

TODD's BOOK of SIGNAL ASPECTS

Kansas City Southern

Richmond, Fredericksburg and Potomac

Seaboard System

Baltimore and Ohio

Pennsylvania RR

Norfolk and Western

Atchison, Topeka, and the Santa Fe

Union Pacific

Delaware and Hudson

Southern Pacific

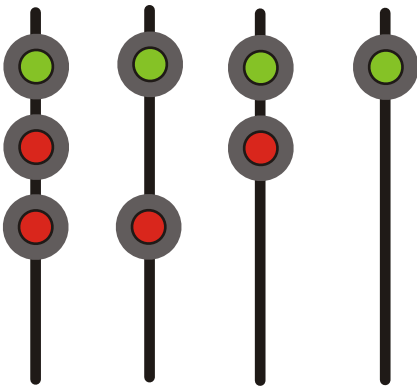
Bessemer and Lake Erie

Amtrak NEC

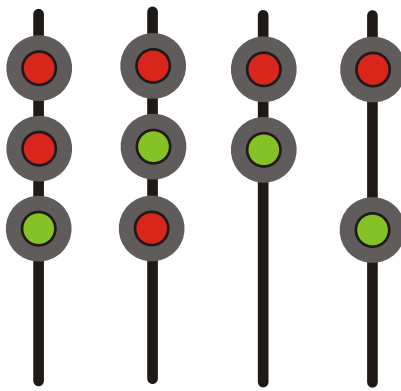
Western Maryland 1913

Signal Family Tree

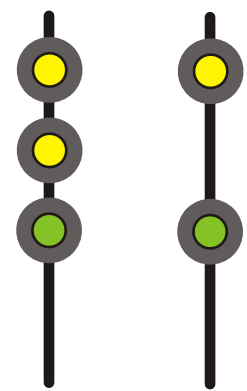
All non-PL or non-CPL signals shown as searchlights,
But can be colorlight, tri-light, or semaphore type signals.



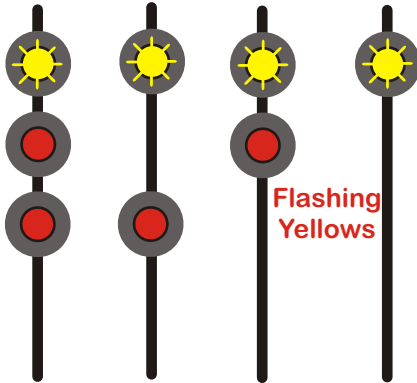
RULE 9.1.1
Clear



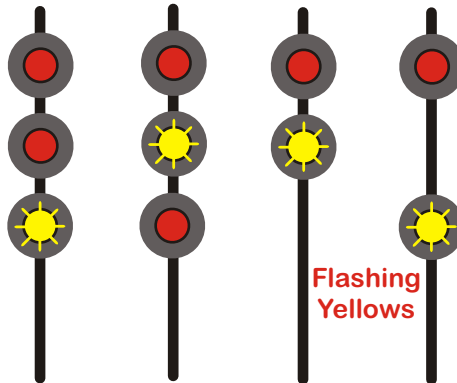
RULE 9.1.2
Diverging Clear



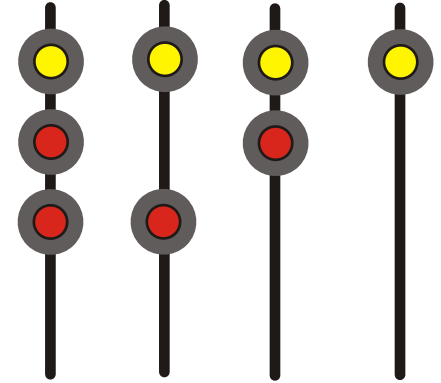
RULE 9.1.3
Approach Diverging



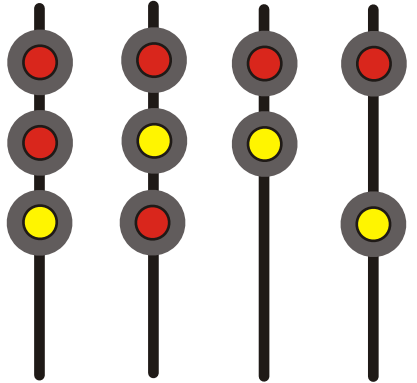
RULE 9.1.4
Medium Approach



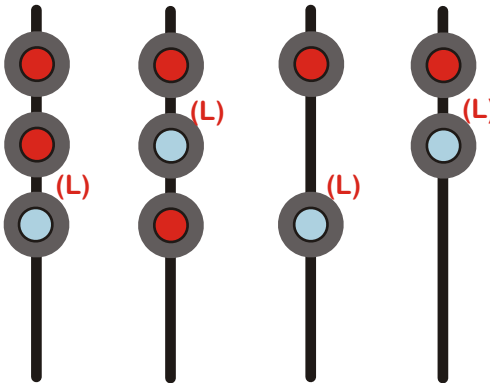
RULE 9.1.5
Diverging Medium Approach



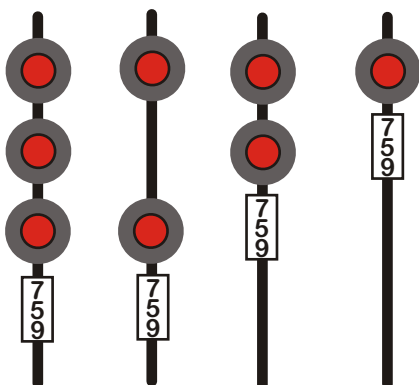
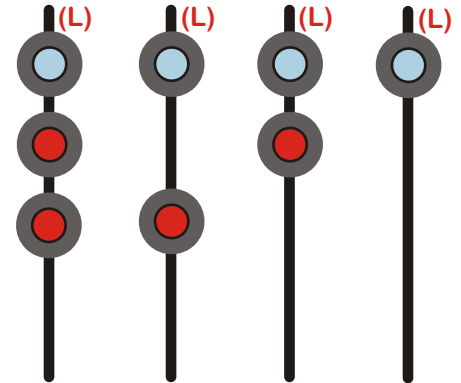
RULE 9.1.6
Approach



RULE 9.1.7
Diverging Approach



RULE 9.1.8
Restricting

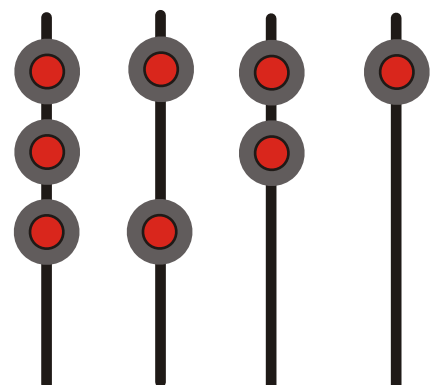


RULE 9.1.9
Restricting Proceed

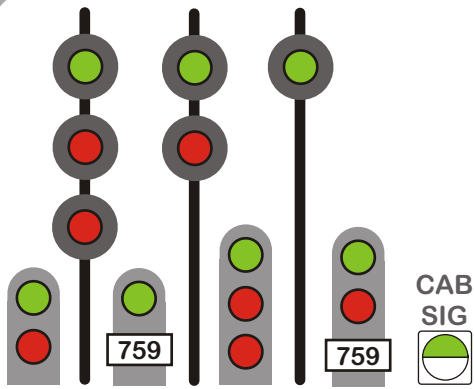
SIGNAL ASPECTS of the KANSAS CITY SOUTHERN

From KCS Timetable #2, dated 3AUG98

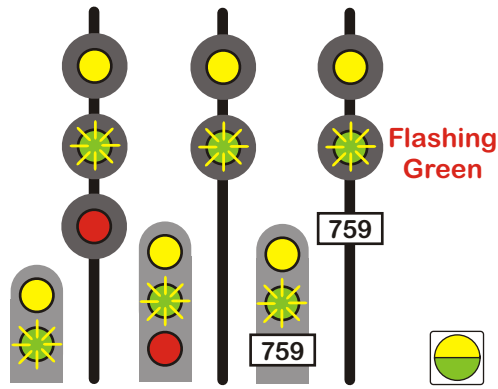
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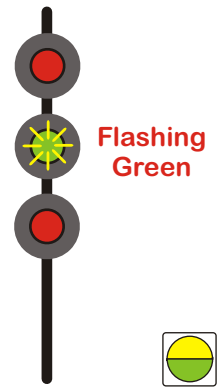
RULE 9.1.10
Stop



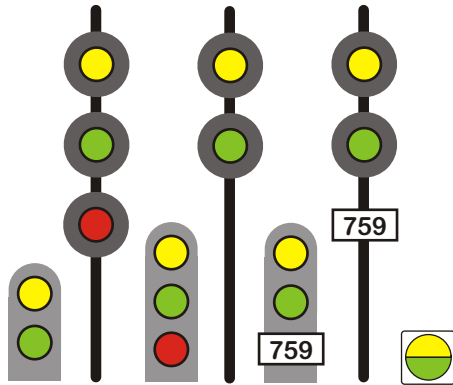
RULE 281
Clear



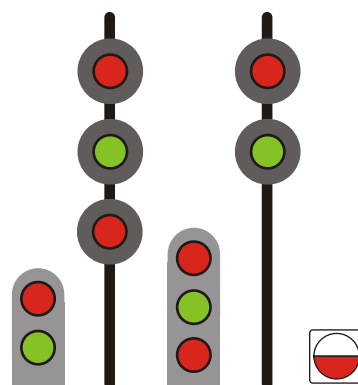
RULE 281b
Approach Limited



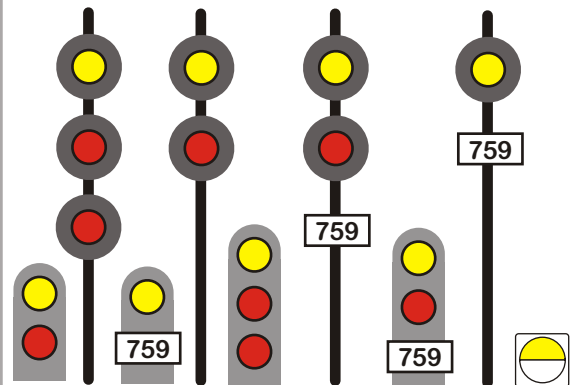
RULE 281c
Limited Clear



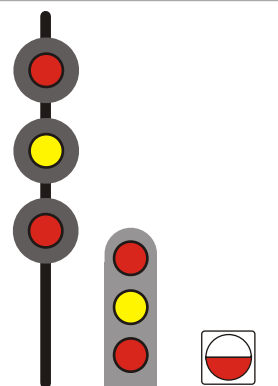
RULE 282
Approach Medium



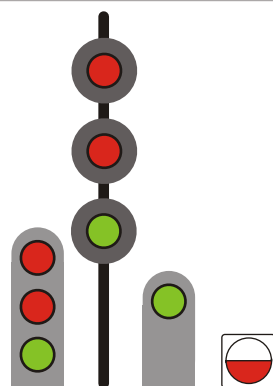
RULE 283
Medium Clear



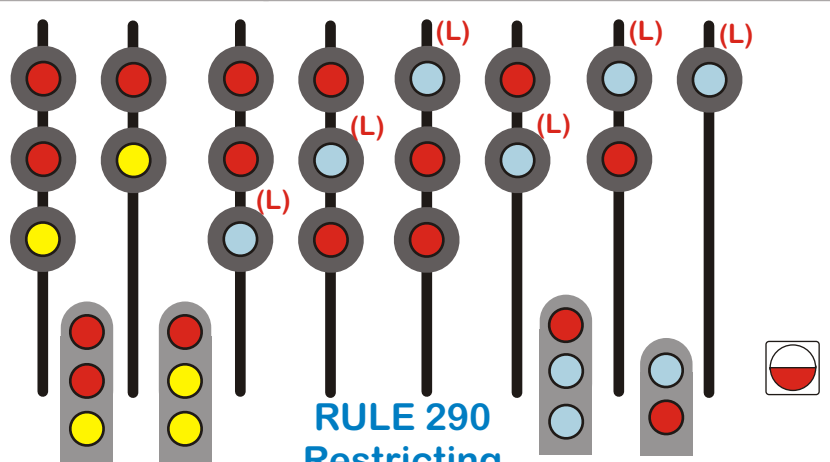
RULE 285
Approach



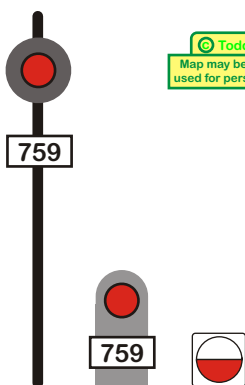
RULE 286
Med Approach



RULE 287
Slow Clear



RULE 290
Restricting

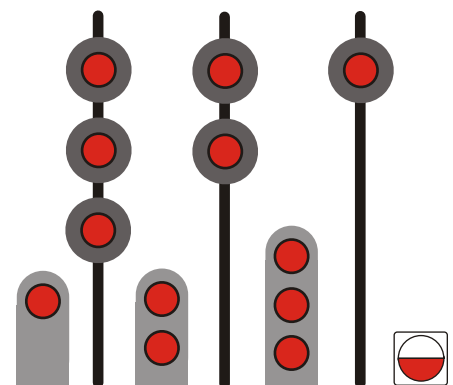


RULE 291
Restricted Proceed

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SIGNAL ASPECTS
of
the
**RICHMOND,
FREDERICKSBURG
& POTOMAC
RAILROAD**

RAILROAD SIGNALS of the U.S.



RULE 292
Stop

11NOV2009



RULE 281
Clear



RULE 281b
Approach Limited



RULE 281c
Limited Clear



RULE 281d
Limited Apr



RULE 282
Approach Medium



RULE 282a
Adv Approach



RULE 283
Medium Clear



RULE 283a
Medium Apr Apr



RULE 283b
Med Apr Slow



RULE 284
Apr Slow



RULE 285
Approach



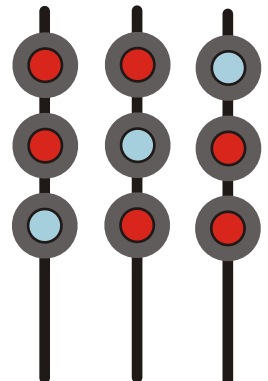
RULE 286
Medium Apr



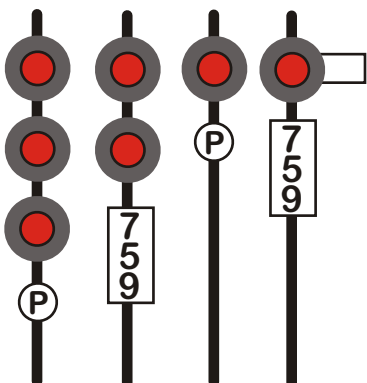
RULE 287
Slow Clear



RULE 288
Slow Approach



RULE 290
Restricting



RULE 291
Restricted Proceed

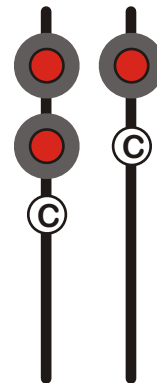


RULE 292
Stop

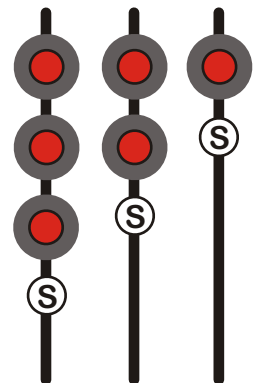
SIGNAL ASPECTS of the SEABOARD SYSTEM

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RAILROAD SIGNALS of the U.S.



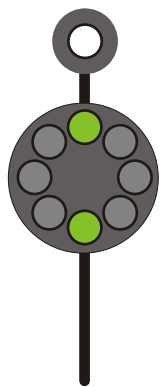
RULE 294
Stop & Check



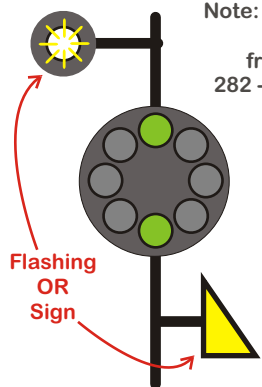
RULE 295
Stop & Open Switch

11NOV2009

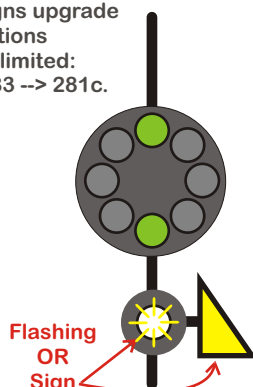
Note: Flashing or signs upgrade signal indications from medium to limited:
282 --> 281b and 283 --> 281c.



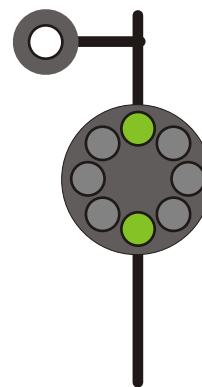
RULE 281
Clear



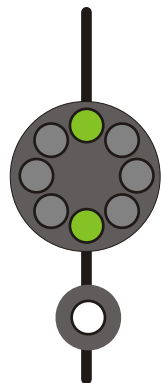
RULE 281b
Approach Limited



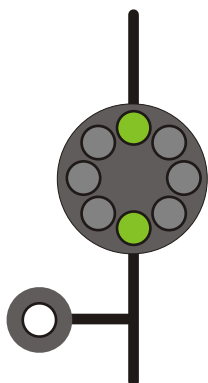
RULE 281c
Limited Clear



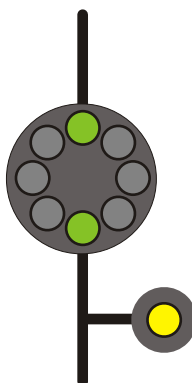
RULE 282
Approach Medium



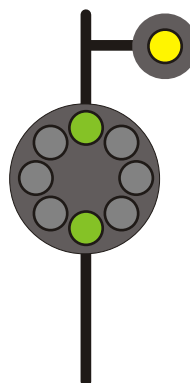
RULE 283
Medium Clear



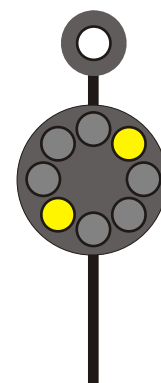
RULE 283a
Medium-Approach Medium



RULE 283b
Medium-Approach Slow



RULE 284
Approach Slow

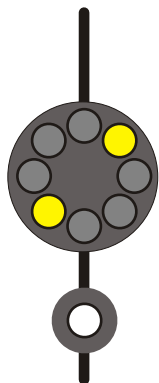


RULE 285
Approach

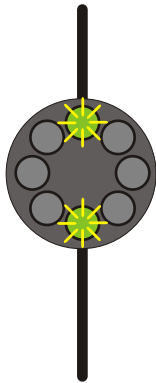


Does NOT show condition of the track ahead.

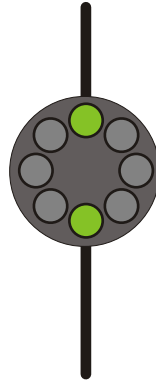
RULE 285a
Distant Signal



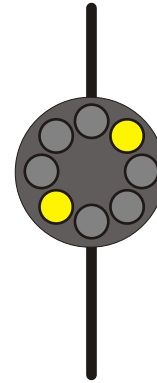
RULE 286
Medium-Approach



RULE 287
Slow Clear

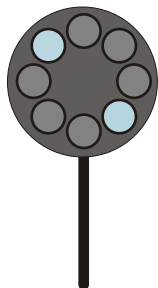


RULE 287a
Slow-Approach Slow

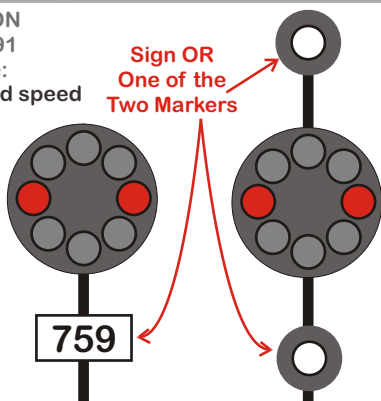


RULE 288
Slow Approach

the INDICATION for 290 and 291 are the same:
Proceed at restricted speed



RULE 290
Restricting

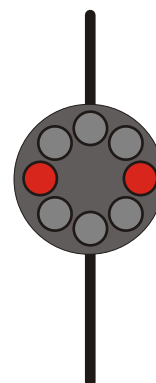


RULE 291
Restricted Proceed

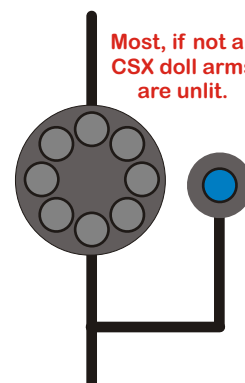
SIGNAL ASPECTS of the B&O RAILROAD

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RAILROAD SIGNALS of the U.S.



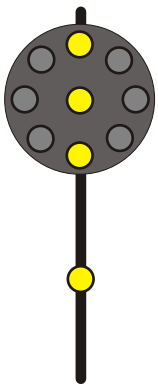
RULE 292
Stop



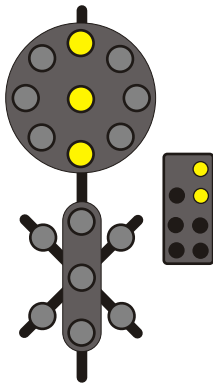
RULE 296
Doll Arm

Most, if not all CSX doll arms are unlit.

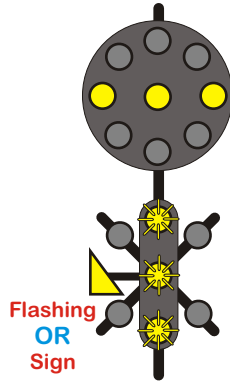
11NOV2009



RULE 280
Clear Block



RULE 281
Clear



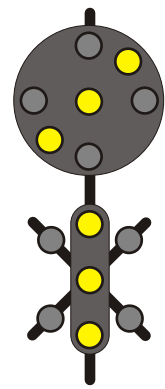
Flashing
OR
Sign

RULE 281c
Limited Clear

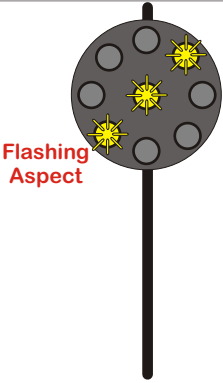


Flashing
OR
Sign

RULE 281b
Approach Limited

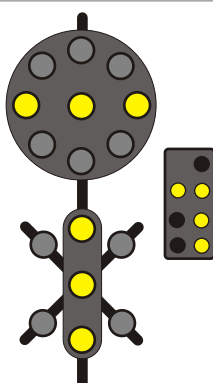


RULE 282
Approach Medium

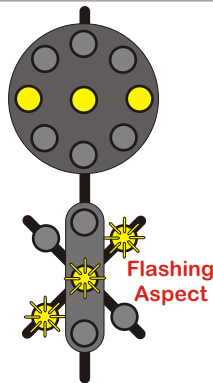


Flashing
Aspect

RULE 282a
Advance Approach

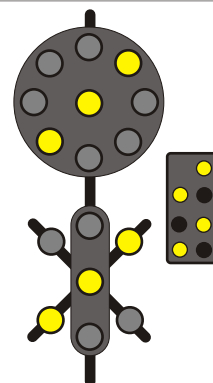


RULE 283
Medium Clear

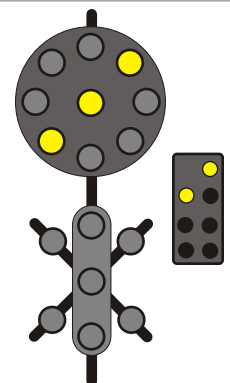


Flashing
Aspect

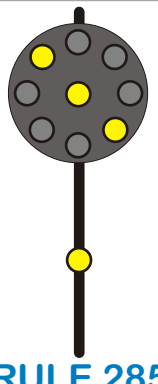
RULE 283a
Medium Apr



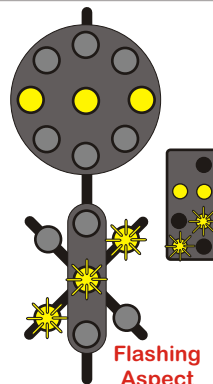
RULE 284
Approach Slow



RULE 285
Approach



RULE 285a
Caution/
Apr Restrict



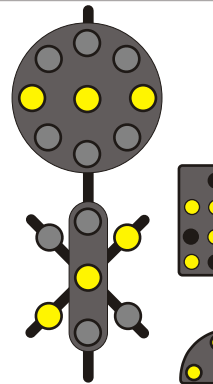
Flashing
Aspect

RULE 286
Med Apr

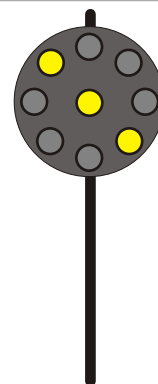


Dwarf
Signal
Only

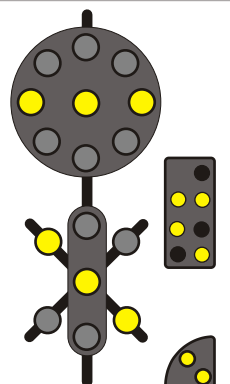
RULE 287
Slow Clear



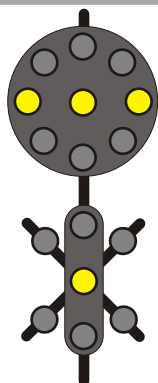
RULE 288
Slow Apr



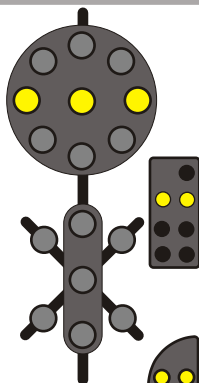
RULE 289
Permissive Blk



RULE 290
Restricting

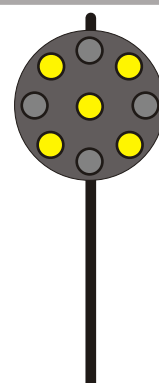


RULE 291
Stop and Proceed

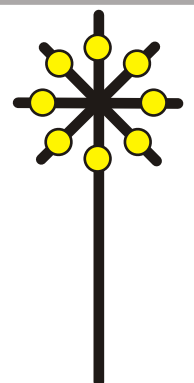


RULE 292
Stop

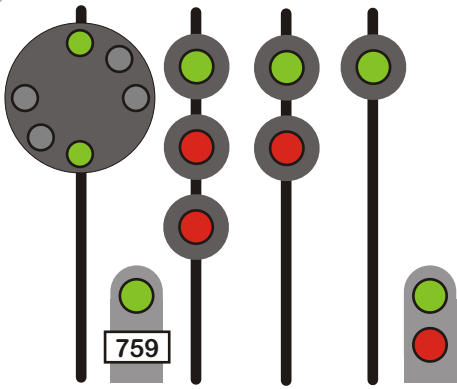
SIGNAL ASPECTS of the PENNSYLVANIA RAILROAD



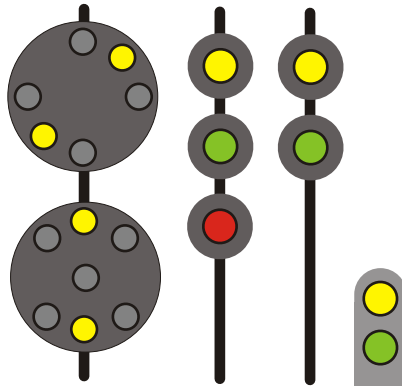
Take Siding



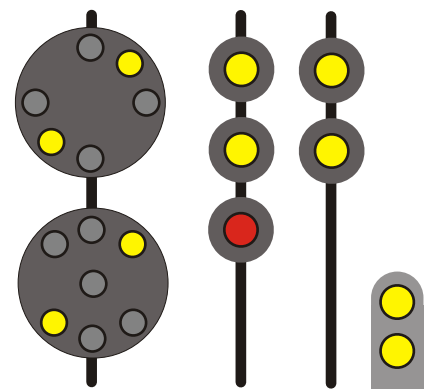
Phase Break



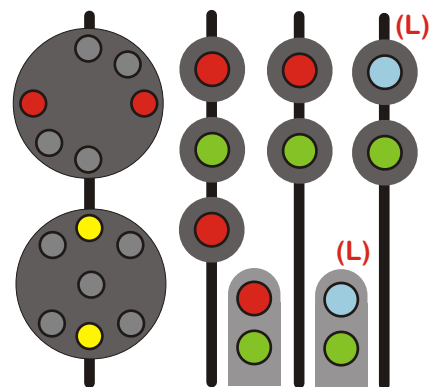
RULE 281
Clear



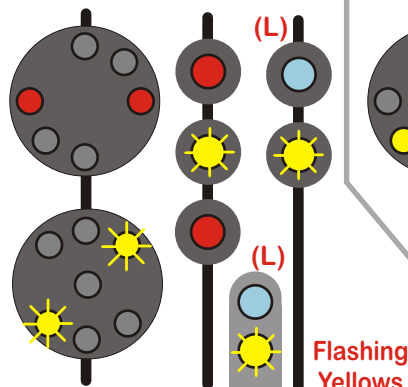
RULE 282
Approach Diverging



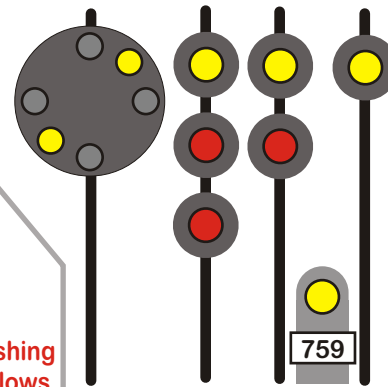
RULE 282a
Advance Approach



RULE 283
Diverging Clear

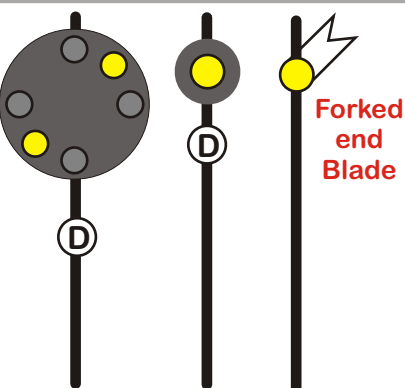


RULE 283b
Div Approach Div

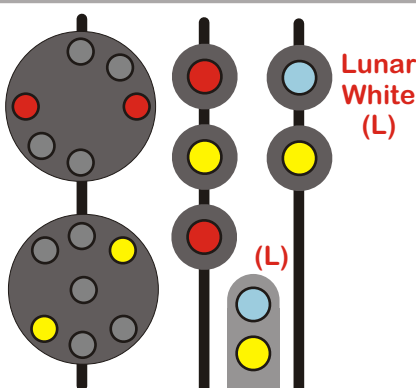


RULE 285
Approach

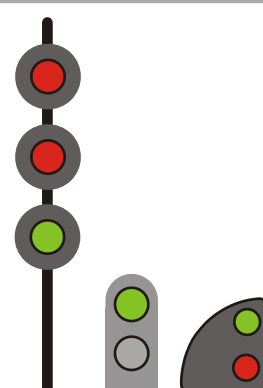
SIGNAL ASPECTS of the NORFOLK & WESTERN RAILROAD



RULE 285a
Approach Distant



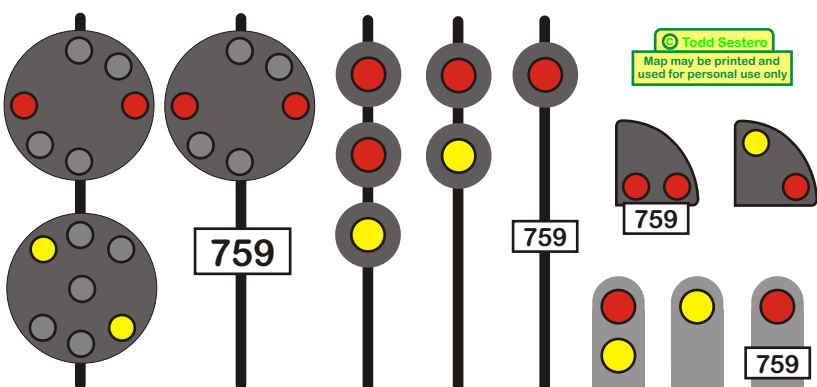
RULE 286
Diverging Approach



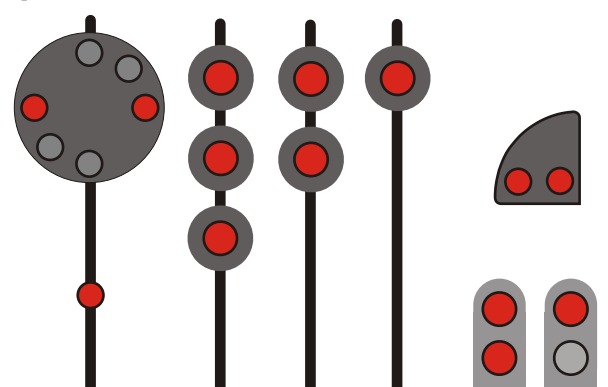
RULE 287
Slow Clear



RULE 288
Slow Approach

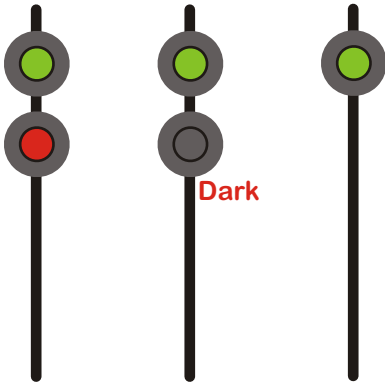


RULE 290
Restricting

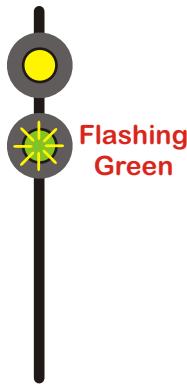


RULE 292
Stop

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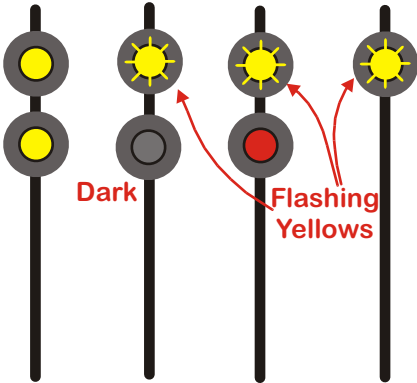
RULE 230
Clear



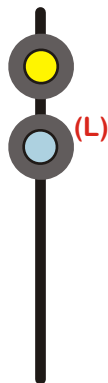
RULE 231
Approach Limited



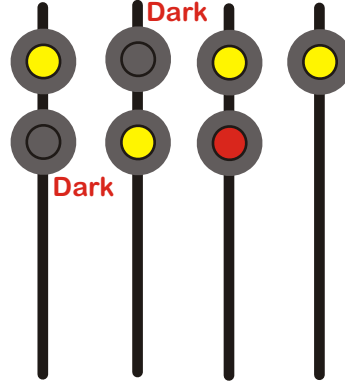
RULE 232
Advance Approach



RULE 234
Approach Medium



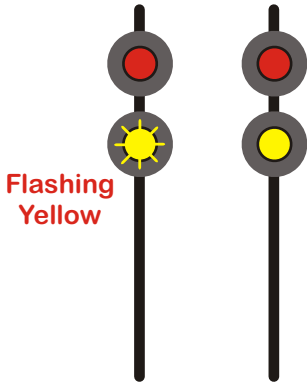
RULE 235
Apr Restricting



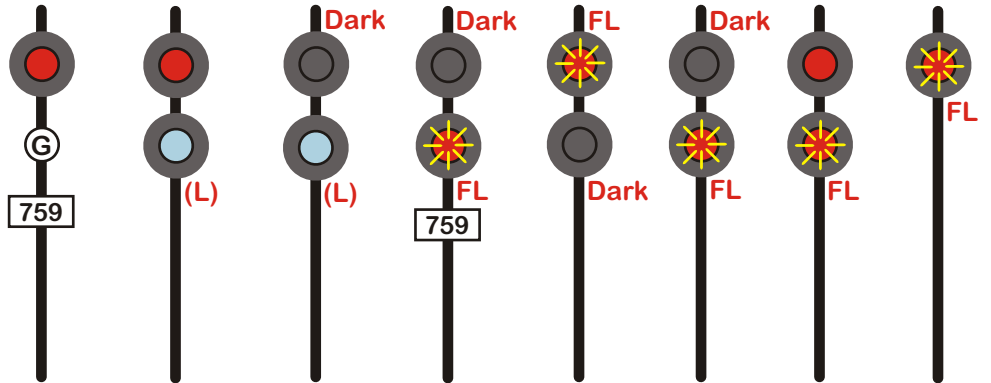
RULE 236
Approach



RULE 237
Diverging Clear

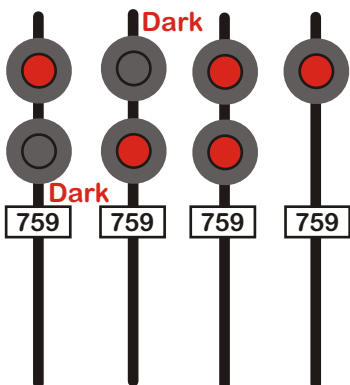


RULE 238
Diverging Approach



RULE 240
Restricting

11NOV2009

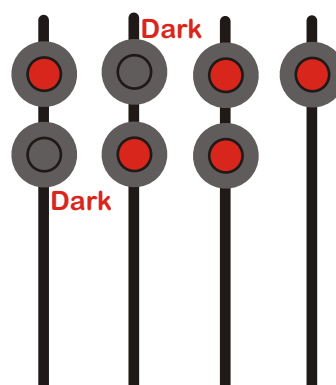


RULE 241
Stop and Proceed

SIGNAL ASPECTS
of the
ATCHISON TOPEKA and the SANTA FE RR

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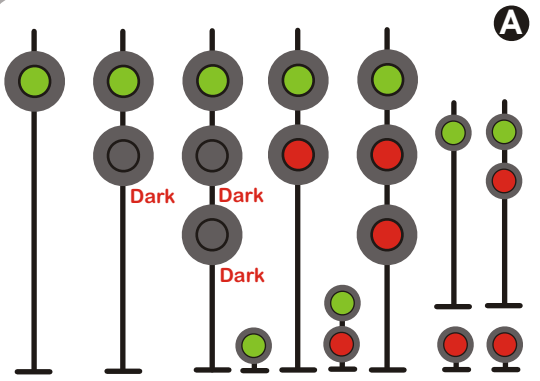
RAILROAD SIGNALS of the U.S.



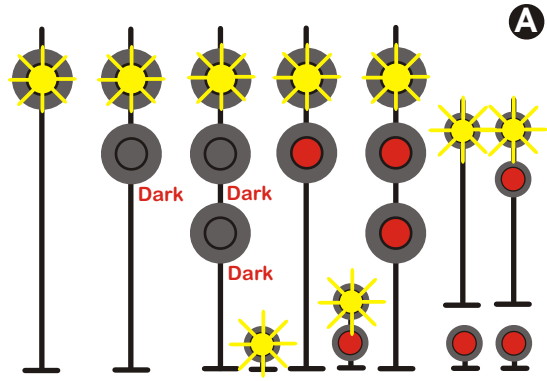
RULE 242
Stop



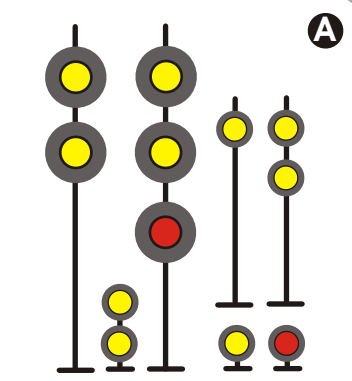
RULE 243
Distant Apr Signal



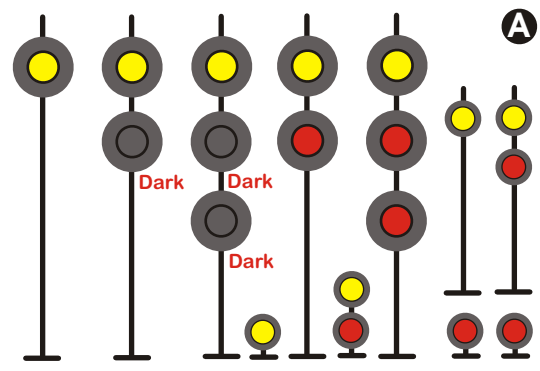
RULE 245A
Clear



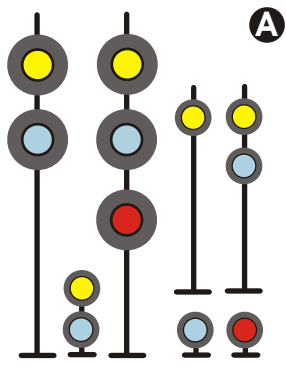
RULE 245B
Approach Limited



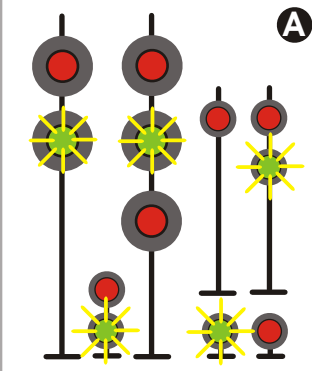
RULE 245C
Approach Med



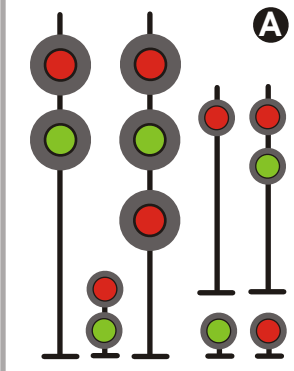
RULE 245D
Approach



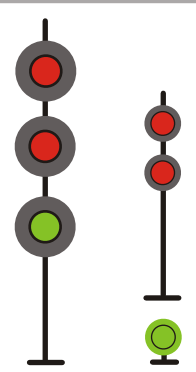
RULE 245E
Approach Restricting



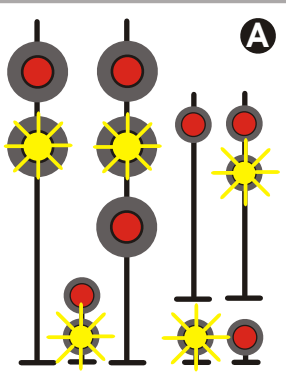
RULE 245F
Diverging Clear Limited



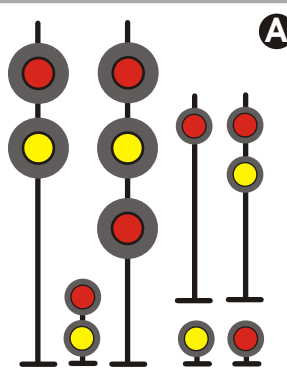
RULE 245G
Diverging Clear



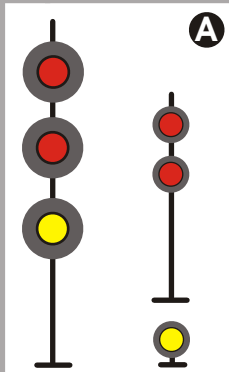
RULE 245H
Diverging Clear Slow



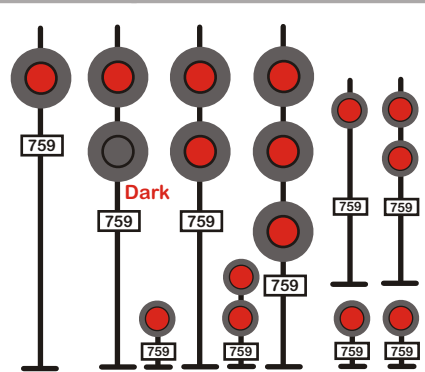
RULE 245J
Diverging Apr Limited



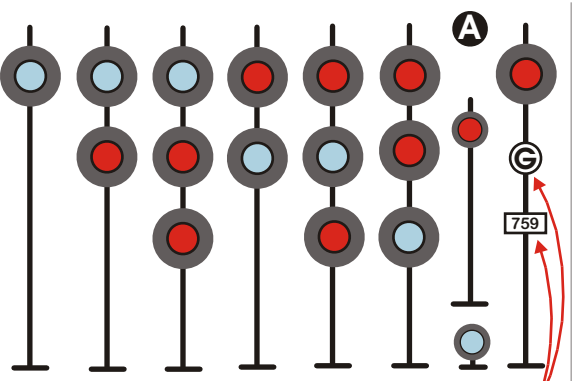
RULE 245K
Diverging Approach



RULE 245L
Diverging Apr Slow



RULE 245P
Stop and Proceed



RULE 245M
Restricting

Letter "G" and Number Plate

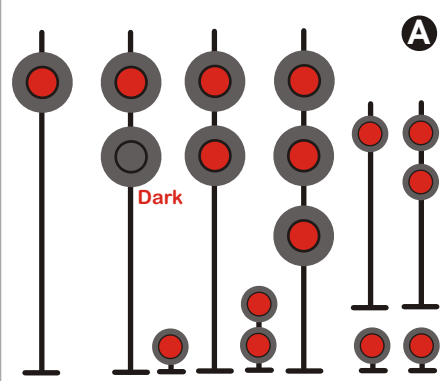


RULE 245N
Flashing Stop & Proc

Flashing Red Light On Any Signal

SIGNAL ASPECTS of the UNION PACIFIC RR

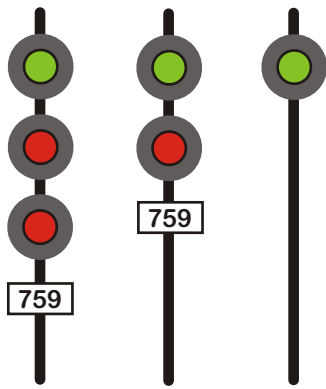
From: UPRR Timetable #6 Dated May 15, 1988



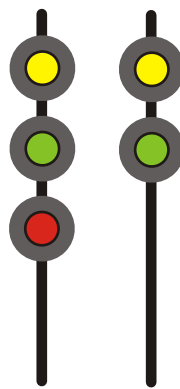
RULE 245Q
Stop

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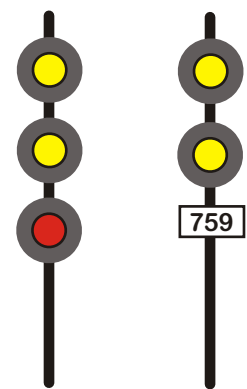
A With or without letter A or number plate



RULE 281
Clear



RULE 282
Approach Medium



RULE 282a
Advance Approach

SIGNAL ASPECTS of the DELAWARE and HUDSON RR

RULE 281 - Clear
Proceed not exceeding Normal Speed.

RULE 282 - Approach Medium
Proceed approaching the next signal at Medium Speed.

RULE 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.

RULE 283 - Medium Clear
Proceed at Medium Speed until entire train clears all interlocking or spring switches, then proceed at Normal Speed.

RULE 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.

RULE 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.

RULE 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.

RULE 291 - Stop and Proceed
Stop, then proceed at Restricted Speed until the entire train has passed a more favorable signal.

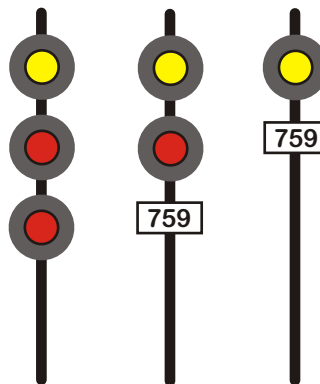
RULE 292 - Stop Signal
Stop.



RULE 283
Medium Clear



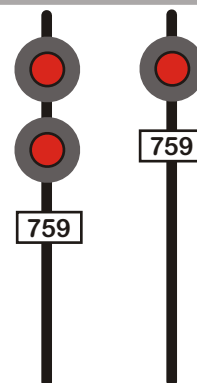
RULE 283a
Medium Approach Medium



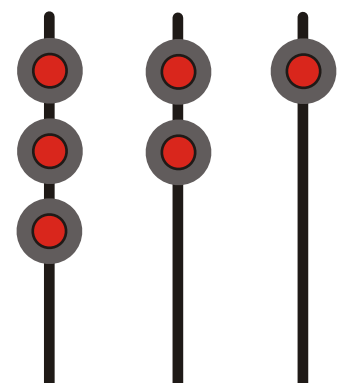
RULE 285
Approach



RULE 286
Medium Approach



RULE 291
Stop and Proceed



RULE 292
Stop

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<p>RULE 9.1.1 Distant Signal Clear</p>	<p>RULE 9.1.2 Distant Signal Approach</p>	<p>RULE 9.1.3 Clear</p>	<p>With or without number plates</p>
---------------------------------------------------	------------------------------------------------------	------------------------------------	--------------------------------------

RULE 9.1.4
Approach Diverging

With or without number plates

RULE 9.1.5
Advance Approach

With or without number plates

RULE 9.1.6
Approach Restricting

Lunar

With or without number plates

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RULE 9.1.7
Approach

With or without number plates (unless shown)

RULE 9.1.8
Diverging Clear

RULE 9.1.9
Diverging Adv Approach

RULE 9.1.10
Div Apr Diverging

RULE 9.1.11
Diverging Approach

RULE 9.1.12 - Restricting

With or without number plates (unless shown)

"G" Grade Sign

Lunars

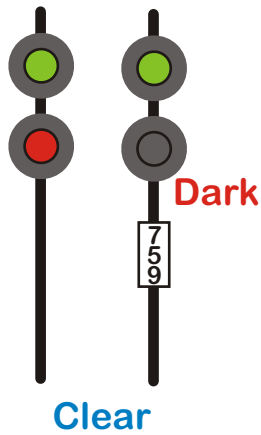
RULE 9.1.13
Stop and Proceed

SIGNAL ASPECTS of the SOUTHERN PACIFIC RR

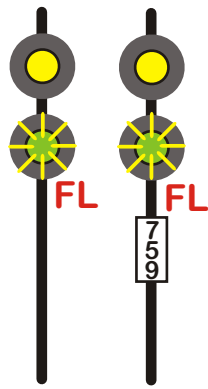
From SP Lines Timetable #1 dated 14APR1996

RULE 9.1.14
STOP

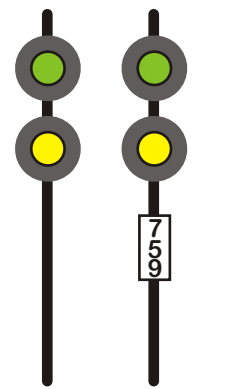
Absolute Signals



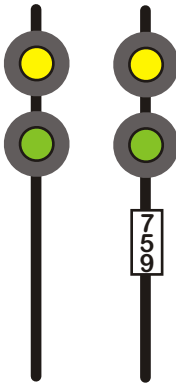
Clear



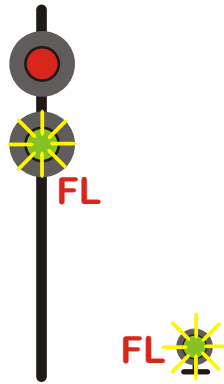
Approach Limited



Limited Clear



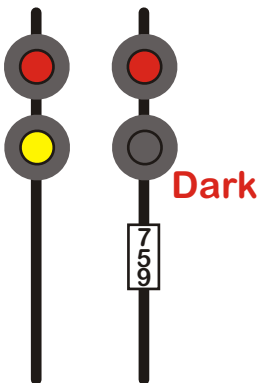
Approach Medium



Medium Clear



Medium Approach Medium



Approach



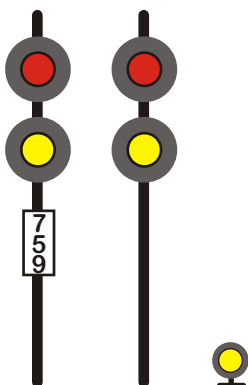
Medium Approach



Slow Clear



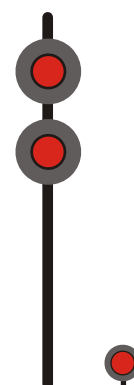
Slow Approach



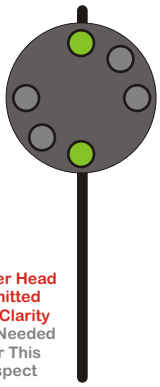
Restricting

SIGNAL ASPECTS of the BESSEMER & LAKE ERIE RR

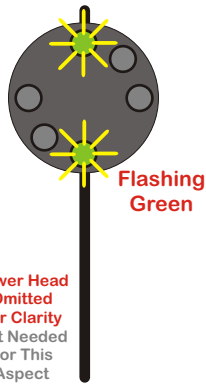
Based on observations by Carsten S. Lundsten



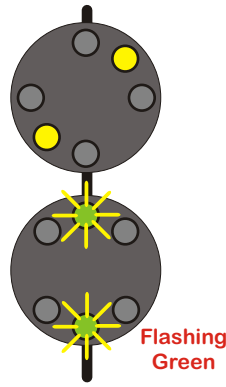
Stop



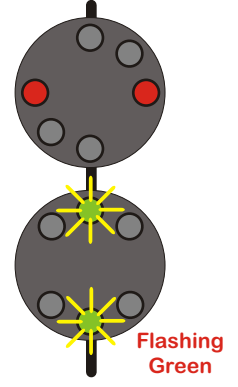
RULE 281
Clear



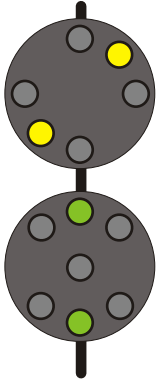
RULE 281a
Cab Speed



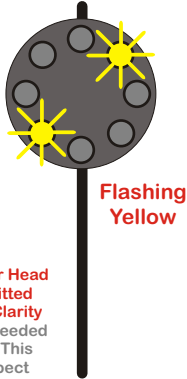
RULE 281b
Approach Limited



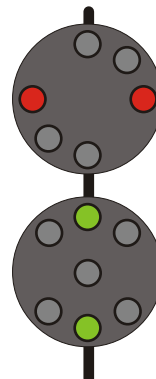
RULE 281c
Limited Clear



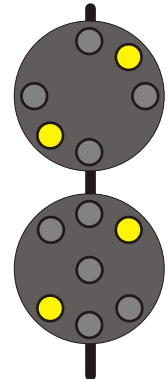
RULE 282
Approach Medium



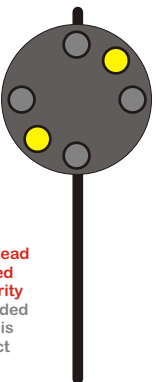
RULE 282a
Advance Approach



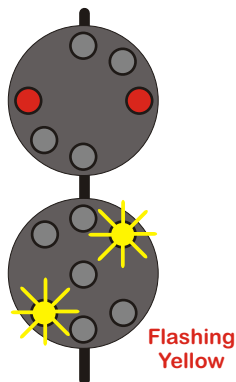
RULE 283
Medium Clear



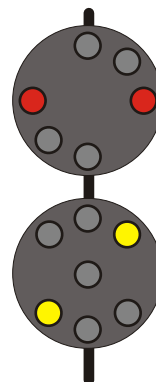
RULE 284
Approach Slow



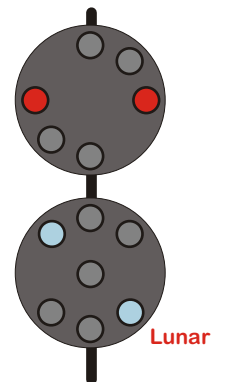
RULE 285
Approach



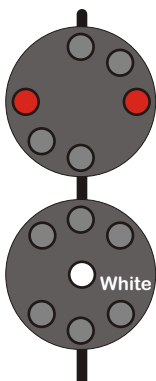
RULE 286
Medium Approach



RULE 288
Slow Approach



RULE 290
Restricting

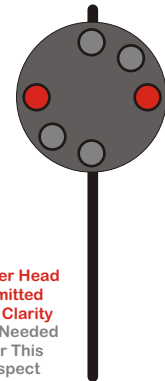


RULE 291
Stop and Proceed

SIGNAL ASPECTS of AMTRAK's NORTH EAST CORRIDOR

New York City to Washington DC

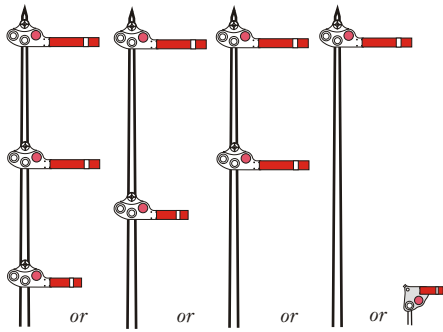
RAILROAD SIGNALS of the U.S.



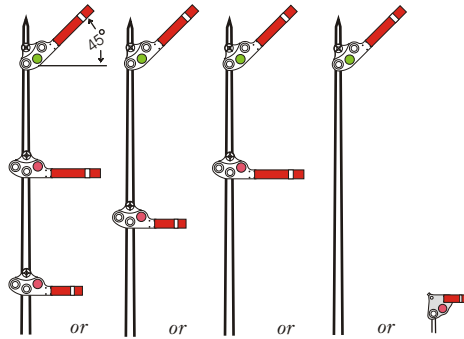
RULE 292
Stop

20JAN2010

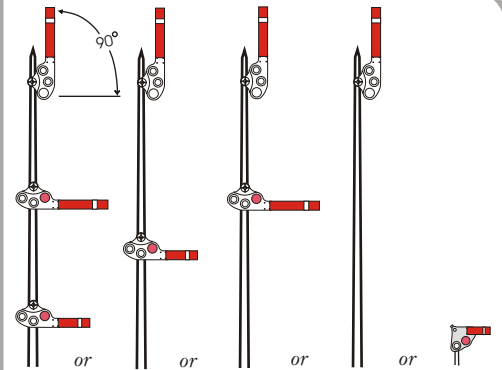
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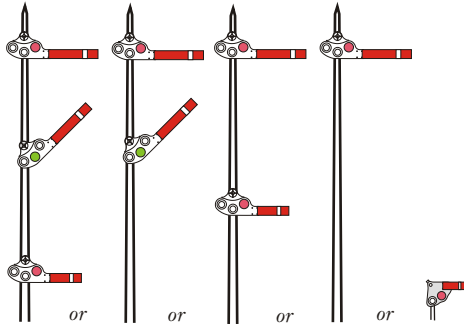
**No. 1
STOP SIGNAL**



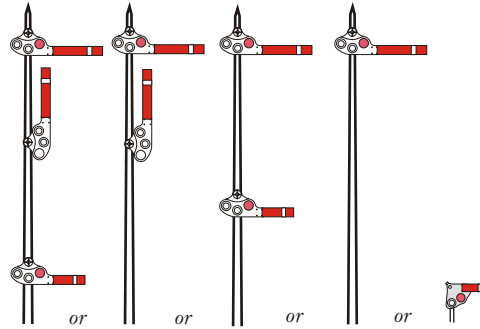
**No. 2
CAUTION SIGNAL**



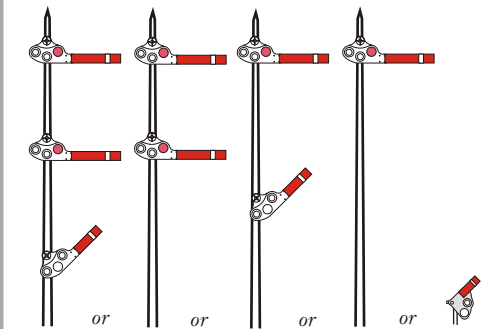
**No. 3
CLEAR SIGNAL**



**No. 4
CAUTION SIGNAL**



**No. 5
CLEAR SIGNAL**



**No. 6
CLEAR SIGNAL**

RULE No. 1

Color: all RED lights at night.
Indication: STOP - Proceed only when Signal clears, or upon prescribed hand Signal from Signalman.
Name: STOP SIGNAL.

RULE No. 2

Color: Top arm GREEN lights at night. Other arms RED " " "
Indication: Main line route is clear, proceed with CAUTION, prepared to stop at next Signal.
Name: CAUTION SIGNAL.

RULE No. 3

Color: Top arm WHITE light at night. Other arms RED " " "
Indication: Main line route is clear, PROCEED.
Name: CLEAR SIGNAL.

RULE No. 4

Color: Middle arm GREEN light at night. Other arms RED " " "
Indication: Diverging route is clear, proceed with CAUTION.
Name: CAUTION SIGNAL

RULE No. 5

Color: Middle arm is WHITE light at night. Other arms RED " " "
Indication: Diverging route is clear, proceed MEDIUM speed.
Name: CLEAR SIGNAL

RULE No. 6

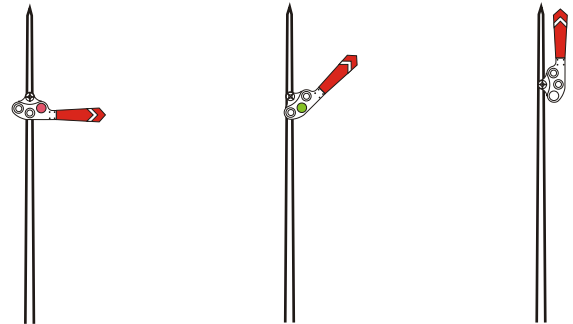
Color: Lower Arm or Dwarf WHITE light at night. Other arms RED light.
Indication: LOW Speed Signal, PROCEED.
Name: CLEAR SIGNAL.

SIGNAL ASPECTS of the WESTERN MARYLAND RAILWAY

From Rulebook Dated November 1st, 1913

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AUTOMATIC SIGNAL ASPECTS

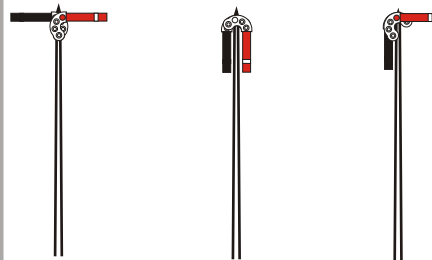


COLOR: RED
INDICATION: STOP
NAME: STOP SIGNAL

COLOR: GREEN
INDICATION: CAUTION
NAME: CAUTION SIGNAL

COLOR: WHITE
INDICATION: CLEAR
NAME: CLEAR SIGNAL

TRAIN ORDER SIGNAL ASPECTS

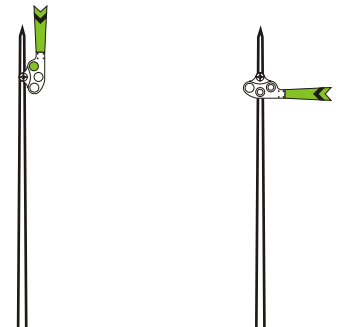


COLOR: Red
INDICATION: STOP- Both Directions.
NAME: STOP SIGNAL

COLOR: WHITE
INDICATION: CLEAR- Both Directions.
NAME: CLEAR SIGNAL

COLOR: RED and WHITE
INDICATION: STOP- one direction. CLEAR- one direction.
NAME: STOP SIGNAL- one direction. CLEAR SIGNAL- one direction.

DISTANT SIGNAL ASPECTS



COLOR: WHITE
INDICATION: CLEAR-Home Signal ahead is Clear.
NAME: CLEAR SIGNAL

COLOR: GREEN
INDICATION: CLEAR-Home Signal ahead is Clear.
NAME: CAUTION SIGNAL

25JAN2010

Wayside Signals

