

**Rules Governing the Movement of Trains in the Same Direction by Block Signals.**

251. On portions of the railroad so specified in the time table, trains will be run with the current of traffic by block signals, whose indications will supersede the superiority of trains.

252. The movement of trains will be supervised by the train dispatcher, who will issue instructions as may be required.

253. The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

254. Except as affected by Rule 251, all Block Signal Rules and Operating Rules remain in force.

**Rules Governing Opposing and Following Movement of Trains by Block Signals.**

261. On portions of the railroad, and on designated tracks so specified in the time table, 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.

262. The movement of trains will be supervised by the train dispatcher, who will issue instructions as may be required.


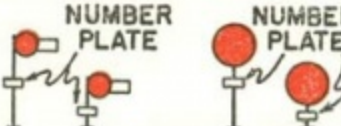




263. The train dispatcher must be advised in advance of any known condition that will delay the train or prevent it from making usual speed.

264. Except as affected by Rule 261, all Block Signal Rules and Operating Rules remain in force.

**FIXED SIGNALS.**




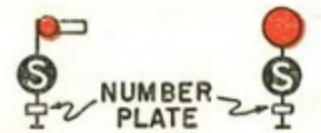
**SYSTEM ONE.**

Rules 271 to 280 inclusive, show fixed signals, their indications and names, and are effective only at the points, or on the territory specified in the time table.

SIGNAL SYSTEM ONE — ASPECTS		AND
RULE	ASPECT	NAME
271		STOP
272		STOP AND PROCEED
273		APPROACH-RESTRICTING
274		APPROACH
275		ADVANCE
276		CLEAR

INDICATIONS — SIGNAL SYSTEM ONE	
INDICATION	RULE
STOP.	271
STOP; THEN PROCEED IN ACCORDANCE WITH RULE 509.	272
PROCEED PREPARED TO ENTER TURNOUT OR TO STOP SHORT OF TRAIN OR OBSTRUCTION.	273
PROCEED PREPARING TO STOP AT NEXT SIGNAL; IF EXCEEDING MEDIUM SPEED, IMMEDIATELY REDUCE TO THAT SPEED.	274
PROCEED; APPROACH NEXT SIGNAL AT MEDIUM SPEED.	275
PROCEED.	276

MEDIUM SPEED. — A SPEED NOT EXCEEDING 40 MILES PER HOUR.

SIGNAL SYSTEM ONE —	
277	 <p>INDICATION: BLOCK OCCUPIED      BLOCK CLEAR      BLOCK CLEAR</p> <p>NAME: SEMAPHORE SWITCH INDICATOR.</p>
278	 <p>INDICATION: BLOCK OCCUPIED      BLOCK CLEAR</p> <p>NAME: LIGHT SWITCH INDICATOR.</p>
279	 <p>INDICATION: APPROACH BLOCK OCCUPIED      APPROACH BLOCK CLEAR</p> <p>NAME: TRAIN SIGN.</p>
280	 <p>INDICATION. WHEN LETTER 'S' IS ILLUMINATED, TAKE SIDING</p> <p>NAME: SIDING SIGN.</p>

### FIXED SIGNALS.

#### SYSTEM TWO.


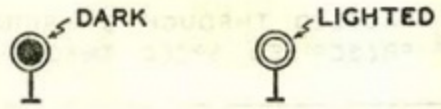
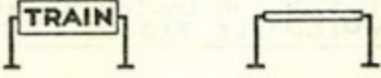
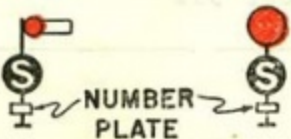
Rules 281, 282, 283, 285, 286, 290, 291, 292, 293, 294, 295 and 296 show fixed signals, their indications and names, and are effective only at the points, or on the territory specified in the time table. When flashing color lights are used, they will be indicated thus:



SIGNAL SYSTEM TWO — ASPECTS AND		
RULE	ASPECT	NAME
281		CLEAR
282		ADVANCE
283		DIVERGING-CLEAR
285		APPROACH
286		DIVERGING-APPROACH
290		RESTRICTING
291		STOP AND PROCEED
292		STOP

RESTRICTED SPEED.—A SPEED THAT WILL PERMIT STOPPING SHORT OF ANOTHER TRAIN OR OBSTRUCTION, BUT NOT EXCEEDING 20 MILES PER HOUR.

INDICATIONS — SIGNAL SYSTEM TWO	
INDICATION	RULE
PROCEED.	281
PROCEED; APPROACH NEXT SIGNAL AT MEDIUM SPEED, AND BE PREPARED TO ENTER DIVERGING ROUTE AT PRESCRIBED SPEED.	282
PROCEED THROUGH DIVERGING ROUTE; PRESCRIBED SPEED THROUGH TURNOUT	283
PROCEED PREPARING TO STOP AT NEXT SIGNAL; IF EXCEEDING MEDIUM SPEED, IMMEDIATELY REDUCE TO THAT SPEED.	285
PROCEED THROUGH DIVERGING ROUTE; PRESCRIBED SPEED THROUGH TURNOUT APPROACH NEXT SIGNAL PREPARING TO STOP, IF EXCEEDING MEDIUM SPEED, IMMEDIATELY REDUCE TO THAT SPEED.	286
PROCEED AT RESTRICTED SPEED.	290
STOP, THEN PROCEED IN ACCORDANCE WITH RULE 509	291
STOP	292
MEDIUM SPEED.—A SPEED NOT EXCEEDING 40 MILES PER HOUR.	

SIGNAL SYSTEM TWO —	
293	 <p>INDICATION: BLOCK OCCUPIED      BLOCK CLEAR      BLOCK CLEAR</p> <p>NAME: SEMAPHORE SWITCH INDICATOR.</p>
294	 <p>INDICATION: BLOCK OCCUPIED      BLOCK CLEAR</p> <p>NAME: LIGHT SWITCH INDICATOR.</p>
295	 <p>INDICATION: APPROACH BLOCK OCCUPIED      APPROACH BLOCK CLEAR</p> <p>NAME: TRAIN SIGN.</p>
296	 <p>INDICATION: WHEN LETTER 'S' IS ILLUMINATED, TAKE SIDING</p> <p>NAME: SIDING SIGN.</p>

### General.

297. Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals, whenever or wherever they may be required; except, that interlocking signals govern the use of the routes of an interlocking, and as to movements within home signal limits, their indications supersede the superiority of trains.

298. Signals are generally located immediately to the right of the track they govern when viewed in the direction of traffic, or on bridges immediately over the track they govern.

299. Trains or engines may run to, but not beyond, a signal indicating "stop", except as otherwise provided. If a train or engine overruns a stop signal the fact must be reported to the trainmaster.

299(A). If a signal indication permitting a train or engine to proceed is changed to a "stop" indication before it is reached, stop must be made at once. Such occurrence must be reported to the trainmaster.

299(B). Interlocking signals must display the most restrictive indication, except when changed to allow a movement. Where no operator is on duty signals must be left as directed by special instructions.

D-299. Except where Rule 261 is in effect, trains moving against the current of traffic, must approach interlockings and facing point spring switches pre-