

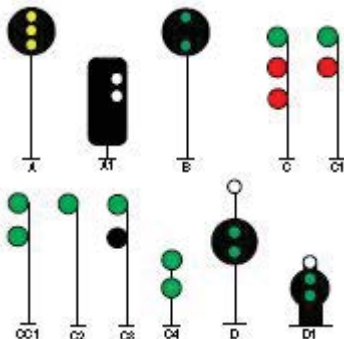
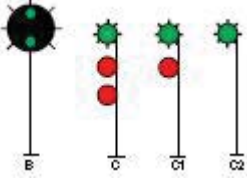
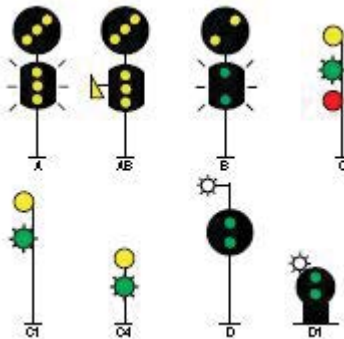
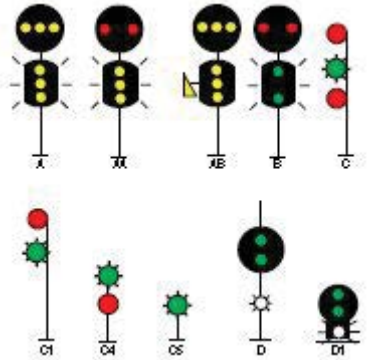
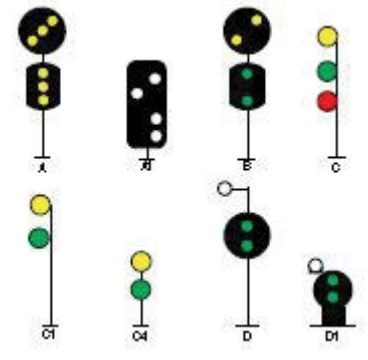
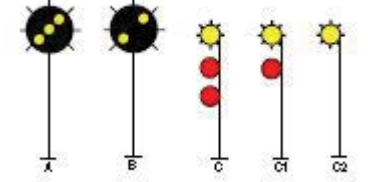
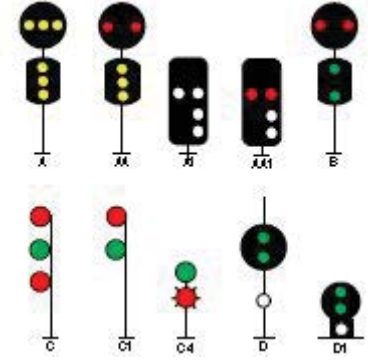



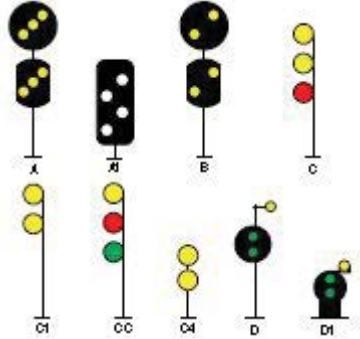
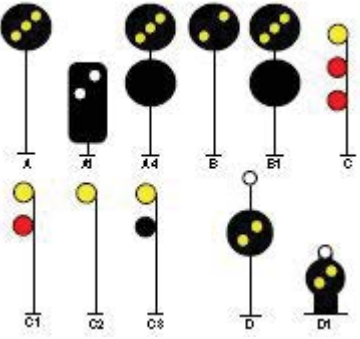
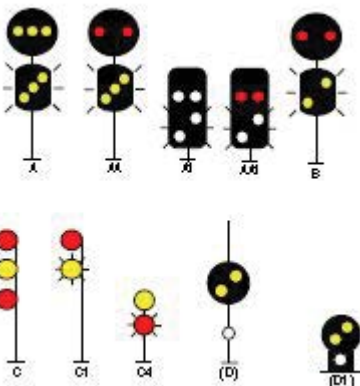
CR1280 to CR1281B

RULE	ASPECTS	NAME	INDICATION
CR1280A		CLEAR TO NEXT INTERLOCKING	Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH, approaching next home signal prepared to stop.
CR1280B		APPROACH NORMAL	Trains without operative cab signals must proceed on fixed signal indications not exceeding 79 MPH.
CR1281		CLEAR	Proceed.
CR1281A		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 not operative.
CR1281B		APPROACH LIMITED	Proceed, approaching the next signal at Limited Speed.

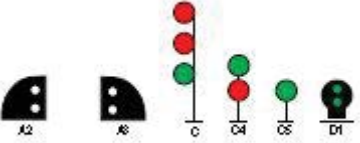
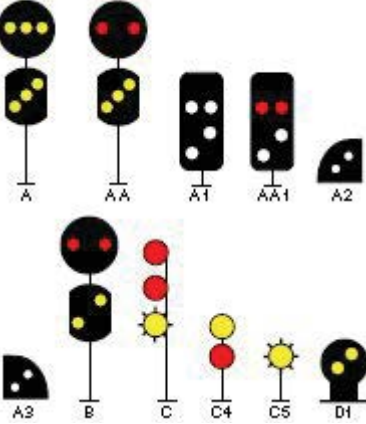
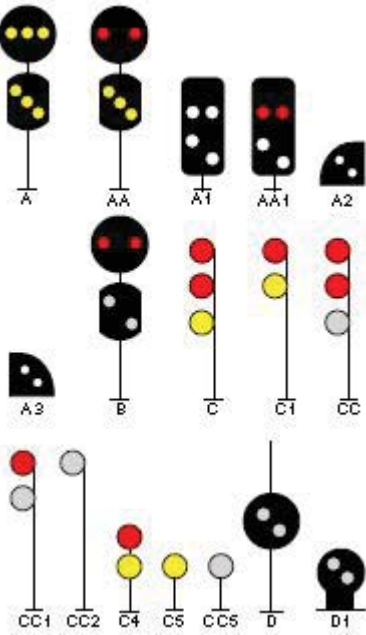
CR1281C to CR1283

RULE	ASPECTS	NAME	INDICATION
CR1281C		LIMITED CLEAR	<p>Proceed at Limited Speed until entire train clears all switches then proceed.</p> <p>In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited Speed.</p>
CR1282		APPROACH MEDIUM	<p>Proceed, approaching the next signal at Medium Speed.</p>
CR1282A		ADVANCE APPROACH	<p>Proceed, prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as the locomotive passes the Advance Approach signal.</p>
CR1283		MEDIUM CLEAR	<p>Proceed at Medium Speed until entire train clears all switches then proceed.</p> <p>In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed.</p>

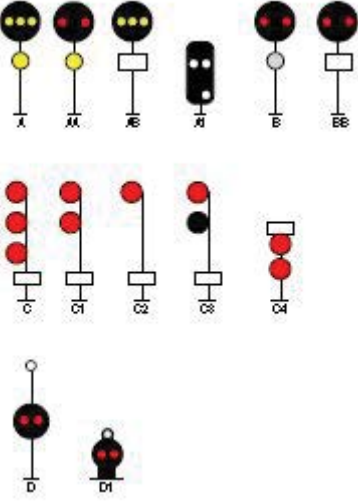
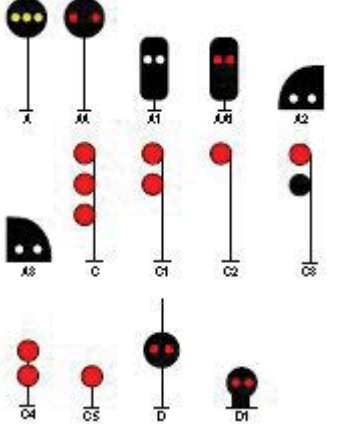
CR1283A to CR1286

RULE	ASPECTS	NAME	INDICATION
CR1283A		<p>MEDIUM APPROACH MEDIUM</p>	<p>Proceed at Medium Speed until entire train clears all 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.</p>
CR1284		<p>APPROACH SLOW</p>	<p>Proceed approaching the next signal at Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach Slow signal.</p>
CR1285		<p>APPROACH</p>	<p>Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach signal.</p>
CR1286		<p>MEDIUM APPROACH</p>	<p>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>

CR1287 to CR1290

RULE	ASPECTS	NAME	INDICATION
CR1287		<p>SLOW CLEAR</p>	<p>Proceed at Slow Speed until entire train clears all switches then proceed.</p> <p>In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left CP limits.</p>
CR1288		<p>SLOW APPROACH</p>	<p>Proceed, prepared to stop at next signal. Slow Speed applies until entire train clears switches then Medium Speed applies.</p>
CR1290		<p>RESTRICTING</p>	<p>Proceed at Restricted Speed until the train has cleared all switches (if signal is CP signal) and the leading wheels have:</p> <ul style="list-style-type: none"> a. Passed a more favorable fixed signal, or b. Entered non-signaled DCS territory. <p>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.</p>


CR1291 to CR1292

RULE	ASPECTS	NAME	INDICATION
<p>CR1291</p>		<p>RESTRICTED PROCEED</p>	<p>Proceed at Restricted Speed until the train has cleared all switches (if signal is CP signal) and the leading wheels have:</p> <ol style="list-style-type: none"> Passed a more favorable fixed signal, or Entered non-signaled DCS territory. <p>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.</p> <p>Where a letter G (grade marker) or a letter R (restricting marker) is displayed in addition to a number plate as part of these aspects, they will not change or affect the indication.</p>
<p>CR1292</p>		<p>STOP</p>	<p>Stop.</p>

CR1293 to CR1294A

RULE	ASPECTS	NAME	INDICATION
CR1293		SWITCH CLOSED	Proceed.
CR1293A		SWITCH OPEN	Proceed, prepared to stop short of open switches.
CR1293B		APPROACH CLEAR	Proceed. Note: Does not convey block or track information.
CR1293C		APPROACH RESTRICTING	Proceed, prepared to stop at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the Approach Restricting signal. Note: Does not convey block or track information.
CR1294		CLEAR SLIDE DETECTOR	Proceed, slide detector not actuated.
CR1294A		SLIDE DETECTOR	Approach actuated slide detector prepared to stop short of obstruction.

CR1295

RULE	ASPECTS	NAME	INDICATION
CR1295		<p>APP MARKER</p>	<p>Proceed, approaching next signal or switch position indicator as authorized by the aspect displayed. If the signal is dark, proceed, prepared to stop at the next signal or switch until it can be plainly seen that indication of next signal or switch indicator allows train to proceed.</p> <p>Note: A signal equipped with APP marker provides information only about the next signal, not conditions of the track ahead.</p>