

# Southern Pacific & Santa Fe Signals

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## Southern Pacific

Semaphores: US&S Type B Lower Quadrant

Searchlights replaced the Semaphores.

Searchlights: US&S H-5

Signal masts painted silver, bridges black.

No maintainer's platforms, just ladder and steps.

Searchlights mounted in-line with the signal mast, top head above the top of the mast with a flat finial.

Number boards: Black with white or silver horizontal numbers. Even numbers for Eastward signals, odd for Westward. Number is miles and tenths, ie. signal 4964 is an Eastward signal located near mile 496.4 Before 1986 SP used "A" or "SA" plates on Absolute signals.

Train Order signals: Lower quadrant semaphore or color light, lighted "TO" on color lights.

## Santa Fe

Semaphores: US&S T-2 Upper Quadrant, blades solid black, white, or rarely "zebra" stripe.

Color light: US&S R-2 Many were the original signals, also replaced semaphores.

Searchlights: US&S H-5, H-2's for lower heads (where used). Standard in later years, but many color lights remained.

Signal masts painted silver, bridges black.

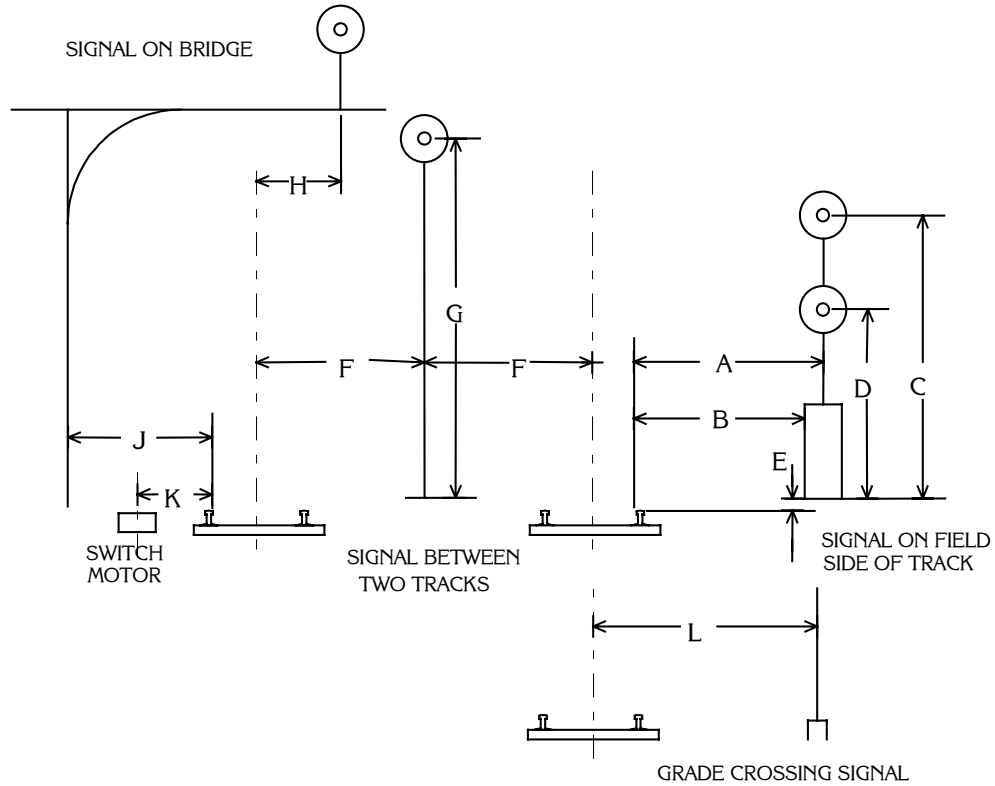
Normally had a maintainer's platform with railing. Railing style varies.

Color lights and searchlights had the signal head offset to the track side of the mast to allow access to the rear of the signal. Mast normally extended above the signals and had a pointed or wire entry finial.

Number boards: White or Off-white with black horizontal numbers. Even numbers for Eastward signals, odd for Westward. Number is mile and signal number, ie. signal 4962 is the first Eastward signal in mile 496. Most signals thus end in 1 or 2, higher last digits only when there are more signals in that mile (such as on two main tracks, where North track Westward signal would be 3251 and South track would be 3253).

Train Order signals: Horizontal "paddle boards", lower quadrant semaphores, or color lights with a "TO" applied number board style.

## SYSTEM STANDARDS DIMENSIONS FOR THREE RAILROADS

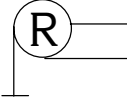
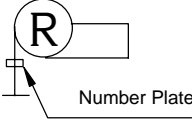
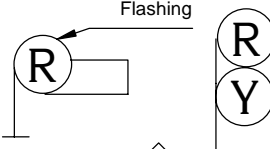
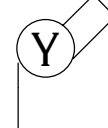
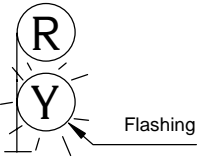

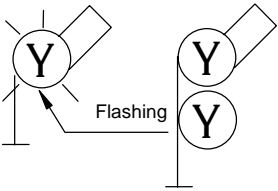
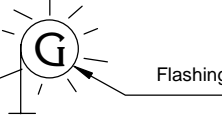



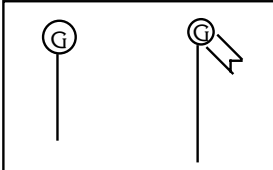
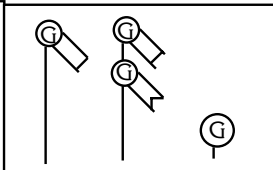
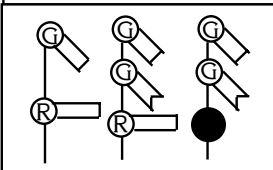
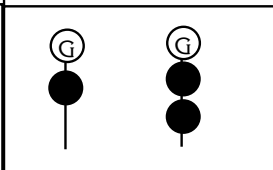
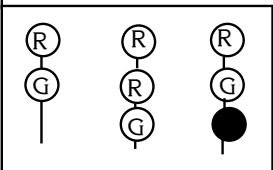
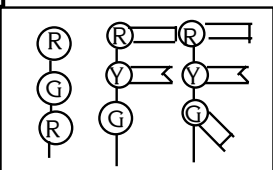
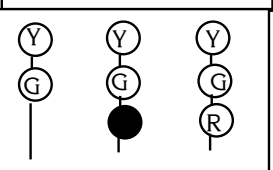
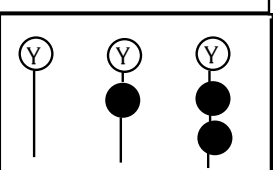
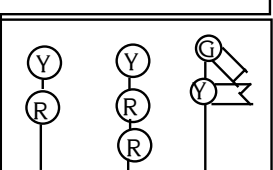
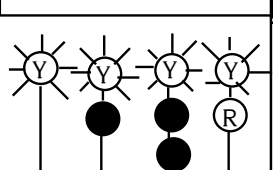
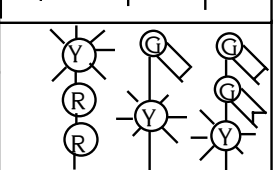
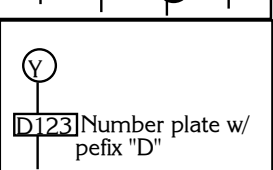
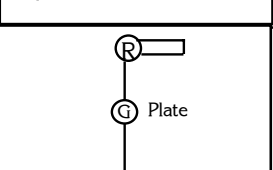
	AT&SF	Southern Pacific	MKT
A	10'-0"	---	10'-5"
B	---	7'-0"	---
C	15'-0"	15'-0"	12'-2" Color Light; 22'-6" Semaphore
D*	10'-0"	10'-0"	---
E	8"	0"	0"
F	9'-0"	9'-6"	---
G	19'-0"	18'-0"	---
H	4'-6"	5'-6"	---
J	7'-9"	---	----
K	4'-0"	---	----
L	15' to Flasher, 12' to Gates	----	---

\*Dimension "D" is only used for two head signals; use dimension "C" for single head signals.

NOTE: System standards are always subject to change to meet the needs of each installation; they are only a guide used by the Railroad's signal engineers when designing each installation.

# Santa Fe Signal System Two, Oct 17, 1958

Rule	Aspect	Name	Indication
292		STOP	Stop
291		STOP AND PROCEED	Stop, then proceed in accordance with rule 509 or rule 655
290		RESTRICTING	Proceed at restricted speed
285		APPROACH	Proceed prepared to stop at next signal, if exceeding medium speed, immediately reduce to medium speed
286		DIVERGING-APPROACH	Proceed through diverging route; prescribed speed through turnout. Approach next signal preparing to stop
283		DIVERGING-CLEAR	Proceed on diverging route; prescribed speed through turnout
275		APPROACH-MEDIUM	Proceed, approach next signal not exceeding medium speed
281(A)		APPROACH-LIMITED	Proceed; approach next signal not exceeding limited speed and be prepared to enter diverging route at prescribed speed
281		CLEAR	Proceed

ASPECT	RULE	NAME	INDICATION
 	281	Block Signal Green	Proceed
 	282	Block Signal Green	Proceed except on diverging route.
 	283	Block Signal Green for Diverging Route	Proceed on diverging route.
	284	Block Signal Yellow over Green	Reduce to Medium speed and proceed. Next Signal indicates "Proceed on diverging route".
 	285	Approach Signal Yellow	Proceed not exceeding medium speed, prepared to stop short of next home signal.
 	285-A	Approach Medium – Flashing Yellow	Proceed prepared to pass next signal at not exceeding Medium Speed.
 <p>D123 Number plate w/ prefix "D"</p>	286	Distant Signal Yellow	Proceed not exceeding medium speed, prepared to stop short of next home signal.
 <p>Plate</p>	287	Grade Signal Red	Reduce to Restricted speed and proceed.

**Southern Pacific Signal Rules in effect July 1, 1960**

ASPECT	RULE	NAME	INDICATION
	288	Home Signal Yellow for Diverging Route	Proceed on diverging route at restricted speed.
	289	Home Signal Red over Lunar	Proceed without stopping at Restricted speed on other than Main Track.
	290	Home Signal Red	STOP
	291	Flashing Yellow	Stop. Then proceed at restricted speed without calling Train Dispatcher or Signal Operator.
	292	Flashing White	Stop. When Flashing White displayed be governed by Special Instructions.

Note the absence of a rule for Stop and Proceed. This is covered in two other parts of the Rule Book:

**FIXED SIGNALS**

Automatic block signals will bear number plates attached to signal masts.

Interlocking signals will not bear number plates, but may have plates bearing the letters "SA".

Absolute signals will not bear number plates, but will have plates bearing the letters "A" or "SA".

and...

Rules 506, 507, 508, 509, & 510 which set forth the conditions under which a train may pass a Red Automatic Block signal and proceed at restricted speed, either without stopping or after stopping. (Too long and verbose to copy fully here.)

**Southern Pacific Signal Rules in effect July 1, 1960**