

NORTHEAST OPERATING RULES ADVISORY COMMITTEE (NORAC) – SIGNAL RULES

281		CLEAR Proceed not exceeding Normal speed.	282-A		ADVANCE APPROACH Proceed prepared to stop at the second signal. Trains exceeding Limited speed must begin reduction to Limited speed as soon as engine passes the <i>Advance Approach</i> signal.	285		APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the engine passes the <i>Approach</i> signal.	292		RESTRICTING Proceed at Restricted speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP Signal) and the leading wheels have: 1. Passed a more favorable fixed signal, or 2. Entered non-signaled DCS territory. 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.				
281-A		CAB SPEED Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 MPH if <i>Cab Speed</i> cab signal is displayed without a signal speed, or if cab signals are not operative.	283		MEDIUM CLEAR Proceed at Medium speed until entire train clears all interlocking or spring switches, then proceed at Normal speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium speed.	286		MEDIUM APPROACH Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the <i>Medium Approach</i> signal is clearly visible.	291		STOP AND PROCEED Stop, then proceed at Restricted speed until the entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the leading wheels have: 1. Passed a more favorable fixed signal, or 2. Entered non-signaled DCS territory. In CSS territory, trains with operative cab signals must not increase their speed until they have run one train length or 500 feet (whichever distance is greater) past a location where a more favorable cab signal was received. Where a G (grade marker) or R (restricting marker) is displayed in addition to a number plate as part of these aspects, freight trains may observe the signal as though <i>Restricting</i> , Rule 290, were displayed.				
281-B		APPROACH LIMITED Proceed approaching the next signal at Limited speed.	283-A		MEDIUM APPROACH MEDIUM Proceed at Medium speed until entire train clears all interlocking or spring switches, then approach the next signal at Medium speed. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the <i>Medium Approach Medium</i> signal is clearly visible.	286-A		LIMITED APPROACH Proceed prepared to stop at the next signal. Limited speed applies through all interlocking or spring switches, then Medium speed applies. Trains exceeding Limited speed must begin reduction to Limited speed as soon as the <i>Limited Approach</i> signal is clearly visible.	292		STOP SIGNAL Stop.				
281-C		LIMITED CLEAR Proceed at Limited speed until entire train clears all interlocking or spring switches, then proceed at Normal speed. In CSS territory with fixed automatic block signals, trains not equipped with operative cab signals must approach the next signal at Limited speed.	283-B		MEDIUM APPROACH SLOW Proceed at Medium speed, then approach the next signal at Slow speed.	287		SLOW CLEAR Proceed at Slow speed until entire train clears all interlocking or spring switches, then proceed at Normal speed. In CSS territory with fixed signals, trains not equipped with operative cab signals must approach the next signal at Medium speed once they have left interlocking limits.	293-B		APPROACH CLEAR Proceed. NOTE: Does not convey block or track information. <i>Requires "A" plaque.</i>				
282		APPROACH MEDIUM Proceed approaching the next signal at Medium speed.	284		APPROACH SLOW Proceed approaching the next signal at Slow speed. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the engine passes the <i>Approach Slow</i> signal.	288		SLOW APPROACH Proceed prepared to stop at next signal. Slow speed applies until entire train clears all interlocking or spring switches, then Medium speed applies.	293-C		APPROACH RESTRICTING Proceed prepared to stop at the next signal. Trains exceeding Medium speed must begin reduction to Medium speed as soon as the engine passes the <i>Approach Restricting</i> signal. NOTE: Does not convey block or track information. <i>Requires "A" plaque.</i>				
294		CLEAR SLIDE DETECTOR SIGNAL Proceed—slide detector not actuated. <i>Requires "SP" plaque.</i>	294-A		SLIDE DETECTOR SIGNAL Approach actuated slide detector prepared to stop short of obstruction. <i>Requires "SP" plaque.</i>	293		SWITCH CLOSED SIGNAL Proceed. <i>Requires "DS" plaque.</i>	293-A		OPEN SWITCH SIGNAL Proceed prepared to stop short of open switches. <i>Requires "DS" plaque.</i>				
280-A		CLEAR TO NEXT INTERLOCKING Trains with inoperative cab signals, automatic train stop or speed control must proceed on fixed signal indication, (and cab signal indication, if operable) not exceeding 59 MPH. Trains with inoperative cab signals must approach the next home signal prepared to stop, unless <i>Approach Normal</i> (Rule 280-B) is displayed on a distant signal prior to the home signal.	280-B		APPROACH NORMAL Trains without operative cab signals must proceed on fixed signal indication not exceeding 59 MPH.	105			277			ADJACENT/BACKETTED SIGNALS Where signals are located on a bracket post to display aspects for two tracks, the right-hand signal governs the track to the right, and the left-hand signal governs the track to the left.			
93			105			508 / 509									
	YARD LIMITS SIGN (example) Yard limits are designated by Timetable and indicated by <i>Yard Limit Signs</i> . Within yard limits, movements may be made on a main track by verbal permission of the Dispatcher. The leading end of movement within yard limits must operate at Restricted speed, unless operating on a block signal indication more favorable than <i>Approach</i> . Such movement must be prepared to stop at the next signal within yard limits. Within yard limits, movements against the current of traffic must not be made without permission of the Dispatcher, who must first ensure that no opposing movements have been authorized.		SPRING SWITCH SIGN Marks the location of a Spring type turnout. Crew members must determine that there are no conflicting movements before making a trailing movement through spring switches. Trains stopped while trailing through spring switches must not take slack or make a reverse movement unless the switch is properly lined by hand.		END AUTOMATIC BLOCK SIGN Indicates the end of ABS territory, or in non-ABS territory, indicates the end of the signal circuit. In either case, the final signal only indicates the condition of the track between that signal and this sign.										
293-B / 293-C		APPROACH SIGNAL MARKER This sign identifies a non-block signal that warns of the status of a home signal ahead. This sign does not convey information about the block or track between it and the home signal.	293 / 293-A		DISTANT SWITCH SIGNAL MARKER This sign identifies a non-block signal that warns of the status of a turnout ahead. This sign does not convey information about the block or track between it and the turnout.	294 / 294-A		SLIDE PROTECTION SIGNAL MARKER This sign identifies a non-block signal that warns of the status of a debris slide detector ahead. This sign does not convey information about the block or track between it and the detector.	290		GRADE SIGNAL MARKER This sign identifies a block signal which conveys Rule 290 instead of Rule 291.	290		RESTRICTING SIGNAL MARKER This sign identifies a block signal which conveys Rule 290 instead of Rule 291.	
296		APPROACH PERMANENT SPEED LIMIT SIGN Proceed prepared to operate at posted speed through permanent speed restriction. NOTE: In electrified territory, this sign will be mounted in the catenary system. In non-electrified territory, this sign will be mounted on an overhead bridge or on a pole approximately 12 feet above the top of the rail.	296-A		APPROACH SPEED LIMIT SIGN Approach the <i>Speed Limit Sign</i> at a speed not exceeding the speed posted on the <i>Approach Speed Limit Sign</i> . Where a sign with two sets of numerals is posted, the higher speed applies to passenger trains, and the lower speed applies to freight trains.	296-B		SPEED LIMIT SIGN Proceed at speed posted on the <i>Approach Speed Limit Sign</i> until the entire train has passed the <i>Resume Speed Sign</i> .	296-C		RESUME SPEED SIGN Resume speed after the entire train has passed the <i>Resume Speed Sign</i> .	296-D		DIVERGING APPROACH SPEED LIMIT SIGN If routed to affected track, approach the <i>Speed Limit Sign</i> not exceeding the speed on the <i>Diverging Approach Speed Limit Sign</i> .	
297		APPROACH SIGN Proceed prepared to stop at the <i>Stop Sign</i> . Trains exceeding Medium speed must begin reduction to Medium speed as soon as the engine passes the <i>Approach Sign</i> .	297-A		STOP SIGN Stop, unless permission is received as prescribed by Rule 135.	297-B		WORKING LIMITS SPEED LIMIT SIGN Proceed not exceeding 30 MPH until passing a <i>Working Limits Resume Speed Sign</i> , unless otherwise instructed by the employee in charge.	297-C		WORKING LIMITS RESUME SPEED SIGN Resume speed after the entire train has passed the <i>Working Limits Resume Speed Sign</i> .	297-D		DIVERGING APPROACH SIGN If routed to affected track, proceed prepared to stop at the <i>Stop Sign</i> . Trains exceeding Medium speed must begin reduction to Medium speed as soon as the engine passes the <i>Diverging Approach Sign</i> .	
298		DISTANT SIGNAL MARKER Visual reminder to push-pull trains that Rule 504-B applies in the block governed by this signal. NOTE: Located on or near the mast of distant signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.	298-A		DELAYED IN BLOCK SIGN Visual reminder to push-pull trains that Rule 504-B applies to station stops made at this station. NOTE: Located at or near the end of passenger stations in blocks between distant signals and home signals in territory where push-pull trains operate, cab signals are not in service, and the maximum speed of trains exceeds 30 MPH.	RESTRICTED SPEED Movements made at Restricted speed must be controlled to permit stopping within one half the range of vision, short of: • <i>Other train or railroad equipment occupying or fouling the track</i> • <i>Obstructions on or fouling the track</i> • <i>Switches not properly lined for movement</i> • <i>Employees working foul of or on the track</i> • <i>Derailed set in the derauling position</i> • <i>The end of the track</i> • <i>Any signal requiring a stop.</i> Employees controlling or directing a movement at Restricted speed must be on the lookout for broken rail and misaligned track. Movement must not exceed 20 MPH outside interlocking limits and 15 MPH within interlocking limits. This restriction applies to the entire movement, unless otherwise specified in the rule or instruction that requires Restricted Speed.						NORAC Rule 80			
						NORAC Rule 80			SIGNALING SPEED LIMITS			PASSENGER		FREIGHT	
						Normal Speed			<i>as posted</i>						
						Limited Speed			45 MPH		40 MPH				
						Medium Speed			30 MPH		30 MPH				
						Slow Speed			15 MPH		15 MPH				
						Restricted Speed (not in Interlocking limits)			20 MPH		20 MPH				
						Restricted Speed (in Interlocking limits)			15 MPH		15 MPH				

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OPERATING RULES

Eleventh Edition — Effective February 1, 2018

Railroads wholly or partially adopting NORAC:

Adirondack Scenic Railroad
Amtrak
Bay Colony Railroad
Belfast and Moosehead Lake Railway
Bombardier Transportation (River LINE)
Cape Cod Central Railroad
Cape May Seashore Lines
Columbia and Reading Railway Company
Conrail Shared Assets
CSX Transportation
Delaware Lackawaxen and Stourbridge Railroad
East Jersey Railroad and Terminal
East Penn Railroad
Finger Lakes Railway
Fore River Railroad
Genesee Valley Transportation
Grafton and Upton Railroad
Housatonic Railroad
Iowa Pacific Holdings
Keolis Commuter Services
Keolis Virginia Railway Express
Lehigh Railway
Luzerne and Susquehanna Railway
Massachusetts Central Railroad
Massachusetts Coastal Railroad
Milford—Bennington Railroad

Morristown and Erie Railway
National Park Service
Naugatuck Railroad
New England Southern Railroad
New Hampshire Central Railroad
New Hope and Ivyland Railroad
New Jersey Transit Rail Operations
New York and Greenwood Lake Railway
New York, Susquehanna and Western Railway
Newport and Narragansett Bay Railroad
Norfolk Southern Railway
North Shore Railroad
New York New Jersey Rail, LLC
Owego and Harford Railway, Incorporated
Pan Am Railways
Pennsylvania Northeastern Railroad
Plymouth and Lincoln Railroad
Raritan Central Railway
Seaview Transportation Company, Incorporated
Seminole Gulf Railway
SMS Rail Lines
Southeastern Pennsylvania Transportation Authority (SEPTA)
Southern Railroad of New Jersey
Valley Railroad Company
West Chester Railroad
Western New York and Pennsylvania Railroad