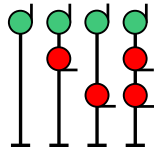
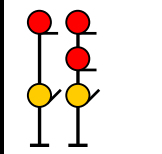
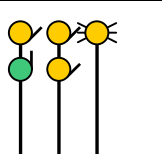
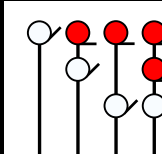
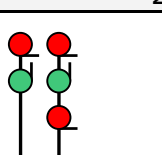
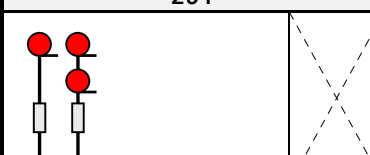
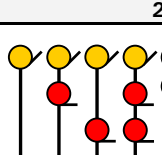
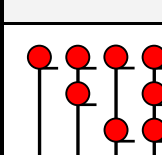
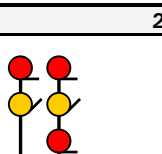
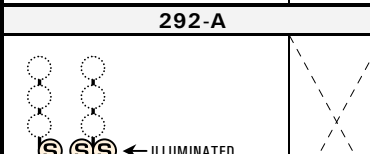
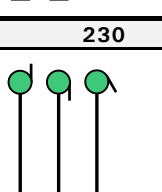
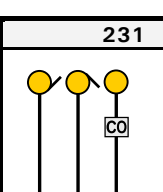
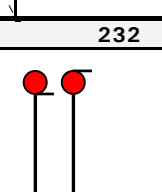
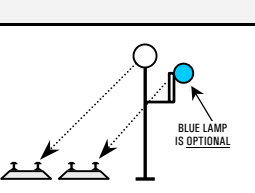
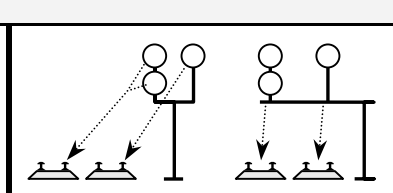
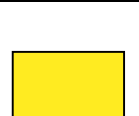



UNIFORM CODE OF OPERATING RULES – SIGNAL RULES

281	DWARF 	CLEAR Proceed.	288	DWARF 	LOW APPROACH Proceed, not exceeding 15 MPH through turnout, prepared to stop at next signal, except when entering siding, be governed by Rule 105.
282	DWARF 	APPROACH MEDIUM Proceed, reducing to 30 MPH before leading wheels pass the next signal.	290	DWARF 	LOW Proceed at Low Speed: (1) Within ABS—to next signal governing in the same direction. (2) At interlockings outside ABS—through interlocking limits. (3) Where this signal governs movement onto non-sigaled track — until entire train is through turnout.
283	DWARF 	MEDIUM CLEAR Proceed via diverging route not exceeding 30 MPH until entire train is through the turnout.	291		STOP AND PROCEED Stop, then proceed at Low Speed through the entire block. See Rules 351–352. <i>Requires Number Plate, as shown.</i>
285	DWARF 	APPROACH Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal.	292	DWARF 	STOP Stop. See rule 350. <i>NOTE: Absolute signals may be fitted with an "A" placard.</i>
286	DWARF 	DIVERGING APPROACH Proceed via diverging route not exceeding 30 MPH, or slower if necessary, prepared to stop before reaching next signal, except when entering siding, be governed by Rule 105. NOTE: Rule 286 aspects may also be used to repeat the indication on an <i>Approach</i> signal.	292-A		OPEN THE SWITCH Stop, open the switch.
230	CLEAR TRAIN ORDER SIGNAL Proceed, no orders. 	231	CALLING-ON TRAIN ORDER SIGNAL Advance on Main Track at Restricted Speed to Train Order Signal. 	232	STOP TRAIN ORDER SIGNAL Stop, unless Clearance received. 
	DOLL ARMS One or more tracks intervene between the signal and the track governed by the signal. When more than one track intervenes, the number of doll arms, with or without blue lights or reflectors, is increased accordingly.		BRACKETTED/ADJACENT SIGNALS The right-hand signal governs right-hand track, and left-hand signal governs left-hand track. Signals on superstructures govern the track over which they are placed.	RESTRICTED SPEED Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined.	
	TEMPORARY SPEED RESTRICTION SIGN (or light) A temporary speed restriction begins 4000 feet beyond this sign or light (or other distance specified by order). Trains and engines must not exceed prescribed speed (or 10 MPH if no speed prescribed) though entire restricted area.	10(g) 	TEMPORARY RESUME SPEED SIGN (or light) A temporary speed restriction ends at this sign or light. Trains may resume regular speed once entire train has passed this sign. Trainmen stationed at rear of freight trains give hand or lamp proceed signal, and trainmen stationed at rear of passenger trains will give Signal 16(m) when rear of train has passed <i>Temporary Resume Speed Sign</i> .	LOW SPEED A speed that will permit stopping short of train, engine, obstruction, <i>Stop</i> signal, or switch not properly lined, and looking out for a broken rail, but not exceeding 15 MPH.	

SIGNAL ASPECTS IN THIS CHART DEPICT SEMAPHORE ARMS, BUT COLORLIGHT SIGNALS SHOWING THE SAME COLOR(S) INTEND THE SAME MEANINGS WITHOUT SEMAPHORE ARMS. LINES RADIATING FROM SIGNAL LAMP INDICATE FLASHING ASPECT.
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UNIFORM CODE
OF
OPERATING RULES

Effective May 1, 1950

Railroads governed by these rules:

Arkansas and Memphis Railway Bridge and Terminal Company
Burlington–Rock Island Railroad Company
Rock Island Lines
Galveston, Houston and Henderson Railroad
Houston Belt and Terminal Railway
Midland Valley Railroad
Kansas, Oklahoma, And Gulf Railway
Oklahoma City–Ada–Atoka Railway
Missouri–Illinois Railroad
Missouri–Kansas–Texas Lines
Missouri Pacific Lines
Southern Illinois and Missouri Bridge Company
St. Joseph Belt Railway
St. Louis Southwestern Railway Lines
Texas And Pacific Railway
Texas Pacific–Missouri Pacific Terminal Railroad of New Orleans
Union Railway (Memphis)
Union Terminal Railway (St. Joseph)