

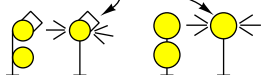


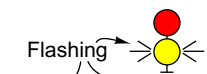

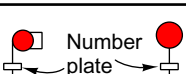
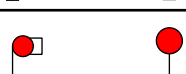


Atchison, Topeka & Santa Fe Ry.
Rules of the Operating Department, 1958
 Signal System Two

| Rule | Aspect | Name | Indications |
|--------|---|--------------------|--|
| 281 |  | Clear | Proceed. |
| 281(A) |  | Approach-limited | Proceed; approach next signal not exceeding limited speed, and be prepared to enter diverging route at prescribed speed. |
| 282 |  | Approach-medium | Proceed; approach next signal not exceeding medium speed, and be prepared to enter diverging route at prescribed speed. |
| 283 |  | Diverging-clear | Proceed through diverging route; prescribed speed through turnout. |
| 285 |  | Approach | Proceed preparing 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, if exceeding medium speed immediately reduce to medium speed. |
| 290 |  | Restricting | Proceed at restricted speed. |
| 291 |  | Stop and proceed | Stop; then proceed as prescribed by rule 320. |
| 292 |  | Stop | Stop. |

Restricted speed: A speed that will permit stopping short of another train, obstruction, or switch not properly lined up, but not exceeding 20 miles per hour.

Limited speed: A speed not exceeding 60 miles per hour.

Medium speed: A speed not exceeding 40 miles per hour.