

LANTERNS AND SIGNALING


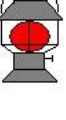

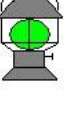

	<p>The white/clear lantern was used by the brakeman to give the general, more common signals around the rail yard. They were swung by hand.</p> <p>A white lantern (or a green lantern) could be used to stop a train at a flag station.</p> <p>A flag station is a location where one would want to ride one or two days a week, but would otherwise be too costly for a train to stop everyday if there weren't any passengers.</p>
	<p>The red lantern was generally signaled STOP.</p> <p>Sometimes a red lantern was hung on the end of a caboose as a rear marker.</p> <p>A red lantern might also be hung outside the tower to indicate the train needs to stop for Form 31 orders. Orders are instructions from the dispatcher, delivered through the operator, to the engineer and conductor of a train which either gives them the authority to operate, Unlike Form 19 orders, Form 31 orders require the train to stop and the engineer and conductor must each sign for the order.</p>
	<p>The blue lantern was used for marking equipment that wasn't to be moved. It was hung on the various equipment, such as boxcars or locomotives, that were being worked on.</p>
	<p>The signal green lantern was used as a tower signal for "proceed with caution".</p> <p>The green lantern (or amber/yellow lantern) was also used by switch tenders to indicate that the switches were aligned properly.</p> <p>The green lantern was also used by the wreck master (the one in charge at the scene of a wreck cleanup) to signal the wrecker operator and the engineer of the work train positioning the wrecker.</p> <p>A green lantern (or a white lantern) could be used to stop a train at a flag station.</p>
	<p>The amber/yellow lantern was used to mark "camp cars". Camp cars were railroad cars that track repair men or other repair people lived in when many miles from home. They ate and slept in them.</p> <p>Switch tenders (people that manually threw the railroad switches) also used the amber/yellow lantern (or the green lantern) for signaling to indicate that the switches were aligned properly.</p> <p>An amber/yellow lantern could also be hung as a tower signal to indicate that Form 19 orders were to be handed up to conductor and engineer. Form 19 orders are "hooped" (affixed to a stick with a hoop on it that the engineer could put his arm through to grab it) up to the engineer and conductor by the operator once the train is underway. In other words, the train did not have to stop to receive Form 19 orders.</p>

Chart courtesy of:
www.powaystation.org/signals
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