TRANSPORTATION-MARKINGS GENERAL CLASSIFICATION
TRANSPORTATION-MARKINGS:
A STUDY IN COMMUNICATION MONOGRAPH SERIES

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Transport Marks
Waymarks


(Parts C & D, Volume I)


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(Part J, Volume IV, Final Studies in T-M)

A Truly Integrative Transportation-Markings (Alternative Title:
Transportation-Markings as an Information System) (Part K, Volume IV,
Projected)

Transportation-Markings General Table of Contents with Index, 2nd edition,
Dedicated To:

James Dwight Dana (1813-1895)
author of the System of Mineralogy
and his familial and scientific
descendants who continue the System.

The seventh edition of the System of
Mineralogy (Volume I, 1944) with its
numerical classification has been an
especially notable influence on
Transportation-Markings taxonomy.

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CHAPTER 3
VARIANT CLASSIFICATIONS

A Aids for Water & Air Transportation
   1 Marine Aids to Navigation Forms 56
   2 Aero Navigation Aids Forms 60
B Aids for Surface Transportation
   1 Traffic Control Devices 65
   2 Railway Signals, Signs, Markers 67
C Variant Taxonomy in a Different Key:
   Transportation-Markings in One Nation: The U.S. 76
   Note 80

APPENDICES

I NOMENCLATURE
   i Main Classification
      a) Background 87
      b) Nomenclature 89
   ii Variant Classification 92
   iii Adjunct Classification 95

II INDEX OF CLASSIFICATION & NOMENCLATURE MATERIALS
   a) Main Classification 97
   b) Adjunct Classification 99
   c) Nomenclature & General Classification Methods 100

III TRANSPORTATION-MARKINGS PSALM
   I-VI Marine 102
   VII-IX Aero 107
   X-XII Rail 112
   XIII-XVII Road 114

INDEXES
   General 120
   Names 121
   Transportation-Marking Forms 124

PREFACE

The first edition of Part H brought to a close the specifically descriptive and taxonomic modal phase of the Monograph Series. Part H while a short document has, nonetheless, a major role in T-M studies. It draws together the entire range of diverse and numerous T-M forms. It accomplishes this task by constructing a taxonomic matrix that unifies all Transportation-Markings in a twofold manner: through the transport modes and through the energy forms underlying the messages. Messages are arguably a third force in the study. The diversity of markings is further amplified by including a variant classification for each of the transport modes.

Taxonomies presuppose nomenclature or rules for classifying objects of whatever sort. The T-M nomenclature is included in Appendix I of this study. It includes both background information as well as the rules for the classifications. The first edition of Part H provided an index of classifications and of nomenclatures for Parts A-G. This second edition includes references to classification and indexes for the Database, Part II-IV.

During a sabbatical in Humboldt County (California North Coast) in 1991 this writer followed a dual regimen: research and writing in T-M (Part A, 2nd ed., portions of Parts F and G), and reading in the Theology of Creation. The two interests were tied together through the composition of a "psalm" (the term canticle is as accurate if not more so) that presented the panoply of T-M forms in a psalm format. That format was suggested by Biblical psalms and canticles both of which offer a rich and pregnant approach to the theology of creation. A second revision of that admittedly rough and pale imitation of a creation psalm concludes this study.

The T-M project had the form of a quarternity twice over (4+4) in the 1994 edition. Further monographs and
The T-M project had the form of a quarternity twice over (4+4) in the 1994 edition. Further monographs and additional editions of some of the studies (completed, in process, projected) have resulted in either a quadrupule quarternity (4x4) or a sextuplet quarternity (6x4). The original work (Vol I) contained Parts A, B and C/D and can be viewed as one study or three; a possible fourth edition of Part A adds a monograph for a total of 6 or 8 studies. Part E in Vol II is scheduled for revision after the reworking of Part H. Parts F and G bring Vol II to 6 studies. The Data-base (Part II-iv, Vol III) can be viewed as one study or as four. A possible second edition can be seen as one study or four or 2 or 8 studies for Vol III. Part J in Vol IV and the projected Part K, the final entry for that volume (and the Series), adds 2 studies. This results in either 16 or 24 monographs or 4 or 6 quarternities.

Part B offers a more detailed study of T-M by focussing on the markings of one nation: the U.S. Much of the early classification of Transportation-Markings (1969, 1970) is at the core of this study as well as all of the later studies. Extensive expansion of classifications in Part B can be applied to broader studies. A second edition of Part B appeared in 1992.

Parts C (Floating Aids) and D (Fixed Aids) constitutes a single work that focusses on marine aids. With hindsight a single part would have sufficed for marine aids with subparts for floating and land-based aids. A newer problem is that of spaced-based aids. Heretofore GPS, a spaced-based aid, is a component of other electronic aids which are land-based. A change is needed to more accurately reflect the character of space-based aids. Parts C & D were included in the first edition along with Part A and Part B. The 1988 second edition created a free-standing venue for the marine study, and it is the first of the monographs to examine T-M forms in an international mode.

Part E centers on traffic control devices and constitutes the first free standing study in its original state as well as the initial entry for Volume II. The first edition was completed in 1988. A projected second edition may form. An additional edition would revert to the more traditional pattern.

Part F is devoted to railway signals and is the second unit of Volume II. While substantially completed in 1990 it underwent further revisions in 1991 and was published in 1992. It relies on national and limited regional materials since a more international scope of signal guidelines and codes is less available for railway signals. It contains a variant classification and is the first monograph to do so.

Part G, the aero navigation aids study, was completed in 1994 following research and writing over several years. It also includes a variant classification. It is the final unit of Volume II.

Part H in its first edition can be viewed as a post-transport mode work and balances the pre-mode work of Part A. This second edition is post-mode twice over: that of the descriptive modal studies, and now of the database modal studies.

Part I is divided into four modal-based components (II, III, IV, V). It is a database comprised of entries for the individual T-M forms. Part I was incrementally completed over the years 1997-2001.


The total Transportation-Marking experience in it self can be viewed as a quarternity. The first of these elements has a tripartite structure: common impetus, common focus, common response. Safety problems occur thereby creating an impetus for safety aids. This impetus bears a substantial resemblance from one transport mode and aid to the next. Safety aids have a common focus since the requirements for meeting a safety need are also marked by a considerable measure of commonality. And the process of supplying
safety aids generate a response in the producer that is notably similar for all the modes of transportation.

The second element of the quarternity also exhibits three aspects. There is not only a parallel use of science, technology, and design but an overlapping and intertwining use of those disciplines as well. Science applied to optics, acoustics and electronic impulses production finds uses throughout Transportation-Markings. The technical devices that create and emit message patterns are frequently not dissimilar and may be common to many forms of T-M. The principles of design and their application to markings are not confined to isolated entities within T-M but instead find a broadly shared use.

The third element of tools that can be applied to T-M studies forms a fourfold assemblage of taxonomy, semiotics, communications, and hclarere. Taxonomy is the focus of this study and notions of semiotics and communications influence -– sometimes implicitly, sometimes explicitly -- the monographs of this Series and both affect and are affected by Transportation-Markings. More recently holarchic ideas from Arthur Kostler have been added to the earlier melange of taxonomy, semiotics and communications. The third edition of Part A reviews that topic as well as the older topics.

The quarternity’s final element is singular in construction and content. That element is a possible convergence of Transportation-Markings forms through GPS. The development of Global Positioning Systems (GPS) was originally applied to marine and aero navigation. However, GPS is undergoing extension into rail and road navigation as well. Those extensions are accompanied by off-road pedestrian usage and other personal uses. If those developments becomes further actualized then on one level a single Transportation-Markings will become a reality.

Further development of GPS and various forms of Differential GPS may eventually require a fifth mode for the classification. Such a mode would transcend and include all other modes. It would center on satellite navigation systems of all forms. A true convergence, a true unitary Transportation-Markings would be the result of this development with no more than secondary differentiation for specific applications.

A long-enduring interest in T-M by the writer has been joined by a newer interest in the theology of creation. While technology, including T-M, is only infrequently included in such a theology, there have been some efforts in this study to offer hint of the workings of such a theology for this technological interest. This has been done through the medium of selections from the theological literature that can be applied to Transportation-Markings.

References for Quotes

Note: A collection of quotes relating to creation, writing, semiotics, systems and taxonomy with implications for Transportation-Markings is included in this monograph. U.S. copyright law permits ‘fair use’ reproduction of copyrighted material. The use of quotes in this study conforms to fair use as described by Stephen R. Elias, J.D. in the work entitled, Nola’s Intellectual Property Law (Berkeley (CA): Nola Press, 1985). The following list provides a credit line for those quotes.

"I was driven to pursue connections
and enabled to perceive gaps and openings
which well-trained and -equipped craftsmen
did not notice, for they were busy with their craft."

CHAPTER ONE

INTERNATIONAL CLASSIFICATION
WITHIN TRANSPORTATION
MODE CONTEXT

"Whereas for Augustine, all things, even in their material nature were to be referred for their truth to God who was their beginning and also their final goal, St. Thomas Aquinas, partly as a result of his assimilation of Aristotelian philosophy, was concerned with things as they were in themselves, without simply referring them to God. So it was important to acquire knowledge of things for themselves, beginning from sensory knowledge, and proceeding to define and understand for their own intelligibility, and only then finding their order in relation to God. Thus they retained their nature even while it was perfected when brought into relation with God, lest his work in grace conflict with his work in creation."

"The universe would not be better if all things were of an angelic nature, for although an angel in itself is better than a rock, it is better that both should be rather than just the one... For individuals in the same species repeat the same essential perfection, whereas a multiplicity of species manifest a greater range of the divine perfection."


"We must compare things because that is the way our brains are constituted."

J.Z. Young in Dillistone's The Power of Symbols in Religion and Culture, 1986, 82.

"The entire universe for Teilhard is a divine milieu, a mystical milieu, wherein all things become diaphanous and transparent to reveal the divine presence. Through a mysterious and unexpected grace, the very heart of the universe ignites to disclose the divine fire permeating all things."

21 All-lighted Marine Aids
210 Single Forms
   2100 Traffic Control Signals
   2101 Sector Lights
   2102 High-Intensity Marine Lights

22 Lighted Fixed Aids
221 Major Structures (Lighthouses): Sea-girt
   2210 Towers on Rocks
   2211 Towers on Skeleton Structures
   2212 Towers on Special Marine Foundations
   2213 Houses on Special Marine Foundations
222 Major Structures: Land-based Towers
   2221 Tall Coastal Towers
   2222 Towers on Promontories & Headlands
   2223 Open Towers
223 Major Structures: Non-Towers
   2230 Houses
   2231 Buildings
   2232 Composite Structures
224 Minor Structures
   2240 Single Vertical Members (Narrow)
   2241 Single Vertical Members (Broader)
   2242 Multi-member Open Structures
   2243 Enclosed Structures
   2244 Composite Forms
   2245 Single Forms

23 Unlighted Marine Fixed Aids
231 Natural Marks
   2310 Cairns
   2311 Trees
   2312 Stone Construction
232 "Artificial" Marks
   2320 Unidimensional Forms
   2321 Open Structural Forms
   2322 Enclosed & Solid Construction Forms
233 Morphological/Physical Forms
   2330 Daymarks
   2331 Daymarks & Structures

24 Fixed Fog Signals
240 Signal with Single Forms
   2400 Whistle
   2401 Bell
   2402 Gong
   2403 Reed Horn
   2404 Siren
241 Signals with Variant Forms
   2410 Diaphone
   2411 Diaphragm Horn
   2412 Explosives

25 Marine Electronic Aids
250 Electronic Aids, Single Form with Variants
   2500 Radiobeacon
251 Radar Aids
   2510 Racon
   2511 Ramark
   2512 Radar Reflectors
252 Hyperbolic Radionavigation Systems
   2520 Loran
   2521 Decca
   2522 Omega
   2523 Consol
253 Satellite Navigation Aids
   2530 Global Positioning System
   2531 Differential GPS

Notes

The Marine Aids to Navigation Classification was in an unitary form both in 1981 and 1988. There was no variant form of the classification until the first edition of Part H in 1994. Separating the core from the variant form has proven to be difficult since the available international standards, largely those of IALA, pertain almost entirely to buoys. Perhaps paradoxically, assigning non-IALA buoy forms was a relatively easy task. But fixed aids of all forms presented a significant problem. And the attempted solution was admittedly imprecise and uncertain: forms of aids that
are traditionally commonplace to marine aids are assigned to the main classification but only in their core form. Other forms are assigned to the variant classification. Guidelines for this process have included the references to fixed aids in IALA system, to the IALA dictionary, and publications of IHB. An additional reference is a survey by the writer of structural forms in DMA (now NIMA, formerly USNOO, USNHO) aids to navigation publications for the first edition of Parts C & D in 1981.

What does "core form" mean? In the case of fixed unlighted beacons there are many aids -- or at least terms -- for slender vertical objects: spars, spindles, poles, posts, etc. But they cannot all be assigned to the main classification since they represent essentially one form of aid, and the classification would become bogged down with numerous similar terms. Therefore, the core form includes concrete terms (including spar or pole), or more abstract terms (including slender vertical members). In that instance the more abstract term was employed.

The parent form, or most commonly employed form, is employed including those with variant forms or subforms (in the case of fog signals). Major and minor lights manifest non-standardized forms and the most common forms or an abstract summary term have been utilized. Parts C/D provide further details for this topic.

Chapter IA2 Aero Navigation Aids & Note

31 All-lighted Aero Aids
   311 Approach Lights
      3110 Unidirectional Lamps
      3111 Omnidirectional Lamps
      3112 Sequenced Flashers
   312 Final Approach Indicators
      3120 Visual Approach Slope Indicators
      3121 Precision Approach Path Indicators
      3122 Pulse Light Approach Slope Indicators
      3123 Tri-Color Visual Approach Slope Indicators

32 Partly-lighted Aero Aids
### 32. Runway & Taxiway Insert (Inpavement) Lights
- 3210 Centerline Lights
- 3211 Edge Lights
- 3212 Transverse (Cross-Runway/Taxiway) Lights

### 32. Runway & Taxiway Elevated Lights
- 3220 Edge Lights
- 3221 Transverse (Cross-Runway/Taxiway) Lights

### 32. Beacons
- 3230 Aerodrome Beacon
- 3231 Identification Beacon (Code Beacon)

### 32. Obstruction Lighting
- 3240 Low Intensity Lights
- 3241 Medium Intensity Lights
- 3242 High Intensity Lights

### 32. Wind Indicators
- 3250 Wind Indicators
- 3251 Wind Tees
- 3252 Landing Direction Indicators

### 32. Aircraft Stand Aids
- 3260 Manoeuvring Guidance Lights
- 3261 Docking Guidance Lights

### 32. Heliport Lights
- 3270 Final Approach & Take-Off Areas Lights
- 3271 Touchdown Lift-off Area Lighting System
- 3272 Partially-Lighted Signs

### 33. Unlighted Aero Navigation Aids
- 3300 Signs-Single Forms
  - 3301 Aerodrome Identification Signs
  - 3302 Aircraft Stand Identification Signs
  - 3303 Road-Holding Position Signs
- 3310 Signs with Variant Versions
  - 3311 Mandatory Instruction Signs
  - 3312 Information Signs
- 3320 Signs Under Heading of Marker - Single Forms
  - 3321 Aircraft Arresting Marker
  - 3322 VOR Check-point Marker
- 3340 Longitudinal Markings

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**Notes**

A variety of changes have been made in the aero navigation aids classification. A number of aids have been conflated into core groups while more detailed and variant forms have been moved to the variant classification. The dual classification of signs has been replaced by signs in the partially-lighted and unlighted categories with details in unlighted. However, signs are often partially-lighted so that signs are both lighted and unlighted aids. A rebuilding of unlighted aids for the Database has affected the classification. Signs and surface markings not infrequently employ the term marker. Those aids now appear under marker but within the appropriate sign or marking group.
### 43 Unlighted TCD Signs & Markings
- **431 Warning Signs**
  - 4310 Roadway Alignment Signs
  - 4311 Roadway Conditions Signs
  - 4312 Intersection Signs
  - 4313 Intermittent Moving Hazards Signs
  - 4314 Construction & Maintenance Signs
  - 4315 Level/Grade Crossing Signs
- **432 Regulatory Signs**
  - 4320 Priority Signs
  - 4321 Prohibition & Restrictive Signs
  - 4322 Mandatory Signs
  - 4323 Standing & Parking Signs
- **433 Informative Signs**
  - 4330 Distance & Direction Signs
  - 4331 Route Markers
  - 4332 Mile Posts
  - 4333 Signs of General Interest
- **434 Horizontal Markings**
  - 4340 Longitudinal Markings
  - 4341 Transverse Markings
  - 4342 Multiple-direction Markings
  - 4343 Graphic Markings
  - 4344 Alphanumeric Markings
- **435 Vertical Markings**
  - 4350 Barricades
  - 4351 Channelizing Devices
  - 4352 Delineators
  - 4353 Object Markings

### 44 Sound Traffic Signals
- **440 Signals with Single Forms**
  - 4400 Movable Bridge Signals
- **441 Signals with Variant Forms**
  - 4410 Audible Pedestrian Signals

### Note

The Traffic Control Devices Classification lacked a variant classification in the 1984 study. The 1994 edition of Part H added a variant classification though many more detailed forms remained in the main classification. This second edition reduces sign and marking forms in the main classification resulting in an increase in variant of classification entries.
523 Dwarf Semaphore & Rotating Signals
5230 Dwarf Semaphores
5231 Disc-Open, with Signal Lamp
5232 Disc-Open, Indirectly-lighted
5233 Disc-Semaphore
5234 Pillar-Disc
5235 Miniature Graphic Symbol Indicators
524 Dwarf Revolving Signals
5240 Disc Signals
5241 Panels
5242 Graphic Symbols-enclosed
5243 Graphic Symbols-open
525 Railway Signals
5250 Single Forms, Lighted Signs

53 Unlighted Railway Signals, Signs & Markings
531 Targets & Track Indicators
5310 Color
5311 Shape
5312 Position
5313 Color-Shape
5314 Miniature Graphic Symbol Indicators
532 Signs - Other Than Speed Regulations
5320 Approach: Station, Yard, Crossing, Bridge & Whistle Posts
5321 Station, Yard, Track & Political Units Signs
5322 Location Signs (Mileage Posts)
5323 Sign & Signal Identification & Signal Function
5324 Stop Boards
5325 Section & Block Signs
5326 Electric Traction Signs
5327 Safety Signs
5328 Maintenance of Way Signs
533 Signs - Speed Control
5330 Speed Limit Signs
5331 Speed Reduction Signs
535 Signs Under Other Names
5340 Flags
5341 Plates
5342 Stop Boards
535 Markings

5350 Pillars & Posts
5351 Small Posts (Petites)
5342 Marker Boards
5343 Sign-like Objects
536 Fixed Unlighted Signals

54 Railway Sound Signals
540 Signals with Single Form
5400 Detonators
541 Signals with Variant Forms
5401 Track Crew Warning Signals

56 Multi-message Railway Aids
561 Lighted/Sound Signals
5610 Cab Signals [Audible Cab Signals]
5611 LC/GC Signals [Crossing Bells]

Note

The railway signals classification has undergone only limited changes. Sound signals, omitted in 1994, are added, as well as multi-message aids.

"The vision of God is glimpsed within the world of matter."

"To Name Properly Implies Knowledge of Essence."

"Each truth is a fragment which does not stand alone but reveals connections on every side."
"That is where Umberto Eco comes into the story. Eco is a professor of semiotics, the science of signs. We have come to think of signs as lifeless abstractions, labels assigned arbitrarily to things in the world. But in medieval times, as Eco shows in his novel *The Name of the Rose*, signs were believed to resonate with magic. With the proper incantation one could invoke the powers of the universe. As a semiotician, Eco tries to restore some of this magic to twentieth-century linguistics, showing that signs are not empty labels—mere reflections of what we think of as hard-core reality—that they form a world unto themselves, a kind of cyberspace in which they take on a life of their own. When we buy a pair of Guess jeans or a Gap T-shirt, we are not merely buying cloth cut and sewn with thread, we are buying a symbol that stands for a whole world of messages we are trying to convey."


"There's a general attitude that I've insisted on having, that machines are sad and pitiful creatures also, and deserve a lot of compassion and help.... An attitude of superiority and hostility toward machines is just going to be bad luck for human beings, and it isn't going to help machines achieve their fullest potential either."


"Nature in its entirety has value for God. I refer to all of nature, both the living and the non-living; the human and non-human; plants as well as animals; sticks, air, water, stones: everything."


"Santmire's employment of the term [nature] denies any suggestion that houses, automobilies, cities, and so on are 'not natural.' He deals with 'fabricated nature' as 'nature taken up into, or stamped by, the world of spirit.'"

### 2A Main Classification

#### 2A1 Visual Forms—All-Lighted

<table>
<thead>
<tr>
<th>21</th>
<th>All-lighted Marine Aids</th>
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<td>Sector Lights</td>
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<td>High-intensity Marine Lights</td>
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<td>Approach Lamps</td>
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<tr>
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<td>Level (Railway) Crossing Signals</td>
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<td>Lane Use Control Signals</td>
</tr>
<tr>
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<td>Movable Bridge Signals</td>
</tr>
<tr>
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<tr>
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<td>Lighting Devices</td>
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<th>51</th>
<th>All-lighted Railway Signals</th>
</tr>
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<tbody>
<tr>
<td>511</td>
<td>Trackside Signals [Signals Governing Train Movements on One Track (SGTMOOT)]</td>
</tr>
<tr>
<td>5110</td>
<td>Color-light: Multiple-lens</td>
</tr>
<tr>
<td>5111</td>
<td>Color-light: Searchlight-lens</td>
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<td>Color-position Signal</td>
</tr>
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<td>Position-light Signal</td>
</tr>
<tr>
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<td>Symbol Signals</td>
</tr>
<tr>
<td>512</td>
<td>Cab Signals</td>
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### 2A2 Visual Forms—Partially-Lighted

<table>
<thead>
<tr>
<th>12</th>
<th>Lighted Floating Aids</th>
</tr>
</thead>
<tbody>
<tr>
<td>120</td>
<td>Standard Single Types</td>
</tr>
<tr>
<td>1200</td>
<td>Can</td>
</tr>
<tr>
<td>1201</td>
<td>Spherical</td>
</tr>
<tr>
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<tr>
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</table>

<table>
<thead>
<tr>
<th>16</th>
<th>Multi-Message Marine Floating Aids</th>
</tr>
</thead>
<tbody>
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<td>Large Floating Aids, Single Types</td>
</tr>
<tr>
<td>1600</td>
<td>Light Vessels</td>
</tr>
<tr>
<td>1601</td>
<td>Large Navigational Buoys</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>161</th>
<th>Lighted Sound Buoys</th>
</tr>
</thead>
<tbody>
<tr>
<td>1610</td>
<td>Lighted Bell Buoys</td>
</tr>
<tr>
<td>1611</td>
<td>Lighted Whistle Buoys</td>
</tr>
<tr>
<td>1612</td>
<td>Lighted Gong Buoys</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>22</th>
<th>Lighted Fixed Aids</th>
</tr>
</thead>
<tbody>
<tr>
<td>221</td>
<td>Major Structures (Lighthouses): Sea-girt</td>
</tr>
<tr>
<td>2210</td>
<td>Towers on Rocks</td>
</tr>
<tr>
<td>2211</td>
<td>Towers on Skeleton Structures</td>
</tr>
<tr>
<td>2212</td>
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2232 Composite Structures
224 Minor Structures
2240 Single Vertical Members (Narrow)
2241 Single Vertical Members (Broader)
2242 Multi-member Open Structures
2243 Enclosed Structures
2244 Composite Forms
2245 Single Forms

32 Partly-lighted Aero Aids
321 Runway & Taxiway Inset (Inpavement) Lights
3210 Centerline Lights
3211 Edge Lights
3212 Transverse (Cross-Runway/Taxiway) Lights
322 Runway & Taxiway Elevated Lights
3220 Edge Lights
3221 Transverse (Cross-Runway/Taxiway) Lights
323 Beacons
3230 Aerodrome Beacon
3231 Identification Beacon (Code Beacon)
324 Obstruction Lighting
3240 Low Intensity Lights
3241 Medium Intensity Lights
3242 High Intensity Lights
325 Wind Indicators
3250 Wind Indicators
3251 Wind Tees
3252 Landing Direction Indicators
326 Aircraft Stand Aids
3270 Manoeuvring Guidance Lights
3271 Docking Guidance Lights
327 Heliport Lights
3271 Final Approach & Take-Off Areas Lights
3272 Touchdown Lift-off Area Lighting System
328 Partially-Lighted Signs

42 Partially-lighted TCDs
421 Lighting Devices
4210 Warning Lights
4211 Steady-Burning Electric Lamps
422 Signs [Special types of signs are listed in unlighted classification; any signs that are lighted are designated by number 2 in second digit in place of number 3]

52 Partially-lighted Railway Signals
521 Trackside Signals -- Semaphore
5210 Blade-spectacle Fully-integrated
5211 Blade-spectacle Integrated Through Linkage
5212 Blade/Lens Partially Integrated
5213 Blade/Lens Separate
5214 Composite: Blade/Lens Integral
5215 Double: Blade/Lens Integral
522 Signal Boards
5220 Single-unit Signals
5221 Double-unit Signals
5222 Composite: Semaphore-signal Board
523 Dwarf Semaphore & Rotating Signals
5230 Dwarf Semaphores
5231 Disc-Open, with Signal Lamps
5232 Disc-Open, Indirectly-lighted
5233 Disc-Semaphore
5234 Pillar-Disc
5235 Miniature Graphic Symbol Indicators
524 Dwarf Revolving Signals
5240 Disc Signals
5251 Panels
5262 Graphic Symbols-enclosed
5273 Graphic Symbols-open
525 Railway Signals
5250 Single Forms, Lighted Signs

2A3 Visual Forms--Unlighted

13 Unlighted Buoys
130 Standard Single Forms
1300 Ogival
1301 Spindle
1302 Spherical
1303 Pillar
131 Forms with Variant Versions
1310 Conical
1311 Can/Cylindrical
23 Unlighted Marine Fixed Aids
  231 Natural Marks
    2310 Cairns
    2311 Trees
    2312 Stone Construction
  232 “Artificial” Marks
    2320 Unidimensional Forms
    2321 Open Structural Forms
    2322 Enclosed & Solid Construction Forms
  233 Morphological/Physical Forms
    2330 Daymarks
    2331 Daymarks & Structures

33 Unlighted Aero Navigation Aids
  330 Signs-Single Forms
    3300 Aerodrome Identification Signs
    3301 Aircraft Stand Identification Signs
    3302 Road-Holding Position Signs
  331 Signs with Variant Versions
    3310 Mandatory Instruction Signs
    3311 Information Signs
  332 Signs Under Heading of Marker - Single Forms
    3320 Distance-to-go Marker
    3321 Aircraft Arresting Marker
    3322 VOR Check-point Marker
  334 Markings
    3340 Longitudinal Markings
    3341 Transverse Markings
    3342 Graphic Symbols
    3343 Alphanumeric Markings
  335 Markings Under Name of Marker - Single Forms
    3350 Barrier-Engagement Markers
    3351 Fixed Distance Marker
    3352 Runway Touchdown Zone Marker
    3353 Aiming Marker for Turbojet Operations
  336 Obstruction Markings
    3360 Patterns
    3361 Spherical Markers
    3362 Flags
  337 Elevated Markers
    3370 Painted Forms on Horizontal Objects
    3371 Reflective Forms
    3372 Flags

43 Unlighted TCD Signs & Markings
  431 Warning Signs
    4310 Roadway Alignment Signs
    4311 Roadway Conditions Signs
    4312 Intersection Signs
    4313 Intermittent Moving Hazards Signs
    4314 Construction & Maintenance Signs
    4315 Level/Grade Crossing Signs
  432 Regulatory Signs
    4320 Priority Signs
    4321 Prohibition & Restrictive Signs
    4322 Mandatory Signs
    4323 Standing & Parking Signs
  433 Informative Signs
    4330 Distance & Direction Signs
    4331 Route Markers
    4332 Mile Posts
    4333 Signs of General Interest
  434 Horizontal Markings
    4340 Longitudinal Markings
    4341 Transverse Markings
    4342 Multiple-direction Markings
    4343 Graphic Markings
    4344 Alphanumeric Markings
  435 Vertical Markings
    4350 Barricades
    4351 Channelizing Devices
    4352 Delineators
    4353 Object Markings

53 Unlighted Railway Signals, Signs & Markings
  531 Targets & Track Indicators
    5310 Color
    5311 Shape
    5312 Position
| 5313 | Color-Shape |
| 5314 | Miniature Graphic Symbol Indicators |
| 532 | Signs - Other Than Speed Regulations |
| 5320 | Approach: Station, Yard, Crossing, Bridge & Whistle Posts |
| 5321 | Station, Yard, Track & Political Units |
| 5322 | Location Signs (Mileage Posts) |
| 5323 | Sign & Signal Identification & Signal Function |
| 5324 | Stop Boards |
| 5325 | Section & Block Signs |
| 5326 | Electric Traction Signs |
| 5327 | Safety Signs |
| 5328 | Maintenance of Way Signs |
| 533 | Signs - Speed Control |
| 5330 | Speed Limit Signs |
| 5331 | Speed Reduction Signs |
| 534 | Signs Under Other Names |
| 5340 | Flags |
| 5341 | Plates |
| 5342 | Stop Boards |
| 535 | Markings |
| 5350 | Pillars & Posts |
| 5351 | Small Posts (Petites) |
| 5342 | Marker Boards |
| 5343 | Sign-like Objects |
| 536 | Fixed Unlighted Signals |
| 2A4 | Acoustic Aids |

| 14 | Sound Buoys |
| 140 | Single Types |
| 1400 | Bell Buoy |
| 1401 | Whistle Buoy |

| 16 | Multi-Message Marine Floating Aids |
| 161 | Lighted Sound Buoys |
| 1610 | Lighted Bell Buoy |
| 1611 | Lighted Whistle Buoy |
| 1612 | Lighted Gong Buoy |

| 24 | Fixed Fog Signals |

| 36 | 2A4 Acoustic Aids |

| 240 | Signals with Single Forms |
| 2400 | Whistle |
| 2401 | Bell |
| 2402 | Gong |
| 2403 | Reed Horn |
| 2404 | Siren |

| 241 | Signals with Variant Forms |
| 2410 | Diaphone |
| 2411 | Diaphragm Horn |
| 2412 | Explosives |

| 44 | Sound Traffic Signals |
| 440 | Signals with Single Forms |
| 4400 | Moveable Bridge Signals |

| 441 | Signals with Variant Forms |
| 4410 | Audible Pedestrian Signals |

| 54 | Railway Sound Signals |
| 540 | Signals with Single Form |
| 5400 | Detonators |

| 541 | Signals with Variant Forms |
| 5401 | Track Crew Warning Signals |

| 56 | Multi-message Railway Aids |
| 561 | Lighted/Sound Signals |
| 5610 | Cab Signals [Audible Cab Signals] |
| 5611 | LC/GC Signals [Crossing Bells] |

2A5 Electronic Forms

| 25 | Marine Electronic Aids |
| 250 | Electronic Aids, Single Form with Variants |
| 2500 | Radiobeacon |

| 251 | Radar Aids |
| 2510 | Racon |
| 2511 | Ramark |
| 2512 | Radar Reflectors |

| 252 | Hyperbolic Radionavigation Systems |
| 2520 | Loran |
| 2521 | Decca |
| 2522 | Omega |
2523 Canso
253 Satellite Navigation Aids
2530 Global Positioning System
2531 Differential GPS

35 Aero Electronic Navigations
351 Final Approach & Landing Aids
3510 ILS
3511 MLS
352 En-Route Short-Distance Aids
3520 VOR
3521 DME
3522 VORTAC
3523 TACAN
3524 Non-Directional Beacon (NDB)
3525 En-Route: VHF Marker Beacon
353 En-Route: Hyperbolic Systems
3530 Loran-C
3531 Consol
3532 Decca
354 Satellite Navigation Aids
3540 Global Positioning System (GPS)
3541 Differential GPS

55 Railway Electronic Aids
550 Radio Aids - Single Forms
5550 Radio Token

Notes for Chapter 2A

21 All-lighted Marine Aids. While most marine aids to navigation are not continuously lighted there are some aids of more recent vintage that have such capability. The lst ed contained one such aid and two more are added in the 2nd ed. Pharos Marine, a major source of aids, provides the information which, in part, reflects IALA/IALP guidelines.

311 Approach Lamps. Only primary forms are listed in main classification. The variant classification now encompasses detailed forms that had been included in lst ed.

4120 Cyclist Signal. This refers to UN 1968 signal for use of cyclists. Term is descriptive since UN does not so name the signal.

4124, 4125, 4126 Movable Bridge Signals, Emergency Signals, Lighting Devices. These signals were not included in the lst ed though in use at the time.

511 Trackside Signals. Part F employed an alternate formulation for mainline signals: Signals Governing Train Movements on One Track [SGTMOOT]. That phrase does not indicate whether signals were full-size or dwarf. However the expression is not entirely precise, and it presented a cumbersome appearance. The older term is therefore reintroduced though not fully precise.

5110, 5111. There are two forms of Color-light Signals. Possibly only one form should appear here with specific versions in variant classification. However, both are major forms and retained here.

5114, Symbol Signals. 1st ed has graphic and alphanumeric symbol forms but those designations are assigned to the variant classification with a general term employed here.

512, Cab Signals. These signals were attached to mainline signals in the lst ed. But cab signals are now given a separate listing. Possibly the principal forms of these signals might be assigned to the variant classification though a decision was made to list them here.

513, Dwarf Signals. This traditional term replaces a term coined for Part F: Signals Governing Train Movements One Track to Another Track [SGTMFOOTTAT]. Comments for 511 have application here.

12 & 22 are unchanged from the lst ed.
A more physical, less morphological format has been adopted. Runway and taxiway light forms have been merged.

The term transverse has been borrowed from TCD markings. It brings together a variety of aids that display cross-runway and -taxiway lights. Specific forms are now in the variant classification.

Aerodrome Beacons. This is a morphological term though it incorporates a physical dimension. Heliport Beacon in the 1st ed is now a variant term since it is one form of the Aerodrome Beacon.

Wind Tee. This is an older and obsolescent aid. It was omitted in 1st ed but added here since it continues to find some usage.

Aircraft Stand Aids. The older name of Parking and Docking Aids has been changed since both forms refer to aircraft stand situations. The terms are morphological though also containing a physical dimension.

Heliport Lights. One aid, aiming point lights, has been moved to partially-lighted since it consists of an unlighted triangle augmented by appropriate light units.

Partially-lighted Signs. This pertains to signs in unlighted classification when lighted. Such signs, when lighted, begin with "3" rather than "4". The special dual classification in 1st ed is replaced by separate though interrelated classifications.

Partially-lighted TCDs. The 1st ed did not include this segment though some forms existed at that time. Lighted signs had been in the special dual classification while lighting devices were altogether omitted.

Lighting Devices. Two of these forms are partially-lighted while two other forms are all-lighted. Possibly specific forms should be seen as variants though the forms have distinct appearances.

Signs are classified by forms in the unlighted segments. This truncated segment refers to those signs that have a lighted dimension. Such signs are preceded by a "4" instead of a "5".

Trackside Signals-Semaphores. Comments on reintroducing trackside is taken up in all-lighted signals, 512.

Blade-spectacle Fully-integrated. UQ and LQ forms are now in variant classification.

Single-unit Signals. Specific forms are now in variant classification.

Dwarf Semaphore & Rotating Signals. The term dwarf reintroduced here as was done in adjoining segments.

Dwarf Semaphores. UQ & LQ forms are now variants.

Perhaps these forms are not sufficiently differentiated to qualify as main entries in this classification. Yet they may be sufficiently different to qualify as entries in the main classification.

Disc Signals. Individual forms formerly included are now variants.

Lighted Signs. Unlighted signs with a lighted dimension assigned to this classification designation.

The 1st edition employed an older and unrevised version of the classification that employed the number 4 for unlighted aids. The accompanying three and four-digit designation are also affected.

Unlighted Aero Navigation Aids. This segment has undergone a substantial overhaul. The terms are now more physical in nature. And markings and signs listed under marker are so designated. The accompanying database
entries also underwent substantial revision thereby better reflecting unlighted aero aids.

330, 331, 332, Signs. In the lst ed these were in a special dual classification outside of the unlighted aids categories. They are now rejoined to other unlighted aids. Partially-lighted categories include a lighted signs heading which is to be applied to signs when lighted.

431, Warning Signs. This segment has been overhauled. It reflects Canadian practice which offers a better organization for these aids. It is also employed in the Database.

432, Regulatory Signs. Several forms in the lst ed have been moved to the variant classification thereby reducing specific forms and introducing general groups for main.

433, Informative Signs. Specific forms have been moved from this segment to variant classification and main forms are in now more general groupings.

434, Horizontal Markings. This segment replaces four segments in lst ed. Many entries -- often morphological in nature -- are now in variants.

435, Vertical Markings. This is a new segment. Only one four-digit entry was included in the lst ed. That entry, obstacle markings, is now termed object markings.

532, Signs -- Other Than Speed Regulations. This is retained from the lst ed. The many entries are often morphological in name though some measure of the physical is embedded in the entries. Reconfiguration of the entries to fewer categories and to more physical categories is not easily accomplished and has not been fully achieved.

533, Signs-Speed Control. Some entries from the lst ed have been moved to variants. Speed signs is the largest part of signs especially in Europe. There are many nuanced differences yet a classification seemingly has to choose between many signs with small differences or includes only a few broad entries.

535, Markings. Most of these entries have been altered. The compiler added the term markings to most entries which was inaccurate. If together these aids constitute a system of markings they are individually of a diverse and altered character.

536, Fixed Unlighted Signals. This is a new segment for the classification. The several entries are morphological though a less visible physical dimension is present.

537, Movable Signals. These aids were included in Part F though not classified. They include staff, tablets, tickets, and tokens. All of these objects are moved by the train crew between signal huts that mark off a block section.

14, Sound Buoys. The lst ed designated these aids under the number 15 which was correct for an older version of the classification though not in the revised version.

1402, Gong Buoy. This aid has been added here since it remains important though geographically restricted.

16, Multi-message Marine Floating Aids. This category encompasses combination aids. These aids are now located with mode-specific forms since there are few entries to make up an entire inter-modal combination aids category. They include 160, Large Floating Aids, Single Types, and 161, Lighted Sound Buoys. 160 had formerly been in a special combination aids group though not 161. These aids, of course, are lighted aids as well as sound aids.

24, Fixed Fog Signals. Several forms have been added to those listed in the lst ed. Those forms are only infrequently used yet included by some relatively new references. 24 was designated as 25 in the lst ed reflecting an older classification nomenclature.

44, Sound Traffic Signals. This segment was absent from the lst ed. However, Part J includes a broad range of sound signals thereby influencing this category.

54, Railway Sound Signals. Comments for 44 apply here.
56, Multi-message Railway Aids. This segment has been added to 2nd ed. Second digit (6) denotes combination aids.

561, Lighted/Sound Signals. This segment includes two very different aids: 5610, Cab Signals [Audible Cab Signals], and 5611, LC/GC Signals [Crossing Bells].

2500, Radiobeacons. Several formerly listed forms are now relocated in variant classification.

2531, DGPS. This is added as a main form since it has considerable significance in navigation in itself.

35, Aero Electronic Navigation Aids. This category has undergone a major overhaul. “Homemade” headings in lst ed are dropped in favor of more conventional headings. The 2nd ed is influenced by the Database.

3510, ILS and 3511, MLS. Components of these aids are listed in the variant classification in contrast to the lst ed.

3540, GPS, and 3541, DGPS. These entries parallel marine use and could conceivably share a common numeration.

55, Railway Electronic Aids. The lst ed lacked this segment. Numerous terms seemingly describe a single aid: radio or electronic block.

"Hopkins was overcome all his life with 'despair at the multiplicity of phenomena unexplained and unconnected.'"

Sulloway, Gerald Manley Hopkins & the Victorian Temper, 1972, 90.

2B Alternate Classifications

Two alternate classifications accompany the international classification based on energy forms. The first of these (2B1) closely follows the first classification though in a schematic formulation rather than in an outline form. Transportation modes as well as energy forms shape its construction.

The second alternate classification is based on the nature of messages placed within a matrix of numbered entities undergirded by a foundation of energy and mode forms.

These classifications are alternate classifications rather than variants. They contain the same material though in different configurations.

"Mircea Eliade once made the point that many new intellectual breakthroughs in the modern would occur not in universities but outside them, through the cross-fertilization of minds and ideas drawn from different disciplines and backgrounds. New discoveries and syntheses are often born out of transdisciplinary encounters the bold embrace of diverse elements hitherto kept apart."


"Even the most material of realities, in his [Teilhard] view, have some consciousness, however diffuse. A pebble, for example, has a 'within,' however inert it might appear."

## 2B1 Schematic Classification

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### Notes
- **Combination** modes include both road and rail signals.
- **Electronic** modes are for communication systems.
- **Acoustic** signals are used in unlit environments.
- **Marine** signals are for maritime operations.
2B2 Alternate Classification: International Classification
Within Matrix of Nature of Messages

This classification is based on the nature of messages found in the subject monographs. Messages are arranged according to the form of energy and by modes. It assigns a category to each marking. The classification employs a number-only designations though the letter and word designations originally employed can be employed.

The formulation includes: 1. for changing messages, and 2. for unchanging; 3. for multiple messages and 4. for single messages. Two digit indicators include 14 which denotes changing yet single message (CMSM). 14 is divided into 14.1 for unitary messages, and 14.2 for variable messages. 13 indicates changing message, multiple message (C3M), 24 denotes unchanging message with single message (UMSM), and 23 indicates unchanging message with multiple messages (U3M). Category 23 has two subforms: a basic bifurcation into programmable markings and unitary markings (the former can be represented by .1 and the later by .2). Unitary exhibits one of three further subdivisions: variants A (23.2.1) which admits of no variations; variant B (23.2.2) which can take one of several predictable forms; and variant C (23.2.3) which can take any number of forms. This results in these possible designations for the classification: Type 13, Type 14, and Type 23 divided into: 23.1 and 23.2.1, 23.2.2, and 23.2.3.

1 = Changing Message (CM)
2 = Unchanging Message (UM)
3 = Multiple Message (MM)
4 = Single Message (SM)

13 C3M (or CMMM)
14 CMSM (14.1 = Unitary/14.2 = Variable)

23 U3M (UMMM)
24 UMSM
    Programmable 24.1
    Unitary 24.2
    subforms:
    Variant A (No variations) 24.2.1
    B (Several predictable forms) 24.2.2
    C (Any number of forms) 24.2.3

Type 13:
326
411
4120
4123
440
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2100
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Type 14.1:
4121 (Partial; see also Type 23)
4122

Type 14.2:
4121 (Partial)

Type 23
161
4121 (Partial; see also Type 14.1)

Type 24.1

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4315*
550

Type 24.2.2

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433**
434

* denotes an entry in 431 that is in a different category.

** denotes an entry in 433 that is in a different category.

"For persons engaged in scientific or scholarly fields, there is a readiness and a desire to uncover the real order of all things. One knows that God has ordered the universe, but this order is still rather elusive. A lifetime uncovering this order is recognized as a worthwhile expression of divine faith, charity, and hope."

Tad Dunne, Lonergan & Spirituality: Toward Spiritual Integration, 1985, 139.

"The second role of theology is an integrating discipline, settling the first-order of science, aesthetics, morality, and of religion itself, within a deeper and more comprehensive matrix of understanding. Theological metaphysics, as we may call this activity, aims to be a true 'Theory of Everything', based on the fundamental premise that the Mind and Will of a divine Agent lie behind the multi-leveled character of our encounter with reality."

"Art and technology can give cosmic realities a higher kind of sacramentality by imparting to them something of the luminous intelligibility of the human mind."


"Zizioulas's emphasis is on the dualism between humanity and nature that came to permeate all aspects of the Church's life, worship, and ministry. He notes that physical matter ceased to be celebrated as God's gift and was rejected as either insignificant or a source of evil. Matter thus became considered dangerous for those pursuing a genuinely spiritual life."

P.A. Fox, *God as Communion: John Zizioulas, Elizabeth Johnson and the Retrieval of the Symbol of the Triune God*, 2001, 234

"Everything that is in the heavens, on the earth, and under the earth, is penetrated with connectedness, penetrated with relatedness."

Hildegard of Bingen in Unlein/Fox, *.... in Joranson*, 1982, 100.

"All of nature is joined together like a huge multi-dimensional net in which any break or tear, regardless of how innocuous or insignificant it may seem, weakens the entire ecological fabric of life."

Lutz in Joranson, 1982, 254-255

"Every creature gives him voice, expresses him, proclaims him by its concrete essence as atom, stone, energy, or spirit. We all belong to the family of God, and in that family there are no second-rank members."

Chapter 3A Aids for Water & Air Transportation

3A1 Marine Aids to Navigation

12 Lighted Buoys; 13 Unlighted Buoys; 14 Sound Buoys; 16 Combination Buoys

.1 Floating Aids
   .10 Lighted Buoys-National Models
      .100 Canada
      .101 U.S.
      .102 Greece A/Thailand A
      .103 Russia
      .104 Thailand B
      .105 Greece B
      .106 Norway
      .107 Germany (Beacon Buoy, Lateral & Cardinal Forms)
   .108 All-lighted High Intensity Forms
   .11 Unlighted Buoys: Conical
      .110 U.S. (Nun Form)
      .111 Denmark A
      .112 Denmark B
      .113 Italy
      .114 Poland & France
      .115 Canada
   .12 Unlighted Buoys: Can/Cylindrical
      .120 U.S.
      .121 Denmark
      .122 Germany
      .123 Taiwan
      .124 Sweden, Russia
      .125 Canada
   .13 Unlighted Buoys: Spars
      .130 Modified Standard, U.S.
      .131 Modified Standard, Norway
      .132 Modified Standard, Canada
      .133 Special, Spar on Can Base, Iceland, et. al.
      .134 Special, Spar on Modified Can Base, The Netherlands, Poland
      .135 Special, Spar on Conical Base-A, Iceland

   .14 Miscellaneous Unlighted Buoys
      .140 Beacon Buoy, Germany (Lateral & Cardinal)
      .141 Barrel Buoy, Sweden, Russia
      .142 Oil Drum Buoy, U.S.
      .143 Cask
   .15 Sound Buoys
      .150 Bell, U.S.
      .151 Whistle, U.S.
      .152 Carillon, France
      .153 Bell, France
      .154 Horn Buoy
      .155 Siren Buoy
   .16 Combination Buoys: Lighted Sound
      .160 Lighted Bell, Canada
      .161 Lighted Whistle, Canada
      .162 Lighted Bell, U.S.
      .163 Lighted Whistle, U.S.
      .164 Lighted Gong, U.S.
      .165 Lighted Horn, U.S.
      .166 Lighted Bell--Can, USB
      .167 Lighted Bell--Conical, USB
      .168 Lighted Bell--Spherical, USB
   .17 Electronic Buoys
      .170 Radar Beacon Buoy
      .171 Radio Beacon Buoy
   .18 Multi-Message Floating Aids
      .180 Lightfloats
      .181 Lighted Catamarans

22 Fixed Lights & 23 Daybeacons
221-223, Major Lights; 224 Minor Lights; 231 & 232 Daybeacons

   .2 Fixed Aids
      .20 Major Lights (Lighthouses)
         .200 Towers on Skeleton Structures:
            Screw-Pile Towers
         .201 Towers on Skeleton Structures:
            Off-Shore Platforms
         .202 Skeleton Towers
         .203 Framework Towers
.204 Composite: House on Structure
.205 Composite: Tower Attached to House/Building
.206 All-Lighted High Intensity Forms

.21 Minor Lights: Multi-Member Structures
.210 Tripod
.211 Pyramid
.212 Pile Structure: Marine Site
.213 Pile Structure: Land-based Site
.214 Skeleton Structure
.215 Dolphin
.216 Tripodal Tower
.217 Tubular Tower
.218 Skeleton Tower

.22 Minor Lights: Single-Member Structures I
(Narrow Configurations)
.220 Spindle
.221 Spar
.222 Pipe
.223 Post
.224 Pole
.225 Single Pile
.226 Stake
.227 Mast
.228 Buoyant Beacon

.23 Minor Lights: Single-Member Structures II
(Wide Configurations)
.230 Column
.231 Pedestal
.232 Pillar
.233 Pylon
.234 Obelisk

.24 Minor Lights: Enclosed & Solid Constructions, & Composite Structures
.240 Hut
.241 Small House
.242 Cairn
.243 "Beacon"
.244 Cylinders
.245 House/Hut on Structure
.246 House/Hut on Pile Structure
.247 House/Hut on Tripod

.25 Minor Lights: Single Types of Structures
.250 Stand
.251 Arm
.252 Lighted Bank
.253 All-Lighted High Intensity Forms
.254 All-Lighted Range/Leading Lights

.26 Daybeacons: Natural Marks
.260 Cairn
.261 Small Tree/Petit Arbre
.262 Tree Branch: Natural State
.263 Tree Branch: Tied Down

.27 Daybeacons: Unidimensional Marks
.270 Spindle
.271 Perch/Pole
.272 Pile
.273 Post
.274 Stake
.275 Edgemark

.28 Daybeacons: Open Structures
.280 Dolphin/Multiple Pile
.281 Tripod
.282 Latticework
.283 Skeleton Tower
.284 Wooden Framework
.285 Beacon/Bake, Germany
.286 Pyramidal Structures
.287 Triangular Structures

.29 Enclosed & Solid Structures
.290 Small House
.291 Enclosed Structures
.292 Stone/Masonry Structures

24 Acoustical Signals

.3 Fog Signals
.30 Diaphone
.300 Regular
.301 Two-Tone
.31 Diaphragm
.310 Compressed Air
.311 Oscillator
25 Electronic Aids

.30 Radiobeacons
.31 Non-Directional: Circular, Omni-Directional
.32 Non-Directional: Sequence, Group
.33 Directional: Sequence, Group
.34 Directional: Continuous
.35 Radials
.36 Rotating Horseshoe
.37 Rotating Ring
.38 Rotating Pole
.39 Rotating Trihedral

3.3 Submarine Signals
.330 Submarine Bell
.331 Submarine Oscillator

3.4 Radar Aids, Passive Forms, Reflectors
.340 Corner Reflector, Trihedral
.341 Corner Reflector, Pentagonal
.342 Corner Reflector, Octahedral
.343 Dielectric
.344 Dihedral
.345 Luneberg

3.5 Ground- & Spaced-Based Hyperbolic Systems
.350 Loran-A
.351 Dectra
.352 Toran
.353 Transit

3A2 Aero Navigation Aids

31 All-Lighted Aids
311 Approach Lights & 312 Final Approach Lights

.1 Light Fixtures/Functions/Systems: Approach
.10 Approach Light Equipment
.100 High Intensity Unidirectional Lamp (Halogen, Par 56)
.101 Medium Intensity Omnidirectional Elevated Lamp (Halogen, Par 38)
.102 Low Intensity Omnidirectional Elevated Lamp (Halogen)
.103 Omnidirectional Flashing Lamp
.104 Unidirectional Flashing Lamp
.11 Flashing Lights by Function
.110 Runway Threshold Identification Lights (RTILS)
.111 Runway End Identification Lights (REILS) (Omnidirectional, Unidirectional)
.112 Runway Identification Lights (RILS)
.114 Runway Alignment Identification Lights (RAILS)
.115 Lead-In-Lights (LDIN)
.12 Approach Lighting Systems: ICAO & NATO
.120 Simple Approach, ICAO
.121 Precision, Category I
.122 Precision, Categories II & III
.123 Approach Lighting, Type I, NATO
.124 Approach Lighting, Type II, NATO
.125 Military CAT II Lighting, NATO
.13 Approach Lighting Systems: U.S. FAA
.130 ALSF-I
.131 ALSF-II
.132 SSALS
.133 SSALR
.134 ODALS
.135 MALSR
.136 MALSF

.2 Light Fixtures/Functions/Systems: Final Approach
.20 Final Approach Equipment: Color Coding
.200 APAPI (2-Color/1 Projector)
.201 H-PAPI (2-Color/1 Projector)
.202 Mini-PAPI (2-Color/1 Projector)
.203 AVASIS (2-Color/2 Projector, 4 versions)
.204 SAVASIS (2-Color/2 Projector)
.205 3-Bar AVASIS (2-Color/2 Projector)
.206 CHAPI (Tri-Color/1 Projector)
.207 Glide Path Indicator (Tri-Color/1 Projector)
.208 T-PASI (Tri-Color/1 Projector)
.209 Angle of Approach Indicator (Tri-Color/1 Projector)
21 Final Approach Equipment: Pattern, Pulse & Alignment Coding
   210 AT-VASIS (Pattern)
   211 PLASI (Pulse)
   212 HELI-PLASI (Pulse)
   213 HAPI-PLASI (Pulse)
   214 Optical Localizer (Pulse)
   215 Approach Azimuth Guidance System (SAGA) (Pulse)
   216 Mirror Deck Landing System (Alignment)
   217 Fresnel Lens Optical Landing System (Alignment)
   218 Glissada (Alignment)

32 Partially-Lighted
   321 & 322 Runway & Taxiway Lights; 323 Beacons;
   324 Obstruction Lights; 325 Indicators

2 Light Fixtures: Selected
   20 Taxiway Inset (Inpavement) Lights
      200 Straight Sections & Caution Bars
         (Bidirectional/Unidirectional) (Category III & Other Than Cat III)
      201 Intersections (Bi/Uni) (Category III & Other Than Cat III)
   21 Elevated Lights
      210 Runway Edge (VFR, NP IFR, & P IFR)
      211 Threshold/End (VFR, NP IFR, & P IFR)
   22 Aerodrome Beacon Lights
      220 Medium Intensity
      221 High Intensity
   23 Obstacle/Obstruction Lighting
      230 Low Intensity Light (Incandescent Bulb, External Lens)
      231 Low Intensity Light (Incandescent Bulb, Internal Lens)
      232 Low Intensity Light (Mercury Bulb, External Lens)
      233 Low Intensity Light (Neon Tube, No Lens)
      234 Medium Intensity Light (Fresnel Double Drum Lens)
      235 Medium Intensity Light (Multi-Cold Cathode

236 Medium Intensity (Strobe Lights, Helical)
237 Medium Intensity (Strobe Lights, Linear Flashtube)
24 Docking Guidance Systems
   240 Numeric, Signal & Graphic Form
   241 Alpha, Signal & Graphic Form
25 Vertiport Lighting
   250 Identification Beacon
   251 FATO Lighting
   252 TLOF Lighting
26 Runway & Taxiway Transverse Lights
   260 Stop Bar Light
   261 Stopway Light
   262 Clearance Bar Light

33 Unlighted Aids
   330 Signs-Single Forms, 331 Signs with Variant Versions, 332 Signs Under Heading of Marker-
   Single Forms, 333 Markings, 334 Markings Under the Name of Markers-Single Forms, 337 Elevated Markers,
   338 Low-elevation Markers

3 Signs
   30 Mandatory Instruction Signs
      300 Runway Designation Signs
      301 Cat I, II, III Holding Position Signs
      302 Runway-Holding Position Signs
      303 Road-Holding Position Signs
      304 No Entry Signs
   31 Information Signs
      310 Direction Signs
      311 Location Signs
      312 Destination Signs
      313 Runway Exit Signs
      314 Runway Vacated Signs
      315 Intersections Take-off Signs
   32 Signs Under Heading of Marker
      320 Air (Roof) Marker
      321 Distance Marker
      321 Landscape Marker
      322 Painted Highway Marker
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<td>.520 Blast Pad &amp; Over-run or Stopway Markings</td>
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"Of all the forces crackling through the cosmos, electricity most embodies the spirit of modernity. Investigators first began experimenting with electricity during the Enlightenment, and within two centuries the West had tamed and ruled its powerful mysteries. Technologies of communication and control now utterly depend on the electrical grid, and our minds have grown quite comfortable--perhaps too much so--with the electron's conquest of shadows, stars, and silence. Electricity feeds modernity; it is our profane illumination.

"But just as water molecules can move relatively slowly beneath fast-moving ocean waves, these electrons are also communicating their energy, and it this 'energy'--a pattern of current and voltage--that trucks along at the universal speed limit.

"In fact, the transformation of electrical current into a communicating medium, which took place in the mid-nineteenth century, represents its most remarkable mutation: from energy information."

Chapter 3B Aids for Surface Transportation

Chapter 3B1 Traffic Control Devices

1 All Lighted Signals
   412 Flashing Beacons
      .1 Traffic Signals
         .10 Traffic Beacons
            .100 Hazard Identification Beacon
            .101 Speed Limit Beacon
            .102 Intersection Control Beacon
            .103 Stop Sign Beacon

43 Unlighted Signs
   431 Warning Signs; 432 Regulatory Signs;
      433 Informational Signs

   .2 Signs & Markings
      .20 Warning Signs: Roadway Alignments &
         Roadway Conditions
         .200 Crosswinds
         .201 Bends (Four Versions)
         .202 Descent
         .203 Swing Bridge
         .204 Roads Leading Onto Quay or River Bank
         .205 Uneven Road
         .206 Slippery Road
         .207 Loose Gravel
         .208 Falling Rocks
         .209 Other Dangers

      .21 Intermittent Moving Hazards Signs
         .210 Pedestrian Crossing
         .211 Children
         .212 Cyclists Entering or Crossing
         .213 Cattle or Animal Crossing
         .214 Aircraft Crossing
         .215 Two-way Traffic

      .22 Railway (Level/Grade) Crossing Signs
         .220 Warning of Level Crossing with Gates

or Half-Gates

   .221 Warning of Other Level Crossings
      (Two Forms)
   .222 Warning of Intersection with Tramway Line
   .223 Signs to be Placed in the Immediate
      Vicinity of Level Crossings (Three Forms)
   .224 Additional Signs at Approaches to Level
      Crossings (Three Forms)

   .23 Prohibitory & Restrictive Signs
      .230 No Entry (Two Forms)
      .231 Closed to all Vehicles in Both Directions
      .232 Entry Prohibited for Category of User or
         Vehicles (Ten Forms)
      .233 Entry Prohibited for Several Categories
         (Several Forms)
      .234 Entry Prohibited for Vehicles Whose
         Weight or Dimensions Exceed
         Certain Limits (Five Forms)

   .25 Mandatory Signs
      .250 Direction to be Followed
      .251 Pass this Side
      .252 Compulsory Roundabout
      .253 Compulsory Cycle Track
      .254 Compulsory Foot-Path
      .255 Compulsory Track for Riders on Horseback
      .256 Compulsory Minimum Speed
      .257 End of Compulsory Minimum Speed
      .258 Snow Chains Compulsory

   .26 Markings
      .260 Pavement Markings
      .261 Curb Markings
.262 Objects-Within Roadway
.263 Objects-Adjacent to Roadway
.264 Objects-End of Roadways
.265 Delineators-Curb
.266 Delineators-Upright
.267 Barricades
.268 Channelizing Devices

Chapter 3B2 Railway Signals, Signs, Markings

51 All-Lighted Signals
511 Trackside Signals (Signals Governing Train Movements on One Track [SGTMOOT])
.1 Basic Shapes
.10 Rectangle/Rectangular Backplate: Vertical
.11 Rectangle/Rectangular Backplate: Horizontal
.12 Rectangular Backplate: Slanted [Lamp Configurations: Single Row (SR), Double Row (DR), Irregular (IR), Random (RN)]
.13 Circles
[Lamp Configurations: Triangular Arrangement (3) Lamps, Single Lamp (Multiple Lenses), Circular Arrangement (8, 9 Lamps), Cluster Arrangement (4) Lamps]
.14 Triangles
[Lamp Configurations: Triangular Arrangement (3) Lamps]
.15 Octagons
[Lamp Configurations: Multi-Row Arrangement]
.16 Square Backplate
[Lamp Configurations: SR, DR, IR]
.17 Diamond Backplate
[Lamp Configuration: Single Lamp (Multiple Lenses)]

.2 Special Shapes: France & Algeria
.20 Inverted "L" (two rectangles fused together; one on a horizontal plane, one on a vertical plane).
[Lamp Configurations: "L"-shaped pattern (3, 4, 5, 6 Lamps)].

.21 Rectangles (Vertical dimension more prominent; joined together in a non-synchronous manner.
[Lamp Configuration: Assymetrical (3 Lamps)]
.22 Rectangle/Circle Fused Together
[Lamp Configuration: Assymetrical (3 Lamps)]

Special Shapes: Other Nations

.23 Rectangular Backplates
[Lamp Configurations: Double Row (2, 4 Lamps)]
.231 Rectangles Fused Together
(Off-centered "V", rounded ends), DSB
[Lamp Configuration: "V"-shaped Pattern (5 Lamps)]
.232 Rectangle with Rightward Triangular Extension, Rounded Ends, SNCB
[Lamp Configuration: SR/DR (5 Lamps)]
.233 Rectangle with Rightward Rectangular Extension, Cropped Corners, PKP,
[Lamp Configuration: IR (6 Lamps)]

.24 Truncated Parallelograms
.240 Single Basic Form, DR, PKP
[Lamp Configurations: Assymetrical DR (2, 4 Lamps)]

512 Dwarf Signals (Signals Governing Train Movements From One Track to Another Track, SGTMFOOTTAT)

.3 Basic and Special Shapes
[Lamp Configuration: Generally SR; Some Irregular; also Graphic, Alphanumeric, Composite (1-3 Lamps and/or 1 or more other symbols)]
.31 Square-Shaped Signals
[Lamp Configurations: Double Row, Assymetrical, Circular, Graphic, Alphanumeric Symbols (3-7 Lamps, and/or 1 or more other symbols)]
.32 Triangle/Triangular Shaped Signals [Lamp Configuration: Triangular-Shape Frequently; some arrangements are assymetrical (1-3 Lamps)]
.33 Other Shapes
  .330 Circles
  .331 Octagon
  .332 Arms
  .333 Obround
    [Lamp Configurations: Diverse (1 to nearly 20)]

52 Partially-Lighted Signals
521 Semaphore and 522 Signal Boards
  .4 Basic and Special Shapes
    .40 Blade-Spectacle Fully Integrated (BSFI): Rectangles
    .41 Blade-Spectacle Fully Integrated (BSFI): Rectangular I (A)
    .42 Blade-Spectacle Fully Integrated (BSFI): Rectangular I (B) (Slightly Tapered)
    .43 Blade-Spectacle Fully Integrated (BSFI): Rectangular II (Broader, Less Elongated)
    .44 Blade-Spectacle Integrated Through Linkage (BSITL)
    .45 Blade-Lamp Partially Integrated (BLP)
    .46 Blade-Lamp Separate (BLS)
  .47 Special Shapes
    .470 Propeller Arm
    .471 Double Arm
    .472 Lattice-Work with Opening in Blade (Circular)
  .48 Signal Boards: Rotary Form
  .49 Signal Boards: Hinged & Stationary

523 Partially-Lighted Signals: Dwarf Semaphore, Rotating Discs & Composite Discs
  .5 Dwarf Semaphores, Rotating Discs & Composite Discs
    .50 Semaphore, Dwarf
    .51 Rotating Discs
    .52 Composite Discs

524 Partially-Lighted Signals: Revolving Signals
  .6 Revolving Discs & Enclosed Graphic Signals
    .64 Revolving Discs
    .65 Enclosed Graphic Signals
  .7 Open Graphic Symbols (& 530)
    .70 Mask-Shaped Vanes
    .71 Arrow-Shaped Vanes
    .72 Oval-Shaped Vanes
    .73 Rectangle-Shaped Vanes
    .74 Obround Vane
    .75 Miscellaneous Shapes of Vanes
      .750 Circle & Square
      .751 Circle & Chevrons
      .752 Diamond/Single Vane
      .753 Triangle (Truncated) & Oval
      .754 Octagon/Single Vane
      .755 Square & Square
      .756 Square & Square (With graphics)
  .76 Moveable Signals
    .760 Staffs
    .761 Tickets
    .762 Tokens
    .763 Tablets

533 Signs -- Speed Regulations
  .8 Speed Signs
    .80 Announcing of Restrictions
    .81 Ending of Restrictions
    .82 Within Categories of Restrictions:
      Nuanced Variant Forms
        .820 Temporary/Permanent Differentiations
        .821 Special Designation of Trackage: Branch Line
        .822 Special Designation of Trackage: Main Line
        .823 Designation of Train Speed Categories: Express
        .824 Designation of Train Speed Categories: Passenger
        .825 Designation of Train Speed Categories: Freight
        .826 Lighted Dimensions to Signs

71
Chapter 3B3 Notes on Variant Classification

Variant T-M classifications were first included with the Aero Aids (1994) and Railway Signals (1992) monographs (accompanying notes for those classifications reduce need for notes here). Marine aids and road aids require more extensive comments since those monographs (Marine Aids 2nd ed in 1988, TCD 1984) lacked variant classifications. Separating T-M into main and variant forms and adding additional forms after the original unified classifications may possibly result in some anomalies and inconsistencies.

The two sub-modes of marine aids are placed together in this classification though floating aids form a distinct segment within marine aids. Many buoys are listed under the name of the sponsoring nation since many buoys have only a generic name. Part C and Part Ii have further information on buoy types.

Two specific comments can be made about buoys. Several forms of spar buoys, .13, are listed as modified standard forms. These are only slightly at variance with the main form yet they are visually different in appearance. The League of Nations proposed a single bell buoy with three variant shapes, .166-.167-.168. All three are listed though sharing a core form.

Fixed visual aids, both lighted and unlighted, can be included within .2. This is admittedly a broad grouping of aids yet the single category is sufficiently wide to encompass them. IALA does not give detailed coverage on fixed aids except for some simple fixed beacons. This coverage is therefore general in nature and not definitive in nature.

Most types of fog signals are listed in the main classification. As a result there are only limited peripheral
and, possibly, obsolete types for the .24 variant category. Some signals of these forms may possibly remain in use.

Classifying electronic aids proves to be a challenge in dividing aids into main and variant forms since there are only limited official documents for these forms. IALA statistics provide some clues to the topic. Since many of these aids are found in a variety of locations they have been assigned to main classification. Rarely used forms as well as actual variant forms of main aids are included in .25.

The Pharos Marine Aids to Navigation catalogue (1985) offers a variety of navigation aids that are outside of the main classification. These are now added though the problem of main versus variant forms is not fully resolved for these aids. Admittedly that is the case for many marine aids. Pharos includes two forms of light float which are listed under one heading as well as a lighted catamaran. Some forms of traffic control lights as well as other lights are capable of daylight operation. These are included in an all-lighted category. The case of the buoyant beacon very much blurs the distinction between lighted fixed aids and floating aids and it becomes difficult to resolve the taxonomic issue. The beacon has been placed with fixed aids though that interpretation can be questioned. USCG labels it an articulated beacon which more suggests a fixed aid.

The aero variant classification largely replicates that of Part G. One change has been made: Vertiport aids, which were placed in a form of dual classification in Part G (at the conclusion of the partially-lighted variant classification category) have been moved. They are more accurately viewed as belonging to separate partially-lighted and unlighted categories and are so located in Part H. A system known as Approach Azimuth Guidance System (Thorne Europhane) includes REIL and a kind of "Optical ILS" lights which are somewhat akin to the Optical Localizer (Devore). The system was not included in Part G but is to be found in Part H.

Traffic control devices consist of a brief category (.1) for traffic signals and a longer category (.2) for signs. Various traffic signals consist of several forms of flashing beacons. Some of these are not recognized by the UN Conference yet are commonplace for a variety of nations. The plethora of signs prevents a definitive listing in the main classification resulting in categories of signs in the classification but not the actual signs. The individual signs are listed here. The U.S. (and to some extent the Western Hemisphere) employs other forms of pavement and related markings. These are all included in the variant classification.

Railway signals, signs and markings included both variant and main classifications in the 1992 monograph and that is replicated here. The first edition of Part H omitted many of the three-digit designations but they are restored in this edition.
Chapter 3C Variant Classification in a Different Key:
Transportation-Markings in One Nation: The United States

1 Floating Aids to Navigation: Marine Use
12 Lighted & Lighted Sound Buoys
   121 Most Exposed
      1210 Lighted Buoys
      1211 Lighted Whistle Buoys
      1212 Lighted Horn Buoys
      1213 Lighted Bell Buoy
      1214 Lighted Gong Buoy
   122 Exposed
      1220 Lighted Buoys
      1221 Lighted Whistle Buoys
      1222 Lighted Horn Buoys
      1223 Lighted Bell Buoy
      1224 Lighted Gong Buoy
   123 Semi-Exposed
      1230 Lighted Buoys
      1231 Lighted Horn Buoys
   124 Protected
      1240 Lighted Buoys
      125 Most Protected
      126 Discrepancy Buoy
      1260 Lighted Buoys
   127 Major Aids
      1270 Large Navigation Buoy (LNB)
      128 All-Lighted Forms

13 Unlighted Buoys
   131 Most Exposed
      1310 Can Buoys
      1311 Nun Buoys
   132 Exposed
      1320 Can Buoys
      1321 Nun Buoys
   133 Semi-Exposed
      1330 Can Buoys
      1331 Nun Buoys
   134 Ice
      1340 Can Buoys
      1341 Nun Buoys

135 Western Rivers
   1350 Can Buoys
   1351 Nun Buoys

136 Swiftest Western Rivers
   1360 Can Buoys
   1361 Nun Buoys

137 Foam-Filled Buoys
   1370 Can Buoys, Protected
   1371 Nun Buoys, Protected
   1372 Can Buoys, Most Protected
   1373 Nun Buoys, Most Protected

138 Plastic Buoys
   1380 Can Buoys, Protected-Temporary
   1381 Nun Buoys, Protected-Temporary
   1382 Can Buoys, Most Protected-Temporary
   1383 Nun Buoys, Most Protected-Temporary

139 Discrepancy Buoy, Most Protected-Temporary
   (Foam-filled Plastic)
   1390 Unlighted, Can Daymark
   1391 Unlighted, Nun Daymark

130 Other Unlighted Buoys, Single Forms
   1300 Spar Buoys
   1301 Sphere Buoys
   1302 Drum Buoys
   1303 Barrel Buoys

15 Sound Buoys
   150 Single Types
      1500 Bell Buoy
      1501 Gong Buoy
      1502 Whistle Buoy

2 Fixed Aids to Navigation: Marine Use
22 Lighted Aids
   221 Major Light Structures
      2210 Enclosed Towers
      2211 Skeleton Towers
      2212 Houses/Towers on Special Foundations
   222 Minor Light Structures: Marine Sites
      2220 Single Pile
      2221 Multiple Pile
      2222 Standard Structures on Special Foundations
223 Minor Light Structures: Land Sites
   2230 Post
   2231 Spindle
   2232 Skeleton Tower
   2233 Cylindrical
   2234 Small House
   2235 Pyramidal
224 All-lighted Forms
   2240 Major Lights
   2241 Minor Lights
23 Unlighted Aids
   231 Marine Sites
      2310 Single Pile
      2311 Multiple Pile
   232 Land Sites
      2320 Post
      2321 Spindle
      2322 Stake
      2323 Tripod
24 Electronic Aids to Navigation
   241 Short Range Aids
      2410 Radiobeacons
      2411 Racon
      2412 Radar Reflector
   242 Long Range Aids
      2420 Loran-C
      2421 GPS
      2422 DGPS
25 Fixed Sound Signals
   250 Single Types
      2500 Diaphragm Oscillator [Pure tone, Bell tone, Gong tone]
      2501 Air Horn
      2502 Bell
      2503 Diaphone
      2504 Siren
3 Aeronautical Navigation Aids
   31 All-Lighted Aids
32 Partially-Lighted Aids
   321 Approach Lighting
      3210 Lampholder Unit
      3211 Sequence Flashing Light
      3212 Generic Visual Glideslope Indicator
      3213 Precision Approach Path Indicator
      3214 Medium Intensity Approach Lighting Systems
      3215 High Intensity Approach Lighting Systems
   322 Beacons
      3220 Rotating
      3221 Flashing
   323 Runway & Taxiway Inpavement Lighting
      3230 Runway Centerline Lights
      3231 Runway Touchdown Zone Lights
      3232 Runway Edge Lights
      3233 Runway Threshold/End Lights
      3234 Land & Hold Short Lights
      3235 Taxiway Centerline Lights
      3236 Taxiway Intersection Lights
      3237 Runway Guard Lights
      3238 Stop Bar Lights
      3239 Taxiway Edge Lights
   324 Runway & Taxiway Elevated Lighting
      3240 Intensity Runway Edge Lights
      3241 Threshold/End Lights
      3242 Taxiway Edge Lights
      3243 Stop Bar Lights
      3244 Holding Position Edge Light
   325 Obstruction Lighting
      3250 Steady-burning Red Light
      3251 Flashing Beacon
      3252 High Intensity Flashing White Light
      3253 Medium Intensity Flashing White Light
   326 Partially-Lighted Signs:
      Taxiway Guidance & Runway
      3260 Mandatory Instruction
      3261 Location
      3262 Direction
      3263 Taxiway Ending Marker
      3264 Destination
      3265 Roadway
3266 Information
3267 Runway Distance Remaining
327 Wind Indicators
3270 Wind Cone
3271 Wind Tee
3272 Wind Tetrahedron

33 Unlighted Aero Navigation Aids
331 Runway Markings
3310 Centerline Markings
3311 Designation Markings
3312 Threshold Markings
3313 Holding Position Markings
3314 Touchdown Zone Markings
3315 Side Stripes Markings
3316 Aiming Point Markings
3317 Arrows & Arrowheads
3318 Chevrons
332 Taxiway Markings
3320 Centerline Markings
3321 Edge Markings
3322 Holding Position Marking
3323 Horizontal Signs
3324 Shoulder Markings
3325 Geographic Distance Markings
333 Other Markings
3340 Vehicle Roadway Markings
3341 VOR Receiver Checkpoint Markings
3342 Non-Movement Area Boundary Marking
3343 Relocated Threshold Markings
3344 Closed Runways & Taxiway Markings
334 Runway & Taxiway Retroreflective Markers
3330 Inpavement-Centerline
3331 Elevated-Edge
335 Obstruction Markings
3340 Patterns
3341 Markers
330 Single Types
3300 Segmented Circle Airport Marker System
3301 Compass Calibration Pad

34 Electronic Aids
341 Course and Distance Signals
3410 Glide Slope
3411 Localizer
3412 VOR
3413 VORTAC
3414 TACAN
3415 DME
3416 GPS
342 Location Identification Signals
3420 Non-Directional Beacon
3421 Marker Beacon
3422 Compass Locator (COMLO)

4 Traffic Control Devices
41 Traffic Signals
410 Single Forms
4100 Traffic Control Signals
411 Specialized Uses
4110 Flashing Beacons
4111 Lane-Use Control Signals
4112 Movable Bridge Signals
4113 Railroad Crossing Signals
4114 Ramp Control Signals
4115 Pedestrian Signals
4116 Emergency Vehicles Traffic Signals
4117 One-Lane/Two-Way Signals
4118 Lighting Devices

43 Signs and Markings
431 Regulatory Signs
4310 Dominant Model, Rectangles
(vertical emphasis)
4311 Secondary Model, Squares
432 Warning Signs
4320 Dominant Model, Diamonds
4321 Supplemental Model, Rectangles
(vertical emphasis)
4322 Supplemental Model, Squares
4323 Supplemental Model, Triangles (isosceles)
433 Guide Signs
   4330 Dominant Model, Rectangles
      (horizontal emphasis)
   4331 Special Shape, Shields
   4332 Special Shape, Rectangles,
      (elongated-vertical emphasis)
   4333 Supplemental Model, Rectangle
      (vertical emphasis)

434 Markings
   4340 Pavement Markings
   4341 Curb Markings
   4342 Object Markers -- Within Roadway
   4343 Object Markers -- Adjacent to Roadway
   4344 Object Markers -- End-of-Roadway
   4345 Delineators-Curb
   4346 Delineators-Upright
   4347 Barricades
   4348 Channelizing Devices

45 Sound
   450 Railway Crossing Signals Bells
   451 Audible Pedestrian Signals

5 Railroad Signals, Signs and Markers

51 Lighted Signals
   511 Trackside Signals
      5110 Searchlight-Color Light Signal
      5111 Color-Light Signal
      5112 Position-Light Signal
      5113 Color-Position Light Signal
   52 Partially-Lighted Signals
      521 Semaphore Signals
      5210 Trackside Signals
      5211 Dwarf
   522 Switch Signals

53 Unlighted Signals, Signs, Indicators, Markers
   531 Targets
      5310 Color
      5311 Shape
      5312 Position

5313 Color-Shape
532 Miniature Graphic Symbols
533 Signs
   5330 Location Signs
   5331 Advanced Location Signs
   5332 Speed Control Signs
   5333 Safety Signs
   5334 Maintenance of Way Signs
534 Markers
   5340 Monument Markers
   5341 Alignment Markers
   5342 Elevation Markers

55 Sound Signals
   550 Cab Signal Bell

Note

The U.S. classification exists in both main and variant forms. For this format only the main classification is included. The U.S. main classification can be regarded as a variant form in its relationship to the principal international classification. It should not be confused with the official variant form of the main U.S. classification.

The 2nd edition of Part B offered many classifications. The diversity of classifications was made possible in part because of the restricted nature of the study: T-M in one nation. The restricted nature of the study also permitted an integrated, horizontal approach that could encompass all forms of T-M. The range of classifications in Part B follows this outline:

I. Quadripartite Main Classification
   A. Main form (Included in Part H)
   B. Schematic Classification (Grid pattern with numerical format)
   C. Pictorial Classification (Schematic form with grid and numerical format)
D. Multiple and Variant Classification (An extrapolation and expansion of the main classification with an alternate numbering system)

II. Double Transition Classification
A. Markings Within Forms of Energy
B. Markings Within Forms of Messages

III. Tripartite Message Classification
A. Nature of Message Classification
B. Macro-Messages Classification
C. Selective Message Classification of Signs and Markings
   1. Traffic Control Devices
   2. Aero, Rail, Marine Aids

IV. Marking Phenomena in Themselves (Index)

―Then, if you’re a writer, like me, you try less to impose a shape on the hodge podge than to see what shape emerges from it.‖

―It is clear that sacraments can indeed help us to understand and reverence the giftedness and dignity of material things. This view was expressed powerfully by John Damascene: I honor all matter and venerate it. Through it, filled as it were with a divine power and grace, my salvation has to come to me ... Is not the blessed table matter which gives us the bread of life? Are not the gold and silver matter out of which crosses and altar plates and chalices are made? And before all these things is not the body and blood of our Lord matter?‖

APPENDIXES

―For Art and Science cannot exist but in minutely organized Particulars.‖

―Just as matter and energy affect each other through the law of physics, signs affect signs--perhaps through the laws of semiotics. To a semiotician, signs, like matter and energy, are not human artifices but an integral part of the world. Perhaps this is just another way of saying that information is physical, a necessary ingredient for carving up the universe.‖

―Global solidarity is no longer an ultimate vision; it is fast becoming a social, political, and ecological necessity, because the world is becoming increasingly a holistic system of interdependent socio-economic systems, communications and transportation networks, and ecosystems.‖
“But we know him from the arrangement of everything, because everything is, in a sense, projected out from him, and this order possesses certain images and semblances of his divine paradigms.”


“. . . and because His goodness could not be adequately represented by one creature alone, He produced many and diverse creatures, that what was wanting to one in the representation of the Divine goodness might be supplied by another. For goodness, which in God is simple and uniform, in creatures is manifold and divided; and hence the whole universe together participates in the Divine goodness more perfectly, and represents it better than other single creatures whatever.”


“The sacramental presence of the Spirit endows all of creation with a sacred value and dignity.”


APPENDIX I

NOMENCLATURE

A study of Transportation-Markings requires a bringing together -- in a manner both compact and comprehensive -- the varied and diverse elements that make up the field of Transportation-Markings. The lack of any existing integrative approach makes that ‘bringing together’ yet more imperative. The approach for providing that linkage for this study is that of classification. Classification can not only provide points of connection but it can also uncover pre-existing connections, and areas of commonality between and among markings. This segment of the monograph focusses on nomenclature which includes the threefold classification of main, variant, and adjunct forms.

i Main Classification

a) Background

T-M nomenclature and classifications are confronted with a problem: the surface appearance of a single Transportation-Marking system displaying a strongly unified pattern may not be entirely the case since the four modes of transportation and their markings have developed differently, and the classification requirements of different forms of markings do not have an identical content and form. There has been movement toward an integrated system but that is far from complete.

The classification of marine markings is twofold: buoys follows the IALA pattern in the main classification with national and regional patterns in the variant classification. However, other forms of marine aids to navigation lack IALA standards, or at least fully worked out guidelines. This has meant construction of a classification from available IALA information augmented by IHB source materials and the marine practices of nations heavily involved in a given form of marking. Norway, for example,
has the largest system of unlighted beacons and thereby influences the classification of daybeacons. The classification therefore partly mirrors international standards but it also includes less official though accepted practices. The result is a construction which may be, admittedly, inherently flawed though it retains coherence because of the means of construction.

The aero aids classification has the backing of ICAO standards and practices and reflects an agreed upon international system. The variant classification incorporates variant and additional forms from FAA, NATO, manufacturers and major national systems. It is not entirely imprecise to say that the aero classification does reflect international practice.

The railway signal classification is the antithesis of the aero model: there are only a few sources that go beyond national boundaries and these are limited. Much of this classification is a construction that draws on many different sources. Since it incorporates materials from most major railway systems augmented by manufacturing and regional association data it may well approximate the actual situation of railway signals. Nonetheless, it exhibits a provisional character.

The traffic control devices classification employs UN documents for its foundation, along with many older international and regional agreements that supplement the primary data. While the classification reflects the international traffic control device situation it may have negated, to some degree, the level of precision since many sources of information and numerous sign forms have been incorporated.

The end result of the T-M classification is a set of four different classification “families” within a single matrix. In some sense the classification “creaks and groans” and probably includes some flaws. But when the difficulties of creating a discipline of T-M have been considered the end result is more than a merely embryonic stage. The internal stresses and strains do not doom the classification but they require alertness on the part of the user.

b) Nomenclature

The nomenclature, or rules, for naming and classifying Transportation-Markings were established in 1969 and 1970 with an alteration to the rules in 1984. The classification system has been greatly influenced by the Dana System of Mineralogy (1944 edition edited by Charles Palache). The Dana system uses numbers [newer editions have dropped the distinctive feature of numerical designations for minerals] as well as names for mineral specimens. The schema adopted is not a “natural” pattern since there is probably no natural Transportation-Markings arrangement as such. Nevertheless, the arrangement exhibits an orderly approach which is not altogether arbitrary.

The system has four levels (each represented by a single digit): the mode of transportation; the nature of the marking; the classes of markings (when applicable); and the individual marking. Because of the special nature of buoys and other floating aids to navigation the marine mode of transportation has been divided into two parts or submodes.

The buoy submode is represented by the number “1” and the fixed aids submode by “2”. Aeronautical navigation aids adjoin marine and are allotted “3”. The traffic control devices mode is represented by “4”, and the rail signals, signs, and markings mode by “5”.

Other arrangements by mode of transportation would be possible. Historically, road markings are probably the oldest, followed in chronology by marine, rail and aero. But there are ample reasons for the current arrangement. Marine can justify its central position by the complexity and diversity of those aids. Many aero aids are unlighted or partially-lighted; many aids are of an electronic nature for both modes. Many aero aids are less in a traffic control mode than road or rail; this is also true of marine aids. Historically key marine and aero aids shared a common
name. In addition, the “beacon” form is a commonplace of marine and aero aids while the “signal” form is a major form for many rail and road safety aids. Therefore, the taxonomic order of marine, aero, road, rail is a plausible arrangement for the primary classification.

The nature of the message number is denoted by the second digit following this pattern: fully-lighted visual messages are represented by “1” (for example, rail and road signals). Partially-lighted markings are listed under “2”. The original classification attempted to distinguish between over 50% lighted, those exactly half-lighted, and finally, those less than 50% lighted. However, that is a difficult distinction to make. A complex computer configuration might be able to ascertain that a lighthouse, for example, is more than 50% (since the need may be greater at night than in daytime) and a railway target with switch lamp is exactly half-lighted and half-unlighted. But in a more preliminary study such distinctions are not feasible.

The number “3” denotes unlighted markings (signs, pavement markings, buoys without sound or lighted mechanisms). Acoustical signals are “4” in the classification and electronic devices are “5”. Markings with messages from two different categories are listed under “6”; for example, a lighted sound buoy. Because of changes in the system, and in different monographs, it is necessary to examine and alter the numbers of some transportation-markings in older classifications as they appear in Part H.

The third digit number is not required for all markings. It is needed where two or more groups of markings are found within a message type. For example, there are several forms, or classes, of unlighted buoys: nuns, cans, spars, etc. Therefore the third digit or class designates the various groups. A “0” will occupy the third digit position when classes do not exist.

The last digit denotes the specific marking number which allows for up to ten members for a specific classification sequence.

A classification problem developed with traffic control devices. Traffic signs merge the type of sign (in a physical other-than-semiotic sense) with the message so that, instead of a single marking which can be programmed for many different specific message characteristics (such as a marine light), the traffic sign has a fixed and very narrow message. As a result there are many types of signs each with one message. (This classification is of types rather than messages but since traffic signs closely unite type and message they cannot be “broken” apart readily. This has meant that the last digit does not represent individual signs since they are more in the form of semiotic signs, in some sense and to some degree, than physical signs. Therefore the fourth digit refers to groups of signs. For example, under 432, regulatory signs, there are several categories of signs and these in turn are divided into sub-categories (listed in the variant classification). A message for a sign affects the physical appearance of the sign as a physical unit and is therefore within the nomenclature of the classification.

A retrospective of the system shows several changes. “0” represented fully-lighted markings in the earliest versions, while “1” so designated those markings from about 1981 on. An attempt to distinguish between gradations of less than fully lighted markings created sub-systems: “1” for more-than-half-lighted, “2” for half-lighted and “3” for less-than-half-lighted in early early versions (possibly the third element was not present in very early versions). By 1981 the less-than-half-lighted segment was dropped but the more-than-half-lighted was retained until omitted in the second edition of Part A in 1991. All less than fully lighted markings termed partially-lighted are designated by “2”. Unlighted markings were formerly classified as “4” but are now “3”.

In older versions “5” designated acoustic aids and “6” denoted electronic aids but the reduction in less than fully lighted segments caused acoustic to become “4” and electronic to become “5”. Combination aids began as “7” and later became “6”. Combination forms are infrequently employed and designates markings incorporating two
different basic forms of messages (visual and acoustic, etc., rather than different levels of visual). The 1981 edition included an "0" indicating a "dual message option" rather than a fully-lighted marking. That segment was added to cover similar shaped buoys emitting quite different forms of messages (for example, an unlighted conical buoy versus a lighted conical buoy). But it was subsequently dropped and similar shaped buoys were numbered according to their basic nature without regard to a shared shape.

There are four modes of transportation (though the classification has created sub-modes for marine due to the special nature and plethora of floating aids). The early forms of the principal classification added an additional sub-mode for marine: fixed marine aids located in water, as well as a pedestrian mode separate from traffic control devices for vehicles. The additional sub-mode was merged with other fixed marine aids, and the pedestrian mode, a very small segment, was merged with other traffic control devices.

In summary, the transportation-markings classification follows this pattern:

First Digit: mode of transportation: marine (in two parts), aeronautical, road and rail.

Second Digit: nature of the message (visual divided into all-lighted, partially, and unlighted; acoustical, electronic, combination).

Third Digit: classes of a given form of marking when applicable.

Fourth Digit: individual marking number (altered to group of closely united markings when numerous).

ii Variant Classification

The original classification did not include a variant classification. However, the decentralized nature of railway signal materials required the addition of such a classification. There were too many forms and subforms of railway signals to incorporate into the main classification without choking and overwhelming the categories.

The aeronautical classification also contained a variant classification though, oddly enough, it did not contain a nomenclature to accompany it as was the case with railway signalling. And neither marine or road classifications originally had variant forms at all. It became necessary to include variant classifications for all of those transport modes and general rules for those variant classifications. This cannot be done with a high level of precision since the needs of the transport modes are notably different. Nonetheless, the nomenclature from the variant railway signals classifications as well as extrapolations from the aero classification and proposed variant classifications for marine and road can bring about general guidelines.

The variant classification has three levels marked off by one, two or three digits. Each category is preceded by a decimal point (.1 (and succeeding numbers) refers to a basic subdivision which can be: a) coterminous with a three-digit division of the main classification (for example, 510, Signals Governing Track Movement on One Track); b) or a special subdivision within a three-digit grouping (again from the railway study, the shapes of signals require a bifurcation into basic shapes and special shapes but within a three-digit category); c) or coterminous with two or more three-digit categories (for example, five categories of aero partially lighted aids are within one variant category, .2).

Two-digit designations (.10 and above) refer to primary segments within the basic subdivisions. These segments may consist of shape configurations, equipment types, functions of aids or systems that aids are part of.

Three-digit designations (.100 and above) refer to secondary shape configurations, and other features that define an actual marking.

The use of .1, .10, and .100 and beyond are found with each transport mode classification. This reuse of number is possible since the variant classification numbers are attached to the main classification designations. An analogy
to this practice is found with telephone numbers in which the final four digits can be used repeatedly since the first three digits are not replicated in a given area and area code designations are not reused at all.

Because of extensive international efforts for marine, aero and road safety there are fewer variants in those modes. Since railway transportation is more decentralized there are more variant forms. In fact, railway signals have more single, double and triple digit entries than the other three combined. Therefore, beyond the general description of the tripartite variant classification nomenclature, the focus of attention is on railway signals and rules. A second descriptive treatment will consider the more limited variant needs of the other three.

The marine variant classification centers on non-standard forms. Buoys that are notably different in shape from IALA forms, as well as fixed visual aids outside of the IALA system make up the bulk of the entries. There are four one-digit entries: floating, fixed visual, acoustic and electronic aids. Three-digit categories replicate those of the main classification though not with the same entries. IHB, IALA surveys, and national exhibits are the source of the entries.

Traffic control devices has only two two-digit categories: signals, and signs and markings. Sign entries are primarily UN in origin. Their abundance prevented inclusion in the main classification. Therefore, sub-forms rather than variant forms highlight the category. European and Western Hemisphere sources have influenced the signal category which includes additional and variant forms; some signs have also been added from those sources. Markings have a more unitary and limited configuration. As a result there is less need to provide a variant format for markings.

Only three one-digit categories are needed for aero aids. Nonetheless, a great measure of complexity is present. The multiple use of similar fixtures for multiple functions, the overlap in terminology for flashing lights, the close affiliation of lights with systems, and the abundance of obsolete and obsolescent final approach indicators require an extensive classificatory schema. The main classification could not bear up under the weight of these many aids. The contents of the aero variant classification is therefore at variance with many of the entries of the other allied classifications since some entries could have been placed in the main classification if the volume and diversity of phenomena had been less. Nonetheless, the variant classification framework of three levels (one, two, and three digits) is present.

iii Adjunct Classification

T-M in the beginning consisted of one classification system though it grew into a multifaceted phenomenon. In 1991 it was joined by a variant classification created to meet the diversity needs of the railway signal classification. During the years 1997-2001 a four-part database was added to the Monograph Series. It was to be influenced by -- and to influence -- the classifications. However the range and chronology of the database precluded a close interrelationship of the classification and database. It became apparent further work on the classification was required to more adequately work with the database. That remains the case. However, it now appears that the database and its indexes (especially that of the category index) is a classification in its own right. That adjunct classification remains in the database rather than here. Though an introduction and some measure of rules have been added in this study.

It can be noted that classifications and database are two different kinds of entities. A classification defines -- hopefully with some precision -- objects. It organizes them according to some principle. It has a tendency to draw concepts together. A database may have an organizing principle but it defines less, and gathers up diverse data in a manner that may be expansive, sprawling, not tightly organized, arranged. It can become almost an explosion of terms. But there needs to be connections between classification and database. A primary connection may be the categories index of the database that can function as a
The category index of the database includes several kinds of material. It includes current, official forms of T-M. This is, of course, the focus of the main classification and also the variant classification of the main classification. But it also includes other materials:

1) Historic terms. In those studies that include terms before 1950 and those terms refer to entities not employed after 1950.

2) Obsolete/Obsolescent terms. These terms are no longer current yet they appear in the literature after 1950 and presumably have found some use since that date. Quite possibly some or many of these entities are in the main classification since a line between official and current and marginal and older T-M forms can be, at best, drawn only in a sketchy manner.

3) Rare terms. Terms used by one author, appearing in only one or two sources may have validity yet cannot be regarded as official, mainstream entities. These are unlikely to have found their way to the main classification.

4) Quasi-terms. There are uncertain terms which may be descriptions of a safety aid yet may appear to be a term or something approximating a term. These terms frequently appear in the database despite uncertainty about their status.

Even an alphabetical index is a classification since it reflects some principle of arrangement (e.g., the nationality of names, major topics, chronology of events; see S. Jevons, *The Principles of Science: A Treatise on Logic and Scientific Method*, Dover 1958, 680-681). The categories index can be seen as a classification for the same reason. The principle at work is that of categories of T-M forms. The database also includes an alphabetical index and that too is a classification.

The categories in both detailed and summary forms are found with the database monographs (II, III, III, IV) while a summary form is listed in the *General Table of Contents*. Categories include indexes, overarching terms, major forms of T-M, morphological, message, physical and historical terms. The categories vary with the type of safety aid and, in some instances, may be embedded into the name of the aid.

APPENDIX II

INDEX OF CLASSIFICATION & NOMENCLATURE

MATERIALS IN THE MONOGRAPH

a) Classifications


Chapter 1A
  Classification of messages with related data, pgs 38-41.


Chapter 7B
  Forms of Classification, pgs 7-11
  Classification of Messages, pgs 13-17
  Chapter 8A, Main Classification,
  Outline Form Within Transportation Modes, pgs 23-32
  Explanatory Notes, pgs 32-38
  Chapter 8B, Variant Classification
  Schematic Classification, pgs 39-43
  Pictorial Classification, pgs 44-50
  Explanatory Notes, pgs 51-54

Appendix: Classification Expansions & Explications

i) a) Multiple & Variant Classification, pgs 107-119
   b) Explanatory Notes, pgs 119-125
ii) Double Transition Classification
   a) Markings within Forms of Energy, pgs 127-134
   b) Markings within Marking Forms, pgs 134-140
   c) Explanatory Notes, pgs 140-146
iii Classification of Messages: Signs & Markings
   a) Traffic Control Devices, pgs 149-165
   b) Aero, Railway & Marine, pgs 165-172
   c) Explanatory Notes, pgs 173-176


Chapter 13, Floating Aids
   Ch 13A, Classification, pgs 35-37
   Ch 13B, Explanatory Notes, pgs 37-41
   Ch 13C, Illustrated Classification, pgs 41-48
Chapter 17B, Fixed Light Aids
   Classification, pgs 112-114
   Explanatory Notes, pgs 114-120
Chapter 18B, Fixed Unlighted Aids
   Classification, pgs 148-149
   Explanatory Notes, pgs 149-150
Chapter 19B, Electronic Aids
   Classification, pgs 175
   Explanatory Notes, pgs 173-174
Chapter 20A2, Fog Signals
   Classification with Notes, pgs 197-198
Appendix II, Unified Classification of Marine Aids to Navigation, pgs 209-214

*International Traffic Control Devices*, Part E, Volume II

Chapter 24, Note
   OTA Classification of Signs, pgs 97-98

Chapter 25B
   Classification, pgs 105-107
   Explanation Notes, pgs 107-112
Appendix II, Comparative Review of Road Signs [Quasi-Classification in Chart Form], pgs 181-192
Explanatory Notes, pgs 193-197

*International Railway Signals*, Part F, Volume II

Chapter 29A, Main Classification

b) Adjunct Classification [Category and Alphabetical Indexes Serving as Adjunct Classification]

*Transportation-Markings: Database: Marine A/N*, Part II

Chapter 1A, Indexes: Category, pgs 18-24
   Alphabetical, pgs 24-32
Chapter 2A, Indexes: Category, pgs 69-76
   Alphabetical, pgs 76-82
Chapter 3A, Indexes: Category, pgs 119-122
   Category, pgs 122-124
Chapter 4A, Indexes: Category, pgs 142-145
   Alphabetical, pgs 145-149
Chapter 5A, Indexes: Category, pgs 167-172
   Alphabetical, pgs 172-176

*Transportation-Markings Database: TCD*, Part III

Chapter 1A, Indexes: Category, pgs 12-17
   Alphabetical, 17-22
Chapter 2A, Indexes: Category, pgs 48-53
Alphabetical, pgs 53-58
Chapter 3A, Indexes: Category, pgs 81-86
Alphabetical, pgs 86-93
Chapter 4A, Indexes: Category, pgs 117-119
Alphabetical, pgs 119-121
Chapter 5A, Indexes: Category, pgs 136-139
Alphabetical, pgs 139-143

Transportation-Markings Database: Railroad Signals,
Part III
Chapter 1A, Indexes: Category, pgs 15-33
Alphabetical, pgs 33-47
Chapter 2A, Indexes: Category, pgs 128-135
Alphabetical, pgs 135-140
Chapter 3A, Indexes: Category, pgs 171-179
Alphabetical, pgs 179-185
Chapter 4A, Indexes: Category, pgs 213-232
Alphabetical, pgs 233-250

Transportation-Markings Database: Aero Navaids, Part IV
Chapter 1A, Indexes: Category, pgs 15-44
Alphabetical, pgs 45-66
Chapter 2A, Indexes: Category, pgs 165-180
Alphabetical, pgs 181-193
Chapter 3A, Indexes: Category, pgs 249-263
Alphabetical, pgs 264-276

c) Nomenclature & General Classification Materials

Nomenclature:
Ch 1C, pgs 45-48
General Classification Materials:
Ch 1A, pg 36

A First Study ..., Part B, 2nd ed.
Nomenclature:
Ch 7B, pgs 17-21; see also pgs 13-17
General Classification Materials:
Ch 7A, pgs 2-3
Ch 7B, pgs 7-11, 13-17

Marine Aids to Navigation, Part C/D, 2nd ed.
General Classification Materials:
Ch 11, pg 1

Traffic Control Devices, Part E
Nomenclature:
Ch 25A, pgs 104-105
General Classification Materials:
Ch 25A, pgs 99-105
Appendix I, pgs 167-168

Railway Signals, Part F
Nomenclature:
Ch 29A, pgs 35, 48
General Classification Materials:
Ch 29A, pgs 33-35
Ch 29B, pgs 47, 66-67

Aero Navigation Aids, Part G
Nomenclature:
Ch 34A, pg 50
General Classification Materials:
Ch 34A, pgs 49-51
APPENDIX III
TRANSPORTATION-MARKINGS PSALM/CANTICLE

I
All You Floating Aids Praise the Lord

i
Lighted Buoys with fixed, flashing and occulting messages,

Can, Conical, Pillar and Spherical

Singular Forms from Russia, America, Norway, Germany, Greece, Canada and Thailand

ii
Unlighted buoys with silent messages of color, letters, numbers and topmarks

Conicals, Nuns, and Variations from Denmark, Italy, Poland, France, Canada, and America

Cans and Cylindricals, and altered forms from Canada, Denmark, Germany, Russia, Sweden, Taiwan, and America

Spars, straight, tapered, pointed, modifications from Canada, Norway and the United States

iii
Variations atop cans and triangles and composites from Germany, Iceland, The Netherlands, and Poland

Barrels, Beacon-buoys, Ogivals, Oil drums, Spindles

iv
Sound Buoys with a message often clamourous, clanging, chiming, gonging, whistling or of pure tone,

Bell, Carillon, Gong, Horn, and Whistle

v
Buoys with sound and light, Can, Conical, Spherical in Form,

Singular forms from Canada, America,

All You Large Floating Aids Praise the Lord with lighted, hooting, and silent messages

Lightships, Lightfloats and Lightvessels, Lighted Catamarans, and Large Navigational Buoys
All You Daybeacons Praise the Lord with shape and color and symbol,

Bales, Dolphins, Frameworks, Lattice Works, Multiple Piles, Skeleton Towers, Tripods,

Edgemarks, Perches, Piles, Poles, Posts, Spindles, and Stakes,

Cairns, Small Trees, Stone Constructions, Tree Branches tied and untied,

Daymarks alone and Daymarks with Structures

All You Fixed Fog Signals Praise the Lord with Cacaphony of Sound,

Diaphones, regular and two-tone, Diaphragms, Compressed Air, Oscillator, Nautophone and Chime, Explosives and Guns,
Sea-girt Towers on rocks, submerged and above water, on skeleton structures, on off-shore platforms, and caissons.

Land-based Lighthouses on ocean-edged shore, on promontories and headlands, towers skeleton, framework and solid.

Non-tower and composite structures, houses, skeleton structures, houses on structures, towers attached to houses and buildings.

Beacons with flashing and rotating messages:

Dolphins, Pile Structures marine and land, Pyramids, Skeleton structures, Skelton towers, Tripods, Towers skeleton, tripodal and tubular.

Arms, Buoyant Beacons, Columns, Masts, Pedestals, Pillars, Pipes, Obelisks, Poles, Pylons, Single Piles, Spars, Spindles, Stakes, Stands.

Huts, Small Houses, Cairns, Cylinders, Houses and Huts on structures, and on tripods.

All You Lighted Aeronautical Navigation Aids Praise the Lord.

Runway and Taxiway lights with fixed lighted messages, omnidirectional, unidirectional, bidirectional in varied hues.

Runway Inset Lights, Edge, Centerline, Threshold.
Touchdown and End Lights

Taxiway Inset Lights, at intersections, on straight and curved sections

iii

Runway and Taxiway Elevated lights for edge, threshold, holding position, stopway, stop, caution and clearance bars

Helicopter Final Approach and Take-off Area Lights, and Touchdown and Lift-off Area Lights

iv

Approach lighting with fixed messages in low, medium and high intensity

Approach lighting in simplified and precision modes, with acronymic modes of ALSF, SSALS, ODALS, MALs. omnidirectional and unidirectional forms, halogen and PAR lamps

Joined by sequence flasher lamps with rapid flashing messages: RTILS, REILS, RILS, RAILS, LDIN

v

Visual Glideslope Indicators, with precise messages in two colors, three colors, patterns,

vi

Obstruction lighting with fixed, rotating, and flashing messages, in low, medium, and high intensity, lamps incandescent, cold-cathode, mercury, neon, and strobe

vii

Aids with messages lighted and moving

Wind Indicators, Wind Tees, and Tetrahedrons

VIII

All You Aero Electronic Devices Praise the Lord with visual and sound pulses, alignments, VASI, AVASIS, Three-bar AVASIS, AT-VASIS, T-VASIS, SAVASIS, TVG

PAPI, APAPI, MINI-PAPI, H-PAPI

Heli-PLASI, Hapi-PLASIS, Mini-PLASI

FLOLS, Glissada, MDLA, Slopeline, PVG, T-PASI

Alignment of Elements, Approach Azimuth Guidance Glide Path Indicator, Optical Localizer, SAGA

All You Aero Electronic Devices Praise the Lord with visual and sound
enhanced silent pulses

i

Consol, DME, Loran-C,
Enroute Marker Beacons,
Non-directional Beacons,
TACAN, VOR, VORTAC,

Satellite Navigation with
GPS and DGPS

ii

ILS with Localizer, with
Glide Path, and Marker
Beacons,

MLS with Azimuth and
Elevation Stations, and DME

IX

All You Aero Unlighted Aids
Praise the Lord with color
and stripes, bands, checks,
chevrons, solids and
alphanumeric graphics

i

Runway Surface Markings,
Aiming Point Markers,
Centerline, Designation,
Chevrons, Edge, Shoulders,
Threshold, Touchdown Zone,
Side Stripes Markings

ii

Taxiway and other surface Markings,

Centerline Checkpoint, Edge
Holding Position and
Intersection, Blast Pads,
Over-runs, Stopways,
Fixed Distance, Geographic
Position, Shoulder Markings

iii

Helicopter Markings,
for winching, identification
mass, final approach,
down, name, helideck,
taxiway

iv

Obstruction Markings, Solid,
Band, and Checkerboard
Patterns, Spherical and
Flag Markers

v

Mandatory Instruction signs,
Information signs, Aerodrome
and Aircraft Stand signs,
Identification signs, Holding
position signs, Signs under
the guise of markers, Signs
lighted for night use

vi

Markers for unpaved runway
and taxiway centerlines, edges,
boundaries, stopways,
snow-covered runway edges

Elevated markers, natural and
assembled, Trees, Stones, Hedges,
Flower beds, Cones, Fences, Flags, Drums, Tripods, Boards

Low-elevated Markers, Inset, Inpavement, Retro-reflective, Stone, Concrete Slabs

X

All You Lighted Railway Signals
Praise the Lord with fixed and flashing, simple and complex messages,

i

Color-light, multiple and searchlight lenses, Position, Color-position, Graphic and Alphanumeric symbols, Full-sized and dwarf, mainline, siding and yard

ii

Cab-signals, light and sound, colors, and numbers and digital

XI

All You Mechanical signals
Praise the Lord with messages rotating and revolving, hinged, ascending and descending

Semaphores straight and tapered, with pointed swallow-tailed, square and rounded ends, with blade and spectacle unified, and split apart

Board signals rotating, hinged, and stationary, with diamonds, triangles, squares and circles

Dwarf signals with discs, blades and geometric facades,

Semaphores, Disc-semaphores, Pillar-discs, and Panels

Discs with internal lamps and flood-lamps, Rotating and Revolving,

Graphics miniature and large, internally and externally lighted,

Targets by color, shaped, position, single and double, obrounds, diamonds, octagons, circles, squares, triangles, rectangles, masks, ovals, arrows
Movable signals, Staffs, Tickets, Tokens and Tablets

XII

All You Signs and Markings
Praise the Lord
with silent messages of color, shape, graphic and alphanumeric symbols

i

Signs, lighted and unlighted, Approach, Speed, Whistle Posts, Mileage Posts, Location, Station, Yard, Block and Traction, Section, Sign and Signal Identification, Flags, Plates, Stop Boards

ii

Markings, Pillars and Posts, Petites, Marker Boards and Sign-like Objects

XIV

All You Traffic Signals Praise the Lord, with color, graphic and alternating messages

i

Traffic light signals and Pedestrian signals

ii

Cyclist Signals, Lane use Signals, Railway Crossing Signals, and Bridge, Ferry Landing, Fire, Low flying Aircraft, Ramp Control and School Signals

Flashings Beacons for Hazard Identification, Intersection Control, Speed Limits and Stop Signs

Lighting devices, all-lighted and partially-lighted, Warning Beacons and Lights, Steady-Burning Lamps

XIV

All You Traffic Signs Praise the Lord with Silent Messages of color, shape and symbol

i

Warning Signs for bends left, right, singles and doubles, narrowing roads, moveable bridges, roads on quays and river edges

Warning Signs for roads uneven and slippery, loose gravel, falling rocks and cross winds

Warning Signs for pedestrians, children, cyclists, cattle, animals wild and domestic crossings
Warning Signs for road works, traffic signals, airfields, two-way traffic, cross roads, railway crossings, stop signs and yield

Informative Signs for directions and advance directions, confirmatory, place identification and pedestrian crossings

Informative Signs for useful information for motorists, of faculties, about parking

Regulatory signs, priority, prohibitory, and mandatory

Priority Signs for yield, stop, priority of road, oncoming traffic and priority over oncoming traffic

Prohibitory and Restriction Signs for no entry at all, no entry for some, closed to vehicles in both directions

No turns right, left and "u" prohibitions on passing, no passing for freight

maximum limits on speeds, end of prohibitions, end of speed restrictions, and those for passing

Mandatory signs for direction to be followed, for passing this side

Compulsory signs for roundabouts, cycle tracks, foot-path, horseback riders, minimum speed, and end of minimum speed, for snow chains

Signs for prohibiting and restricting standing and parking, for providing useful information on parking

All You Traffic Markings Praise the Lord with graphics of color, line, word and line, word and number

Longitudinal markings for traffic lanes, carriageway limits, obstructions, and turning guide lines

Transverse lines for stop, yield, cyclists, and pedestrians
Standing and parking markings, arrows, oblique parallel lines, and alphanumeric symbols

Object Markings, within roadways, adjacent to roadways, end of roadways

Delineators, Barricades, Channelizing Devices, and Colored Pavements

XVI

All You Sound Signals Praise the Lord
with bells, whistles, bird calls, chimes, buzzers, beepers

Movable Bridges, Audible Pedestrian, Crossing Signals

Technology is often only infrequently included -- or even alluded to -- in the theology of creation. Some of those allusions and references are reflected in the quotes included in this monograph. This "psalm" is a portrayal of technical beings as participants in the universal praise of the Creator by creation. The psalm remains a tentative and provisional endeavor. Nonetheless, it provides an appropriate conclusion to the descriptive mode-specific monographs.

"Francis underwent a painful process of inner purification such that his eyes could come to see the cosmic presence of Christ and God at the center of each created thing."


"We communicate and navigate with a code of logos, symbols, emblems, and signs."

Yelavich, Design for Life ..., 1999, 171.

NOTE

This "psalm" (or "canticle") was originally formulated during a 1991 sabbatical. It was an outgrowth of a joint focus on Transportation-Markings and theology of creation. It is influenced by the format and content of the creation canticles of the Book of Daniel 3:52-90. It includes many forms of markings though in a form well removed from formal classifications. It too classifies markings even if by a different principles. Some forms of Transportation-Markings in this psalm are not mentioned specifically in Chapters 1 and 2. However, they are found in the explanatory notes of other monographs of the Series.
GENERAL INDEX

Bible/Biblical, 7, 118

Classification, 7, 8, 9, 10, 11, 19, 20, 23, 24, 25, 27, 28, 30, 33, 38, 39, 40, 41, 42, 43, 44, 45, 46, 50, 54, 73, 73, 74, 75, 76, 83, 84, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 118

Classifications Materials-Index, 97-101
Classification-Variant, 54-84
Classification-Message Energy Forms, 28-53
Classification-Transportation Mode Context, 15-27
Communications, 10

Design, 10

Holarchy, 10

Messages, 7, 10, 28, 84, 90, 91

Nomenclature, 7, 87-97
Nomenclature & General Classification, 100-101

Science, 10,
Semiotics, 10, 28, 85, 91
Systems, 8, 10, 89, 91

Taxonomy: see Classification
Technology, 11, 118, 119
Theology of Creation, 7, 11, 118, 119
Transport, 7

Writing, 11, 84
NAMES INDEX

Algeria, 68
Aristotle, 15,
Augustine, 15
Baer, R, 11, 29
Blake, W., 85
Boff, L., 11, 119
Bouma-Prediger, 11, 27
Butigan, K., 11
California, 7
Canada, 56, 57, 102, 103
Chardin, T., 12
Dana, J.D., 4, 89
Daniel, Book of, 118
Davis, E., 11, 65
Denmark, 56, 102
Devore, 74
Dillistone, F.W., 13, 16
DMA, 20
Dunne, T, 11, 53
Eco, U., 28
Egan, H., 12, 16
Eliade, M., 45
Elias, S.R, 11
Europe, 43
FAA, 61, 88
Ford, D.F., 12, 15
Fox, M., 12, 55
Fox, P., 12, 54
France, 56, 57, 68
Gap, The, 28
Germany, 57, 102, 103
Ginsberg, A., 12, 85
Greece, 56, 102
Guess Jeans, 28
Hardy, D.W., 12, 15
Haughton, R., 12, 13
Hessel, D., 85
Hildegarde of Bingen, 12, 55
Hill, B., 84
Hill, R., 12
Hopkins, G.M., 13, 44
Humboldt County, 7
IALA, 19, 20, 87, 94, 97
IALA/IALP, 59
Iceland, 56, 57, 103
ICAO, 61, 88
IHB, 20, 87, 94
Italy, 56, 57
Jager, W, 12, 55
Jevons, S., 96
John Damascene, 84
Johnson, E., 12, 54
Johnson, G, 12, 28, 85
Joranson, P., 55, 124
King, U., 12, 45
Kostler, A., 10
Leech, K., 12, 27
Lutz, P., 12, 55
Mullahy, B., 12, 54
Nash, J., 12, 13, 85, 86
NATO, 61, 88
Netherlands, 57, 103
NIMA, 20
Nola, 11
Norway, 56, 57, 102
Palache, C., 89
Pharos Marine, 38, 74
Poland, 56, 57, 102, 103
Polkinghorne, J., 13, 53
Pseudo-Dionysius, 13, 86
Ruether, R., 85
Russia, 56, 57, 102
Santmire, H., 13, 29, 45
Sertillanges, A., 13, 27
Stewart, C., 13, 29
Sulloway, A., 13, 44
Snyder, G., 29
Stewart, C., 13, 29
Sweden, 57, 102
Taiwan, 56, 57
Teilhard de Chardin, 16, 45
Thailand, 56, 57, 102
Thomas Aquinas, 13, 15, 16, 86
Thompson, T., 13, 29
U.S., 8, 11, 56, 57, 61, 75, 80, 83, 97, 102, 103
UN, 39, 75, 88
Unlein, 55
USCG, 74
USNHO, 20
USNOO, 20
Western Hemisphere, 75, 94
Wright, J. 13, 16
Yelavich, S., 13, 119
Young, J.Z., 13, 16
Zinsser, 11, 12
Zizioulas, J., 54
Fixed Lights, 57, 98
Fixed Lighted Aids, 98
Fixed Marine Aids, 92
Fixed Sound Signals, 78
Fixed Unlighted Aids, 98
Fixed Unlighted Beacon, 20
Fixed Unlighted Signal, 27, 36, 43
Fixed Visual Aids, 73, 94
Flags, 22, 26, 34, 35, 36, 64, 112, 114
Flashing Beacon, 23, 30, 66, 74, 79, 107, 115
Flashing Lights, 61, 94
Flashing Signals, 23
Floating Aids, 8, 56, 73, 74, 89, 92, 94, 98, 102
Floating Aids to Navigation, 76, 89
Floating and Fixed Aids Submode, 17, 73
FLOL, 62, 109
Fog Signal, 20, 59, 73, 98
Foam-Filled Buys, 77
Form with Variant Versions, 17, 33
Frameworks, 104
Framework Towers, 57
Fully-Lighted Markings, 91, 92

Global Positioning System (GPS), 10, 19, 22, 38, 44, 78, 81, 105, 110
Holding Position Markings, 64, 80, 111
Holding Position Signs, 111
Horizontal Markings, 24, 35, 42
Horizontal SignaLs, 80
Horn Buoy, 57, 103
Houses, 18, 31, 106, 107
House/Hut on Pile Structure, 59
House on Structure, 59, 106, 107
House/Hut on Tripod, 59, 107
Houses on Special Marine Foundation, 18, 31
House/Tower on Special Foundation, 77
H-PAPI, 61, 109
HAPI, 109
Hel-PLASI, 62, 109
Hut, 58, 107
Hyperbolic Radionavigation Systems, 19, 38, 105

Ice Buoy, 76
Identification Beacon, 21, 32, 37, 63, 107
Identification Sign, 114
Indicators, 62
Informative Signs, 24, 35, 42, 116
Information Signs, 21, 34, 63, 80, 107, 111
Informative Signs, 66
ILS, 22, 38, 44, 74, 110
Inpavement-Centerline, 77
Intermittent Moving Hazard Signs, 24, 35, 66
Intersection Control Beacon, 66, 115
Intersection Markings, 111
Intersection Signs, 24, 35
Intersection Take-Off Sign, 63

Lampholder Unit, 79
Land and Hold Short Light, 79
Land-Based Aids, 8
Land-Based Lighthouses, 106
Landing Direction Indicator, 21, 32
Lane Use Control Signals, 23, 30, 115
Lane-Use Control Signals, 81
Landscape Marker, 63
Large Floating Aids, 17, 103
Large Floating Aids-Single Type, 31, 43
Large Navigation Buoy (LNB), 17, 76
Large Navigational Buoy, 31, 103
Latticework, 59
Ladie Work, 104
LC/GC Signal (Crossing Bell), 27, 37, 44
LDIN, 108
Lead-in-Lights (LDIN), 61
Level/Grade Crossing Signs, 24
Level/Grade Crossing Signals, 24, 35
Level (Railroad) Crossing Signals, 23,
Level (Railway) Crossing Signals, 30
Light Fixtures, 61, 62

128
<table>
<thead>
<tr>
<th>Light Fixtures/Functions</th>
<th>Systems: Approach, 60</th>
</tr>
</thead>
<tbody>
<tr>
<td>Light Fixtures/Functions</td>
<td>Systems: Final</td>
</tr>
<tr>
<td>Light Fixtures, 57, 103</td>
<td></td>
</tr>
<tr>
<td>Lighthouses, 57, 90, 105</td>
<td></td>
</tr>
<tr>
<td>Lightships, 103</td>
<td></td>
</tr>
<tr>
<td>Lightvessels, 17, 13, 103</td>
<td></td>
</tr>
<tr>
<td>Light Vessels, 17, 31</td>
<td></td>
</tr>
<tr>
<td>Lighted Aeronautical</td>
<td>Navigation Aids, 107</td>
</tr>
<tr>
<td>Lighted Aids, 23, 77</td>
<td></td>
</tr>
<tr>
<td>Lighted and Lighted Sound Buoys, 76</td>
<td></td>
</tr>
<tr>
<td>Lighted Bank, 59</td>
<td></td>
</tr>
<tr>
<td>Lighted Bell Buoy, 17, 31, 37, 57, 76</td>
<td></td>
</tr>
<tr>
<td>Lighted Conical Buoys, 92</td>
<td></td>
</tr>
<tr>
<td>Lighted Fixed Aids, 18, 31, 74</td>
<td></td>
</tr>
<tr>
<td>Lighted Gong Buoy, 17, 31, 37, 57, 76</td>
<td></td>
</tr>
<tr>
<td>Lighted Horn Buoy, 57, 76</td>
<td></td>
</tr>
<tr>
<td>Lighted Buoys, 56, 76, 102, 103</td>
<td></td>
</tr>
<tr>
<td>Lighted Catamaran, 57, 103</td>
<td></td>
</tr>
<tr>
<td>Lighted Floating Aids, 17, 31</td>
<td></td>
</tr>
<tr>
<td>Lighted Railway Signals, 112</td>
<td></td>
</tr>
<tr>
<td>Lighted Signs, 26, 33, 40, 41</td>
<td></td>
</tr>
<tr>
<td>Lighted Signs, 82</td>
<td></td>
</tr>
<tr>
<td>Lighted Sound Buoys, 17, 31, 36, 43, 73, 90, 103</td>
<td></td>
</tr>
<tr>
<td>Lighted/Sound Signals, 27, 37, 39, 44</td>
<td></td>
</tr>
<tr>
<td>Lighted Whistle Buoys, 17, 31, 36, 57, 76</td>
<td></td>
</tr>
<tr>
<td>Lighting Devices, 23, 30, 32, 39, 41, 81, 115</td>
<td></td>
</tr>
<tr>
<td>Lined Marker, 65</td>
<td></td>
</tr>
<tr>
<td>Localizer, 81, 110</td>
<td></td>
</tr>
<tr>
<td>Location Identification Signals, 81</td>
<td></td>
</tr>
<tr>
<td>Location Signs, 36, 63, 79, 83, 114</td>
<td></td>
</tr>
<tr>
<td>Location Signs (Mile Posts), 26, 36</td>
<td></td>
</tr>
<tr>
<td>Long Range Aids, 78</td>
<td></td>
</tr>
<tr>
<td>Longitudinal Markings, 21, 24, 34, 35, 117</td>
<td></td>
</tr>
<tr>
<td>Loran, 19, 38, 105</td>
<td></td>
</tr>
<tr>
<td>Loran A, 60</td>
<td></td>
</tr>
<tr>
<td>Loran C, 22, 38, 78, 110</td>
<td></td>
</tr>
<tr>
<td>Low Elevation Markers, 22, 35, 63, 64, 112</td>
<td></td>
</tr>
<tr>
<td>Low Flying Aircraft Signals, 112</td>
<td></td>
</tr>
<tr>
<td>Low Intensity Lights, 21, 32</td>
<td></td>
</tr>
<tr>
<td>Mainline Signals, 39</td>
<td></td>
</tr>
<tr>
<td>Maintenance of Way Signs, 26, 36, 83</td>
<td></td>
</tr>
<tr>
<td>Mandatory Instruction Signs, 21, 34, 63, 79, 111</td>
<td></td>
</tr>
<tr>
<td>Mandatory Signs, 24, 35, 116, 117</td>
<td></td>
</tr>
<tr>
<td>Manoeuvring Guidance Lights, 21, 32</td>
<td></td>
</tr>
<tr>
<td>Major Aids, 76</td>
<td></td>
</tr>
<tr>
<td>Major Lights, 20, 57, 73, 78</td>
<td></td>
</tr>
<tr>
<td>Major Light Structures, 77</td>
<td></td>
</tr>
<tr>
<td>Major Structures Land Based Towers, 18, 31</td>
<td></td>
</tr>
<tr>
<td>Major Structures Non Tower, 18, 31</td>
<td></td>
</tr>
<tr>
<td>Major Structures (Lighthouse): Sea Girt, 18, 31</td>
<td></td>
</tr>
<tr>
<td>MALS, 108</td>
<td></td>
</tr>
<tr>
<td>Mandatory Instruction Signs, 21, 34, 63, 111,</td>
<td></td>
</tr>
<tr>
<td>Mandatory Signs, 24, 35, 66, 67, 116, 117</td>
<td></td>
</tr>
<tr>
<td>Marine Aids, 8, 19, 38, 73, 87, 89, 90, 97</td>
<td></td>
</tr>
<tr>
<td>Marine Aids to Electronic Navigation, 105</td>
<td></td>
</tr>
<tr>
<td>Marine Aids to Navigation, 17, 19, 38, 56, 74, 87, 98, 99, 101</td>
<td></td>
</tr>
<tr>
<td>Marine Electronic Aids, 19, 37</td>
<td></td>
</tr>
<tr>
<td>Marine Electronic Aids to Navigation, 105</td>
<td></td>
</tr>
<tr>
<td>Marine Markings, 91</td>
<td></td>
</tr>
<tr>
<td>Markers, 23, 63, 64, 80, 83, 111</td>
<td></td>
</tr>
<tr>
<td>Marker Beacon, 81, 110</td>
<td></td>
</tr>
<tr>
<td>Marker Board, 27, 36, 114</td>
<td></td>
</tr>
<tr>
<td>Markings, 21, 26, 34, 36, 42, 43, 50, 63, 64, 66, 67, 71, 77, 79, 81, 82, 86, 87, 90, 91, 111, 114</td>
<td></td>
</tr>
<tr>
<td>Markings Under the Name of Marker Single Forms, 22, 34, 63</td>
<td></td>
</tr>
<tr>
<td>Mast, 58, 107</td>
<td></td>
</tr>
<tr>
<td>MDLA, 62, 109</td>
<td></td>
</tr>
<tr>
<td>Mechanical Signals, 112</td>
<td></td>
</tr>
<tr>
<td>Medium Intensity Approach Lighting Systems, 79</td>
<td></td>
</tr>
<tr>
<td>Medium Intensity Flashing White Lights, 79</td>
<td></td>
</tr>
<tr>
<td>Medium Intensity Lights, 21, 32</td>
<td></td>
</tr>
<tr>
<td>Mile Posts, 24, 35</td>
<td></td>
</tr>
<tr>
<td>Mileage Posts, 114</td>
<td></td>
</tr>
<tr>
<td>Mini PAPI, 61, 109</td>
<td></td>
</tr>
<tr>
<td>Mini PLASI, 109</td>
<td></td>
</tr>
<tr>
<td>Miniature Graphic Symbols, 83</td>
<td></td>
</tr>
<tr>
<td>Miniature Graphic Symbol Indicators, 26, 33, 36</td>
<td></td>
</tr>
<tr>
<td>Minor Lights, 20, 57, 77, 78</td>
<td></td>
</tr>
<tr>
<td>Minor Lights: Enclosed &amp; Solid Constructions &amp; Composite Structures, 58</td>
<td></td>
</tr>
<tr>
<td>Minor Lights: Multi Member Structures, 58</td>
<td></td>
</tr>
<tr>
<td>Minor Lights: Single Member Structures, 58</td>
<td></td>
</tr>
<tr>
<td>Minor Lights: Single Types of Structures, 59</td>
<td></td>
</tr>
<tr>
<td>Minor Light Structures, 77, 78</td>
<td></td>
</tr>
<tr>
<td>Minor Structures, 32</td>
<td></td>
</tr>
<tr>
<td>Mirror Desk Landing System, 63</td>
<td></td>
</tr>
<tr>
<td>Miscellaneous Unlighted Buoys, 57</td>
<td></td>
</tr>
<tr>
<td>MLS, 22, 38, 44, 110</td>
<td></td>
</tr>
<tr>
<td>Monument Markers, 83</td>
<td></td>
</tr>
<tr>
<td>Movable Bridge Signals, 23, 24, 30, 37, 39, 81, 118</td>
<td></td>
</tr>
<tr>
<td>Movable Signals, 43, 71, 72, 113, 114</td>
<td></td>
</tr>
<tr>
<td>Multi Members Open Structure, 18, 32</td>
<td></td>
</tr>
<tr>
<td>Multi Member Marine Floating Aids, 17, 36, 43</td>
<td></td>
</tr>
<tr>
<td>Multi Message Aids, 27</td>
<td></td>
</tr>
<tr>
<td>Multi Message Floating Aids, 57</td>
<td></td>
</tr>
<tr>
<td>Multi Message Marine Floating Aids, 31</td>
<td></td>
</tr>
<tr>
<td>Multi Message Railway Aids, 27, 37, 44</td>
<td></td>
</tr>
<tr>
<td>Multiple Direction Markings, 24, 35</td>
<td></td>
</tr>
<tr>
<td>Multiple Direction Marking Signs, 24, 35</td>
<td></td>
</tr>
<tr>
<td>Multiple Piles, 77, 104</td>
<td></td>
</tr>
<tr>
<td>Natural Forms, 22, 34, 35</td>
<td></td>
</tr>
<tr>
<td>Natural Marks, 18, 34</td>
<td></td>
</tr>
</tbody>
</table>
Nautophone, 60, 104
Navigation Aids, 74
No Entry Signs, 63
Non-Directional Beacons (NDB), 22, 38, 81, 110
Non-Monument Area Boundary Markings, 80
Non-Towers & Composite Structures, 106
Nun Buoys, 56, 76, 77, 90, 102
Obelisk, 58, 107
Object Markers, 68, 82
Object Markings, 24
Object-Markings, 35, 118
Obstacle Markings, 42
Obstacle/Obstruction Lighting, 62
Obstruction Lights, 62
Obstruction Lighting, 21, 32, 79, 109, 111
Obstruction Markings, 22, 34, 77, 111
ODALS, 108
Ogival Buoy, 17, 33, 103
Oil Drum Buoys, 57, 103
Omega, 19, 38, 105
Omnidirectional Lamps, 20, 30
One-Lane/Two-Way Signal, 81
Open Graphic Symbols, 71
Open Towers, 18, 31
Optical ILS, 74
Optical Localizer, 62, 74, 109
Oscillator, 60, 104
Painted Forms on Horizontal Objects, 22, 35
Painted Highway Markings, 13
Panel, 26, 33, 113
PAPI, Precision Approach Path Indicator, 20, 30, 109
Parking and Docking Aids, 40
Partially-Lighted Aero Aids, 20, 32
Partially-Lighted Aids, 46, 47, 74, 79
Partially-Lighted Markings, 87, 91
Partially-Lighted Railway Signals, 25, 33
Partially-Lighted Signals, 70, 82
Partially-Lighted Signals: Dwarf Semaphore, Rotating Disc & Composite Discs, 70
Partially-Lighted Signs, 21, 40
Partially-Lighted Signs: Taxway Guidance & Runway Signs, 21, 32, 40, 79, 107
Partially-Lighted TCD, 23, 32, 40
Patterns, 22, 34, 80, 111
Pavement Markings, 67, 74, 82, 90
Pedestrian Signals, 23, 30, 81, 114
Pole, 58, 107
Perch, 104
Petites, 72, 114
Pipe, 58, 107
Plane Marker, 64
PLAS, 20, 30, 62
Pole, 26, 36, 114
Post, 20, 58, 104
Position and Pillars, 26, 36
Position Signals, 25, 31, 112
Position-Light Railway Signals, 33
Position-Light Signal, 25, 31, 82
Precision Approach Path Indicator, 20, 30, 79
Precision Approach Slope Indicator, 20, 30
Prohibitive Signs, 66, 67
Prohibitory and Restrictive Signs, 24, 35, 66, 67, 116, 117
Priority Signs, 24, 35, 116
Pulse Light Approach Slope Indicator, 20, 30
PVG, 109
Pyramid, 58, 107
Pyramidal, 58, 106
Pyramidal Structure, 59
Pyramid, 58, 107
Racon, 19, 37, 78, 105
Radar Aids, 19, 37
Radar Aids, Passive Forms, Reflector, 60
Radar Reflectors, 19, 38, 78, 102
Radar Beacon Buoy, 57
Radio Aids, 38
Radio Beacon Buoy, 57
Radio Token, 38
Radiobeacons, 19, 37, 44, 60, 78, 105
Rail and Road Safety Aids, 90
Rail & Road Signals, 90
RAILS, 108
Rail Road Crossing Signals, 81
Railway Signs, 26, 35
Railway Electronic Aids, 38, 44
Railroad Signals, 100
Railway Crossing Signals, 115
Railway Signals, Signs and Markers, 25, 82
Railway Crossing Signal Bells, 79
Railway (Level/Grade) Crossing Signs, 66
Railway Signals, 8, 26, 27, 33, 73, 88, 92, 95, 98, 101
Railway Signals, Signs, Markers, 25
Railway Signals, Signs, Markings, 68, 74, 89
Railway Signalling, 93
Railway Sound Signals, 27, 37, 44
Railway Target, 90
Ramark, 19, 38, 105
| Ramp Control Signals, 81, 115 |
| Reed Horn, 19, 37, 105 |
| Reflective Forms, 22, 35 |
| Regulatory Signs, 24, 35, 42, 66, 81, 91, 116 |
| REILS, 74, 108 |
| Relocated Threshold Markings, 17, 80 |
| Revolving Discs, 71 |
| Revolving Discs & Enclosed Graphic Signal, 71 |
| RILS, 108 |
| River Light, 106 |
| Road Aids, 73 |
| Road-Holding Position Signs, 21, 34, 63 |
| Road Markings, 86 |
| Roadway Alignment Signs, 24, 35 |
| Roadway Conditions Signs, 24, 35 |
| Roadway Signs, 79 |
| Rotating Beacon, 104 |
| Rotating Discs, 70 |
| Route Markers, 24, 35 |
| RTILS, 108 |
| Runway Alignment Identification Lights (RAILS), 61, 108 |
| Runway & Taxiway Elevated Lighting, 21, 32, 76, 105 |
| Runway & Taxiway Elevated Lights, 108 |
| Runway & Taxiway Inpavement Lighting, 79 |
| Runway & Taxiway Inset (Inpavement) Lights, 20, 21, 32, 63 |
| Runway & Taxiway (Transverse) Lights, 63 |
| Runway & Taxiway Lights, 40, 62, 107 |
| Runway & Taxiway Retroreflective Markers, 80 |
| Runway Centerline Light, 79, 108 |
| Runway Designation Sign, 63 |
| Runway Distance Remaining Sign, 80 |
| Runway Edge Lights, 79, 107 |
| Runway End Identification Lights (REILS), 61, 108 |
| Runway Exit Sign, 63 |
| Runway Guard Lights, 79 |
| Runway Holding Position Sign, 63 |
| Runway Identification Lights (RILS), 61, 108 |
| Runway Inset Lights, 107 |
| Runway Markings, 80 |
| Runway Surface Markings, 64, 110 |
| Runway Threshold/End Lights, 79, 108 |
| Runway TDZ Lights, 79, 108 |
| Runway TDZ Marker, 22, 34 |
| Runway Threshold Identification Lights (RTILS), 61, 108 |
| Runway Threshold Light, 108 |
| Runway Vacated Sign, 63 |
| Safe Heading Marker Board, 63 |
| Safety Aids, 9, 97 |
| Safety Signs, 26, 36, 83 |
| SAGA, 62, 109 |
| SAVASIS, 61, 109 |
| Satellite Navigation Aids, 10, 19, 22, 38, 105, 110 |
| School Signals, 115 |
| Sea-Girt Tower, 106 |
| Searchlight-Color Light Signal, 82 |
| Section and Block Signs, 26, 36 |
| Section Signs, 114 |
| Sector Lights, 18, 30 |
| Segmented Circle Markings, 65, 80 |
| Sequence Flashing Light, 79, 82 |
| Sequenced Flashers, 20 |
| Sequenced Lamps, 108 |
| Semaphore Lights, 70, 112, 113 |
| Semaphore, Dwarf, 70 |
| Semaphore Signals, 82 |
| Short Range Aids, 78 |
| Shoulder Markings, 64, 80, 110, 111 |
| Side Stripe Markings, 64, 80, 110 |
| Single Pile, 58, 77, 107 |
| Signal, 8, 39, 90, 93, 94 |
| Signal Boards, 25, 33, 70, 113 |
| Signs, 23, 26, 32, 40, 41, 42, 63, 74, 75, 83, 90, 91, 94, 95, 114 |
| Signs and Markings, 64, 80, 110, 111 |
| Signs Under Heading of Marker-Single Form, 21, 24, 27, 37 |
| Signs Under Other Names, 26, 36 |
| Signs with Variant Forms, 27, 34 |
| Signs with Variant Versions, 21, 34, 63 |
| Single Pile, 58, 77, 107 |
| Simple Vertical Members, 18, 34 |
| Single Forms, 18, 30, 32, 81 |
| Single Forms, Lighted Signs, 26, 33 |
| Single Form with Variants, 37 |
| Single Pile, 58, 77, 107 |
| Single-Unit Signals, 25, 33, 41 |
| Single Type, 17, 36, 77, 78, 80 |
| Single Vertical Members, 18, 34 |
| Single Vertical Members (Broader), 18, 31, 32, 34 |
| Single Vertical Members (Narrow), 18, 31, 32, 34 |
| Signs for Standing and Parking, 117 |
| Signs of General Interest, 24, 35 |
| Signs--Speed Regulation, 26, 36, 42 |
| Signs--Single Forms, 34, 63 |
| Signs--Speed Control, 26, 36, 42 |
| Signs--Speed Regulations, 36, 71 |
| Signs Under Heading of Marker-Single Form, 21, 24, 27, 37 |
| Signs Under Other Names, 26, 36 |
| Signs with Variant Forms, 27, 34 |
| Signs with Variant Versions, 21, 34, 63 |
| Simple Vertical Members, 18, 34 |
| Single Forms, 18, 30, 32, 81 |
| Single Forms, Lighted Signs, 26, 33 |
| Single Form with Variants, 37 |
| Single Pile, 58, 77, 107 |
| Single-Unit Signals, 25, 33, 41 |
| Single Type, 17, 36, 77, 78, 80 |
| Single Vertical Members, 18, 34 |
| Single Vertical Members (Broader), 18, 31, 32, 34 |
| Single Vertical Members (Narrow), 18, 31, 32, 34 |
| Siren, 19, 37, 78, 105 |
| Siren Buoy, 57 |
| Skeleton Structures, 58, 106 |
| Skeleton Towers, 57, 58, 59, 77, 78, 104, 106 |
| Slope, 105 |
| Small House, 58, 59, 78, 107 |
| Small Posts, 27, 36 |
| Small Tree/Petit Arbre, 59, 104 |
| Sound Buoys, 17, 36, 43, 56, 57, 77, 103 |
| Sound Signals, 27, 43, 82, 83, 118 |
| Sound Traffic Signals, 24, 37, 43 |
| Space-Based Aids, 8 |
| Spar, 20, 58, 87, 104, 107 |
| Spar Buoy, 17, 34, 56, 73, 77, 90, 102, 103 |
| Special Signals, 23, 30 |
| Special Spars, 56 |
| Speed Control Signs, 83 |
| Speed Limit Beacon, 66, 115 |
| Speed Limit Signs, 26, 36 |
| Speed Limit Signals, 115 |
| Speed Reduction Signs, 26, 36 |
| Speed Signs, 42, 71, 114 |
| Sphere Buoy, 77 |
| Spherical Buoy, 17, 31, 33, 102 |
| Spherical Beacon, 33 |
| Spherical Marker, 22, 34 |
| Spherical Markings, 111 |
| Spindle, 20, 22, 34, 58, 59, 78, 104, 107 |
| Spindle Buoy, 17, 33, 103 |
| SSALS, 108 |
| Staff, 43, 71, 72, 113 |
| Staff, Ticket, Tablet & Token Forms, 72 |
| Stake, 58, 59, 78, 104, 107 |
| Standard Structures on Special Foundations, 77 |
| Standard Structures on Special Marine Foundations, 18, 31 |
| Towers on Skeleton Structures, 18, 31 |
| Towers on Special Marine Foundations, 18, 31 |
| Towers on Skeleton Structures: Off-Shore Platforms, 57, 58 |
| Towers on Skeleton Structures: Screw-Pile Towers, 57 |
| T-PA, 62, 109 |
| Track Crew Warning System, 27, 37 |
| Trackside Signals, 25, 30, 39, 68, 82 |
| Trackside Signals-Semaphores, 25, 32, 41 |
| Traction Signs, 91, 114 |
| Traffic Beacons, 66 |
| Traffic Control Devices (TCD), 8, 23, 24, 66, 74, 81, 84, 88, 89, 91, 92, 94, 95, 97, 98, 101 |
| TCD Markings, 40 |
| Traffic Control Lights, 74 |
| Traffic Control Signals, 18, 23, 30, 81 |
| Traffic Light Signals, 114 |
| Traffic Markings, 117 |
| Traffic Signs, 91, 115 |
| Traffic Signals, 23, 30, 66, 74, 78, 87, 91, 114, 115 |
| 79, 87, 88, 111, 112 |
| Train Order and Time Interval System, 72, 73 |
| Transit, 60 |
| Transverse (Cross-Runway/Taxiway) Lights, 21, 32 |
| Transverse Light, 21, 32, 40 |
| Transverse Markings, 21, 24, 34, 35, 114 |
| Tree, 18, 34 |

| Tablets, 43, 71, 72, 114 |
| Tacan, 22, 38, 81, 108, 110 |
| Tall Coastal Towers, 18, 31 |
| Targets, 82, 83, 90, 113 |
| Targets and Track Indicator, 26, 36 |
| Taxiway Centerline Light, 79 |
| Taxiway Edge Light, 79 |
| Taxiway Ending Marker, 79 |
| Taxiway Holding Position Marker, 65 |
| Taxiway Inset Lights, (Inpavement), 62, 108, 110 |
| Taxiway Intersection Light, 79 |
| Taxiway Markings, 80, 110 |
| Taxiway Surface Markings, 64, 110 |
| TCD Markings, 40 |
| Tetrahedron, 109 |
| Three-Bar AVASIS, 61, 106, 109 |
| Threshold/End Light, 76 |
| Threshold Marker, 65 |
| Threshold Markings, 64, 80, 110 |
| Tickets, 43, 71, 72, 114 |
| Tokens, 43, 71, 72, 114 |
| Toran, 60 |
| Touchdown Lift-Off Area Lighting System, (TLOAL) 21, 32, 63, 108 |
| Touchdown Zone Markings, 80, 108, 110 |
| Towers, 106 |
| Towers/Houses/Buildings, 106 |
| Towers on Promontories and Headlands, 18, 31 |
| Towers on Rocks, 18, 31 |
| Tree, 18, 34 |
Tree Branch, 59, 104
Triangular Structures, 59
Tri-Color VASI, 20, 30
Tripod, 58, 59, 64, 78, 104, 106, 111
Tripodal Tower, 58, 106
Tubular Tower, 58, 106
T-VASIS, 109
TVG, 109

Unidirectional Lamps, 20, 30
Unlighted Aero Navigation Aids, 21, 34, 42, 80
Unlighted Aids, 23, 41, 42, 47, 48, 63, 78
Unlighted Beacon, 88
Unlighted Buoys, 17, 33, 56, 57, 76, 77, 90, 102
Unlighted Buoys: Can/Cylindrical, 56
Unlighted Buoys: Conical, 56
Unlighted Buoys: Spars, 56
Unlighted Conical Buoys, 92
Unlighted Marine Fixed Aids, 18, 34
Unlighted Markings, 90, 91
Unlighted Railway Signals, Signs, Markings, 26, 36
Unlighted Signals, Signs, Indicators, Markers, 82
Unlighted Signs, 66
Unlighted TCD Signs and Markings, 23, 35

Vee Boards, 64
Vehicle Roadway Markings, 80
Vertical Boards, 64
Vertical Markings, 24, 35, 42, 64
Vertiport Aids, 74
Vertiport Lighting, 63

Visual Approach Slope Indicator (VASI), 20, 30, 39, 108, 109
Visual Forms-All-Lighted, 30
Visual Forms-Partly-Lighted, 31
Visual Form-Unlighted, 33
VOR, 22, 38, 78, 108
VOR Check-point Marker, 21, 34
VOR Receiver Checkpoint Markings, 80
VORTAC, 22, 38, 81, 110

Warning Beacon, 115
Warning Lights, 23, 32
Warning Signs, 24, 35, 42, 66, 81, 115, 116
Warning Signs: Roadway Alignment & Roadway Conditions, 66
Water & Air Transportation Markings, 17
Whistle, 19, 37, 105
Whistle Buoy, 17, 36, 57, 77, 103, 114
Whistle Posts, 36, 114
Wind Cone, 80
Wind Indicators, 21, 32, 80, 109
Wind Tee, 21, 32, 40, 80, 109
Wooden Framework, 59
Wind Tetrahedron, 80, 109

Yard Signs, 114