

WABASH RAILROAD COMPANY



RULES OF THE OPERATING DEPARTMENT

EFFECTIVE OCTOBER 26, 1958

WABASH RAILROAD COMPANY

RULES OF THE OPERATING DEPARTMENT

The rules herein set forth govern the railroad operated by the Wabash Railroad Company. They take effect October 26, 1958 superseding all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

J. F. NELLIS,
Vice President and General Manager.

FIXED SIGNALS.

Signals shall be placed over or to the right of tracks they govern, unless otherwise specified.

Signal aspects Rules 281 to 302, inclusive, shall appear where conditions require their use.

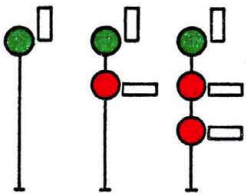
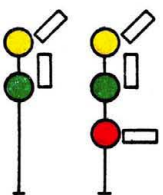
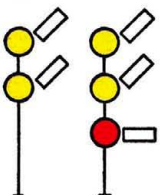
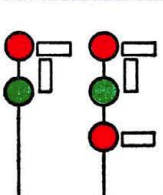
The aspects may be shown by the color of lights and by position of semaphore arms.

Day and night aspects for color light signals shall have the same colors as the night aspects of the semaphore signals.

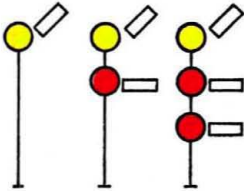
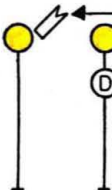
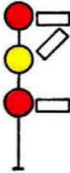
Signals governing main track forward movement in automatic block or traffic control systems will all display the same aspects and indications as required regardless of height of mast, spacing of units on mast or shape of semaphore arms.

GENERAL DESCRIPTION OF SIGNALS

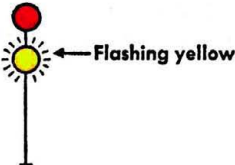
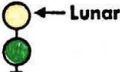

The signal aspects illustrated by the figures shown in these Rules, for convenience show both color light and semaphore aspects.

RULE	SIGNAL ASPECT	NAME
281		CLEAR
282		APPROACH MEDIUM
282A		ADVANCE APPROACH
283		DIVERGING CLEAR

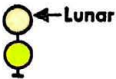
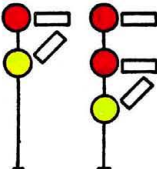

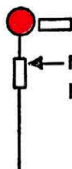
INDICATION	CALL
Proceed.	HIGH GREEN
Proceed approaching next signal at medium speed; reducing to lower speed as required for diverging movement.	YELLOW OVER GREEN
Proceed preparing to stop at second signal; train exceeding medium speed must reduce to that speed before passing next signal.	DOUBLE YELLOW
Proceed on diverging route; reduced to lower speed as required for diverging movement.	LOWER OR MIDDLE GREEN

RULE	SIGNAL ASPECT	NAME
285		APPROACH
285A	 <p data-bbox="456 611 671 645">Forked end blade</p> <p data-bbox="456 701 741 765">Plate showing letter "D"</p>	APPROACH DISTANT
286		DIVERGING APPROACH

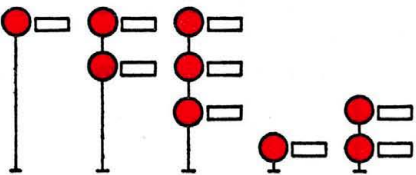
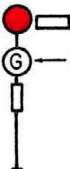
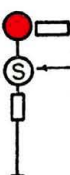
INDICATION	CALL
<p>Proceed preparing to stop at next signal; train exceeding medium speed must at once reduce to that speed.</p>	<p>YELLOW</p>
<p>Proceed preparing to stop at next interlocking signal; train exceeding medium speed must at once reduce to that speed and not exceed 20 MPH within interlocking limits.</p> <p>Note: Used only as approach signal to an interlocking on track not protected by automatic block system.</p>	<p>YELLOW DISTANT</p>
<p>Proceed on diverging route; reduced to lower speed as required for diverging movement and preparing to stop at next signal. Train exceeding medium speed must at once reduce to that speed.</p>	<p>MIDDLE YELLOW</p>

RULE	SIGNAL ASPECT	NAME
286A		BLOCK APPROACH
287		LOW CLEAR
287A		LOW CLEAR RESTRICTING

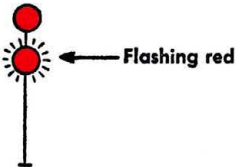
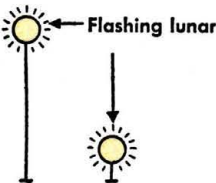
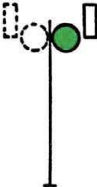
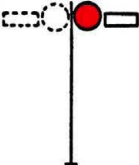
INDICATION	CALL
<p>Proceed on main track preparing to stop at next signal at end of siding; train exceeding medium speed must at once reduce to that speed.</p>	<p>FLASHING YELLOW</p>
<p>Proceed not exceeding medium speed for diverging movement to main track.</p> <p>Note: Approach signal at not exceeding 20 MPH.</p>	<p>LOW LUNAR GREEN</p>
<p>Proceed not exceeding 20 MPH, reducing to lower speed as required for diverging movement.</p> <p>(1) When governs to track protected by automatic block system — to next signal governing in same direction.</p> <p>(2) When governs against current of traffic or other track not protected by automatic block system — through interlocking limits, then by train order, time-table or yard limit rights.</p> <p>Note: Approach signal at not exceeding 20 MPH.</p>	<p>LOW GREEN</p>

RULE	SIGNAL ASPECT	NAME
288		LOW APPROACH MEDIUM
290		RESTRICTING
290A		LOW RESTRICTING
291		STOP AND PROCEED

INDICATION	CALL
<p>Proceed at not exceeding medium speed for diverging movement to main track, preparing to stop at next signal.</p> <p>Note: Approach signal at not exceeding 20 MPH.</p>	<p>LOW LUNAR YELLOW</p>
<p>Proceed at restricted speed.</p>	<p>RED OVER YELLOW</p>
<p>Proceed at restricted speed.</p> <p>Note: Approach signal at not exceeding restricted speed.</p>	<p>LOW YELLOW</p>
<p>Stop; then proceed at restricted speed.</p>	<p>RED</p>

RULE	SIGNAL ASPECT	NAME
292	 <p>Any signal without number plate showing mile location of signal. Reflex "A" marker may be used.</p>	STOP
293	 <p>Plate showing letter "G".</p>	GRADE
294	 <p>Light showing illuminated letter "S".</p>	TAKE SIDING

INDICATION	CALL
<p>Stop.</p> <p>Note: Trains must not pass this signal unless authorized to proceed in accordance with rules or special instructions in timetable.</p>	<p>ALL RED</p>
<p>Stop; then proceed at restricted speed, except freight trains having 75% or more of their rated tonnage may proceed at restricted speed without stopping.</p>	<p>RED</p>
<p>Proceed into siding at restricted speed without stopping.</p>	<p>TAKE SIDING</p>

RULE	SIGNAL ASPECT	NAME
295		STOP AND TAKE SIDING
296		LINE SWITCH
301		TRAIN ORDER SIGNAL CLEAR
302		TRAIN ORDER SIGNAL STOP

INDICATION	CALL
<p>Stop; line switch and take siding.</p>	<p>FLASHING RED</p>
<p>Stop; line switch preparing to leave siding.</p>	<p>FLASHING LUNAR</p>
<p>Proceed.</p> <p>The indications for lower quadrant signal is the same as shown except the arm is inclined downward.</p>	<p>CLEAR BOARD</p>
<p>Stop.</p>	<p>RED BOARD</p>