FACULTY OF APPLIED SCIENCES
UNIVERSITY
OF WEST BOHEMIA

DEPARTMENT OF
COMPUTER SCIENCE
AND ENGINEERING

Master's Thesis

Computer Vision Applications in Video Recordings for Traffic Signal Detection and Classification on Czech Railways

Daniel Schnurpfeil

PILSEN, CZECH REPUBLIC

2025

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Thesis advisor
Ing. Pavel Mautner, Ph.D.

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Citation in the bibliography/reference list:
SCHNURPFEIL, Daniel. *Computer Vision Applications in Video Recordings for Traffic Signal Detection and Classification on Czech Railways*. Pilsen, Czech Republic, 2025. Master's Thesis. University of West Bohemia, Faculty of Applied Sciences, Department of Computer Science and Engineering. Thesis advisor Ing. Pavel Mautner, Ph.D.

ZÁPADOČESKÁ UNIVERZITA V PLZNI
Fakulta aplikovaných věd
Akademický rok: 2024/2025

Studijní program: Informatika a její specializace
Forma studia: Prezenční
Specializace/kombinace: Zpracování přirozeného jazyka (ZPJ18np)

Podklad pro zadání DIPLOMOVÉ práce studenta

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Téma práce:	Využití metod počítačového vidění ve videozáznamech pro detekci a klasifikaci návěstidel na českých železnicích
Téma práce anglicky:	Computer Vision Applications in Video Recordings for Traffic Signal Detection and Classification on Czech Railways
Jazyk práce:	Angličtina
Vedoucí práce:	Ing. Pavel Mautner, Ph.D. Katedra informatiky a výpočetní techniky

Zásady pro vypracování:

- Seznamte se s problematikou návěstidel a návěstních znaků, zejména se zaměřením na jejich vizuální charakteristiky a odlišnosti.
- Prostudujte videa z veřejně dostupných zdrojů (např. YouTube kanál parnici.cz) obsahující železniční návěstidla.
- Navrhněte a implementujte metody pro získání snímků popřípadě sérií snímků návěstidel/návěstních znaků z dostupných videozáznamů.
- Navrhněte metody a implementujte řešení pro detekci a klasifikaci světelných návěstidel, případně návěstních znaků.
- Na dostatečně velké množině dat ověřte funkčnost implementovaných řešení.
- Zhodnoťte a popište dosažené výsledky.

Seznam doporučené literatury:

Dodá vedoucí diplomové práce.

Podpis studenta: Datum:

Podpis vedoucího práce: Datum:

Declaration

I hereby declare that this Master's Thesis is completely my own work and that I used only the cited sources, literature, and other resources. This thesis has not been used to obtain another or the same academic degree.

I acknowledge that my thesis is subject to the rights and obligations arising from Act No. 121/2000 Coll., the Copyright Act as amended, in particular the fact that the University of West Bohemia has the right to conclude a licence agreement for the use of this thesis as a school work pursuant to Section 60(1) of the Copyright Act.

V Plzni, on 8 March 2025

. . . .

Daniel Schnurpfeil

Abstract

English abstract

Abstrakt

Czech abstract

Keywords

computer vision • czech railways

Contents

1 Introduction **3**

2 Czech Railways **4**

2.1 Situation in Recent Years 4
2.2 Railway Signals 5
2.2.1 Fore signal (Předvěst) 6
2.2.2 Single-Light Signals 6
2.2.3 Stop Signal (návěst Stůj) 7
2.2.4 Multiple-Light Signals 8

3 State of The Art **9**

4 Data Analysis & Methodology **10**

4.1 Data Resources 10
4.2 ETL 11
4.2.1 Data Annotation 11
4.3 Region of Interest 12
4.3.1 Convolutional Neural Network 12
4.3.2 You Only Look Once 14

5 Implementation **16**

5.1 Dataset Storage 16
5.2 Experiment Playground 16
5.3 Training Scripts 16
5.4 Applied Technologies 16
5.4.1 Ultralytics Yolo 16
5.4.2 Open CV 16
5.4.3 Czech Metacenter 16

6 Results **17**

6.1 Train Dataset 17

6.2 Eval Dataset 17
6.3 Test Dataset 17
6.4 Signal Detection 17
6.5 Signal Classification 17
6.6 Signal Recognition 17

7 Discussion **18**

8 Conclusion **19**

Bibliography **20**

List of Figures **21**

List of Tables **22**

List of Listings **23**

1 Introduction

Background on Railway Signaling Systems
Thesis objectives and scope

Czech Railways 2

todo - tady krátké intro

todo - zmínit evropský zabezpečovací systém, siemens mobility ...

2.1 Situation in Recent Years

todo - tady popsat situaci v čechách a na moravě (slezku)
todo - zmínit - Dopravní a návěstní předpis pro tratě nevybavené evropským vlakovým zabezpečovačem a že to je hlavní zaměření

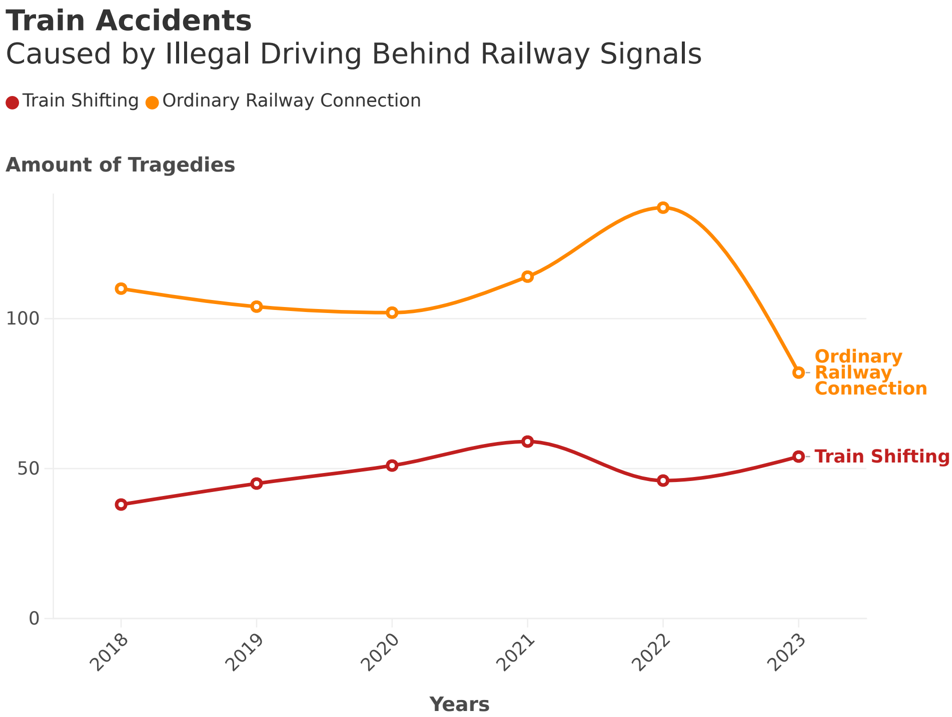

Figure 2.1: Train Accidents Caused by Illegal Driving Behind Railway Signals, source [25]

2.2 Railway Signals

Railway signals represent a visual communication tool for train drivers. Their main purpose is to show important safety information for train driver. These signals contain specific combinations of lights, shapes, and colors to transmit clear instructions about speed limits, track availability, and required actions.

Light signals on Czech railways operate through a system of colored lights mounted on standardized signal posts. The most frequent signal colors are red, green, yellow, and white, with each color that carry distinct meaning. Red lights typically indicate stop request, while green lights could allow unlimited movement. The yellow light serves as a warning sign, preparing drivers for the following limitations. White lights are often in shunting[1] signals or as additional indicators.

The signals combine these colors in various patterns to communicate more complex messages. For example, two vertically positioned yellow lights (Figure 2.2) inform the driver to reduce speed and expect a stop signal ahead. The position and blinking of light(s) adds another piece of information to the basic colors.

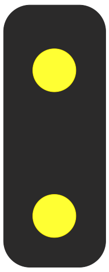

Figure 2.2: Limit 40 km/h and warning

Fixed railway signs complement the light-based system. These include physical signs and markers that display speed limits, distance warnings, and track identification. Their design emphasizes visibility in various weather conditions through reflective materials and high-contrast color schemes. Signal boards often use standardized shapes such as circles or white triangles that serve as warning signs. They are not part of the thesis.

[1]Shunting in railways is the process of moving trains, wagons within a station to assemble, disassemble, or relocate them for operational purposes.

2.2.1 Fore signal (Předvěst)

In SŽ D1 Část První.[Svo24] regulation, they describe fore signal in czech called ("předvěst"). This signal is dependent on main signal. Typically, this signal adds another notification for the train driver before the driver could see the main signal.

2.2.2 Single-Light Signals

In this section we will describe single-light signals and their characteristics described in the railway signaling regulation SŽ D1 Část První.[Svo24] It is important to mention that described signaling systems on railway tracks are not equipped with the European Train Control System.

There are several distinct single-light signals, each characterized by a specific color and blinking pattern. For example, the "Volno" signal, represented by a steady green light, allows the train to run.

On dependent signals at upstream points fore signals (předvěsti), this signal indicates there is a similar signal on the following main signal. In contrast, signals such as

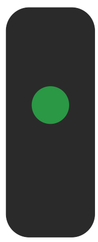

Figure 2.3: Návěst Volno (steady green light)

"Očekávejte rychlost 40 km/h" (slowly flashing yellow light) or "Očekávejte rychlost 100 km/h" (rapidly flashing green light) permit train movement while preparing the driver for a speed restriction at the subsequent signal, typically positioned at least at braking distance. These speed-related signals are from 40 km/h to 120 km/h. they are realized by patterns slow or rapid flashing and colors (yellow or green). **[Space reserved for Figure: Obrázek 103 - Návěst Očekávejte rychlost 100 km/h (rapidly flashing green light)]**

Figure 2.4: Návěst Očekávejte rychlost 40 km/h (slowly flashing yellow light)

2.2.3 Stop Signal (návěst Stůj)

In the regulation SŽ D1 Část První[Svo24] is described also Stop Signal. It is named "návěst Stůj" in the Czech railway signaling system, and it is a single red light on the main signal devices. This signal is the most significant safety mechanism in the railway infrastructure. Based on this signal, the train driver has to stop the locomotive approximately 10 meters in front of the signal device when displaying the Stop Signal. This signal is also used for shunting operations or special maintenance vehicles. In situations where the main signal is not positioned directly adjacent to the track, the train must stop before reaching the end of the train path indicator. There are two types of stop signal. The first is absolute and the second is permissive

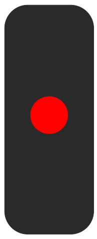

Figure 2.5: Návěst Stůj (singe red light)

type. The absolute signal means that when the red changes to something different that allows the train to move, the train driver can continue. The second permissive type allows the train to continue in certain cases that are described in SŽ D1 Část První[Svo24] with more details.

2.2.4 Multiple-Light Signals

todo - tady popsat, info ze zdroje - ./czech-railway-trafic-lights-detection/resources/text_resources/Výtah světelných návěstidel ostatni.pdf

3 State of The Art

this is related[Sta+22]

Data Analysis & Methodology

4

4.1 Data Resources

4.2 ETL

Study of publicly available sources (e.g., YouTube channel parnici.cz) Methods for extracting individual frames and image sequences ... [Lin+15]

4.2.1 Data Annotation

4.2.1.1 YOLO

`Limitations`

4.2.1.2 Heuristics

4.2.1.3 Data Transformation

4.2.1.4 Datat Load

4.3 Region of Interest

Proposed methods for identifying light signals in images
- enlarge bounding box (ROI) from YOLO detections

Figure 4.1: Original detection example (figure is from [Svo24])

Techniques for recognizing specific signal aspects

4.3.1 Convolutional Neural Network

The convolutional neural network is designed to process multidimensional data [YBH15]. Such data are, for example, color images, which can be represented by, for example, three two-dimensional arrays containing pixel intensities in three color channels (red, green and blue).

In the simplest terms, convolution is a mathematical operation that in our case is used to modify an image to, for example, an image where the edges are highlighted, which is important for the objects we are looking for there.[Sch22]

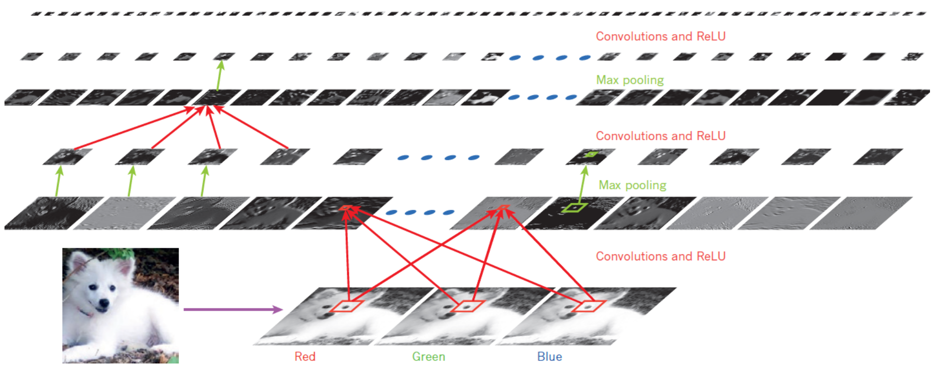

Figure 4.2: CNN Layers (picture is from [YBH15])

4.3.1.1 Convolution

Now, let us look at the convolution in more detail. As an example, consider a black and white image represented by the matrix shown on the left in the image 4.3. The values in the matrix represent the brightness intensities of the pixels. Next, we have the so-called kernel matrix (the convolution mask in Figure 4.3). Both matrices are then processed in the following function:

$$V_{i,j} = (M, N)_{i,j} = \sum_{a=-k}^{k} \sum_{b=-k}^{k} M(i-a, j-b) \cdot N(a, b), \tag{4.1}$$

where $V_{i,j}$ is the resulting pixel value at the position of indices i and j, M is the area in the V matrix, and N is the kernel matrix of k rows and k columns. The convolution can be seen in the following figure 4.3. It is clear in the 4.3 figure that for a kernel

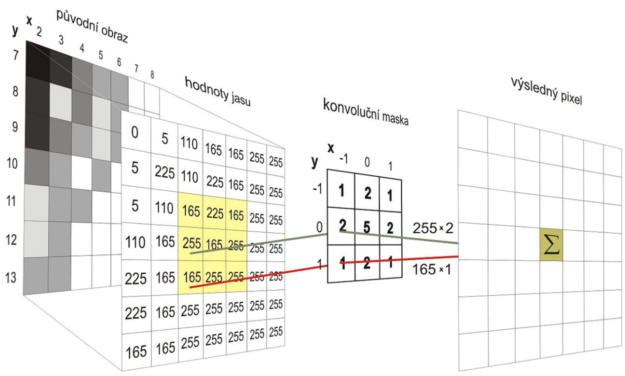

Figure 4.3: Convolution Example (picture is from [06])

matrix of three columns and three rows, that each index value is multiplied by the index value of a given region of the matrix with the same dimensions as the kernel matrix.

4.3.1.2 Pooling

This method is similar to the convolution described in the previous paragraphs of the 4.3.1.1 section. The method traverses the image matrix by regions and calculates just one pixel using a defined function, for example, by averaging the values in the given regions (average pooling) or by calculating the maximum value in each subregion (max pooling).[Sch22]

4.3.1.3 CNN Architecture

The structure of a convolutional neural network is composed of two parts. The first is the part that processes the input image. This part consists of convolutional and pooling layers. The result of this part is a vector of features that is used as input to the layered neural network.

4.3.2 You Only Look Once

YOLO (You Only Look Once) represents a great improvement in object detection approaches, reformulating the detection problem as regression rather than classification. Unlike traditional methods that employ sliding windows or region proposals, YOLO processes the entire image in a single evaluation, predicting bounding boxes and class probabilities simultaneously through a unified neural network architecture [**yolo**]. The system divides the input images into an S×S grid, where each grid cell predicts N bounding boxes with associated confidence scores and class probabilities. These predictions are represented as an S×S×(N*5+C) tensor, where C is the number of classes. The network architecture consists of 24 convolutional lay-

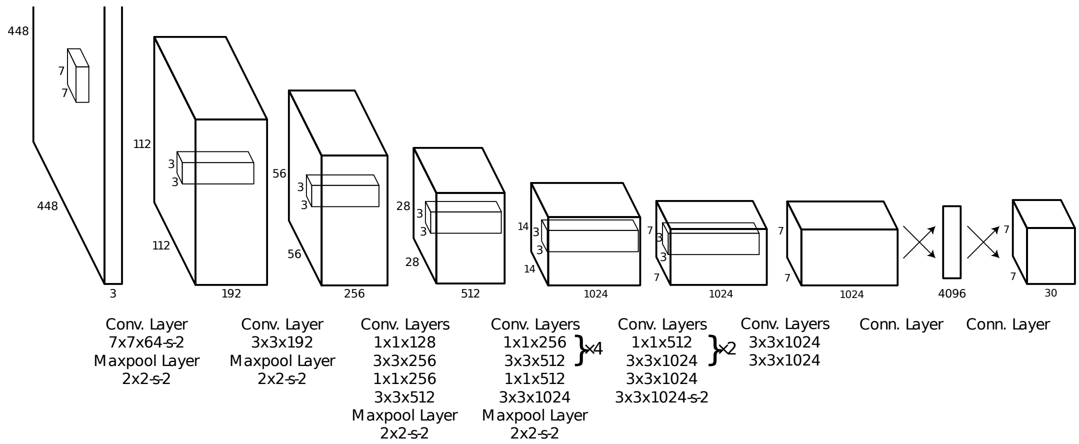

Figure 4.4: One of the first YOLO architectures (Diagram taken from [Red+16])

ers described in previous sections. They are followed by 2 fully connected layers that take inspiration from the GoogLeNet model but 1×1 reduction layers followed by 3×3 convolutional layers. During inference, YOLO processes images at 448×448 resolution, generating approximately 98 bounding boxes per image. This unified approach is able end-to-end optimization directly on detection performance, the result is extremely fast processing that speeds up base YOLO model operates at 45 frames per second while a faster variant reaches 155 frames per second. This real-time performance, combined with YOLO's ability to detect objects in images, makes it particularly suitable for applications that require robust object detection. So, that is the reason why YOLO is chosen as the main tool in this thesis.

Implementation 5

Details of the implemented solution

5.1 Dataset Storage

5.2 Experiment Playground

5.3 Training Scripts

Technologies and libraries used

5.4 Applied Technologies

5.4.1 Ultralytics Yolo

5.4.2 Open CV

Challenges encountered and solutions applied

5.4.3 Czech Metacenter

Results 6

Description of the testing process

6.1 Train Dataset

6.2 Eval Dataset

6.3 Test Dataset

parnici cz a strojvedouci .com

Process of compiling a comprehensive dataset for testing

Presentation of results

Analysis of system performance

6.4 Signal Detection

6.4.0.1 Baseline

6.5 Signal Classification

6.5.0.1 Baseline

6.6 Signal Recognition

Signal Detection

+

Signal Classification

6.6.0.1 Baseline

7 Discussion

Interpretation of results Comparison with existing methods Limitations of the current approach

Conclusion 8

Summary of achievements Contributions to the field Suggestions for future work

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List of Figures

2.1 Train Accidents Caused by Illegal Driving Behind Railway Signals, source [25] 4
2.2 Limit 40 km/h and warning 5
2.3 Návěst Volno (steady green light) 6
2.4 Návěst Očekávejte rychlost 40 km/h (slowly flashing yellow light) . . . 7
2.5 Návěst Stůj (singe red light) 7

4.1 Original detection example (figure is from [Svo24]) 12
4.2 CNN Layers (picture is from [YBH15]) 12
4.3 Convolution Example (picture is from [06]) 13
4.4 One of the first YOLO architectures (Diagram taken from [Red+16]) . 14

List of Tables

List of Listings