

NORAC Signal Indication Memorization Chart		Version 1.2 - July 2008
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<p>Note: The signal indications are listed in the chart below in a way that showcases their similarities and highlights their differences (in red). By allowing your mind to notice first the similarities, then the differences, the whole process of memorization becomes much easier. I divided them into grouped sets of rows for signals of similar purpose. I broke the indications into two parts: Main (middle column) and additional (right column). Other key phrases are highlighted, as well. Send comments, corrections, changes to deltareum(at)yahoo(dot)com.</p>		
Signal Name	Signal Indication	
CLEAR	Proceed not exceeding Normal Speed	
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.
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.
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 automatic block signals, trains not equipped with operative cab signals must approach the next signal at Medium Speed once they have left the interlocking limits.
APPROACH LIMITED	Proceed approaching the next signal at Limited Speed.	
APPROACH MEDIUM	Proceed approaching the next signal at Medium Speed.	
APPROACH SLOW	Proceed approaching the next signal at Slow Speed.	Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as <u>the engine passes</u> the Approach Slow signal.
MEDIUM APPROACH MEDIUM	Proceed at Medium Speed until entire train clears all interlocking or spring switches, the 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 <u>clearly visible</u>.
APPROACH	Proceed prepared to stop at the next signal.	Trains exceeding Medium Speed must begin reduction to Medium Speed as soon as <u>the engine passes</u> the Approach signal.
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 <u>clearly visible</u> .
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.

ADVANCE APPROACH	Proceed prepared to stop at the second signal.	Trains exceeding Limited Speed must begin reduction to Limited Speed as soon as <u>the engine passes</u> the Advance Approach signal.
RESTRICTING	Proceed at Restricted Speed until entire train has cleared all interlocking and spring switches (if signal is an interlocking or CP signal) and the entire train (<i>for NJ Transit only -- NORAC says "leading wheels"</i>) has: 1. Passed a more favorable fixed signal. OR 2. Entered non-signalized 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.
STOP AND PROCEED	Stop, then proceed as in Restricting (above)	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. Where a letter.. (see NORAC)
STOP SIGNAL	Stop.	
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..... (see NORAC)
CAB SPEED	Proceed in accordance with cab signal indication.	Reduce speed to not exceeding 60 MPH if Cab Speed cab signal is displayed with out a signal speed, or if cab signals are not operative.