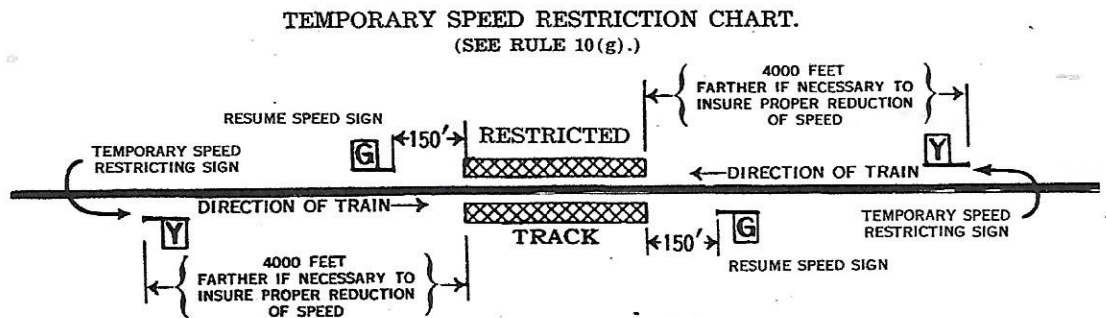


Railway Signage Outline
NMRA Clinic of 11/13/2021
Paul Buhrke; PSR, AZ Division NMRA

- 1) Introduction to Discussion.
 - A) Qualifications of presenter.
 - 1) Seaboard Coast line 1980-1989.
 - 2) AMTRAK 1989-2013.
 - a) North Carolina,
 - b) New York state
 - c) California.
 - B) Highway road signs.
- 2) Telephone poles, the key item.
 - A) Not about height, wires, insulators.
 - B) Spacing of poles.
 - 1) 40 poles to mile; 10/20/30/40.
 - 2) Model condensation;
 - a) 12 = 3/6/9/12
 - b) 16 = 4/8/12/16
 - 3) Whistle post as starter
- 3) Signage, uniformity.
 - A) Two sources for examples.
 - B) Common placement.
 - C) Height of signs.
 - D) Spacing from Right-of-Way.
- 4) Practical usages of signage.
 - A) Temporary speed restrictions.
 - a) Using chart on outline page
 - B) Screen sharing.
- 5) Wrap up and questions' maybe?



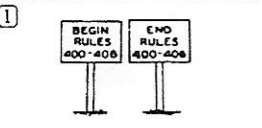
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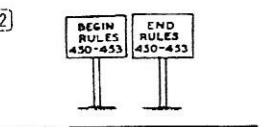
TEMPORARY SPEED RESTRICTING SIGN: Yellow signal by day, and yellow light in addition by night, placed on the engineer's side of track, not less than 4,000 feet, and farther, if necessary, from the point where the restricted track begins.

RESUME SPEED SIGN: Green signal by day, and a green light in addition by night, placed on engineer's side of the track, within 150 feet beyond the point where the restricted track ends.

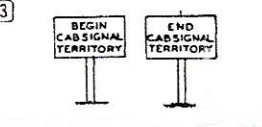
In territory where two or more main tracks are in service, each track must be protected in both directions the same as if it were single track.



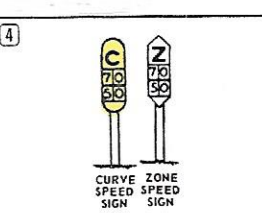
1. Indicates location where Centralized Traffic Control CTC Rules 400-406 begin and end.



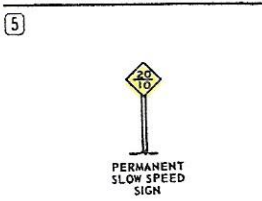
2. Indicates location where Rules governing a movement of trains and engines in the same direction by block signals begin and end.



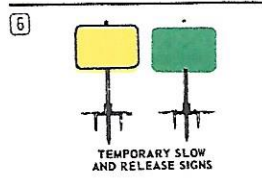
3. Indicates location of beginning and end of cab signal territory.



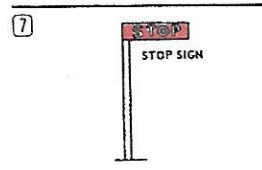
4. Curve speed sign indicates speed restriction for curve 4000 ft. from sign except on sub-divisions where maximum freight train speed is in excess of 60 MPH, sign to be placed 6600 ft. in advance of curve. Zone speed sign indicates maximum speed for zone ahead. Sign to be placed 4000 ft. in advance of zone where speed restriction becomes effective except on sub-divisions where maximum freight train speed is in excess of 60 MPH, signs to be placed 6600 ft. in advance of zone where speed restriction is effective. Where the movement is from a lower to a higher speed zone the zone speed sign will be placed at the point where speed may be increased. On both signs the higher figures govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures are shown it governs all trains and engines. See Rule 10 (h).



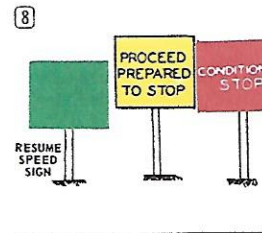
5. Permanent Speed Restriction sign indicates permanent speed restriction begins 4000 feet or farther when necessary from sign. On sub-divisions where maximum speed for freight trains is in excess of 60 MPH sign to be placed 6600 feet in advance of where permanent speed restriction begins. The higher figures on signs govern passenger trains and the lower figures govern other trains and engines. Where only one set of figures is shown, it governs all trains and engines. Where the movement is from a lower to a higher speed, the sign will be placed at the point where speed may be increased, but the prescribed speed restriction must be maintained until entire train has passed this sign. See Rule 10 (h).



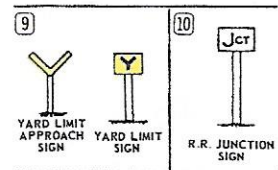
6. Temporary speed restriction sign indicates temporary speed restriction located two miles or farther from sign except where maximum speed is 45 MPH or less, one mile or farther from sign. Resume speed sign indicates end of speed restriction. Note: The prescribed speed must be maintained until entire train has passed the resume speed sign. See Rule 10 (g).



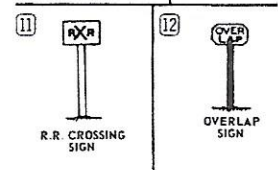
7. Indicates point where stop must be made before any part of train or engine passes such stop sign. This sign used to protect railroad crossings not protected by interlocking or gates; junction points and other points where required by rule or law.



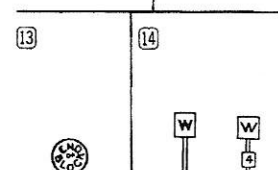
8. Yellow "PROCEED PREPARED TO STOP" sign indicates "CONDITIONAL STOP" sign will be displayed two (2) miles from "PROCEED PREPARED TO STOP" sign. "CONDITIONAL STOP" sign placed at point where train must be stopped unless authorized by foreman in charge of work to proceed beyond sign. Green "Resume Speed" sign will be displayed at point where restriction ends. See Rule 10 (i) (1) and 10 (i) (2).



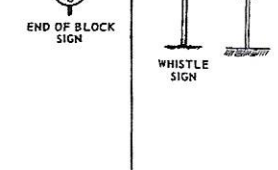
9. "Yard Limit Approach" sign indicates "Yard Limit" sign displayed approx. 1 mile ahead. "Yard Limit" sign indicates start of yard limits and is the point where train must be moving at restricted speed when required by rule.



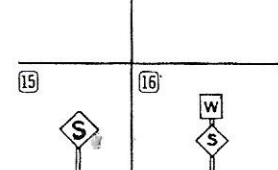
10. R. R. Jct. sign indicates R. R. jct. located 1 mile ahead.



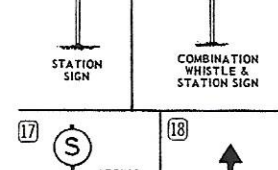
11. R. R. Crossing sign indicates R. R. Crossing located 1 mile ahead.



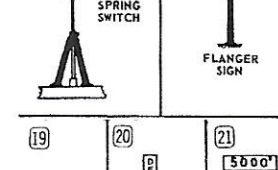
12. Overlap sign indicates the point where signal section for the block ahead begins. After track has been occupied beyond this sign, signals in opposing direction will indicate stop. See Rule 9 Special Instructions.



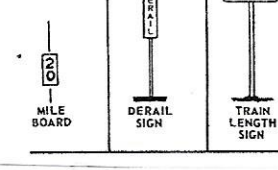
13. End of block sign indicates the point where block signal section ends.



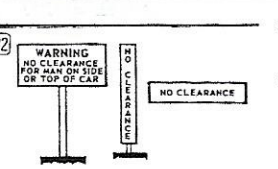
14. Whistle sign indicates point where Rule 14-L whistle signal must begin. Whistle signal must be repeated or prolonged until crossing is occupied by engine or car. Whistle sign will be located at distances from crossing as follows on sub-divisions where maximum speed is:
 40 MPH or less.....1320 Ft.
 40-60 MPH2000 Ft.
 60-80 MPH2600 Ft.
 80-90 MPH3000 Ft.



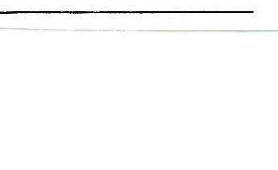
When standard crossing whistle sign bears a number plate below the "W" such sign will designate the number of crossings for which whistle signal Rule 14-L is to be sounded. Whistle signal rule 14-L must be repeated or prolonged until all crossings protected by this sign have been occupied by engine or car.



15. Station sign indicates station ahead 1 mile from sign except on sub-divisions where max. freight train speed is in excess of 60 MPH, sign will be located 2 miles from station. Distance to be measured from siding switch in direction of approach.



16. Combination whistle and station sign. To be placed when both signs are applicable as shown in signs 14 & 15.



17. Indicates location of spring switches.

18. Flanger sign indicates location where flangers are to be raised over motor car set offs, road crossings or other obstructions when operating snow plows, spreaders or other work equipment.

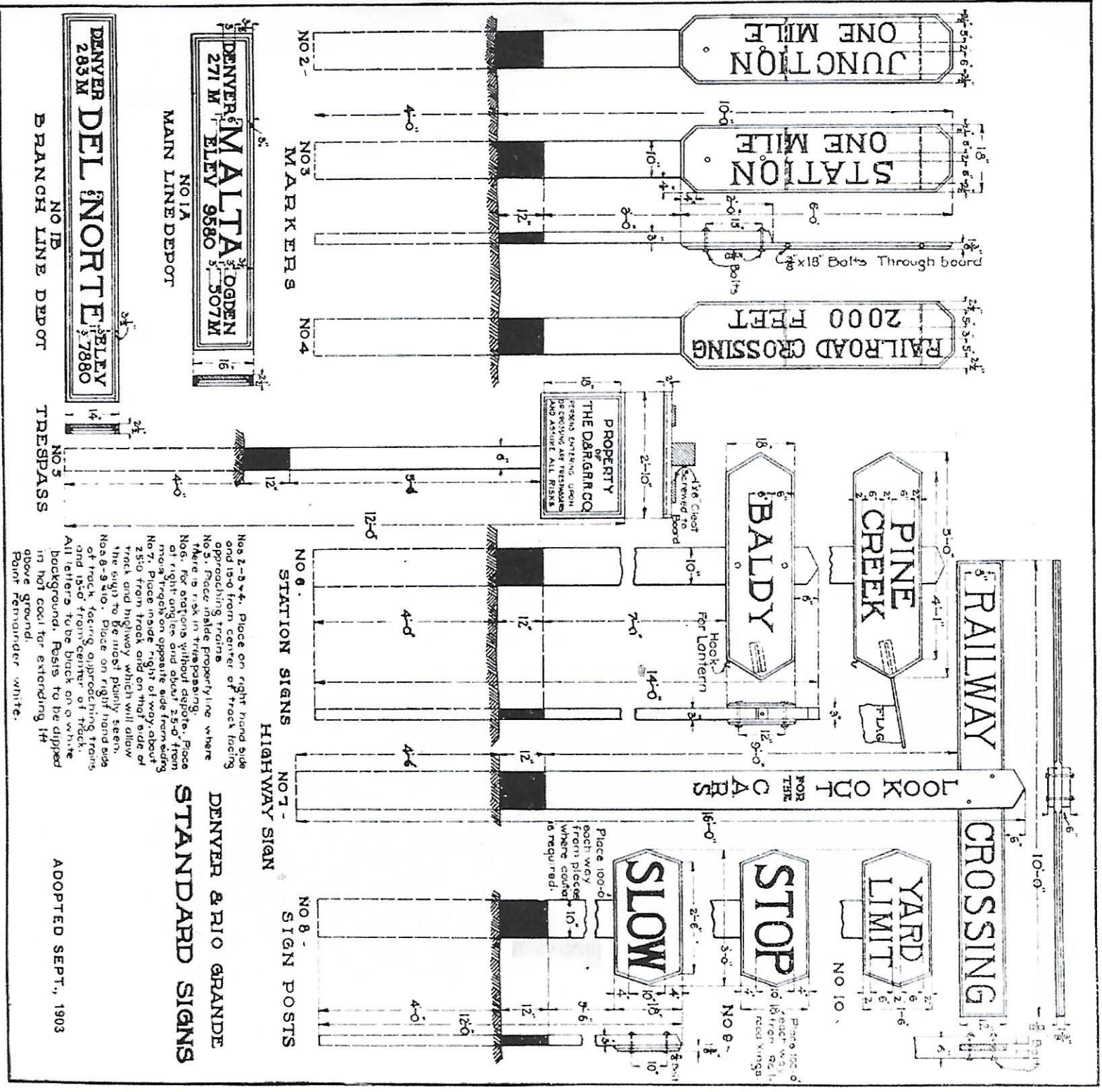
19. Mile board indicates mile post location.

20. Deraill sign indicates location of deraills.

21. Train length marker signs indicate distance from leaving switch of siding or yard (or other designated point) to determine length of train by feet.

22. No clearance sign indicates point where there is insufficient clearance for a man on side or top of car.

23. Roadway signs facing direction of approaching trains (except temporary speed restriction signs) will be respected regardless of which side of the tracks signs are located.



No 2-3-4. Place on right hand side
 and 15-0 from center of track facing
 approaching trains.
 No 5. Place inside property line where
 there is a risk in trespassing.
 No 6. For stations without depots. Place
 at right angles and about 25-0 from
 main tracks on opposite side from
 No 7. Place inside right of way about
 25-0 from track and on right side of
 track and highway which will allow
 the sign to be most plainly seen.
 No 8-9-10. Place on right hand side
 of track facing approaching trains
 and 15-0 from center of track.
 All letters to be black on a white
 background. Posts to be dipped
 in hot coal for extending 1/4"
 above ground.
 Paint remainder white.

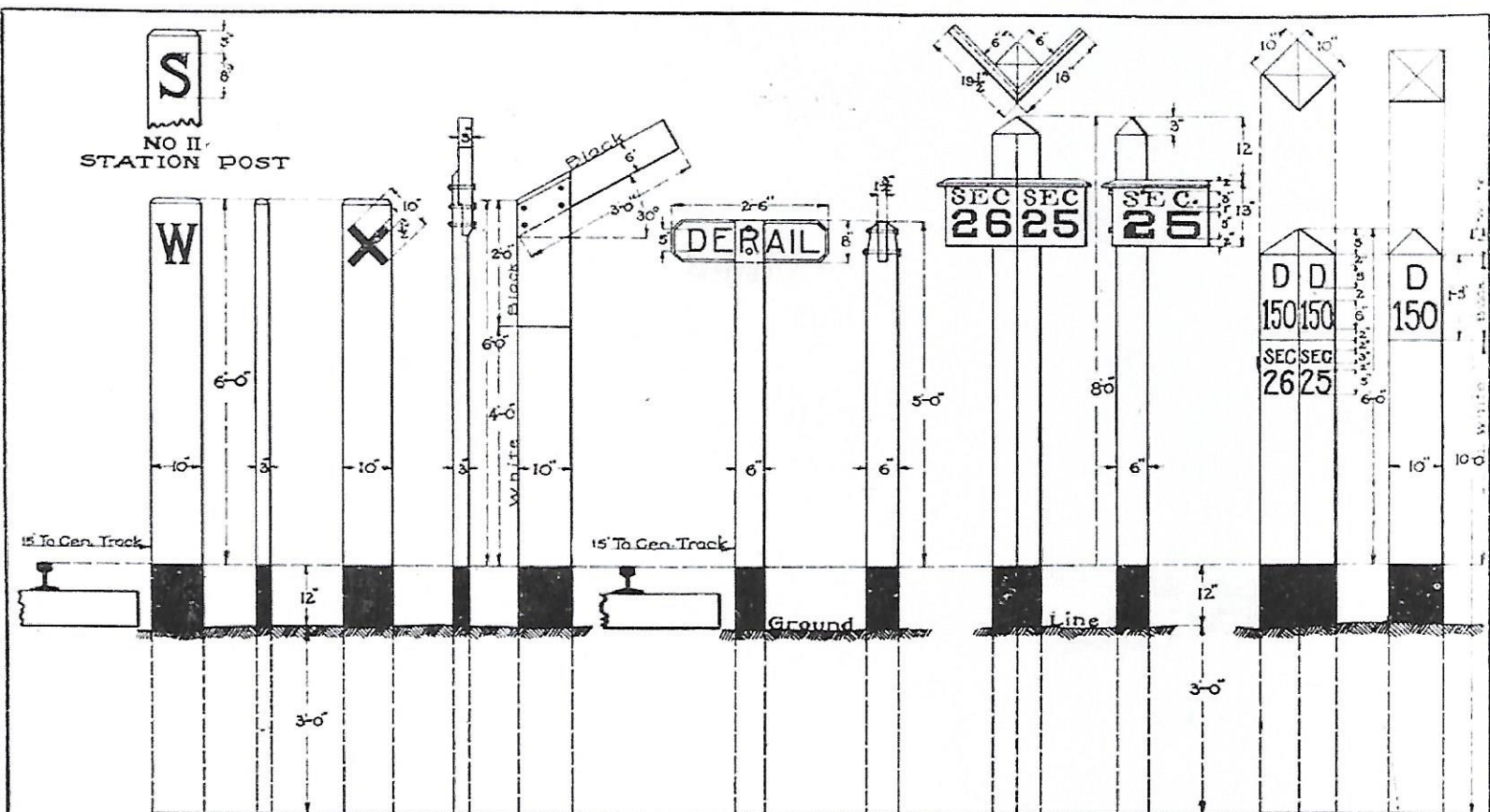
**DENVER & RIO GRANDE
 STANDARD SIGNS**

ADOPTED SEPT., 1903

RAILROAD CROSSING
 2000 FEET
 NO 4
STATION
 ONE MILE
 NO 3
JUNCTION
 ONE MILE
 NO 2
MARKERS
 NO 3
RAILROAD CROSSING
 2000 FEET
 NO 4
RAILWAY
CROSSING
PINE CREEK
BALDY
LOOK OUT FOR THE CARS
STOP
SLOW
YARD LIMIT
DENVER & RIO GRANDE
STANDARD SIGNS
ADOPTE

RAILROAD CROSSING
 2000 FEET
 NO 4
STATION
 ONE MILE
 NO 3
JUNCTION
 ONE MILE
 NO 2
MARKERS
 NO 3
RAILROAD CROSSING
 2000 FEET
 NO 4
RAILWAY
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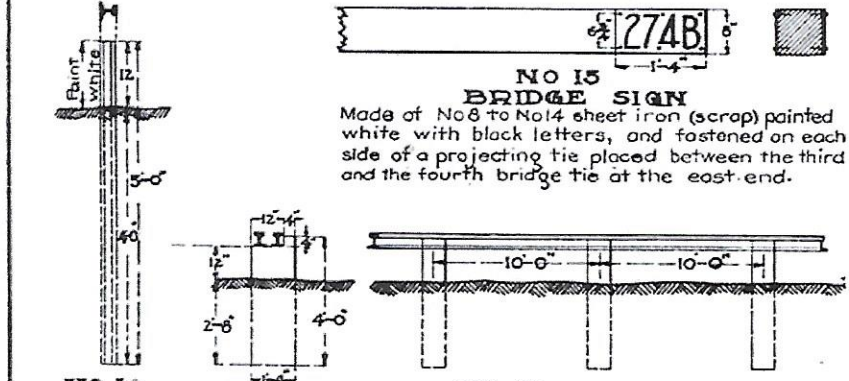


NO 12 - TUNNEL & CURVE NO 13 - HIGHWAY FLANGE NO 14 - FLANGE NO 20 - DERAILING NO 18 - SECTION NO 17 - MILE

No 11. To be placed 1/4 mile beyond head black farthest from station.
 No 12. Used as warning for approaching bridges, tunnels and curves.
 No 13. Used exclusively as warning post for approaching highway crossings.
 No 14. Used as warning for obstruction to flanger.
 Nos 11 to 14 incl. To be placed 15'-0" from center line of track on right hand side as seen from approaching trains.
 Nos 12 & 13. To be placed 1/4 mile from points of warning.
 No 14. To be placed 6'-0" from end of planked crossing; and where road crossing is between cattle guards, flanger posts should be thirty feet from the wing fences of cattle guard.

No 17. When sections end at mile posts paint sec No. in black letters on white background next below mile post No. as indicated.
 No 18. Used when sections end between mile posts.
 No 20. To be placed opposite derailing switch, 15'-0" from center line of track.
 Nos 17 & 18. To be placed 15'-0" from center of track when practicable and on right hand side going from Denver.
 Nos 11-12 & 13. To be painted white with black letters.
 Nos 17-18 & 20. To be painted white with white letters on black background or sign-boards.

All Posts to be dipped in hot coal tar extending 1'-0" above ground.



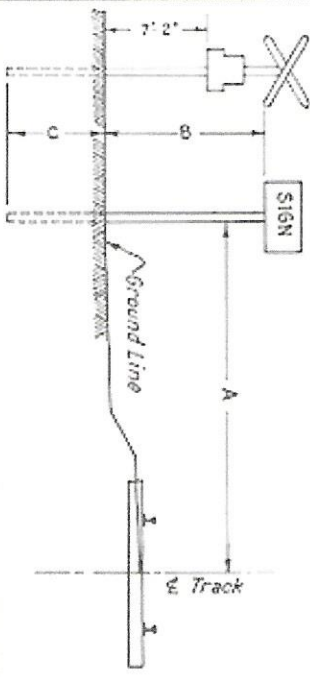
NO 16 BOUNDARY
 50 Lb. scrap rail placed at property corners.
 NO 19 RAIL REST
 Posts to be made from old bridge stringers and placed one set in convenient place near each mile post.

DENVER & RIO GRANDE STANDARD POSTS

ADOPTED AUG., 1906

LOCATION OF ROADWAY SIGNS

KIND OF SIGN	A	B	C	SIDE OF TRACK	SIGN TO BE READ FROM	REMARKS	STANDARD PLAN NO
SECTION LIMIT	15'-0"	4'-11 1/2"	3'-0"	RIGHT SIDE FROM DENVER	MAIN TRACK - WITHIN SECTION	WHERE APPLICABLE, PLACE SIGN 6" BELOW MILE POST SIGN ON SAME MAST	130
MILE POST	15'-0"	5'-11"	3'-0"	RIGHT SIDE FROM DENVER	MAIN TRACK		130
STATION NAME	25 ±	8'-0"	4'-0"	OPPOSITE SIDING	MAIN TRACK		130
STOP (FIXED)	15'-0"	8'-0"	4'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE 100 FEET EACH SIDE OF R.R. CROSSINGS	131
YARD LIMIT	15'-0"	9'-0"	4'-0"	ENGINEER'S SIDE	TRAINS APPROACHING YARD	PLACE AT POINT OF SWITCHING OPERATIONS LIMIT	131
WHISTLE POST APPROACHING STATION, "S"	15'-0"	3'-0"	3'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE 1/2 MILE IN ADVANCE OF FASTEST SWITCH FROM STATION IN THE DIRECTION OF APPROACH	131
WHISTLE POST - APPROACHING BRIDGE, TUNNEL, OR CURVE, "W"	15'-0"	5'-0"	3'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE 1/2 MILE IN ADVANCE OF POINTS OF WARNING	131
WHISTLE POST APPROACHING HIGHWAY "X"	15'-0"	5'-0"	3'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE 1/2 MILE IN ADVANCE OF HIGHWAY CROSSINGS	131
POST AT YARD ENTRANCE SWITCH "E"	15'-0"	5'-0"	3'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE WHERE SPECIFICALLY DESIGNATED BY SUPT.	131
TRESSPASS	NOT UNDER 15'-0"	6'-6"	4'-0"	APPROPRIATE SIDE	POINTS OF ENTRY TO R.R. PROPERTY	PLACE 7' FROM EDGE OF PRIVATE ROADS AND WHERE ENTRY TO R.R. PROPERTY IS LIKELY	132
CLEARANCE WARNING	10'-6"	6'-6"	4'-0"	MOST SUITABLE SIDE OF TRACK HAVING IMPAIRED CLEARANCE	SWITCH STAND FOR TRACK HAVING IMPAIRED CLEARANCE	PLACE 10' FROM SWITCH STAND TOWARD IMPAIRED CLEARANCE	132
RAILROAD CROSSING 4000 FEET	15'-0"	4'-0"	4'-0"	ENGINEER'S SIDE	APPROACHING TRAINS		132.1
DERAIL	15'-0"	3'-6"	3'-0"	ON SAME SIDE AS AND EVEN WITH DERAILING DEVICE	APPROACHING TRAINS AND CARS		132.1
NUMBER OF CARS CLEARED	15'-0"	4'-0"	3'-0"	ENGINEER'S SIDE	TRAIN LEAVING SIDING	PLACE ALONG MAIN TRACK NUMBERING FROM LEAVING SWITCH (MULTIPLES OF TEN)	132.1
FLANGER	15'-0"	3'-9"	3'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE 50 FEET IN ADVANCE OF OBSTRUCTIONS BEING PROTECTED	132.1
SPRING SWITCH	15'-0"	6'-6"	4'-0"	SWITCH STAND SIDE	APPROACHING TRAINS	PLACE EVEN WITH SWITCH STAND	133
END OF TWO MAIN TRACKS	15'-0"	6'-6"	4'-0"	OPPOSITE SIDE FROM DOUBLE TRACK SWITCH STAND OR MACHINE	MAIN TRACKS		134
TUNNEL	15'-0"	6'-6"	4'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE 200 FEET IN ADVANCE OF TUNNEL PORTAL WHERE PRACTICABLE	134
SPEED RESTRICTION	15'-0"	7'-0"	3'-0"	ENGINEER'S SIDE	APPROACHING TRAINS	PLACE 2500 FEET IN ADVANCE OF RESTRICTED SPEED LIMIT	136
AUTO PARKING WARNING	-	4'-0"	3'-0"	-	PARKING AUTOS	PLACE NEAR SHOPS AND AT TERMINALS WHERE AUTOS ARE PARKED ON R.R. PROPERTY	136
HIGHWAY CROSSING AND NUMBER OF TRACKS	25 ±	8'-6"	4'-0"	MOST VISIBLE SIDE FOR HIGHWAY TRAFFIC - BOTH SIDES IN UTAH	HIGHWAY	PLACE ON RAILROAD RIGHT OF WAY	140
GASOLINE WARNING	-	-	-	-	APPROACHES TO SITE	PLACE ABOVE ENTRANCE TO BUILDINGS OR WHERE GASOLINE IS KEPT	141



Rev. 1-3-05

O B R. G. W. R. R. CO.
 STANDARD
LOCATION OF ROADWAY SIGNS
Approved
 CHIEF ENGINEER
 NOV 19, 1953