

NORAC SIGNAL ASPECTS

- Indicates lunar white
- ⊙ Indicates flashing light
- ⊕ Indicates a number plate

April 1, 1993

RULE 280a.

Clear to next interlocking

RULE 280b.

Approach Normal

RULE 281.

Clear

RULE 281a.

Cab Speed

Colors: Green, Yellow, Red, Dark, White, Lunar

RULE 281b.

Approach Limited

RULE 281c.

Limited Clear

Speed	Definition
Normal Speed	The maximum authorized speed
Limited Speed	Passenger – Not exceeding 45 MPH; Freight – Not exceeding 40 MPH
Medium Speed	Not exceeding 30 MPH
Slow Speed	Not exceeding 15 MPH
Restricted Speed	Refer to Rule 80 – Not exceeding 20 MPH outside interlocking limits and 15 MPH within interlocking limits

Rule	Name	Indication
280a	CLEAR TO NEXT INTERLOCKING	Trains with inoperative cab signals, automatic train stop or speed control must proceed on fixed signal indication, not exceeding 79 MPH.
280b	APPROACH NORMAL	Trains without operative cab signals must approach next home signal prepared to stop, unless Approach Normal is displayed on distant signal prior to home signal.
281	CLEAR	Proceed not exceeding Normal Speed.
281a	Cab Speed	
281b	APPROACH LIMITED	Proceed approaching the next signal at Limited Speed.
281c	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.

RULE 282.

Approach Medium

RULE 282a.

Advance Approach

RULE 283.

Medium Clear

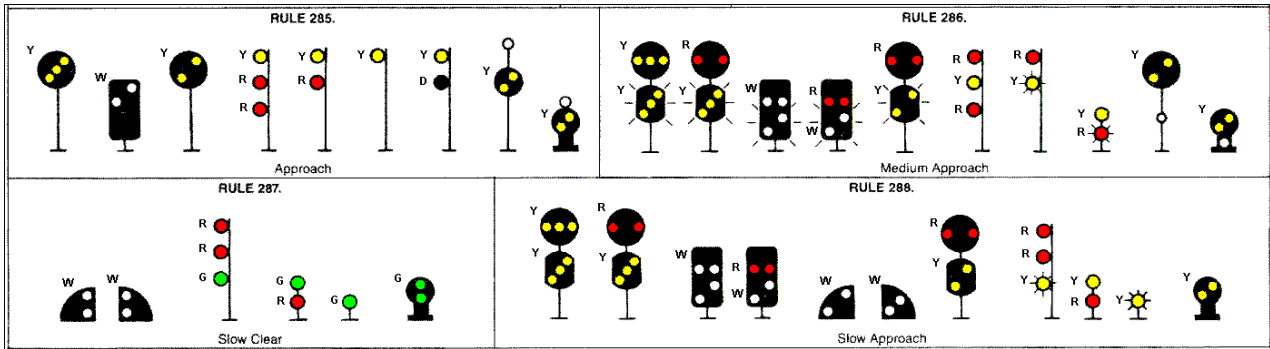
RULE 283a.

Medium Approach Medium

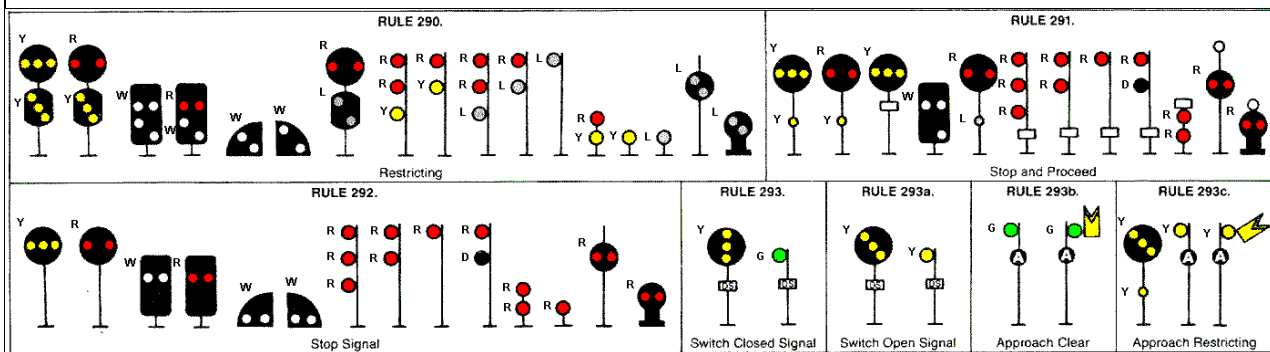
RULE 284.

Approach Slow

Rule	Name	Indication
282	APPROACH MEDIUM	Proceed approaching the next signal at Medium Speed
282a	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 Advance Approach signal.
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.
283a	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 Medium Approach Medium signal is clearly visible.
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 Approach Slow signal.



Rule	Name	Indication
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 Approach Signal.
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 Medium Approach signal is clearly visible.
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 next signal at Medium Speed once they have left interlocking limits.
288	SLOW APPROACH	Proceed prepared to stop at the next signal. Slow Speed applies until entire train clears all interlocking or spring switches, then Medium Speed applies.



Rule	Name	Indication
290	RESTRICTING	Proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches and the leading wheels have: 1) Passed a more favorable fixed signal. OR 2) Entered non-signaled DCS territory.
291	STOP AND PROCEED	Stop, then proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches and the leading wheels have: 1) Passed a more favorable fixed signal. OR 2. Entered non-signaled DCS territory. Where a letter G (grade marker) or a letter R (restricting marker) is displayed in addition to a number plate as part of these aspects, freight trains may observe the signal as though Restricting, Rule 290, were displayed.
292	STOP SIGNAL	Stop.
293	SWITCH CLOSED SIGNAL	Proceed.
293a	SWITCH OPEN SIGNAL	Proceed prepared to stop short of open switches.
293b	APPROACH CLEAR	Proceed. NOTE: Does not convey block or track information.
293c	APPROACH RESTRICTING	Proceed prepared to stop at hand-operated switches or at the next signal. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the engine passes the Approach Restricting signal. NOTE: Does not convey block or track information.

