

**UNIFORM CODE  
OF  
OPERATING RULES**

**EFFECTIVE MAY 1, 1950**

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OF  
OPERATING RULES**

**Effective May 1, 1950**

The rules herein govern the operation of these railroads, and must be complied with by all employes whose duties are in any way affected thereby.

They supersede all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

**ARKANSAS & MEMPHIS RAILWAY BRIDGE  
AND TERMINAL CO.**

**W. E. LAMB**  
President

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**BURLINGTON-ROCK ISLAND RAILROAD CO.**

**W. O. FRAME**  
General Manager

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**ROCK ISLAND LINES**

**APPROVED:**

**W. H. HILLIS**  
Vice President—  
Operations

**C. L. FRANKLIN**  
General Manager

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**GALVESTON, HOUSTON & HENDERSON  
RAILROAD**

**G. G. MOORE**  
President and General Manager

## **HOUSTON BELT & TERMINAL RAILWAY**

**G. M. LEACH**  
Acting General Manager

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## **MIDLAND VALLEY RAILROAD KANSAS, OKLAHOMA AND GULF RAILWAY OKLAHOMA CITY-ADA-ATOKA RAILWAY**

**W. A. CARPENTER**  
Vice President and General Manager

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## **MISSOURI-ILLINOIS RAILROAD**

APPROVED:

**R. C. WHITE**  
Vice President

**C. A. FINK**  
General Manager

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## **MISSOURI-KANSAS-TEXAS LINES**

APPROVED:

**H. M. WARDEN**  
Vice President  
and General Manager

**A. F. WINKEL**  
Assistant  
General Manager

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## **MISSOURI PACIFIC LINES**

APPROVED:

**R. C. WHITE**  
Chief Operating Officer

**F. E. BATES**  
Senior  
Executive Assistant

**C. W. PACE**  
General Manager  
(Western District)

**C. A. FINK**  
General Manager  
(Southern District)

**A. B. KELLY**  
General Manager  
(Texas Lines)

**SOUTHERN ILLINOIS & MISSOURI  
BRIDGE COMPANY**

**P. J. NEFF**  
President

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**ST. JOSEPH BELT RAILWAY**

**R. E. HASTINGS**  
President

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**ST. LOUIS SOUTHWESTERN  
RAILWAY LINES**

APPROVED:

**G. B. MATTHEWS**  
Vice President

**W. V. KEITH**  
General Superintendent

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**TEXAS AND PACIFIC RAILWAY**

APPROVED:

**L. C. PORTER**  
Vice President  
Operation

**R. C. PARKER**  
Assistant Vice President  
Operation

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**TEXAS PACIFIC-MISSOURI PACIFIC  
TERMINAL R.R. OF NEW ORLEANS**

**E. S. PENNEBAKER**  
Manager

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**UNION RAILWAY (MEMPHIS)**

**W. E. LAMB**  
President

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**UNION TERMINAL RAILWAY (ST. JOSEPH)**

**R. E. HASTINGS**  
President

(3) Order No ..... is annulled ABS re-  
stored to service.

(4) Order No ..... is annulled ABS and  
operation by block signals restored to service.

Example (1) will be used when discontinuing  
ABS.

Example (2) will be used when discontinuing  
both ABS and operation by block signals.

Example (3) or (4) will be used when restora-  
tion is made.

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## **BLOCK SIGNAL AND INTERLOCKING RULES.**

### **BLOCK SIGNAL AND INTERLOCKING SIGNAL INDICATIONS, RULES 281 TO 292-A, INCLUSIVE.**

Aspects are shown by the position of semaphore arms, color of lights, position of lights, flashing of lights, or a combination of color, position and flashing of lights. (Shape of the semaphore arms has no significance.)

Block and interlocking signals, as far as practicable, are located to the right of and adjacent to, or directly above the track which they govern, and display their indications as viewed from an approaching train or engine.

When it is not practicable to locate signals to the right of, or directly above, the track which they govern, two signals may be bracketed and located on one supporting mast for displaying indications on two tracks, right hand signal governing right hand track and left hand signal the left hand track.

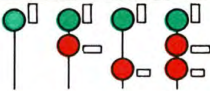

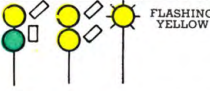

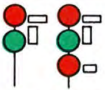



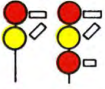



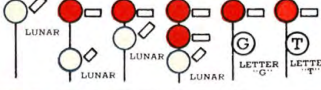

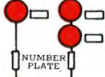

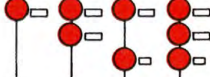


When a track intervenes between a signal and track governed, a bracket, with or without a blue light at night, will be placed to the right of the signal.

Low signals, commonly called dwarf signals, will be used to display the same aspects and indications as signals on masts.

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

Signals may display either color light aspects alone, or semaphores in addition to color lights.

# BLOCK SIGNAL, CAB SIGNAL AND

RULE	BLOCK AND INTERLOCKING ASPECTS.	CAB SIGNAL ASPECTS	NAME
281			CLEAR
282			APPROACH MEDIUM
283			MEDIUM CLEAR
285			APPROACH
286			DIVERGING APPROACH
288			LOW APPROACH
290			LOW
291			STOP AND PROCEED
292			STOP
292-A			OPEN THE SWITCH

# INTERLOCKING SIGNAL INDICATIONS.

## INDICATIONS.

Proceed.

Proceed, reducing to 30 MPH before leading wheels pass the next signal.

Proceed via diverging route not exceeding 30 MPH until entire train is through the turnout.

Proceed, immediately reducing to 30 MPH, or slower if necessary, prepared to stop before leading wheels pass the next signal.

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. (See Note.)

Proceed, not exceeding 15 MPH through turnout, prepared to stop at next signal, except when entering siding, be governed by Rule 105.

### PROCEED AT LOW SPEED:

- (1) Within ABS, — to next signal governing in 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.

Stop, Then Proceed at Low Speed through the entire block.

Stop.

Stop, Open the Switch.

NOTE: Rule 286 aspects may also be used to repeat the indication on an approach signal.