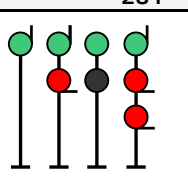
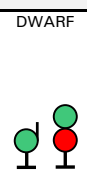
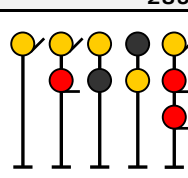
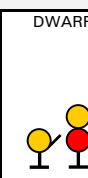
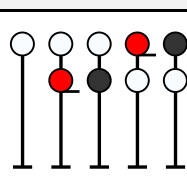
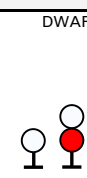
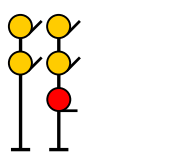
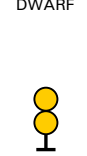
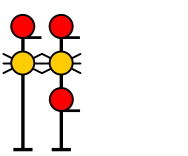
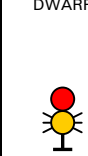
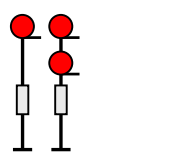

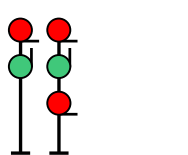
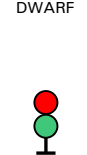
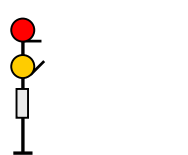

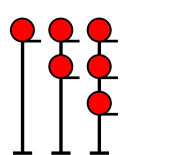

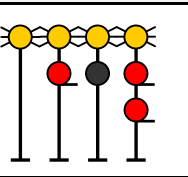
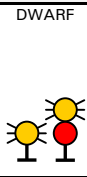
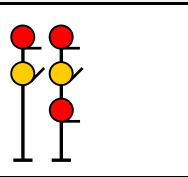
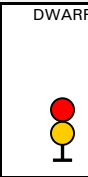
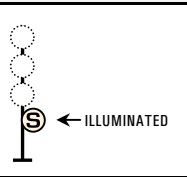
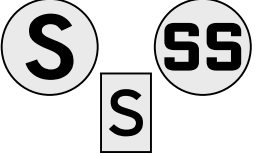
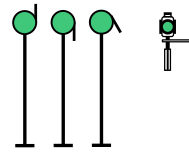
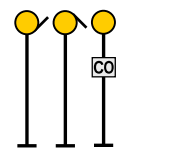
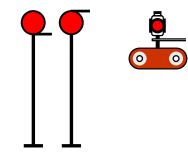

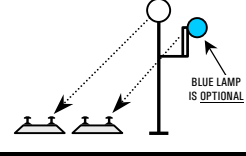
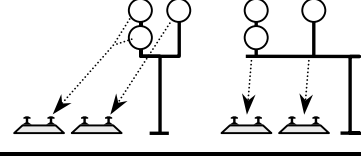





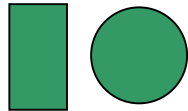




UNIFORM CODE OF OPERATING RULES – SIGNAL RULES

<p>281</p>  <p>DWARF</p> 	<p>CLEAR</p> <p>Proceed.</p>	<p>285</p>  <p>DWARF</p> 	<p>APPROACH</p> <p>Proceed, immediately reducing to 40 MPH or slower if necessary, prepared to stop before reaching next signal.</p>	<p>290</p>  <p>DWARF</p> 	<p>LOW</p> <p>Proceed at Low Speed:</p> <ol style="list-style-type: none"> (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-signalized track—until entire train is through turnout. 		
<p>282</p>  <p>DWARF</p> 	<p>ADVANCE APPROACH</p> <p>Proceed, reducing to 50 MPH before reaching next signal.</p>	<p>286</p>  <p>DWARF</p> 	<p>DIVERGING APPROACH MEDIUM</p> <p>Proceed on diverging route, not exceeding prescribed speed through turnout, reducing to 35 MPH before reaching next signal.</p>	<p>291</p>  <p>DWARF</p> 	<p>STOP AND PROCEED</p> <p>Stop, then proceed at Low Speed through the entire block. See Rules 351–352.</p> <p><i>Requires Number Plate, as shown.</i></p>		
<p>283</p>  <p>DWARF</p> 	<p>DIVERGING CLEAR</p> <p>Proceed on diverging route, not exceeding prescribed speed through turnout.</p>	<p>287</p>  <p>DWARF</p> 	<p>APPROACH DIVERGING</p> <p>Proceed on diverging route, not exceeding prescribed speed through turnout, reducing to 35 MPH before reaching next signal.</p> <p><i>Requires Number Plate, as shown.</i></p>	<p>292</p>  <p>DWARF</p> 	<p>STOP</p> <p>Stop. See Rule 350.</p> <p><i>NOTE: Absolute signals may be fitted with an "A" placard.</i></p>		
<p>284</p>  <p>DWARF</p> 	<p>APPROACH MEDIUM</p> <p>Proceed, reducing to 30 MPH before leading wheels pass the next signal.</p>	<p>288</p>  <p>DWARF</p> 	<p>DIVERGING APPROACH</p> <p>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.</p>	<p>36(2)</p>  <p>← ILLUMINATED</p>	<p>TAKE SIDING</p> <p>Stop, open the switch and proceed into siding.</p>		
<p>104(a)</p> 	<p>104(a)</p> <p>SPRING SWITCH SIGN (examples)</p> <p>This sign marks a spring-type switch.</p>	<p>230</p> 	<p>CLEAR TRAIN ORDER SIGNAL</p> <p>Proceed, no orders.</p>	<p>231</p> 	<p>CALLING-ON TRAIN ORDER SIGNAL</p> <p>Advance on Main Track at Restricted Speed to Train Order Signal.</p>	<p>232</p> 	<p>STOP TRAIN ORDER SIGNAL</p> <p>Stop, unless Clearance received.</p>
<p>93 / 93(a)</p> 	<p>93 / 93(a)</p> <p>YARD LIMITS SIGN (example)</p> <p>Within Yard Limits, main tracks may be used without protecting against second- and inferior-class trains, and such trains must proceed at Restricted Speed. Block signal indications do not relieve this requirement.</p>	<p>10(i)</p>  <p>BLUE LAMP IS OPTIONAL</p>	<p>DOLL ARMS</p> <p>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.</p>	<p>10(j)</p> 	<p>BRACKETTED/ADJACENT SIGNALS</p> <p>The right-hand signal governs right-hand track, and left-hand signal governs left-hand track.</p> <p>Signals on superstructures govern the track over which they are placed.</p>		
<p>10(i)</p> 	<p>10(i)</p> <p>PROCEED PREPARED TO STOP SIGN</p> <p>Proceed prepared to stop at <i>Conditional Stop Sign</i> in two miles, or other distance as specified by track bulletin or order.</p>	<p>10(i)</p> 	<p>10(i)</p> <p>CONDITIONAL STOP SIGN</p> <p>Stop before passing the sign. Upon receiving authorization, proceed at advised speed dictated by work foreman until entire train has passed <i>Temporary Resume Speed Sign</i>. If no speed is specified, assume Low Speed.</p>	<p>10(j)</p> 	<p>10(j)</p> <p>STOP SIGN (examples)</p> <p>Stop before passing the <i>Stop Sign</i>, and remain stopped until oral authorization to proceed is given. Refer to Timetable or Special Instructions for location-specific procedures.</p>		
<p>10(h)</p> 	<p>10(h)</p> <p>PERMANENT ADVANCE WARNING SIGN (examples)</p> <p>A permanent speed restriction begins in one to two miles, or as specified in Timetable or bulletin. Do not exceed the speed shown in that distance. When two numerals are shown, the greater one governs passenger trains, and the lesser one governs all other trains and engines.</p>	<p>10(h)</p> 	<p>10(h)</p> <p>PERMANENT SPEED RESTRICTION SIGN (example)</p> <p>Do not exceed the speed shown past the sign. When two numerals are shown, the greater one governs passenger trains, and the lesser one governs all other trains or engines. If the new speed is higher than the current one, do not increase speed until entire train has passed the sign.</p>	<p>10(h)</p> 	<p>10(h)</p> <p>PERMANENT RESUME SPEED SIGN (examples)</p> <p>All permanent speed restrictions cease at this point. Resume the maximum timetable or subdivision speed once entire train has passed this sign. This sign does not cancel or relieve any temporary, signal-imposed, weather-imposed, or equipment or lading speed restrictions in effect.</p>		
<p>10(g)</p> 	<p>10(g)</p> <p>TEMPORARY SPEED RESTRICTION SIGN (or light)</p> <p>A temporary speed restriction begins two miles beyond this sign or light, or one mile beyond this sign if track speed is lower than 45 MPH (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.</p>	<p>10(g)</p> 	<p>10(g)</p> <p>TEMPORARY RESUME SPEED SIGN (or light)</p> <p>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>.</p>	<p>RESTRICTED SPEED</p> <p>Proceed prepared to stop short of train, engine, obstruction, or switch not properly lined.</p>	<p>LOW SPEED</p> <p>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.</p>		

UNIFORM CODE
OF
OPERATING RULES

Effective June 2, 1968

Railroads governed by these rules:

Chicago and Eastern Illinois Railroad Company
Galveston, Houston, and Henderson Railroad Company
Houston Belt and Terminal Railway Company
Missouri–Kansas–Texas Railroad Company
Missouri Pacific Railroad Company
Texas and Pacific Railway Company
Kansas, Oklahoma, and Gulf Railway
Missouri–Illinois Railroad Company
the M.P., T.P., K.O.&G., M.I. Affiliated Companies
Rock Island Lines
Rock Island Lines / Fort Worth and Denver Railway Company — Joint Texas Division
St. Louis Southwestern Railway Company
Union Terminal Company (Dallas)