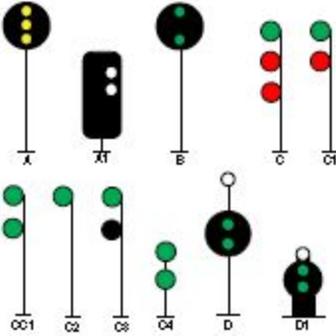
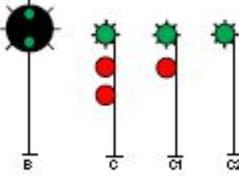
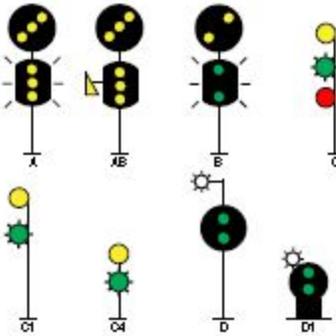
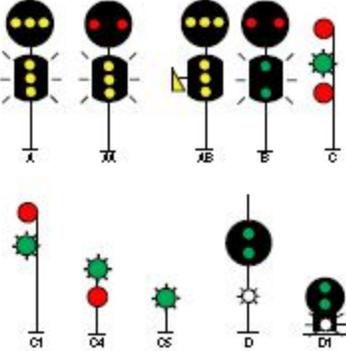
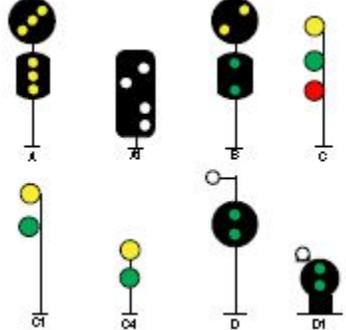
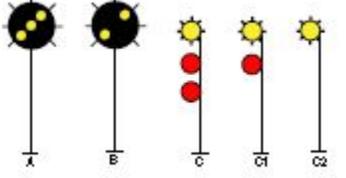
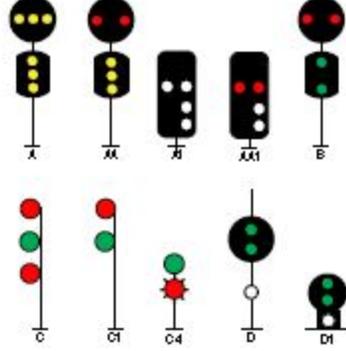


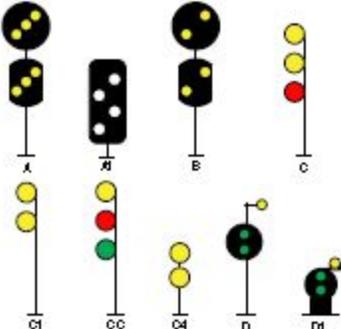
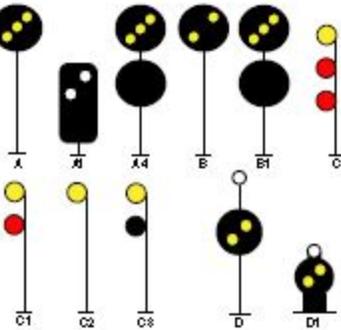
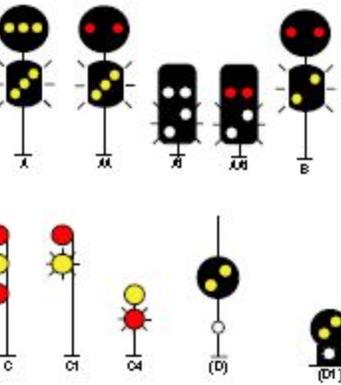
CR1280

| 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. |

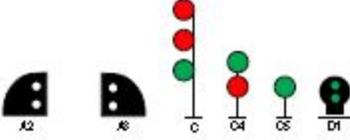
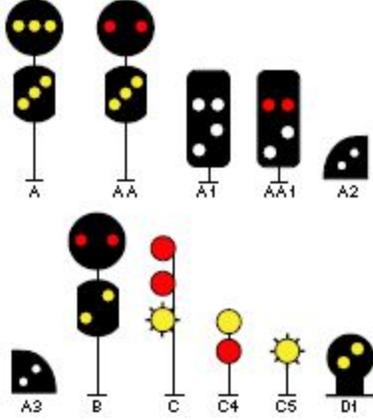
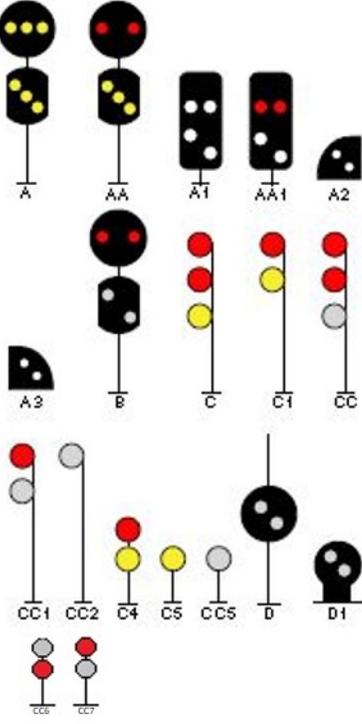
CR1281C

| 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> |

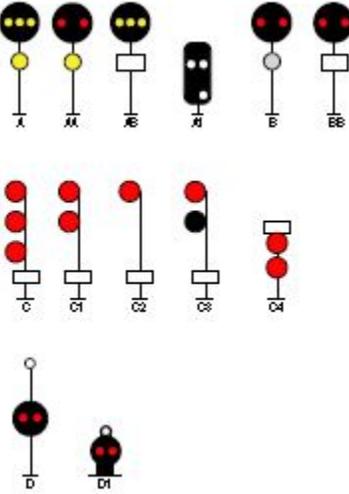
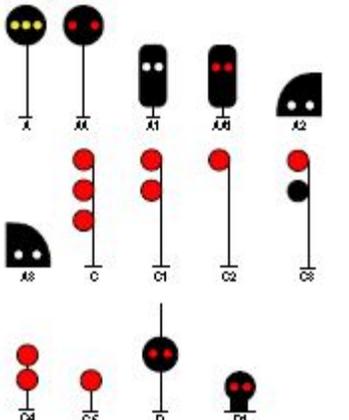
CR1283A

| RULE | ASPECTS | NAME | INDICATION |
|-----------------------|---|--------------------------------------|--|
| <p>CR1283A</p> |  | <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> |
| <p>CR1284</p> |  | <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> |
| <p>CR1285</p> |  | <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> |
| <p>CR1286</p> |  | <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

| RULE | ASPECTS | NAME | INDICATION |
|----------------------|---|-----------------------------|---|
| <p>CR1287</p> |  | <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> |
| <p>CR1288</p> |  | <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> |
| <p>CR1290</p> |  | <p>RESTRICTING</p> | <p>Proceed at Restricted Speed until the train has cleared 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-signal 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

| 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> <ul style="list-style-type: none"> a. Passed a more favorable fixed signal, or b. Entered non-signalized 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

| 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> |