

NORFOLK AND WESTERN RAILWAY – SIGNAL RULES

281		DWARF		285		DWARF		APPROACH		DWARF		RESTRICTING			
CLEAR Proceed at prescribed speed.				APPROACH Proceed preparing to stop at next signal.				RESTRICTING Proceed at Restricted speed.							
282		DWARF		285-A		DWARF		APPROACH DISTANT	291		DWARF		STOP AND PROCEED		
APPROACH DIVERGING Proceed preparing to take diverging route beyond next signal at prescribed speed.				APPROACH DISTANT Proceed preparing to stop at next home signal. NOTE: Signal <u>DOES NOT</u> afford automatic block protection. Requires "D" plaque or fishtail semaphore blade, as shown.				STOP AND PROCEED Stop; then proceed at Restricted speed.							
282-A		DWARF		286		DWARF		DIVERGING APPROACH	292		DWARF		STOP		
ADVANCE APPROACH Proceed preparing to stop at second signal.				DIVERGING APPROACH Proceed through turnout or turnouts at prescribed speed preparing to stop at next signal.				STOP Stop before passing the signal.							
283		DWARF		287		DWARF		SLOW CLEAR	223		DWARF		CLEAR TRAIN ORDER SIGNAL		
DIVERGING CLEAR Proceed through turnout or turnouts at prescribed speed.				SLOW CLEAR Proceed; Slow speed within interlocking limits or through turnout or turnouts. NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout or turnouts.				CLEAR TRAIN ORDER SIGNAL Proceed, no orders.							
283-B		DWARF		288		DWARF		SLOW APPROACH	224		DWARF		STOP TRAIN ORDER SIGNAL		
DIVERGING APPROACH DIVERGING Proceed through turnout or turnouts at prescribed speed preparing to take diverging route beyond next signal at prescribed speed.				SLOW APPROACH Proceed preparing to stop at next signal; Slow speed within interlocking limits or through turnout or turnouts. NOTE: Slow Speed applies until leading end of movement reaches opposing home signal when route is lined for straight track movement. Slow Speed applies for entire movement through turnout or turnouts.				STOP TRAIN ORDER SIGNAL Stop, unless clearance card is received.							
280(B)				280(C) / 292 / 291				291 / 290				285-A / 390			
DOLL ARMS Where one or more tracks intervene between a signal and the track the signal governs, a dummy mast for each such track will be placed on the same side of the signal as the track or tracks are from the track governed.				BRACKETED SIGNALS The right-hand signal governs right-hand track, and left-hand signal governs left-hand track. Signals on superstructures govern the track over which they are placed.				GREEN INSPECT TRAIN SIGNAL Inspection stop is not required.				RED INSPECT TRAIN SIGNAL Make normal stop and communicate with train dispatcher or control operator for instructions.			
NUMBER PLATE This marker is attached to all permissive (non-interlocking) standard signals. The approximate milepost location in tenths of a mile is displayed. "Stop and Stay" signals are designated by the <i>absence</i> of Number Plates.				GRADE PLAQUE This marker is attached to any permissive, fixed signal where track grade makes non-necessary stops impractical. A fixed signal displaying this plaque conveys Rule 290 versus Rule 291.				DISTANT SIGNAL PLAQUE This marker is attached to any non-block colorlight or searchlight signal acting for Rule 285-A.				SIGNALING SPEED LIMITS Normal Speedas prescribed Diverging Speedas prescribed Slow Speed15 MPH Restricted Speed**15 MPH			
101(B)				101(C)				101(C)				**RESTRICTED SPEED			
PERMANENT SPEED LIMIT SIGN Speed signs indicating the maximum speed allowed for all trains and engines are located on the right-hand side of track in direction of approach in advance of curves over which speed is permanently restricted. Where a sign covers two or more successive curves close together, the number of curves the sign covers is indicated on the same post. Speed shown on the sign must not be exceeded until the trailing end of the movement has passed over the curve or curves governed.				TEMPORARY SPEED LIMIT CAUTION SIGN This caution signal is placed to the right of the track (or left, for double track) in direction of approach 1 1/2 miles in advance of the point at which speed is temporarily restricted by train order or special instructions. If no order or instructions are applicable, do not exceed 10 MPH for duration of restriction.				TEMP. SPEED LIMIT PROCEED SIGN Resume Normal speed once the trailing end of the movement has passed this signal.				A speed that will permit stopping within half the range of vision, short of train, engine, obstruction, railroad car, men or equipment fouling track, Stop signal, derail not properly lined, or switch not properly lined, and looking out for and stopping short of broken rail, but not exceeding 15 MPH.			