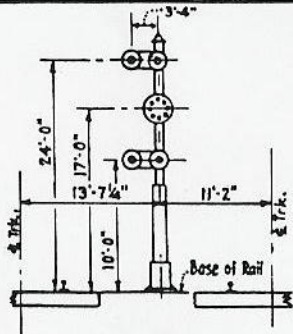
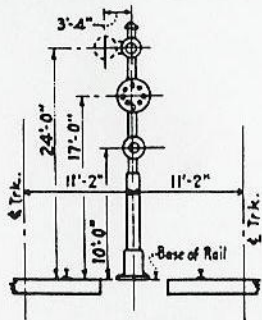


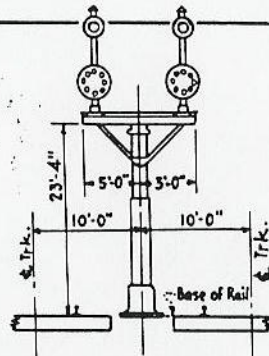
# SIGNALS



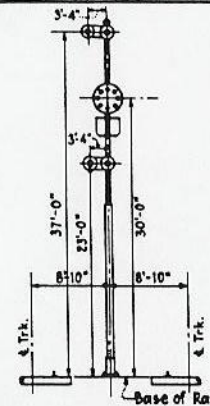
**CPL SIGNAL**  
With Top and Bottom  
Staggered Marker



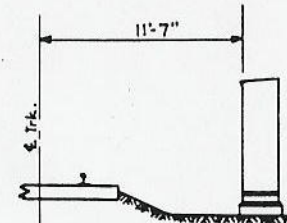
**CPL SIGNAL**  
With Top Staggered Marker  
25'-0" Mast



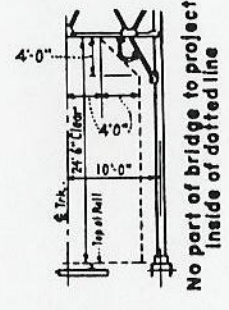
**BRACKET SIGNAL**



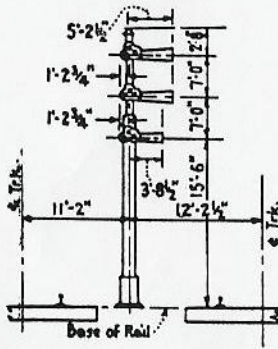
**CPL SIGNAL**  
With Top and Bottom  
Staggered Marker  
38'-0" Mast



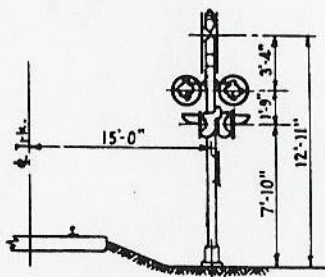
**RELAY CASE**



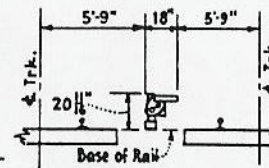
**STANDARD  
SIGNAL BRIDGE**



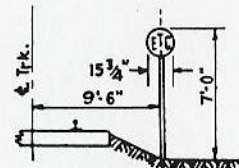
**SEMAPHORE SIGNAL**



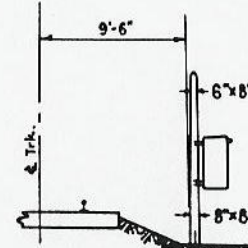
**FLASHING LIGHT SIGNAL**  
(6'-0" from edge of road paving)



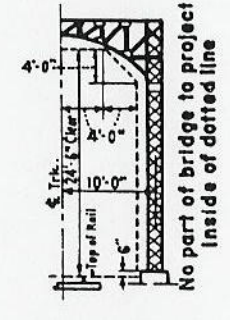
**MECH. DWARF SIGNAL**



**END TRACK CIRCUIT AND  
CUT SECTION SIGN**  
Outside Track



**CABLE POST**



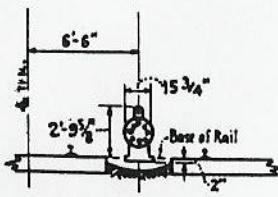
**CANTILEVER  
SIGNAL BRIDGE**

## BALTIMORE & OHIO RAILROAD STANDARD SIGNAL CLEARANCES

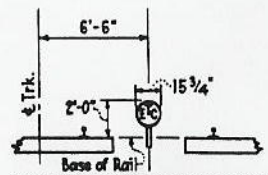
Office of Chief Engineer Comm. & Signals

Baltimore, Md.

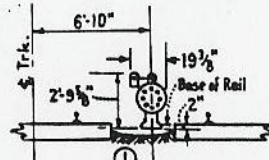
Mar. 5, 1954



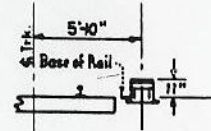
**CPL DWARF SIGNAL**



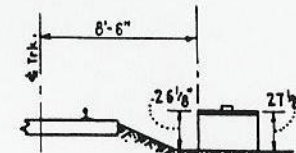
**END TRACK CIRCUIT AND  
CUT SECTION SIGN**  
Between Tracks



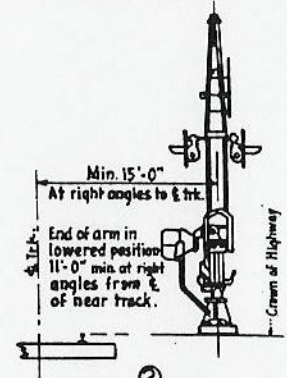
**CPL DWARF SIGNAL**  
With Staggered Marker



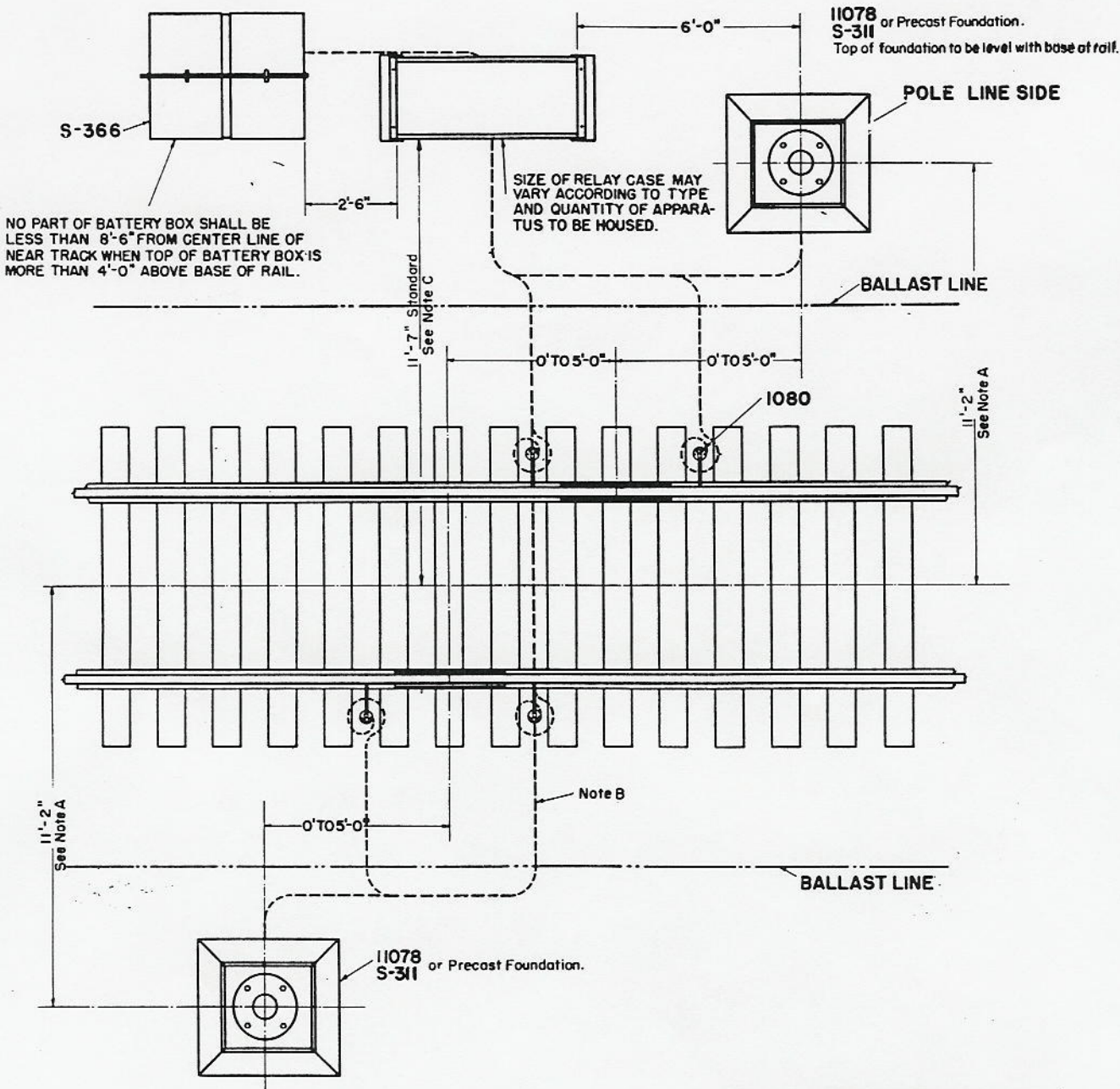
**SWITCH MACHINE**



**BATTERY BOX**



**SHORT ARM GATES**



**NOTE A:**

This distance may be modified where local conditions require, but shall be not less than 9'-6".

**NOTE B:**

Underground cables shall be installed in accordance with current instructions I-131.

**NOTE C:**

This distance may be increased where physical conditions prevent locating relay case as shown.

See Standard Clearance Plan No. S-1.

APPROVED: *[Signature]*  
CHIEF ENG'R. MAINTENANCE

APPROVED: *[Signature]*  
CHIEF ENG'R. COMM. & SIGS.

BALTIMORE & OHIO RAILROAD  
**SIGNAL LOCATIONS  
FOR SINGLE TRACK**  
OFFICE OF CHIEF ENGINEER COMM. & SIGNALS  
BALTIMORE, MD.  
MARCH 28, 1947