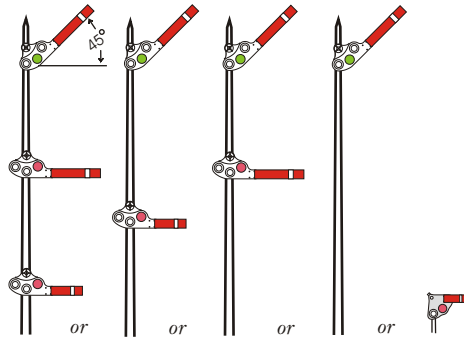
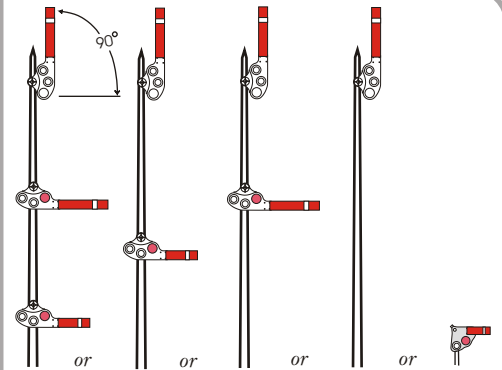


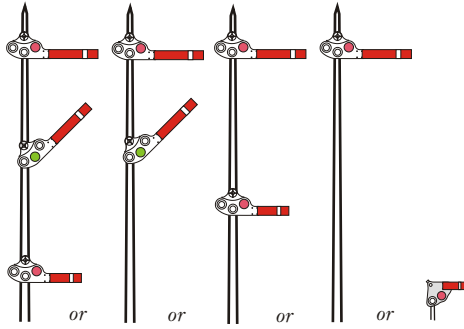
**No. 1
STOP SIGNAL**



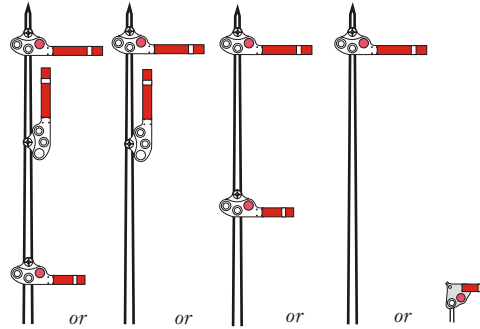
**No. 2
CAUTION SIGNAL**



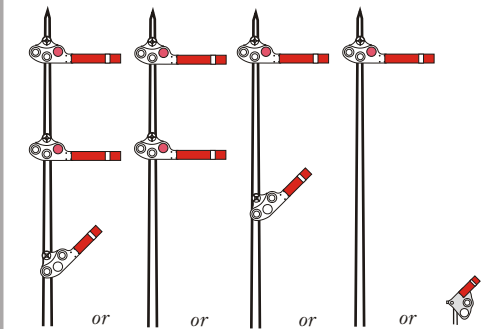
**No. 3
CLEAR SIGNAL**



**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

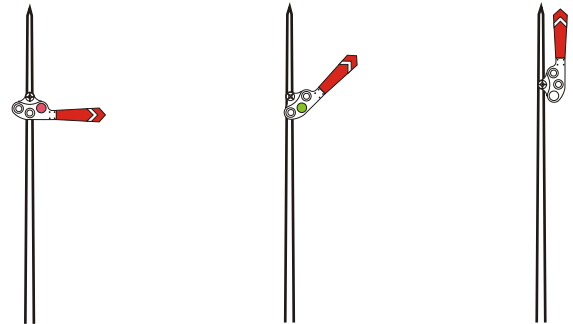
Color: Lower Arm or Dwarf WHITE light at night. Other arms RED light.
Indication: LOW Speed Signal, PROCEED.
Name: CLEAR SIGNAL.

SIGNAL ASPECTS of the WESTERN MARYLAND RAILWAY

From Rulebook Dated November 1st, 1913

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Map may be printed and used for personal use only

AUTOMATIC SIGNAL ASPECTS

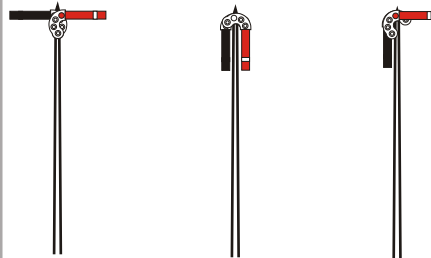


COLOR: RED
INDICATION: STOP
NAME: STOP SIGNAL

COLOR: GREEN
INDICATION: CAUTION
NAME: CAUTION SIGNAL

COLOR: WHITE
INDICATION: CLEAR
NAME: CLEAR SIGNAL

TRAIN ORDER SIGNAL ASPECTS

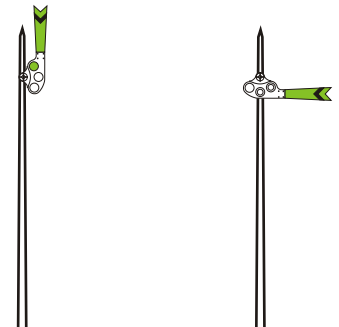


COLOR: Red
INDICATION: STOP- Both Directions.
NAME: STOP SIGNAL

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