**INDICATION—Stop. NAME—Stop-Signal.**
Rule 275 amplified between “H” Interlocking and Manhattan Transfer.

**INDICATION—Stop-Then proceed in accordance with Rule 500-5 or 660. NAME—Stop-and-Proceed-Signal.**
Rule 276 amplified in North and East River Tunnels.

**INDICATION—Proceed at not exceeding 15 miles per hour. NAME—Clear-slow-speed-signal.**
Rule 281 amplified at “H” “N” “S” and “SC.”

**INDICATION—Proceed at not exceeding 15 miles per hour prepared to stop at next signal. NAME—Slow-speed-signal.**
Rule 279 amplified at “H” “N” “S” “SC.”

**INDICATION—Train proceed at not exceeding one-half its maximum authorized speed at point involved, but not exceeding 30 miles per hour. NAME—Clear-Restricting-Signal.**
Rule 285 amplified at “H” “N” “S.”

**INDICATION—Approach next signal prepared to stop. Where a facing switch is connected with the signal, approach that switch prepared to stop. A train exceeding one-half its maximum authorized speed at point involved must at once reduce to not exceeding that speed. NAME—Caution-Signal.**
Rule 282 amplified at “JO” “C” and “F.”

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N.B. When position light signals replaced semaphores, the third signal arm was dropped for all signals. All aspects became two arm indications.

**Historical Source:** 1930 New York Division Employee Timetable

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