 411 | CLEAR TO STOP | PROCEED, PREPARING TO STOP AT NEXT SIGNAL. |
| FY-FG-R-|  FY-FG-| | 412 | ADVANCE CLEAR TO LIMITED | PROCEED, APPROACHING SECOND SIGNAL AT LIMITED SPEED. |
| FY-G-R-|  FY-G-| | 413 | ADVANCE CLEAR TO MEDIUM | PROCEED, APPROACHING SECOND SIGNAL AT MEDIUM SPEED. |
| FY-Y-R-|  FY-Y-| | 414 | ADVANCE CLEAR TO SLOW | PROCEED, APPROACHING SECOND SIGNAL AT SLOW SPEED. |
| FY-Y-R-|  FY-Y-| | 414A | ADVANCE CLEAR TO DIVERGING | ‘DV’ PLATE REQUIRED:  PROCEED, APPROACHING SECOND SIGNAL AT DIVERGING SPEED. |
| FY-R-R-|  FY-R-|  FY-| | 415 | ADVANCE CLEAR TO STOP | PROCEED; NEXT SIGNAL IS DISPLAYING *CLEAR TO STOP*,  BE PREPARED TO TOP AT SECOND SIGNAL. |

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| R-FG-R-|  \*R-G-R-|  FG-R|  \*FG-R| | 416 | LIMITED TO CLEAR | PROCEED AT LIMITED SPEED PAST SIGNAL AND THROUGH TURNOUTS. |
| R-FG-FG-| | 417 | LIMITED TO LIMITED | PROCEED AT LIMITED SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT LIMITED SPEED. |
| R-FG-G | 418 | LIMITED TO MEDIUM | PROCEED AT LIMITED SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT MEDIUM SPEED. |
| R-FG-FY-|  FG-FY| | 419 | LIMITED TO SLOW | PROCEED AT LIMITED SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT SLOW SPEED. |
| R-FG-FY-|  FG-FY| | 419A | LIMITED TO DIVERGING | ‘DV’ PLATE REQUIRED:  PROCEED AT LIMITED SPEED PAST SIGNAL AND THROUGH  TURNOUTS, APPROACHING NEXT SIGNAL AT DIVERGING SPEED. |
| R-FY-FR-|  \*R-Y-FR-|  FG-FR-|  FY-FR|  \*Y-FR| | 420 | LIMITED TO RESTRICTING | ‘DV’ PLATE REQUIRED:  PROCEED AT LIMITED SPEED PAST SIGNAL AND THROUGH  TURNOUTS, NEXT SIGNAL IS DISPLAYING *RESTRICTING.* |
| R-FY-R-|  \*R-Y-R-|  FY-R|  \*Y-R| | 421 | LIMITED TO STOP | PROCEED AT LIMITED SPEED PAST SIGNAL AND THROUGH TURNOUTS,  PREPARING TO STOP AT NEXT SIGNAL. |
| R-G-R-|  G-R| | 422 | MEDIUM TO CLEAR | PROCEED AT MEDIUM SPEED PAST SIGNAL AND THROUGH TURNOUTS. |
| R-G-FG-|  G-FG| | 423 | MEDIUM TO LIMITED | PROCEED AT MEDIUM SPEED PASSING SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT LIMITED SPEED. |
| R-G-G-| | 424 | MEDIUM TO MEDIUM | PROCEED AT MEDIUM SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT MEDIUM SPEED. |
| R-G-FY-|  G-FY| | 425 | MEDIUM TO SLOW | PROCEED AT MEDIUM SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT SLOW SPEED. |
| R-G-FY-|  G-FY| | 425A | MEDIUM TO DIVERGING | ‘DV’ PLATE REQUIRED:  PROCEED AT MEDIUM SPEED PAST SIGNAL AND THROUGH  TURNOUTS, APPROACHING NEXT SIGNAL AT DIVERGING SPEED. |
| R-Y-FR-|  G-FR-|  Y-FR| | 426 | MEDIUM TO RESTRICTING | PROCEED AT MEDIUM SPEED PAST SIGNAL AND THROUGH TURNOUTS,  NEXT SIGNAL IS DISPLAYING *RESTRICTING.* |
| R-Y-R-|  Y-R| | 427 | MEDIUM TO STOP | PROCEED AT MEDIUM SPEED PAST SIGNAL AND THROUGH  TURNOUTS, PREPARING TO STOP AT NEXT SIGNAL. |
| R-R-G-|  R-G-|  R-G|  G| | 428 | DIVERGING TO CLEAR | ‘DV’ PLATE REQUIRED:  (EMPTY LINE)  PROCEED AT DIVERGING SPEED,  PAST SIGNAL AND THROUGH TURNOUTS. |
| R-R-FY-|  R-FY-|  R-FY|  FY| | 429 | DIVERGING TO STOP | ‘DV’ PLATE REQUIRED:  (EMPTY LINE)  PROCEED AT DIVERGING SPEED PAST SIGNAL  AND THROUGH TURNOUTS, PREPARING TO STOP AT NEXT SIGNAL. |
| R-R-Y-|  R-Y-|  R-Y|  Y| | 430 | DIVERGING | ‘DV’ PLATE REQUIRED:  (EMPTY LINE)  PROCEED AT REDUCED SPEED,  NOT EXCEEDING DIVERGING SPEED PAST SIGNAL AND THROUGH TURNOUTS. |
| R-R-G-|  R-G-|  R-G|  G| | 431 | SLOW TO CLEAR | PROCEED AT SLOW SPEED PAST SIGNAL AND THROUGH TURNOUTS. |
| R-FY-FG-| | 432 | SLOW TO LIMITED | PROCEED AT SLOW SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT LIMITED SPEED. |
| R-FY-FG-| | 432A | DIVERGING TO LIMITED | ‘DV’ PLATE REQUIRED:  (EMPTY LINE)  PROCEED AT DIVERGING SPEED PAST SIGNAL  AND THROUGH TURNOUTS APPROACHING NEXT SIGNAL AT LIMITED SPEED. |
| R-FY-G-| | 433 | SLOW TO MEDIUM | PROCEED AT SLOW SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT MEDIUM SPEED. |
| R-FY-G-| | 433A | DIVERGING TO MEDIUM | ‘DV’ PLATE REQUIRED:  (EMPTY LINE)  PROCEED AT DIVERGING SPEED PAST SIGNAL  AND THROUGH TURNOUTS APPROACHING NEXT SIGNAL AT MEDIUM SPEED. |
| R-FY-FY-| | 434 | SLOW TO SLOW | PROCEED AT SLOW SPEED PAST SIGNAL AND THROUGH TURNOUTS,  APPROACHING NEXT SIGNAL AT SLOW SPEED. |
| R-FY-FY-| | 434A | DIVERGING TO DIVERGING | ‘DV’ PLATE REQUIRED:  (EMPTY LINE)  PROCEED AT DIVERGING SPEED PAST SIGNAL  AND THROUGH TURNOUTS APPROACHING NEXT SIGNAL AT DIVERGING SPEED. |
| R-R-FY-|  R-FY-|  R-FY|  FY| | 435 | SLOW TO STOP | PROCEED AT SLOW SPEED PAST SIGNAL AND THROUGH TURNOUTS,  PREPARING TO STOP AT NEXT SIGNAL. |

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| R-R-Y-|  R-Y-|  \*R-R-|  \*R-|  R-Y|  Y| | 436 | RESTRICTING | PROCEED AT RESTRICTED SPEED. |
| \*R-R-|  R-| | 437 | STOP AND PROCEED | STOP, THEN PROCEED AT RESTRICTED SPEED;  OFFSET SIGNAL HEADS REQUIRED. |
| R-R-FR-|  R-FR-|  R-FR|  FR| | 438 | TAKE/LEAVE SIDING | *INDICATIONS WILL BE SPECIFIED IN THE SPECIAL INSTRUCTIONS,*  *FOR EACH SPECIFIC APPLICATION OF THIS SIGNAL.* |
| R-R-R-|  R-R-|  \*R-|  R-R|  R| | 439 | STOP | STOP. |

**COLOR LIGHT -> NORAC -> COLOR-LIGHT SIGNAL RULES**

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| ASPECTS | RULE NO. | INDICATION | INSTRUCTION |
| G-R-R-|  G-R-|  G-D-|  G-G-|  G-|  G-G| | 281 | CLEAR | PROCEED NOT EXCEEDING NORMAL SPEED. |
| FG-R-R-|  FG-R-|  FG-| | 281-A | CAB SPEED | 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 SIGNAL ARE NOT OPERATIVE. |
| Y-FG-R-|  Y-FG-|  Y-FG| | 281-B | APPROACH LIMITED | PROCEED APPROACHING NEXT SIGNAL NOT EXCEEDING LIMITED SPEED. |
| R-FG-R-|  R-FG-|  FG-R|  FG| | 281-C | LIMITED CLEAR | PROCEED AT LIMITED SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING OR  SPRING SWITCHES, THEN PROCEED AT NORMAL SPEED. |
| Y-G-R-|  Y-G-|  Y-G| | 282 | APPROACH MEDIUM | PROCEED APPROACHING THE NEXT SIGNAL AT MEDIUM SPEED. |
| FY-R-R-|  FY-R-|  FY-| | 282-A | ADVANCED 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 SIGNAL. |
| R-G-R-|  R-G-|  G-FR| | 283 | MEDIUM CLEAR | PROCEED AT MEDIUM SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING OR  SPRING SWITCHES, THEN PROCEED AT NORMAL SPEED. |
| R-Y-G-| | 283-A | MEDIUM APPROACH MEDIUM | 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 BEING REDUCTION TO MEDIUM SPEED AS  SOON AS THE SIGNAL IS CLEARLY VISIBLE. |
| Y-R-G-|  Y-Y-R-|  Y-Y-|  Y-Y| | 284 | APPROACH SLOW | 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 SIGNAL. |
| Y-R-R-|  Y-R-|  Y-D-|  Y-| | 285 | APPROACH | 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 SIGNAL. |
| R-Y-R-|  R-FY-|  Y-FR| | 286 | MEDIUM APPROACH | 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. |
| R-R-G-|  G-R|  G| | 287 | SLOW CLEAR | PROCEED AT SLOW SPEED UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING OR  SPRING SWITCHES, THEN PROCEED AT NORMAL SPEED. |
| R-R-FY-|  Y-R|  FY| | 288 | SLOW APPROACH | PROCEED PREPARED TO STOP AT NEXT SIGNAL;  SLOW SPEED APPLIES UNTIL ENTIRE TRAIN CLEARS ALL INTERLOCKING  OR SPRING SWITCHES, THEN MEDIUM SPEED APPLIES. |
| R-R-Y-|  R-R-L-|  R-Y-|  R-L-|  L-|  R-Y|  Y|  L| | 290 | RESTRICTING | PROCEED AT RESTRICTED SPEED UNTIL ENTIRE TRAIN HAS CLEARED ALL  INTERLOCKING AND SPRING SWITCHES (IF THE SIGNAL IS AN INTERLOCKING OR  CONTROLLED POINT SIGNAL) AND THE LEADING WHEELS HAVE EITHER PASSED A MORE  FAVORABLE FIXED SIGNAL, OR ENTERED NON-SIGNALED TERRITORY. |
| R-R-R-|  R-R-|  R-D-|  R-|  R-R| | 291 | STOP AND PROCEED | No. PLATE REQ’D:  STOP, THEN PROCEED AT RESTRICTED SPEED UNTIL THE ENTIRE  TRAIN HAS CLEARED ALL INTERLOCKING OR SPRING SWITCHES (IF THE SIGNAL IS  AN INTERLOCKING OR CONTROLLED POINT SIGNAL) AND THE LEADING WHEELS  HAVE EITHER PASSED A MORE FAVORABLE FIXED SIGNAL, OR  ENTERED NON-SIGNALED TERRITORY. |
| R-R-R-|  R-R-|  R-D-|  R-|  R-R|  R| | 292 | STOP | STOP.  ABSOLUTE SIGNALS ONLY. |

**COLOR POSITION LIGHT ->**

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