

NORTHEAST OPERATING RULES ADVISORY COMMITTEE (NORAC) – SIGNAL RULES

281		DWARF		CLEAR	Proceed not exceeding Normal Speed.	282-A		DWARF		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		DWARF		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		DWARF		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		DWARF		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		DWARF		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		DWARF		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		DWARF		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 plaque) or a R (restricting plaque) 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		DWARF		APPROACH LIMITED	Proceed approaching the next signal at Limited Speed.	283-A		DWARF		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		DWARF		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		DWARF		STOP SIGNAL	Stop.																																										
281-C		DWARF		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		DWARF		MEDIUM APPROACH SLOW	Proceed at Medium Speed, then approach the next signal at Slow Speed.	287		DWARF		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		DWARF		APPROACH CLEAR	Proceed. <i>NOTE: Does not convey block or track information.</i> (Requires "A" plaque.)																																										
282		DWARF		APPROACH MEDIUM	Proceed approaching the next signal at Medium Speed.	284		DWARF		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		DWARF		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		DWARF		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. <i>NOTE: Does not convey block or track information.</i> (Requires "A" plaque.)																																										
294		DWARF		CLEAR SLIDE DETECTOR SIGNAL	Proceed—slide detector not actuated. (Requires "SP" plaque.)	294-A		DWARF		SLIDE DETECTOR SIGNAL	Approach actuated slide detector prepared to stop short of obstruction. (Requires "SP" plaque.)	293		DWARF		SWITCH CLOSED SIGNAL	Proceed. (Requires "DS" plaque.)	293-A		DWARF		OPEN SWITCH SIGNAL	Proceed prepared to stop short of open switches. (Requires "DS" plaque.)																																										
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 79 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 79 MPH.				105		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.				508 / 509		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.																													
296		APPROACH PERMANENT SPEED LIMIT SIGN				Proceed prepared to operate at posted speed through permanent speed restriction. <i>NOTE:</i> 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. <i>NOTE:</i> Located at 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. <i>NOTE:</i> 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.				277		DUMMY "DOLL" MASTS				Where a track intervenes between a signal and the track governed, a dummy ("doll") mast, marked by a blue light or reflector, will be placed to the field side of the signal.				277		ADJACENT/BRACKETED 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.				SIGNALING SPEED LIMITS				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">Normal Speed</th> <th colspan="2" style="text-align: center;"><i>as posted</i></th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Limited Speed</td> <td style="text-align: center;">45 MPH</td> <td style="text-align: center;">40 MPH</td> </tr> <tr> <td style="text-align: center;">Medium Speed</td> <td style="text-align: center;">30 MPH</td> <td style="text-align: center;">30 MPH</td> </tr> <tr> <td style="text-align: center;">Slow Speed</td> <td style="text-align: center;">15 MPH</td> <td style="text-align: center;">15 MPH</td> </tr> <tr> <td style="text-align: center;">Restricted Speed (not in Interlocking limits)</td> <td style="text-align: center;">20 MPH</td> <td style="text-align: center;">20 MPH</td> </tr> <tr> <td style="text-align: center;">Restricted Speed (in Interlocking limits)</td> <td style="text-align: center;">15 MPH</td> <td style="text-align: center;">15 MPH</td> </tr> </tbody> </table>				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
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																																																															