

Model Signal Aspects & Indications

Signal Types:

Color-Light

- 3-Head Masts
 - 2-Head Masts
 - 1-Head Masts
 - 2-Head Dwarfs
 - 1-Head Dwarfs
- B&O Color-Position Lights
- 1-Head Mast w/ Markers
 - Dwarf
- N&W Color-Position Lights
- 2-Head Masts
 - 1-Head Masts
 - 1-Head Dwarfs
- UP Color-Position Lights
- 1-Head w/ Markers
- PRR Position Lights
- 2-Head Masts
 - 1-Head Masts
 - 2-Head Dwarfs
 - 1-Head Dwarfs

Color-Light Signals:

CSX Transportation

System Standard / Seaboard

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 2-Head Dwarfs
- 1-Head Dwarfs

Chessie System / C&O

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 2-Head Dwarfs
- 1-Head Dwarfs

Conrail

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 2-Head Dwarfs
- 1-Head Dwarfs

Canadian National Railway

Block and Interlocking Route Signals

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 3-Head Dwarfs
- 2-Head Dwarfs

1-Head Dwarfs

Block and Interlocking Speed Signals

3-Head Masts

2-Head Masts

1-Head Masts

2-Head Dwarfs

1-Head Dwarfs

Bessemer & Lake Erie

2-Head Masts

1-Head Masts

1-Head Dwarfs

Lake Superior and Ishpeming Railroad Color-Light Signals

Block and Interlocking Signals

2-Head Masts

1-Head Masts

BNSF Railway Color-Light Signal Aspects and Indications

3-Head Masts

2-Head Masts

1-Head Masts

2-Head Dwarfs

1-Head Dwarfs

Amtrak

Michigan Line Color-Light Signal Rules

3-Head Masts

2-Head Masts

1-Head Masts

1-Head Dwarfs

Norfolk Southern

Conrail Territory Color-Light Signal Rules

3-Head Masts

2-Head Masts

1-Head Masts

2-Head Dwarfs

1-Head Dwarfs

N&W Territory Color-Light Signal Rules

3-Head Masts

2-Head Masts

1-Head Masts

2-Head Dwarfs

1-Head Dwarfs

Southern Territory Color-Light Signal Rules

3-Head Masts

2-Head Masts

1-Head Masts

2-Head Dwarfs

1-Head Dwarfs

New York Central Railroad Color-Light Signal Rules

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 2-Head Dwarfs
- 1-Head Dwarfs

Union Pacific Railroad Color-Light Signal Rules

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 2-Head Dwarfs
- 1-Head Dwarfs

Canadian Railroad Operating Rules (CROR) Signal Rules

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 2-Head Dwarfs
- 1-Head Dwarfs

Northeast Operating Rules Advisory Committee (NORAC) Signal Rules

- 3-Head Masts
- 2-Head Masts
- 1-Head Masts
- 2-Head Dwarfs
- 1-Head Dwarfs

Color-Position-Light Signals:

CSX Transportation

System Standard / B&O Legacy

- B&O CPL Mast
- B&O CPL Dwarf

Conrail Legacy

- PRR Colorized PL 2-Head Mast
- PRR Colorized PL 1-Head Mast
- PRR Colorized PL 2-Head Dwarf

Baltimore & Ohio Railroad

- B&O CPL Mast
- B&O CPL Dwarf

Norfolk Southern

Conrail Legacy

- PRR Colorized PL 2-Head Mast
- PRR Colorized PL Dwarf

Norfolk and Western Legacy

- N&W CPL 2-Head Mast
- N&W CPL 1-Head Mast
- N&W CPL Dwarf

Pennsylvania Railroad

PRR Colorized PL 2-Head Mast
PRR Colorized PL 1-Head Mast
PRR Colorized PL 2-Head Dwarf

Norfolk and Western Railway

N&W CPL 2-Head Mast
N&W CPL 1-Head Mast
N&W CPL Dwarf

Union Pacific Railroad

UP CPL

Northeast Operating Rules Advisory Committee

PRR Colorized PL 2-Head Mast
PRR Colorized PL 1-Head Mast
PRR Colorized PL 2-Head Dwarf
B&O CPL Mast
B&O CPL Dwarf

Position-Light Signals:

Pennsylvania Railroad

PRR PL 2-Head Mast
PRR PL 1-Head Mast
PRR PL 2-Head Dwarf
PRR PL 1-Head Dwarf

Norfolk Southern Railroad

Pennsylvania Legacy

PRR PL 2-Head Mast
PRR PL 1-Head Mast
PRR PL 2-Head Dwarf
PRR PL 1-Head Dwarf

CSX Transportation

Pennsylvania Legacy

PRR PL 2-Head Mast
PRR PL 1-Head Mast
PRR PL 2-Head Dwarf
PRR PL 1-Head Dwarf

Color Light -> CSXT -> System Standard / Seaboard

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 3 G- 4 G-G	1281	Clear	Proceed
13 Y-FG-R- 14 Y-FG- 14 Y-FG	1281-B	Approach Limited	Proceed, approaching next signal not exceeding Limited Speed
15 R-FG-R- 16 R-FG- 16 R-FG	1281-C	Limited Clear	Limited Speed through turnouts, crossovers, siding, and over power-operated switches; then proceed at posted speed
17 R-FY-R- 18 R-FY- 18 R-FY	1281-D	Limited Approach	Limited Speed through turnouts, crossovers, sidings, and over power-operated switched; then proceed, prepared to stop at next signal
19 Y-G-R- 20 Y-G- 20 Y-G	1282	Approach Medium	Proceed, approaching next signal not exceeding Medium Speed
21 Y-Y-R- 22 Y-Y-	1282-A	Advance Approach	Proceed, prepared to stop at second signal
5 R-G-R- 6 R-G- 6 R-G	1283	Medium Clear	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed at posted speed
23 R-Y-FG-	1283-A	Medium Approach Medium	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Medium Speed
24 R-Y-G-	1283-B	Medium Approach Slow	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Slow Speed
25 R-Y-Y- 22 Y-Y	1283-C	Medium Advance Approach	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; the proceed, prepared to stop at second signal
26 Y-R-G-	1284	Approach Slow	Proceed, approaching next signal not exceeding Slow Speed
7 Y-R-R- 8 Y-R- 9 Y-	1285	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 signal

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26 R-Y-R-			Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.
29 R-Y-	1286	Medium Approach	
29 R-Y-			
30 R-R-G-			Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed at posted speed
2 G-R	1287	Slow Clear	
3 G			
31 R-R-Y-			Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal
8 Y-R	1288	Slow Approach	
9 Y			
33 L-R-R-			
34 R-L-R-			
32 R-R-L-			
35 L-R-			
36 R-L-	1290	Restricting	Proceed at Restricted Speed
37 L-			
35 L-R			
36 R-L			
37 L			
	1291	Restricted Proceed	W/ Plate or "P" Sign: Proceed at Restricted Speed
	1292	Stop	W/O Number Plate or Sign: Stop
	1293	Stop and Check	W/ "C" Sign: Stop and check position of drawbridge, spring switch, derails or gates protecting railroad crossings. If way is clear and drawbridge, spring switch, derails or gate are in proper position, proceed at restricted proceed
10 R-R-R-			
11 R-R-			
12 R-			
11 R-R			
12 R			
	1294	Stop and Open Switch	W/ "S" Marker Illuminated: Stop and open hand-operated switch
	1298	Grade	W/ "G" Sign: Proceed at Restricted Speed

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Color Light -> CSXT -> Chessie System / C&O

Aspects	Rule No.	Indication	Instruction
41 G-R-D- 2 G-R-			Proceed
42 G-D- 3 G- 3 G	C1281	Clear	*Dwarf Requires Number Plate
47 Y-FG-D- 14 Y-FG- 14 Y-FG	C1281-B	Approach Limited	Proceed, approaching next signal not exceeding Limited Speed
64 R-FG-D- 16 R-FG-	C1281-C	Limited Clear	Limited Speed through turnouts, crossovers, siding, and over power-operated switches; then proceed at posted speed
66 R-FY-Y-	C1281-D	Limited Approach	Limited Speed through turnouts, crossovers, sidings, and over power-operated switched; then proceed, prepared to stop at next signal
80 Y-G-D- 20 Y-G- 20 Y-G	C1282	Approach Medium	Proceed, approaching next signal not exceeding Medium Speed
81 R-G-D- C R-G- 51 FG	C1283	Medium Clear	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed at posted speed
23 R-Y-FG-	C1283-A	Medium Approach Medium	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Medium Speed
24 R-Y-G-	C1283-B	Medium Approach Slow	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Slow Speed
46 Y-Y-D- 22 Y-Y-	C1284	Approach Slow	Proceed, approaching next signal not exceeding Slow Speed
82 Y-R-D- 8 Y-R- 9 Y- 9 Y 9 *Y	C1285	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 signal *Number Plate Required
25 R-Y-Y- 27 FY	C1286	Medium Approach	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.

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30 R-R-G- 2 G-R 3 G	C1287	Slow Clear	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; the proceed at posted speed
38 R-Y-R- 8 Y-R	C1288	Slow Approach	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal
40 R-Y-D- 29 R-Y- 29 R-Y 35 L-R 36 R-L 37 9 Y 37 L	C1290	Restricting	Proceed at Restricted Speed
39 R-R-D- 10 R-R-R- 11 R-R- 38 R-D- 12 R- 11 R-R 12 R	C1291	Restricted Proceed	W/ Plate or "P" Sign: Proceed at Restricted Speed
	C1292	Stop	W/O Number Plate or Sign: Stop
	C1298	Grade	W/ "G" Sign: Proceed at Restricted Speed

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Color Light -> CSXT -> Conrail

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 4 G-G- 42 G-D- 3 G- 4 G-G-	CR1281	Clear	Proceed
53 FG-R-R- 54 FG-R- 51 FG-	CR1281-A	Cab Speed	Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 mph if Cab Speed cab signal is displayed without a signal speed, or if cab signals are no operative.
13 Y-FG-R- 14 Y-FG- 14 Y-FG	CR1281-B	Approach Limited	Proceed, approaching next signal not exceeding Limited Speed
15 R-FG-R- 16 R-FG- FG-R- 51 FG	CR1281-C	Limited Clear	Limited Speed through turnouts, crossovers, siding, and over power-operated switches; then proceed at posted speed
19 Y-G-R- 20 Y-G- 20 Y-G	CR1282	Approach Medium	Proceed, approaching next signal not exceeding Medium Speed
55 FY-R-R- 56 FY-R- 27 FY-	CR1282-A	Advanced Approach	Proceed, prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as locomotive passes the signal
5 R-G-R- 6 R-G- G-FR	CR1283	Medium Clear	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed at posted speed
24 R-Y-G-	CR1283-A	Medium Approach Medium	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, approaching next signal not exceeding Medium Speed
Y-R-G- 21 Y-Y-R- 22 Y-Y- 22 Y-Y	CR1284	Approach Slow	Proceed, approaching next signal not exceeding Slow Speed. Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as the locomotive passes the signal
7 Y-R-R- 8 Y-R- 45 Y-D- 9 Y-	CR1285	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 signal

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28 R-Y-R- 18 R-FY- 43 Y-FR	CR1286	Medium Approach	Medium Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal.
30 R-R-G- 2 G-R 3 G	CR1287	Slow Clear	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed at posted speed
44 R-R-FY- 8 Y-R 27 FY	CR1288	Slow Approach	Slow Speed through turnouts, crossovers, sidings, and over power-operated switches; then proceed, prepared to stop at next signal
31 R-R-Y- 32 R-R-L- 29 R-Y- 36 R-L- 37 L- 29 R-Y 37 L	CR1290	Restricting	Proceed at Restricted Speed until the entire train has cleared all switches (if signal is a CP signal) and the leading wheels have passed a more favorable signal, or entered non-signaled DCS territory
10 R-R-R- 11 R-R- 38 R-D- 12 R- 11 R-R 12 R	CR1291	Restricted Proceed	W/ Number Plate: Proceed at Restricted Speed
	CR1292	Stop	W/O Number Plate or Sign: Stop

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Color Light -> CN Railway -> Block and Interlocking Route Signals

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 42 G-D- 3 G- 62 G-D-D- 63 G-D-R- 42 G-D-	803	Clear	Proceed
55 FY-R-R- 56 FY-R- 57 FY-D- 27 FY-	804	Advance Approach	Proceed prepared to stop at second signal
7 Y-R-R- 8 Y-R- 45 Y-D- 9 Y- 27 FY- 69 D-Y-R-	805	Approach	Proceed prepared to stop at next signal
104 Y-FR-R- 103 Y-FR- 105 Y-L-	806	Approach Restricting	Proceed prepared to pass next signal at restricted speed
95 FY-G- 54 FG-R- 51 FG-	807	Advance Approach Diverging	Proceed prepared to enter diverging at second signal at prescribed speed
19 Y-G-R- 93 Y-FY-R- 21 Y-Y-R- 20 Y-G- 22 Y-Y- 94 Y-FY-	808	Approach Diverging	Proceed, prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal
5 R-G-R- 30 R-R-G- 76 R-R-FG- 6 R-G-	809	Diverging Clear	Proceed on diverging route at prescribed speed
15 R-FG-R- 65 R-FG-FG- 66 R-FG-G- 16 R-FG-	810	Diverging Clear Approach Diverging	Proceed on diverging route at prescribed speed prepared to enter diverging route at next signal at prescribed speed. Proceed prepared to stop at second signal.
17 R-FY-R- 70 R-FY-FY- 68 R-FY-Y- 18 R-FY-	811	Diverging Advance Approach	Proceed on diverging route at prescribed speed prepared to stop at second signal
28 R-Y-R- 31 R-R-Y- 41 R-R-FY- 29 R-Y-	812	Diverging Approach	Proceed on diverging route at prescribed speed prepared to stop at next signal

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113 FR-Y-R- 114 FR-Y-	813	Diverging Approach Restricting	Proceed on diverging route at prescribed speed prepared to pass next signal at restricted speed
115 FR-R-R- 120 R-FR-R- 77 R-R-FR- 34 R-L-R- 32 R-R-L- 116 FR-R- 78 R-FR- 35 L-R- 36 R-L- 79 FR- 37 L- 118 D-L-R-	814	Restricting	Proceed at restricted speed
10 R-R-R- 11 R-R- 380 R-D- 12 R- 119 D-D-R- 120 D-R- 12 R-	815	Restricted Proceed	W/ Number Plate: Proceed at restricted speed
	816	Stop	W/O Number Plate: Stop

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Color Light -> CN Railway -> Block and Interlocking Speed Signals

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 3 G- 4 G-G	817	Clear	Proceed
55 FY-R-R- 56 FY-R- 27 FY-	818	Advance Approach	Proceed, prepared to stop at second signal
25 R-Y-Y-	818.1	Medium Advance Approach	Proceed not exceeding 25 MPH through turnouts, then proceed prepared to stop at second signal
70 R-FY-FY-	818.2	Limited Advance Approach	Proceed not exceeding 40 MPH through turnouts, then proceed prepared to stop at second signal
7 Y-R-R- 8 Y-R- 9 Y-	819	Approach	Proceed, prepared to stop at next signal
13 Y-FG-R- 14 Y-FG- 14 Y-FG	820	Approach Limited	Proceed approaching next signal not exceeding 40 MPH
19 Y-G-R- 20 Y-G- 20 Y-G	821	Approach Medium	Proceed approaching next signal not exceeding 25 MPH
21 Y-Y-R- 22 Y-Y- 22 Y-Y	822	Approach Slow	Proceed, approaching next signal not exceeding 15 MPH
15 R-FG-R- 54 FG-R	823	Limited Clear	Proceed, not exceeding 40 MPH through turnouts
65 R-FG-FG-	824	Limited Clear Limited	Proceed, not exceeding 40 MPH through turnouts, then proceed approaching next signal not exceeding 40 MPH
17 R-FY-R- 56 FY-R	825	Limited Approach	Proceed, not exceeding 40 MPH through turnouts, then proceed prepared to stop at next signal
5 R-G-R- 2 G-R	826	Medium Clear	Proceed, not exceeding 25 MPH through turnouts
107 R-G-G-	827	Medium Clear Medium	Proceed, not exceeding 25 MPH through turnouts, then proceed approaching next signal not exceeding 25 MPH
28 R-Y-R- 8 Y-R	828	Medium Approach	Proceed, not exceeding 25 MPH through turnouts, then proceed prepared to stop at next signal
30 R-R-G- C R-G- 6 R-G 3 G	829	Slow Clear	Proceed, not exceeding 15 MPH through turnouts

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44 R-R-FY- 18 R-FY- 18 R-FY 27 FY	830	Slow Approach	Proceed, not exceeding 15 MPH through turnouts, then proceed prepared to stop at next signal
31 R-R-Y- 29 R-Y- 11 *R-R- 12 *R- 29 R-Y 9 Y	831	Restricting	Proceed at restricting speed *Number Plate required
16 R-R-R- 11 R-R- 17 R- 11 R-R 12 R	832	Stop	Stop

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Color Light -> CN Railway -> Bessemer and Lake Erie

Aspects	Rule No.	Indication	Instruction
2 G-R- 42 G-D- 3 G-	833	Clear	Proceed
50 G-FY-	834	Approach Limited	Proceed approaching next signal not exceeding MPH 35
49 G-Y-	835	Limited Clear	Proceed through turnouts not exceeding 35 MPH
20 Y-G-	836	Approach Medium	Proceed approaching next signal not exceeding 30 MPH
16 R-FG- 51 FG	837	Medium Clear	Proceed through turnouts not exceeding 30 MPH
6 R-G-	838	Medium Approach Medium	Proceed through turnouts not exceeding 30 MPH, approaching next signal not exceeding 30 MPH
8 Y-R- 45 Y-D- 9 Y-	839	Approach	Proceed prepared to stop at next signal
18 R-FY-	840	Medium Approach	Proceed through turnouts not exceeding 30 MPH, prepared to stop at next signal
3 G	841	Slow Clear	Proceed through turnouts not exceeding 20 MPH
27 FY	842	Slow Approach	Proceed through turnouts not exceeding 20 MPH, prepared to stop at next signal
29 R-Y- 38 R-D- 12 R- FR	843	Restricting	Proceed at restricted speed
11 R-R- 12 RI	844	Stop	Stop

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Color Light -> LS&I RR -> Block & Interlocking Signals

Aspects	Rule No.	Indication	Instruction
2 G-R- 42 G-D- 3 G-	230	Clear	Proceed
8 Y-R- 45 Y-D- 9 Y-	231	Approach	Proceed prepared to stop at next signal
6 R-G-	232	Diverging Clear	Proceed on diverging route at prescribed speed
29 R-Y-	233	Diverging Approach	Proceed on diverging route at prescribed speed prepared to stop at next signal
35 L-R- 36 R-L- 37 L-	234	Restricting	Proceed at restricted speed
// R-R- 12 R-	235	Stop	Stop

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Color Light -> BNSF Railway Signal Aspects and Indications

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 63 G-D-R- 41 G-R-D- 62 G-D-D- 2 G-R- 42 G-D- 3 G- 2 G-R 42 G-D 3 G	9.1.3	Clear	Proceed
14 Y-FG- 14 Y-FG	9.1.4	Approach Limited	Proceed prepared to pass the next signal not exceeding 60 MPH and be prepared to end diverging route at prescribed speed
19 Y-G-R- 80 Y-G-D- 20 Y-G- 20 Y-G	9.1.5	Advance Approach	Proceed prepared to pass next signal not exceeding 50 MPH and be prepared to enter diverging route at prescribed speed
55 FY-R-R- 58 FY-R-D- 59 FY-D-R- 60 FY-D-D- 21 Y-Y-R- 46 Y-Y-D- 56 FY-R- 57 FY-D- 22 Y-Y- 27 FY- 56 FY-R 57 FY-D 22 Y-Y 27 FY	9.1.6	Approach Medium	Proceed prepared to pass next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed
106 Y-L-R- 104 Y-FR-R- 83 Y-FR-D- 105 Y-L- 45 Y-FR- 105 Y-L	9.1.7	Approach Restricting	Proceed prepared to pass next signal at restricted speed

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7 Y-R-R- 82 Y-R-D- 85 Y-D-R- 84 Y-D-D- 8 Y-R- 45 Y-D- 121 D-Y- 9 Y- 8 Y-R- 45 Y-D- 121 D-Y- 9 Y-	9.1.8	Approach	Proceed prepared to stop at next signal, trains exceeding 30 MPH must immediately reduce to that speed
5 R-G-R- 81 R-G-D- 30 R-R-G- 6 R-G- 6 R-G-	9.1.9	Diverging Clear	Proceed on diverging route not exceeding prescribed speed through turnout(s)
25 R-Y-Y-	9.1.10	Diverging Approach Diverging	Proceed on diverging route not exceeding prescribed speed through turnout, prepared to advance on diverging route at the next signal, not exceeding prescribed speed through turnout
17 R-FY-R- 71 R-FY-D- 18 R-FY- 18 R-FY-	9.1.11	Diverging Approach Medium	Proceed on diverging route not exceeding prescribed speed through turnout, prepared to pass next signal not exceeding 35 MPH
28 R-Y-R- 40 R-Y-D- 31 R-R-Y- 29 R-Y-	9.1.12	Diverging Approach	Proceed on diverging route not exceeding prescribed speed through turnout, and approach next signal preparing to stop. If exceeding 30 MPH immediately reduce to that speed. Note speed is 40 MPH for Passenger trains
11 R-R- 38 R-D- 120 D-R- 12 R- 11 R-R- 38 R-D- 17 R-	9.1.13	Restricting	Proceed at Restricted Speed Number and/or "G" Plate Required

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115	FR-R-R-			
126	R-FR-R-			
77	R-R-FR-			
117	FR-D-R-			
96	FR-R-D-			
87	R-FR-D-			
127	D-FR-R-			
33	L-R-R-			
34	R-L-R-			
32	R-R-L-			
116	FR-R-			
88	FR-D-			
112	D-FR-			
78	R-FR-			
35	L-R-	9.1.13	Restricting	Proceed at Restricted Speed
36	R-L-			
123	D-L-			
79	FR-			
37	L-			
116	FR-R			
78	R-FR			
88	FR-D			
112	D-FR			
35	L-R			
36	R-L			
89	L-D			
123	D-L			
79	FR			
37	L			
10	R-R-R-			
39	R-R-D-			
124	R-D-R-			
125	D-R-R-			
11	R-R-			
38	R-D-	9.1.15	Stop	Stop
120	D-R-			
11	R-R			
38	R-D			
12	R			

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Color Light -> Amtrak -> Amtrak Michigan Line Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 3 G-	9.1.1	Clear	Proceed
55 FY-R-R- 56 FY-R- 27 FY-	9.1.2	Advance Approach	Proceed prepared to stop at the second signal. Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as the engine passes the Advance Approach signal.
21 Y-Y-R- 22 Y-Y-	9.1.3	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
7 Y-R-R- 8 Y-R- 9 Y-	9.1.4	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
3 G	9.1.5	Slow Clear	Proceed at Slow Speed until the entire train clears all interlocking or spring switches, then proceed at maximum authorized speed
21 FY	9.1.6	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
31 R-R-Y- 29 R-Y- 9 Y	9.1.7	Restricting	Proceed at Restricted Speed until the entire train has cleared all interlocking and spring switches and the leading wheels have passed a more favorable fixed signal or entered non-signaled territory *
10 R-R-R- 11 R-R- 12 R-	9.1.8	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 passed a more favorable fixed signal or entered non-signaled territory *Number Plate Required
10 R-R-R- 11 R-R- 12 R-	9.1.9	Stop	Stop
19 Y-G-R- 20 Y-G-	9.1.10	Approach Medium	Proceed approaching the next signal at Medium Speed
13 Y-FG-R- 14 Y-GR-	9.1.11	Approach Limited	Proceed approaching the next signal at Limited Speed

Y-FG-|

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5 R-G-R- 6 R-G-	9.1.12	Medium Clear	Proceed at Medium Speed until entire train clears all interlocking or spring switches, then proceed at maximum authorized speed.
15 R-FG-R- 16 R-FG-	9.1.13	Limited Clear	Proceed at Limited Speed until entire train clears all interlocking or spring switches, then proceed at maximum authorized speed
28 R-Y-R- 18 R-FY-	9.1.14	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 Medium signal is clearly visible

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Color Light -> Norfolk Southern -> Conrail Territory Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 42 G-D- 3 G- 4 G-G	306	Clear	Proceed at authorized speed
13 Y-FG-R- 14 Y-FG- 14 Y-FG	307	Approach Limited	Proceed approaching the next signal not exceeding limited speed
15 R-FG-R- 16 R-FG- 54 FG-R 51 FG	308	Limited Clear	Proceed at limited speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed
19 Y-G-R- 20 Y-G- 20 Y-G	309	Approach Medium	Proceed approaching the next signal at Medium Speed
55 FY-R-R- 56 FY-R- 57 FY-D- 27 FY-	310	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 signal
5 R-G-R- 6 R-G- 61 G-FR	311	Medium Clear	Proceed at medium speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed
24 R-Y-G-	312	Medium Approach Medium	Proceed at medium speed until entire train clears all interlocking, controlled point, 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
26 Y-R-G- 21 Y-Y-R- 21 Y-Y- 22 Y-Y	313	Approach Slow	Proceed approaching the next signal at slow speed. Trains exceeding medium speed must at once reduce to that speed
7 Y-R-R- 8 Y-R- 45 Y-D- 9 Y-	314	Approach	Proceed prepared to stop at the second signal. Trains exceeding medium speed must at once reduce to that speed
28 R-Y-R- 18 R-FY- 43 Y-FR	315	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

30 R-R-G- 2 G-R 3 G	316	Slow Clear	Proceed at slow speed until entire train clears all interlocking, controlled point, or spring switches, then proceed at authorized speed
44 R-R-FY- 8 Y-R 27 FY	317	Slow Approach	Proceed prepared to stop at next signal. Slow speed applies until entire train clears all interlocking, controlled point, or spring switches, then medium speed applies
31 R-R-Y- 29 R-Y- 11 *R-R- 38 *R-D- 29 R-Y 12 *R- 9 Y	318	Restricting	Proceed at restricting speed until entire train clears all interlocking, controlled point, or spring switches, and the leading end has either passed a more favorable fixed signal, or entered rule 171 (non-signaled) territory *Number plate required
10 R-R-R- 11 R-R- 38 R-D- 12 R- 11 R-R- 12 R	319	Stop	Stop

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Color Light -> Norfolk Southern -> N&W Territory Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 3 G- 2 G-R 3 *G	326	Clear	Proceed at authorized speed *Number Plate required
1 Y-G-R- 20 Y-G- 20 Y-G	327	Approach Diverging	Proceed preparing to take diverging route beyond next signal at authorized speed
21 Y-Y-R- 22 Y-Y- 21 Y-Y	328	Advance Approach	Proceed preparing to stop at second signal
5 R-G-R- 6 R-G- 108 L-G- 6 C R-G 108 L-G	329	Diverging Clear	Proceed through diverging route, observing authorized speed through turnout(s) or crossover(s)
17 R-FY-R- 127 L-FY- 127 L-FY	330	Diverging Approach Diverging	Proceed through turnout(s) or crossover(s) at authorized speed preparing to take diverging route beyond next signal at authorized speed
7 Y-R-R- 8 Y-R- 7 Y- 7 *Y	331	Approach	Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed *Number Plate required
28 R-Y-R- 126 L-Y- 128 L-Y	333	Diverging Approach	Proceed through diverging route, observing authorized speed through turnout(s) and crossover(s) preparing to stop at next signal. Trains exceeding medium speed must at once begin reduction to that speed
30 R-R-G- 3 G	334	Slow Clear	Proceed; Slow sped within controlled point/interlocking limits or through turnout(s) or crossover(s)
8 Y-R 27 FY	335	Slow Approach	Proceed preparing to stop at next signal; slow speed within controlled point/interlocking limits or through turnout(s) or crossover(s)
31 R-R-Y- 29 R-Y- 29 R-Y 9 Y	336	Restricting	Proceed at restricted speed, until the leading end either passes a more favorable fixed signal, or enters non-signaled track
10 R-R-R- 11 R-R- 12 R- 11 R-R 12 R	337	Stop	Stop

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Color Light -> Norfolk Southern -> Southern Territory Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 3 G- 2 G-R- 3 *G-	340	Clear	Proceed at authorized speed *Number Plate required
19 Y-G-R- 29 Y-G- 20 Y-G-	341	Approach Diverging	Proceed preparing to take diverging route at next signal at authorized speed
21 Y-Y-R- 22 Y-Y- 22 Y-Y-	342	Advance Approach	Proceed preparing to stop at second signal
5 R-G-R- 30 R-R-G- 6 R-G- 6 R-G-	343	Diverging Clear	Proceed through diverging route, observing authorized speed through turnout(s) and crossover(s)
55 FY-R-R- 56 FY-R- 27 FY- 56 FY-R- 27 *FY-	344	Approach Restricted	Proceed, approaching next signal at restricted speed, not exceeding 15 MPH. Train exceeding medium speed must at once reduce to that speed *Number Plate Required
17 R-FY-R- 44 R-R-FY- 18 R-FY- 18 R-FY-	345	Diverging Approach Restricted	Proceed through diverging route, observing authorized speed through turnout(s) and crossover(s), approaching next signal at Restricted Speed, not exceeding 15 MPH. Train exceeding medium speed must at once begin reduction to that speed
7 Y-R-R- 8 Y-R- 9 Y- 8 Y-R- 9 *Y-	346	Approach	Proceed preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed *Number Plate Required
28 R-Y-R- 29 R-Y- 29 R-Y-	347	Diverging Approach	Proceed onto diverging route, observing authorized speed through turnout(s) and crossover(s), preparing to stop at the next signal. Trains exceeding medium speed must at once reduce to that speed
31 R-R-Y- 29 R-Y- 11 *R-R- 12 *R- 12 9 Y- 12 *R-	348	Restricting	Proceed at Restricted Speed. Restricted speed must be observed until the leading wheels reach a more favorable fixed signal, or enter non-signaled territory *Number Plate Required

<i>16</i> R-R-R-			
<i>11</i> R-R-			
<i>12</i> R-			
<i>16</i> R-R			
<i>12</i> R			

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Color Light -> New York Central Color-Light Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 52 G-G-R- 2 G-R- 4 G-G- 3 G- 4 G-G-	281	Clear	Proceed at maximum track speed
48 G-Y-R- 49 G-Y- 49 G-Y	281-A	Advance Approach Medium	Proceed approaching second signal at medium speed
13 Y-FG-R- 14 Y-FG- 14 Y-FG	281-B	Approach Limited	Proceed approaching the next signal at Limited Speed. Trains exceeding 60 MPH must at once reduce to that speed. Reduction to 60 MPH must commence before passing signal, and must be completed before accepting a more favorable indication
15 R-FG-R- 16 R-FG- 16 R-FG 51 FG	281-C	Limited Clear	Proceed. Limited Speed applies through interlocking limits
17 R-FY-R- 18 R-FY- 18 R-FY 27 FY	281-D	Limited Approach	Proceed at limited speed prepared to stop at next signal
19 Y-G-R- 20 Y-G- 20 Y-G	282	Approach Medium	Proceed, approaching next signal at Medium Speed. Trains exceeding limited speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal, and must be completed before accepting a more-favorable indication
21 Y-Y-R- 22 Y-Y- 22 Y-Y	282-A	Advance Approach	Proceed preparing to stop at second signal. Trains exceeding Limited Speed must at once reduce to that speed. Reduction to limited speed must commence before passing signal, and must be completed before accepting a more-favorable indication
5 R-G-R- 6 R-G-	283	Medium Clear	Proceed. Medium speed within interlocking limits
25 R-Y-Y-	283-A	Medium Advance Approach	Proceed preparing to stop at second signal. Medium speed within interlocking limits
24 R-Y-G-	283-B	Medium Approach Slow	Proceed at medium speed, approaching next signal at slow speed

26 Y-R-G-	284	Approach Slow	Proceed approaching next signal at slow speed. Trains exceeding medium speed must at once reduce to that speed
7 Y-R-R- 8 Y-R- 9 Y-	285	Approach	Proceed prepared to stop at the next signal. Trains exceeding medium speed must at once reduce to that speed. Reduction to medium speed must commence before passing signal, and must be complete before accepting a more-favorable indication
28 R-Y-R-	286	Medium Approach	Proceed at medium speed prepared to stop at the next signal
30 R-R-G- 6 R-G- 2 G-R- 3 G-	287	Slow Clear	Proceed. Slow speed within interlocking limits
38 Y-R	288	Slow Approach	Proceed prepared to stop at the next signal. Slow speed within interlocking limits
31 R-R-Y- 29 R-Y- 29 R-Y- 9 Y-	290	Restricting	Proceed at restricted speed
16 R-R-R- 11 R-R- 12 R-	291	Stop and Proceed	Stop before passing signal. Then proceed at restricted speed <small>*Requires offset heads and/or number plate</small>
10 R-R-R- 11 R-R- 12 R- 11 R-R- 12 R-	292	Stop	Stop before passing signal

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Color Light -> Union Pacific -> Color-Light Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 63 G-D-R- 62 G-D-D- 2 G-R- 42 G-D- 3 G- 2 G-R- 3 G	9.2.1	Clear	Proceed
13 Y-FG-R- 14 Y-FG- 14 Y-FG	9.2.2	Approach Clear Sixty	Proceed. Freight trains exceeding 60 MPH must immediately reduce to 60 MPH. Passenger train may proceed, but be prepared to pass the next signal not exceeding 60 MPH. When signal governs the approach to a control point with a 60 MPH turnout speed be prepared to advance on diverging route
19 Y-G-R- 20 Y-G- 20 Y-G	9.2.3	Approach Clear Fifty	Proceed. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger train may proceed, but be prepared to pass the next signal not exceeding 50 MPH. When signal governs the approach to a control point with a 50 MPH turnout speed be prepared to advance on diverging route
55 FY-R-R- 59 FY-D-R- 60 FY-D-D- 56 FY-R- 57 FY-D- 27 FY- 56 FY-R- 27 FY	9.2.4	Advance Approach	Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 40 MPH. When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route
55 FY-R-R- 59 FY-D-R- 60 FY-D-D- 56 FY-R- 57 FY-D- 27 FY- 56 FY-R- 27 FY	9.2.4P	Advance Approach Passenger	Proceed prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 60 MPH Requires "C" Commuter Plaque

21 Y-Y-R- 129 Y-R-Y- 46 Y-Y-D- 22 Y-Y- 22 Y-Y	9.2.5	Approach Diverging	Proceed prepared to advance on diverging route at next signal at prescribed speed through turnout
7 Y-R-R- 85 Y-D-R- 84 Y-D-D- 8 Y-R- 45 Y-D- 121 D-Y- 9 Y- 8 Y-R- 9 Y	9.2.6	Approach	Proceed prepared to stop before any part of the train passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH
106 Y-L-R- 105 Y-L- 45 Y-FR- 105 Y-L	9.2.7	Approach Restricting	Proceed prepared to pass next signal at Restricted Speed, but not exceeding 15 MPH. When the next signal is seen to display a proceed indication, the requirement to pass the next signal at restricted speed no longer applies. Speed may be resumed once leading wheels of train have passed the (next) signal
15 R-FG-R- 16 R-FG- 16 R-FG	9.2.8	Diverging Clear Limited	Proceed on diverging route. Speed through turnout must not exceed 40 MPH
5 R-G-R- 81 R-G-D- 30 R-R-G- 6 R-G- 6 R-G	9.2.9	Diverging Clear	Proceed on diverging route not exceeding prescribed speed through turnout
17 R-FY-R- 44 R-R-FY- 18 R-FY- 18 R-FY	9.2.10	Diverging Advance Approach	Proceed on diverging route not exceeding prescribed speed through turnout and be prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains may proceed, but must be prepared to pass next signal not exceeding 40 MPH. When signal governs the approach to a control point with a 40 MPH turnout speed be prepared to advance on normal or diverging route
17 R-FY-R- 16 R-FY- 18 R-FY	9.2.10P	Diverging Advance Approach Passenger	Proceed on diverging route at prescribed speed through turnout prepared to stop at second signal. Freight trains exceeding 40 MPH must immediately reduce to 40 MPH. Passenger trains exceeding 60 MPH must immediately reduce to 60 MPH Requires "C" Commuter Plaque

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28 R-Y-R- 40 R-Y-D- 31 R-R-Y- 29 R-Y- 29 R-Y	9.2.11	Diverging Approach	N diverging route at prescribed speed through turnout prepared to stop before any part of train or engine passes the next signal. Freight trains exceeding 30 MPH must immediately reduce to 30 MPH. Passenger trains exceeding 40 MPH must immediately reduce to 40 MPH
25 R-Y-Y-	9.2.12	Diverging Approach Diverging	Proceed on diverging route not exceeding prescribed speed through turnout prepared to advance on diverging route at the next signal at prescribed speed through the turnout
33 L-R-R- 34 R-L-R- 32 R-R-L- 90 R-L-D- 115 FR-R-R- 126 R-FR-R- 71 R-R-FR- 117 FR-D-R- 91 FR-D-D- 121 D-FR-R- 92 D-FR-D- 110 R-D-FR- 111 D-D-FR- 32 L-R- 32 R-L- 123 D-L- 116 FR-R- 78 R-FR- 88 FR-D- 112 D-FR- 11 * R-R- 38 * R-D- 37 L- 79 FR- 12 * R- 35 L-R 36 R-L 116 FR-R 78 R-FR 37 L 79 FR	9.2.13	Restricting	Proceed at restricted speed, not exceed prescribed speed through turnout when applicable. *Number and "G" Plate required

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16 R-R-R- 11 R-R- 38 R-D- 12 R- 11 R-R- 12 R-	9.2.14	Restricted Proceed	Proceed at restricted speed. Requires number plate
10 R-R-R- 39 R-R-D- 11 R-R- 38 R-D- 12 R- 11 R-R- 12 R-	9.2.15	Stop	Stop before any part of train passes the signal
24 R-Y-G-	9.2.16	Diverging Approach Clear Fifty	Proceed on diverging route at prescribed speed through turnout. Freight trains exceeding 50 MPH must immediately reduce to 50 MPH. Passenger trains may proceed, but must be prepared to pass the next signal not exceeding 50 MPH. When signal governs the approach to a control point with a 50 MPH turnout speed, be prepared to advance on diverging route

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Color Light -> Canadian Railroad Operating Rules -> Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 3 G- 4 G-G	405	Clear	Proceed
13 Y-FG-R- 19 *Y-G-R- 53 G-R-FG- 14 Y-FG- 20 *Y-G- 14 Y-FG 20 *Y-G	406	Clear to Limited	Proceed, approaching next signal at Limited speed * "L" Plate Required
19 Y-G-R- 102 G-R-G- 20 Y-G- 20 Y-G	407	Clear to Medium	Proceed, approaching next signal at Medium Speed
21 Y-Y-R- 103 G-R-FY- 22 Y-Y- 94 Y-FY- 22 Y-Y	408	Clear to Diverging	Proceed, approaching next signal at Diverging Speed "DV" Plate Required
21 Y-Y-R- 103 G-R-FY- 22 Y-Y- 94 Y-FY- 22 Y-Y	409	Clear to Slow	Proceed, approaching next signal at Slow Speed
109 Y-R-FR- 103 Y-FR-	410	Clear to Restricting	Proceed, next signal is displaying Restricting
7 Y-R-R- 8 Y-R- 9 Y-	411	Clear to Stop	Proceed, preparing to stop at next signal
96 FY-FG-R- 97 FY-FG-	412	Advance Clear to Limited	Proceed, approaching second signal at Limited Speed
98 FY-G-R- 95 FY-G-	413	Advance Clear to Medium	Proceed, approaching second signal at Medium Speed
99 FY-Y-R- 100 FY-Y-	414	Advance Clear to Slow	Proceed, approaching second signal at Slow Speed
99 FY-Y-R- 100 FY-Y-	414A	Advance Clear to Diverging	Proceed, approaching second signal at Diverging Speed "DV" Plate required
55 FY-R-R- 56 FY-R- 27 FY-	415	Advance Clear to Stop	Proceed, next signal is displaying Clear to Stop, be prepared to stop at second signal

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15 R-FG-R- 5* R-G-R- 54 FG-R 54 *FG-R	416	Limited to Clear	Proceed at Limited Speed past signal and through turnouts **L" Plate Required
65 R-FG-FG-	417	Limited to Limited	Proceed at Limited Speed past signal and through turnouts, approaching next signal at Limited Speed
66 R-FG-G	418	Limited to Medium	Proceed at Limited Speed past signal and through turnouts, approaching next signal at Medium Speed
67 R-FG-FY- 130 FG-FY	419	Limited to Slow	Proceed at Limited Speed past signal and through turnouts, approaching next signal at Slow Speed
67 R-FG-FY- 130 FG-FY	419A	Limited to Diverging	Proceed at Limited Speed past signal and through turnouts, approaching next signal at Diverging Speed "DV" Plate Required
71 R-FY-FR- 72 R-Y-FR- 131 FG-FR- 101 FY-FR 43 *Y-FR	420	Limited to Restricting	Proceed at Limited Speed past signal and through turnouts, next signal is displaying Restricting **DV" Plate Required
17 R-FY-R- 28 *R-Y-R- 56 FY-R 9 *Y-R	421	Limited to Stop	Proceed at Limited Speed past signal and through turnouts, preparing to stop at next signal
5 R-G-R- 2 G-R	422	Medium to Clear	Proceed at Medium Speed past signal and through turnouts
132 R-G-FG- 133 G-FG	423	Medium to Limited	Proceed at Medium Speed passing signal and through turnouts, approaching next signal at Limited Speed
107 R-G-G-	424	Medium to Medium	Proceed at Medium Speed past signal and through turnouts, approaching next signal at Medium Speed
134 R-G-FY- 50 G-FY	425	Medium to Slow	Proceed at Medium Speed past signal and through turnouts, approaching next signal at Slow Speed
134 R-G-FY- 50 G-FY	425A	Medium to Diverging	Proceed at Medium Speed past signal and through turnouts, approaching next signal at Diverging Speed "DV" Plate Required
135 R-Y-FR- 61 G-FR- 43 Y-FR	426	Medium to Restricting	Proceed at Medium Speed past signal and through turnouts, next signal is displaying Restricting
28 R-Y-R- 8 Y-R	427	Medium to Stop	Proceed at Medium Speed past signal and through turnouts, preparing to stop at next signal

30 R-R-G- 6 R-G- 6 R-G 3 G	428	Diverging to Clear	Proceed at Diverging Speed past signal and through turnouts "DV" Plate Required
44 R-R-FY- 18 R-FY- 18 R-FY 27 FY	429	Diverging to Stop	Proceed at Diverging Speed past signal and through turnouts, preparing to stop at next signal "DV" Plate Required
31 R-R-Y- 29 R-Y- 29 R-Y 9 Y	430	Diverging	Proceed at Reduced Speed, not exceeding Diverging Speed past signal and through turnouts "DV" Plate Required
30 R-R-G- 6 R-G- 6 R-G 3 G	431	Slow to Clear	Proceed at Slow Speed past signal and through turnouts
71 R-FY-FG-	432	Slow to Limited	Proceed at Slow Speed past signal and through turnouts, approaching next signal at Limited Speed
73 R-FY-FG-	432A	Diverging to Limited	Proceed at Diverging Speed past signal and through turnouts, approaching next signal at Limited Speed "DV" Plate Required
74 R-FY-G-	433	Slow to Medium	Proceed at Slow Speed past signal and through turnouts, approaching next signal at Medium Speed
74 R-FY-G-	433A	Diverging to Medium	Proceed at Diverging Speed past signal and through turnouts, approaching next signal at Medium Speed "DV" Plate Required
70 R-FY-FY-	434	Slow to Slow	Proceed at Slow Speed past signal and through turnouts, approaching next signal at Slow Speed
70 R-FY-FY-	434A	Diverging to Diverging	Proceed at diverging speed past signal and through turnouts, approaching next signal at diverging speed "DV" Plate Required
44 R-R-FY- 18 R-FY- 18 R-FY 27 FY	435	Slow to Stop	Proceed at Slow Speed past signal and through turnouts, preparing to stop at next signal

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31 R-R-Y- 29 R-Y- 11 *R-R- 12 *R- 29 R-Y- 9 Y	436	Restricting	Proceed at Restricted Speed * "R" Plate Required
11 *R-R- 12 R-	437	Stop and Proceed	Stop, then proceed at Restricted Speed * Offset signal heads required
77 R-R-FR- 78 R-FR- 79 R-FR 79 FR	438	Take/Leave Siding	<i>Indications will be specific in the Special Instructions for each specific application of this signal</i>
10 R-R-R- 11 R-R- 12 *R- 11 R-R 12 R	439	Stop	Stop * "A" Plate Required

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Color Light -> NORAC -> Color-Light Signal Rules

Aspects	Rule No.	Indication	Instruction
1 G-R-R- 2 G-R- 42 G-D- 4 G-G- 3 G- 4 G-G	281	Clear	Proceed not exceeding Normal Speed
53 FG-R-R- 54 FG-R- 51 FG-	281-A	Cab Speed	Proceed in accordance with cab signal indication. Reduce speed to not exceeding 60 MPH if Cab Speed cab signal is displayed without a signal speed, or if cab signal are not operative
13 Y-FG-R- 14 Y-FG- 14 Y-FG	281-B	Approach Limited	Proceed approaching next signal not exceeding Limited Speed
15 R-FG-R- 16 R-FG- 54 FG-R 51 FG	281-C	Limited Clear	Proceed at Limited Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed
19 Y-G-R- 20 Y-G- 20 Y-G	282	Approach Medium	Proceed approaching the next signal at Medium Speed
55 FY-R-R- 56 FY-R- 27 FY-	282-A	Advanced 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 signal
5 R-G-R- 6 R-G- 61 G-FR	283	Medium Clear	Proceed at Medium Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed
24 R-Y-G-	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 signal is clearly visible
26 Y-R-G- 21 Y-Y-R- 22 Y-Y- 22 Y-Y	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 signal
7 Y-R-R- 8 Y-R- 45 Y-D- 9 Y-	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 signal

28 R-Y-R- 18 R-FY- 43 Y-FR	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
30 R-R-G- 2 G-R 3 G	287	Slow Clear	Proceed at Slow Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed
44 R-R-FY- 8 Y-R 27 FY	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
31 R-R-Y- 32 R-R-L- 29 R-Y- 36 R-L- 37 L- 29 R-Y 37 L	290	Restricting	Proceed at Restricted Speed until entire train has cleared all interlocking and spring switches (if the signal is an interlocking or controlled point signal) and the leading wheels have either passed a more favorable fixed signal, or entered non-signaled territory
10 R-R-R- 11 R-R- 38 R-D- 12 R- 11 R-R	291	Stop and Proceed	Stop, then proceed at Restricted Speed until the entire train has cleared all interlocking or spring switches (if the signal is an interlocking or controlled point signal) and the leading wheels have either passed a more favorable fixed signal, or entered non-signaled territory Number Plate Required
16 R-R-R- 11 R-R- 38 R-D- 12 R- 11 R-R 12 R	292	Stop	Stop

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