

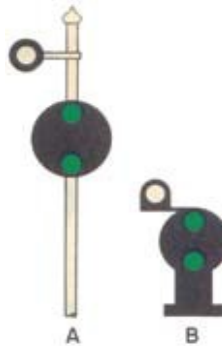
B&O CPL aspects over the years.
By Kieth Johnson
help from Bryan Porter



B&O rule 281 Clear, proceed

Chessie rule 281 Clear, proceed

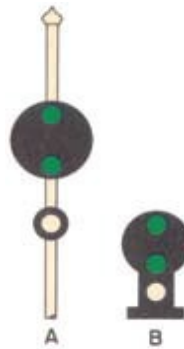
CSX rule C-281 clear, proceed



B&O rule 282 approach medium, proceed approaching next signal at medium speed

Chessie rule 282a approach medium, proceed approaching next signal at not exceeding medium speed

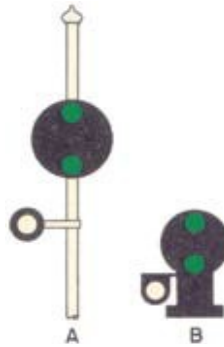
CSX rule C-282 Approach medium, Proceed, approaching next signal not exceeding Medium Speed



B&O rule 283 Medium clear, Proceed, medium speed within interlocking limits, or through non-interlocked switches immediately beyond the signal.

Chessie rule 283a medium clear, Medium speed through crossovers, turnouts, sidings, interlocking limits and over power switches, then proceed at maximum authorized speed

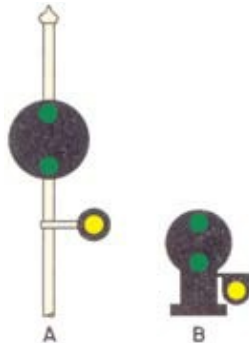
CSX rule C-281-C Limited clear, Limited Speed through turnouts, crossovers, sidings and over power operated switches; then proceed



B&O rule 283a Medium approach medium, Proceed at medium speed, approaching next signal at medium speed

Chessie rule 283b medium approach medium, proceed at not exceeding medium speed approaching next signal and not exceeding medium speed.

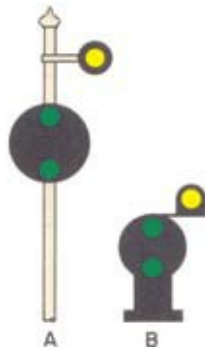
CSX rule C-283-A Medium approach medium, Medium Speed through turnouts, crossovers, sidings and over power-operated switches; then proceed approaching next signal not exceeding Medium Speed



B&O rule 283b medium approach slow, Proceed at medium speed, approaching next signal at slow speed

Chessie rule 283c medium approach slow, proceed at not exceeding medium speed approaching next signal at not exceeding slow speed.

CSX rule C-283-B Medium approach slow, Medium Speed through turnouts, crossovers, sidings and over power-operated switches; then proceed approaching next signal not exceeding Slow Speed



B&O rule 284 approach slow, Proceed, approaching next signal at slow speed. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed, or slower if necessary.

Chessie rule 284 approach slow, Proceed, approaching next signal at slow speed. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed, or slower if necessary.

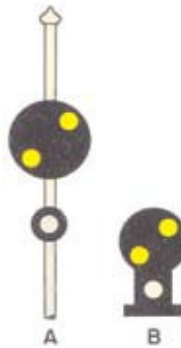
CSX rule C-284 approach slow, Proceed, approaching next signal not exceeding Slow Speed



B&O rule 285 approach, Proceed, prepared to stop at next signal.

Chessie rule 285 approach, Proceed prepared to stop at next signal. Train or engine exceeding medium speed when indication is seen must take action at once to reduce to medium speed or slower if necessary

CSX rule C-285 Approach, Proceed prepared to stop at the next signal. Trains exceeding medium speed must immediately begin reduction to medium speed as soon as the engines passes the Approach Signal.



B&O rule 286 Medium approach, Proceed at medium speed, or slower if necessary, prepared to stop at next signal. Train exceeding medium speed when indication is seen must take action at once to reduce to medium speed, or slower if necessary.

Chessie rule 286 medium approach, proceed at not exceeding medium speed prepared to stop at next signal.

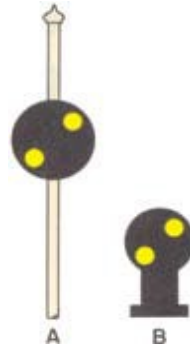
CSX rule C-286 medium approach, Medium Speed through turnouts, crossovers, sidings and over power-operated switches; then proceed prepared to stop at next signal



B&O rule 287 Slow Clear, Proceed at slow speed until entire train passes through switches.

Chessie rule slow approach slow, slow speed through crossovers, turnouts, sidings, interlocking limits, and over power switches, train or engine may then proceed at maximum authorized speed if the conditions permit, but must approach the next signal at not exceeding slow speed.

CSX rule C-287-A Slow approach slow, Slow Speed through turnouts, crossovers, sidings and over power-operated switches; then proceed approaching next signal not exceeding Slow Speed



B&O rule 288 Slow approach, Proceed at slow speed until entire train passes through switches, and then at not exceeding medium speed, prepared to stop at next signal.

Chessie rule 288 Slow approach, slow speed through crossovers, turnouts, sidings, interlocking limits, and over power switches, then proceed at not exceeding medium speed prepared to stop at next signal.

CSX rule C-288 slow approach, Slow Speed through turnouts, crossovers, sidings and over power-operated switches; then proceed prepared to stop at next signal



B&O rule 289 Permissive, Block occupied. Proceed, prepared to stop short of train ahead.

Chessie rule Does not exist?

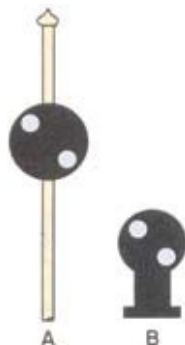
CSX rule does not exist?



B&O rule 289a Medium permissive, Block occupied. Proceed, prepared to stop short of train ahead.

Chessie rule does not exist?

CSX rule does not exist?



B&O rule 290 restricting, Same as 289, with no marker light.

Chessie rule 290 Restricting, proceed at restricted speed.

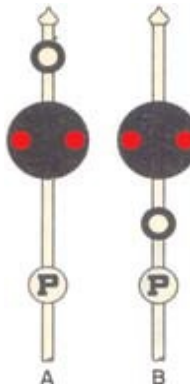
CSX rule C-290 Restricting, Proceed at restricted speed.



B&O rule 291 stop and proceed, Stop, then proceed at restricted speed until entire train passes next signal.

Chessie rule 291 restricted proceed, proceed at restricted speed

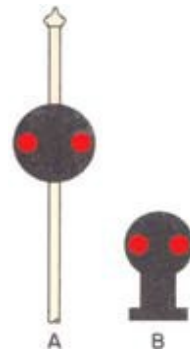
CSX rule 291 restricted proceed, proceed at restricted speed.



B&O rule 291a tonnage, When signal displays “Stop-and-Proceed,” tonnage train proceed at restricted speed until entire train passes next signal. Other trains stop: then proceed at restricted speed until entire train passes next signal.

Chessie rule missing from my collection?

CSX rule C-298 grade (note they now have a “G” instead of a “P”), Proceed at Restricted Speed



B&O rule 292 Stop, stop!

Chessie rule 292 stop, stop

CSX rule 292 Stop, stop

The difference on the B&O between a block signal and an absolute (interlocking signal) is that the block signals always have number boards (which represent the nearest milepost to the tenth). There are other aspects listed on the CSX signal books, but they don't count as this is a B&O signal diagram.