

Sand Springs Railway Company

No. 3=TIME TABLE=No. 3

EFFECTIVE JUNE 13, 1954

AT 12:01 O'CLOCK A. M.

Superseding Time Table No. 2 Dated March 15, 1928

For the Government and Information of Employees Only

The Railway Company Reserves the Right to Vary from it at Pleasure

Central Standard Time is Used

J. S. BABBITT
Vice President

J. W. JONES
Superintendent of Transportation

L. NOLEN
Superintendent of Roadway

FIRST CLASS

SAND SPRINGS RAILWAY COMPANY

FIRST CLASS

EAST BOUND

Table for EAST BOUND schedule. Columns: Run Numbers, Train Numbers, STATIONS, and 24 time slots (1A-4A AM and PM). Rows list stations from sSand Springs to sMoorelane.

WEST BOUND

Table for WEST BOUND schedule. Columns: Run Numbers, Train Numbers, STATIONS, and 24 time slots (1A-4A AM and PM). Rows list stations from sMoorelane to sSand Springs.

End of Run 1A, 2A, 3A and 4A

The following signs when placed before the figures of the schedule indicate - 's'-regular stop. 'f'-flag stop to receive or discharge passengers. Train No. 2 will run from Car Barn, via Greenhouse to Lake. Mileage of Sand Springs Railway begins at Santa Fe Cross-over, Tulsa, Okla. All trains and yard engines will approach all stations where passenger trains are discharging passengers, under control. Extra cars and engines must flag against opposing irregular trains while using single track: Home Junction to Lake, Elwood to M.V. Crossing, while running in either direction.

Passenger trains will not proceed within five-pole lengths of any freight train. All trains and yard engines will run between Phoenix Station and Lake under absolute control, expecting to find track occupied by other trains and engines in both directions. Freight trains will not proceed within ten-pole lengths of any passenger train. All trains will come to a full stop at the M.K. & T. crossing at Tulsa, conductor will flag crossing and pass signal to motorman to proceed. All passenger trains will come to a stop, blow crossing signal at street crossings in Tulsa.

Eastbound cars must not pass Elwood St. until all over-due cars have arrived, running in opposite direction. On double track, trains must keep to the right unless otherwise provided. Extra trains and engines may run from Phoenix to Lake via Sand Springs and Park when necessary, keeping clear of schedule trains, but must not use this track running in opposite direction without protecting against all trains. Trains and engines using the smelter lead will flag the railroad crossing on Main Street in Sand Springs and all trains and engines using the main line will approach this crossing under absolute control, expecting to find it occupied.

		EAST BOUND																									
Run Numbers	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	Run Numbers		
Train Numbers	50	52	54	56	58	60	62	64	66	68	70	72	74	76	78	80	82	84	86	88	90	92	94	96	Train Numbers		
STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	STATIONS		
sSand Springs.....	1:35	1:55	2:15	2:35	2:55	3:15	3:35	3:55	4:15	4:35	4:55	5:15	5:35	5:55	6:15	6:35	6:55	7:15	7:35	7:55	8:15	8:35	8:55	9:15	s Sand Springs.....		
fPark.....	1:40	2:00	2:40	2:40	3:00	3:20	3:40	4:00	4:20	4:40	5:00	5:20	5:40	6:00	6:20	6:40	7:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	f Park.....		
sLake.....	1:43	2:03	2:23	2:43	3:03	3:23	3:43	4:03	4:23	4:43	5:03	5:23	5:43	6:03	6:23	6:43	7:03	7:23	7:43	8:03	8:23	8:43	9:03	9:23	s Lake.....		
fBruner.....	1:46	2:06	2:26	2:46	3:06	3:26	3:46	4:06	4:26	4:46	5:06	5:26	5:46	6:06	6:26	6:46	7:06	7:26	7:46	8:06	8:26	8:46	9:06	9:26	f Bruner.....		
fLawnwood.....	1:47	2:07	2:27	2:47	3:07	3:27	3:47	4:07	4:27	4:47	5:07	5:27	5:47	6:07	6:27	6:47	7:07	7:27	7:47	8:07	8:27	8:47	9:07	9:27	f Lawnwood.....		
fMedio.....	1:48	2:08	2:28	2:48	3:08	3:28	3:48	4:08	4:28	4:48	5:08	5:28	5:48	6:08	6:28	6:48	7:08	7:28	7:48	8:08	8:28	8:48	9:08	9:28	f Medio.....		
fGlenn.....	1:50	2:10	2:30	2:50	3:10	3:30	3:50	4:10	4:30	4:50	5:10	5:30	5:50	6:10	6:30	6:50	7:10	7:30	7:50	8:10	8:30	8:50	9:10	9:30	f Glenn.....		
fVern.....	1:51	2:11	2:31	2:51	3:11	3:31	3:51	4:11	4:31	4:51	5:11	5:31	5:51	6:11	6:31	6:51	7:11	7:31	7:51	8:11	8:31	8:51	9:11	9:31	f Vern.....		
fHome Gardens.....	1:52	2:12	2:32	2:52	3:12	3:32	3:52	4:12	4:32	4:52	5:12	5:32	5:52	6:12	6:32	6:52	7:12	7:32	7:52	8:12	8:32	8:52	9:12	9:32	f Home Gardens.....		
fParkview.....	1:53	2:13	2:33	2:53	3:13	3:33	3:53	4:13	4:33	4:53	5:13	5:33	5:53	6:13	6:33	6:53	7:13	7:33	7:53	8:13	8:33	8:53	9:13	9:33	f Parkview.....		
fHale.....	1:55	2:15	2:35	2:55	3:15	3:35	3:55	4:15	4:35	4:55	5:15	5:35	5:55	6:15	6:35	6:55	7:15	7:35	7:55	8:15	8:35	8:55	9:15	9:35	f Hale.....		
fJoe.....	1:57	2:17	2:37	2:57	3:17	3:37	3:57	4:17	4:37	4:57	5:17	5:37	5:57	6:17	6:37	6:57	7:17	7:37	7:57	8:17	8:37	8:57	9:17	9:37	f Joe.....		
fNewblock.....	1:58	2:18	2:38	2:58	3:18	3:38	3:58	4:18	4:38	4:58	5:18	5:38	5:58	6:18	6:38	6:58	7:18	7:38	7:58	8:18	8:38	8:58	9:18	9:38	f Newblock.....		
fThird Street.....	2:00	2:20	2:40	3:00	3:20	3:40	4:00	4:20	4:40	5:00	5:20	5:40	6:00	6:20	6:40	7:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	9:40	f Third Street.....		
fElwood.....	2:02	2:22	2:42	3:02	3:22	3:42	4:02	4:22	4:42	5:02	5:22	5:42	6:02	6:22	6:42	7:02	7:22	7:42	8:02	8:22	8:42	9:02	9:22	9:42	f Elwood.....		
sBoston.....	2:05	2:25	2:45	3:05	3:25	3:45	4:05	4:25	4:45	5:05	5:25	5:45	6:05	6:25	6:45	7:05	7:25	7:45	8:05	8:25	8:45	9:05	9:25	9:45	s Boston.....		
sMoorelane.....	2:08	2:28	2:48	3:08	3:28	3:48	4:08	4:28	4:48	5:08	5:28	5:48	6:08	6:28	6:48	7:08	7:28	7:48	8:08	8:28	8:48	9:08	9:28	9:48	s Moorelane.....		

		WEST BOUND																									
Run Numbers	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	1P	2P	3P	4P	Run Numbers		
Train Numbers	51	53	55	57	59	61	63	65	67	69	71	73	75	77	79	81	83	85	87	89	91	93	95	97	Train Numbers		
STATIONS	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	STATIONS		
sMoorelane.....	2:17	2:37	2:57	3:17	3:37	3:57	4:17	4:37	4:57	5:17	5:37	5:57	6:17	6:37	6:57	7:17	7:37	7:57	8:17	8:37	8:57	9:17	9:37	9:57	sMoorelane.....		
sBoston.....	2:20	2:40	3:00	3:20	3:40	4:00	4:20	4:40	5:00	5:20	5:40	6:00	6:20	6:40	7:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	9:40	10:00	sBoston.....		
fElwood.....	2:23	2:43	3:03	3:23	3:43	4:03	4:23	4:43	5:03	5:23	5:43	6:03	6:23	6:43	7:03	7:23	7:43	8:03	8:23	8:43	9:03	9:23	9:43	10:03	fElwood.....		
fThird Street.....	2:25	2:45	3:05	3:25	3:45	4:05	4:25	4:45	5:05	5:25	5:45	6:05	6:25	6:45	7:05	7:25	7:45	8:05	8:25	8:45	9:05	9:25	9:45	10:05	fThird Street.....		
fNewblock.....	2:27	2:47	3:07	3:27	3:47	4:07	4:27	4:47	5:07	5:27	5:47	6:07	6:27	6:47	7:07	7:27	7:47	8:07	8:27	8:47	9:07	9:27	9:47	10:07	fNewblock.....		
fJoe.....	2:29	2:49	3:09	3:29	3:49	4:09	4:29	4:49	5:09	5:29	5:49	6:09	6:29	6:49	7:09	7:29	7:49	8:09	8:29	8:49	9:09	9:29	9:49	10:09	fJoe.....		
fHale.....	2:31	2:51	3:11	3:31	3:51	4:11	4:31	4:51	5:11	5:31	5:51	6:11	6:31	6:51	7:11	7:31	7:51	8:11	8:31	8:51	9:11	9:31	9:51	10:11	fHale.....		
fParkview.....	2:33	2:53	3:13	3:33	3:53	4:13	4:33	4:53	5:13	5:33	5:53	6:13	6:33	6:53	7:13	7:33	7:53	8:13	8:33	8:53	9:13	9:33	9:53	10:13	fParkview.....		
fHome Gardens.....	2:34	2:54	3:14	3:34	3:54	4:14	4:34	4:54	5:14	5:34	5:54	6:14	6:34	6:54	7:14	7:34	7:54	8:14	8:34	8:54	9:14	9:34	9:54	10:14	fHome Gardens.....		
fVern.....	2:35	2:55	3:15	3:35	3:55	4:15	4:35	4:55	5:15	5:35	5:55	6:15	6:35	6:55	7:15	7:35	7:55	8:15	8:35	8:55	9:15	9:35	9:55	10:15	fVern.....		
fGlenn.....	2:36	2:56	3:16	3:36	3:56	4:16	4:36	4:56	5:16	5:36	5:56	6:16	6:36	6:56	7:16	7:36	7:56	8:16	8:36	8:56	9:16	9:36	9:56	10:16	fGlenn.....		
fMedio.....	2:38	2:58	3:18	3:38	3:58	4:18	4:38	4:58	5:18	5:38	5:58	6:18	6:38	6:58	7:18	7:38	7:58	8:18	8:38	8:58	9:18	9:38	9:58	10:18	fMedio.....		
fLawnwood.....	2:39	2:59	3:19	3:39	3:59	4:19	4:39	4:59	5:19	5:39	5:59	6:19	6:39	6:59	7:19	7:39	7:59	8:19	8:39	8:59	9:19	9:39	9:59	10:19	fLawnwood.....		
fBruner.....	2:40	3:00	3:20	3:40	4:00	4:20	4:40	5:00	5:20	5:40	6:00	6:20	6:40	7:00	7:20	7:40	8:00	8:20	8:40	9:00	9:20	9:40	10:00	10:20	fBruner.....		
sLake.....	2:43	3:03	3:23	3:43	4:03	4:23	4:43	5:03	5:23	5:43	6:03	6:23	6:43	7:03	7:23	7:43	8:03	8:23	8:43	9:03	9:23	9:43	10:03	10:23	sLake.....		
fGreenhouse.....	2:46	3:06	3:26	3:46	4:06	4:26	4:46	5:06	5:26	5:46	6:06	6:26	6:46	7:06	7:26	7:46	8:06	8:26	8:46	9:06	9:26	9:46	10:06	10:26	fGreenhouse.....		
sSand Springs.....	2:55	3:15	3:35	3:55	4:15	4:35	4:55	5:15	5:35	5:55	6:15	6:35	6:55	7:15	7:35	7:55	8:15	8:35	8:55	9:15	9:35	9:55	10:15	10:35	sSand Springs.....		

End of Run 1P, 2P, 3P and 4P

The following signs when placed before the figures of the schedule indicate —
 "s"—regular stop. "f"—flag stop to receive or discharge passengers.

Trains Nos. 91, 93 and 95, starting at 9:23 p.m., turn off at Lake Station and go in by way of Park to Car Barn.

Extra cars and freight trains must keep clear of cars running on schedule.

Cars and engines must approach all stations, curves and yards under control, prepared to stop if necessary, at any point.

All trains shall come to a full stop at a point not less than one hundred feet and not more than two hundred feet from the crossings of other railroads and if the way is clear shall sound one long blast of the whistle, in case of passenger trains, and two similar blasts in case of freight trains before starting forward, and train and enginemen, will be required to take all other necessary precaution to guard against a possibility of accidents at railroad crossings.

FIRST CLASS

EAST BOUND

Run Numbers	Owl	Owl	Owl	Owl	Owl	Owl	Owl	Owl
Train Numbers	98	100	102	104	106	108	110	112
STATIONS	PM	PM	AM	AM	AM	AM	AM	AM
sSand Springs.....	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30
fPark.....	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34
sLake.....	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37
fBruner.....	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40
fLawnwood.....	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41
fMedio.....	10:42	11:42	12:42	1:42	2:42	3:42	4:42	5:42
fGlenn.....	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43
fVern.....	10:44	11:44	12:44	1:44	2:44	3:44	4:44	5:44
fHome Gardens.....	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45
fParkview.....	10:46	11:46	12:46	1:46	2:46	3:46	4:46	5:46
fHale.....	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48
fJoe.....	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49
fNewblock.....	10:51	11:51	12:51	1:51	2:51	3:51	4:51	5:51
fThird Street.....	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54
fElwood.....	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56
sBoston.....	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58
sMoorelane.....								
	PM	PM	AM	AM	AM	AM	AM	AM

WEST BOUND

Run Numbers	Owl	Owl	Owl	Owl	Owl	Owl	Owl	Owl
Train Numbers	99	101	103	105	107	109	111	113
STATIONS	PM	AM	AM	AM	AM	AM	AM	AM
sMoorelane.....								
sBoston.....	11:00	12:00	1:00	2:00	3:00	4:00	5:00	6:00
fElwood.....	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03
fThird Street.....	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05
fNewblock.....	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07
fJoe.....	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09
fHale.....	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11
fParkview.....	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12
fHome Gardens.....	11:13	12:13	1:13	2:13	3:13	4:13	5:13	6:13
fVern.....	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
fGlenn.....	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15
fMedio.....	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16
fLawnwood.....	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17
fBruner.....	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
sLake.....	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20
fGreenhouse.....	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
sSand Springs.....	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28
	AM	AM	AM	AM	AM	AM	AM	AM
								End of Owl Run

The following signs when placed before the figures of the schedule indicate —
 "s"—regular stop. "f"—flag stop to receive or discharge passengers.

Special Instructions and Information

TRAIN RULES

STANDARD TIME:
 Central Standard Time is the standard time of this company.
 Watches that have been examined and certified to by a designated inspector must be used by switchmen, engineers, engine fireman, conductors and motormen.
 Employes must call for and receive standard time before taking their run, with which time they must at that time compare their watches. Members of a train crew must compare their watches with each other at intervals not to exceed three hours in length during the day's run.
 The clock in the office in Sand Springs will be designated as standard clock. When station clocks are provided, station agents must see that they have correct time, but train men must not take time from such clocks, unless they are designated as standard clocks.

TIME TABLES

Copies of time tables will be furnished to all concerned. Each time table, from the moment it takes effect supersedes the preceding time table and all special instructions relating thereto, or conflicting therewith, and trains shall be run as directed thereby subject to the rules.

CONNECTIONS

A.T.& S.F. R.R., Tulsa, Okla.
 Midland Valley R.R., Tulsa, Okla.
 St.L.-S.F. Ry., Frisco, Tulsa, Okla.
 M.K.T.R.R., Sand Springs, Okla.

MAIN LINE CROSS-OVERS

M.P. 1 plus 55 poles	M.P. 5 plus 40 poles
M.P. 2 plus 7 poles	M.P. 6 plus 48 poles
M.P. 2 plus 45 poles	M.P. 6 plus 37 poles
M.P. 3 plus 33 poles	M.P. 7 plus 42 poles
M.P. 4 plus 19 poles	M.P. 8 plus 11 poles

SIDE TRACKS

Side Tracks Leading Off West Bound Main Track	Car Capacity
1. Santa Fe Connection No. 2.	18
2. Midland Valley Storage (Double connected)	8
3. United Brick & Tile Spur	
4. Greenwood Ave. Warehouse Lead	
5. Tulsa Freight House (Boston Ave.)	5
6. Newblock Scale (Double connected)	17
7. Hale Industry (Double connected)	36
8. Rockwell Mfg. Co. Spur	
9. Hale Subdivision Industry Lead Spur	6
10. Home Gardens Spur.	6
11. M-K-T Connection Lead	
12. Old Home Siding	19
13. South Wye	10
14. South Main Street Industry Lead	
15. Park Spur	4
16. Rock Crusher Spur	

Side Tracks leading off East Bound Main Track	Car Capacity
1. W.C. Norris Spur.	3
2. First Street Alley Spur	8
3. Frisco Connection Cross-over	
4. River No. 3 Spur	22
5. Smith Sand Company	11
6. Tulsa Sand Company	20
7. Fred Cooper - Coffee Plant (Double connected)	43
8. Stockyard Lead	
9. Lake Rack Indsutry Lead	
10. New Home and Pocket Switch	25

STOPS

Reading From East End to West End

City of Tulsa	City of Sand Springs
Frankfort Ave.	Newblock Park
Elgin Ave.	Joe
Detroit Ave.	Riverside
Cincinnati Ave.	Hale
Boston Ave.	Parkview
Boulder Ave.	Home Gardens
Cheyenne Ave.	Vern
Denver Ave.	51st St.
Frisco Ave.	Glenn
Guthrie Ave.	55th St.
First St.	Medio
Third St.	Lawnwood
Suburban Stations	
Bruner	Lake
Stockyards	Greenhouse
Cotton Patch	Phoenix
	Car Barn
	Suburban Stations
	Home
	Park
	Sanitorium

IN CASE OF ACCIDENT AT TULSA, OKLA.

Hospital St. Johns Phone 7-3361
 Hillcrest 3-2131
 Dr. N. Stuart White 3-1181
 Ambulance Phone 3-1141

IN CASE OF ACCIDENT AT SAND SPRINGS, OKLA.

Ambulance Mobeys Phone 257
 Whites 141
 Dr. E. M. Childers 100

Special Instructions and Information

THE FOLLOWING STANDARD SIGNAL RULES WILL BE OBSERVED BY ALL CONCERNED:

WHO MUST HAVE SIGNALS:

7. Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order, and ready for immediate use.

FLAGS AND LAMPS:

8. Flags of the prescribed color must be used by day, and lamps of the prescribed color by night.

NIGHT SIGNALS:

9. Night signals are to be displayed from sunset to sunrise. When weather or other conditions obscure day signals, night signals must be used in addition.

VISIBLE SIGNALS

10—Color	Color Signals	Indication
(a) Red	Danger. Stop.
(b) Yellow	Caution. Proceed under perfect control, and for other uses prescribed by the rules.
(c) Green	Safety. Proceed, and for other uses prescribed by the rules.
(d) Blue	Car Repairer Signal.
(e) Green and White	Flag Stop. See Rule 28.

FUSEE:

11. A fusee on or near the track burning red must not be passed until burned out, and train must then proceed with caution until assured that track is clear.

11-A. Conductors will see that a red flag by day and a red light and fusees by night are kept on the rear end of the rear car of their trains. Three torpedoes must be attached to the staff of the flag, and three torpedoes to the wire guard of the lantern, so as to be ready for immediate use. The head brakeman must have on engine a red flag and fusees and a red light similarly equipped.

HAND, FLAG AND LAMP SIGNALS

12.	Manner of Using	Indication
(a)	Swung across the track.....	Stop.
(b)	Raised and lowered vertically.....	Proceed.
(c)	Swung vertically at half arm's length across the track when the train is standing.....	Back up.
(d)	Swung vertically in a circle at arm's length across the track when the train is running.....	Train has parted.
(e)	Swung horizontally above head when the train is standing.....	Apply air brakes.
(f)	Held at arm's length above the head when train is standing.....	Release air brakes.

VIOLENT SIGNALS:

13. Any object waved violently on or near the tracks signifies danger. Motormen must bring their trains under full control and proceed at slow speed until they are sure the track is clear and that it is safe to proceed.

AUDIBLE SIGNALS

WHISTLE SIGNALS:

14. Whistle Signals must always be given at places and under the circumstances indicated below.

	Sound	Indication
(a)	One Short.....	Stop. Apply brakes.
(b)	Two Long.....	Release brakes.
(c)	One Long and Three Short.....	Flagman go back and protect rear of train.
(d)	Four Long.....	Flagman return from west or south.
(e)	Five Long.....	Flagman return from east or north.
(f)	Three Long.....	When running, train parted;
(g)	Two Short.....	Answer to any signal not otherwise provided for.
(h)	Three Shorts.....	When train is standing back, Answer to 12 (c) and 16 (c). When train is running, answer to 16 (d).
(j)	Four Short.....	Call for signals.
(k)	One Long and Two Shorts.....	To call attention of trains of the same or inferior class to signals displayed for a following section. If not answered by a train the train displaying signals must stop and ascertain cause.
(l)	Two Longs and Two Shorts.....	Approaching public crossings at grade.
(m)	One Long.....	Approaching stations, junctions and railroad crossings at grade.
(n)	One Long, One Short and One Long.....	To call attention to trains on opposite track that they are running too closely together.
(p)	One Long and One Short.....	Engineman is ready to test air.
(q)	Six Continuous Blasts.....	To call in a work train.
(r)	One Short and One Long.....	Inspect train line for leak.
(s)	One Long and One Short.....	To be given by enginemen after the station whistle to indicate to the train crew that time card restrictions or train orders to be executed at that station have not been forgotten.
(t)	Three Shorts and One Long.....	Flagman to go ahead and protect train or to precede train.

ALARM:

15. A succession of short blasts of the whistle is an alarm for persons or cattle on the track, and calls the attention of trainmen to danger ahead.

DEFINITIONS

TRAIN:

Motor or engine, or more than one motor or engine, coupled together with or without cars displaying markers.

REGULAR TRAIN:

A train represented on the time table. It may consist of one or more sections.

SECTIONS:

One of two or more trains running on the same schedule displaying signals, or for which signals are displayed.

EXTRA TRAIN:

A train not represented on the time table. It may be designated as: EXTRA. For any train except WORK EXTRA. WORK EXTRA. For work train extra.

TIME TABLE:

The authority for the movement of trains subject to the rules. It contains the classified schedule of trains with special instructions relating thereto.

SCHEDULE:

That part of a time table which prescribes the class, direction and movement of regular trains.

MAIN TRACK:

A principal track upon which trains are operated by time table or block signals.

SINGLE TRACK:

A main track upon which trains are operated in both directions.

DOUBLE TRACK:

Two main tracks upon one of which the current of traffic is in specified direction and upon the other in the opposite direction.

STATION:

A place designated on the time table by name or number at which a train may stop for traffic.

SIDING:

A track auxiliary to a main track for meeting or passing trains.

MEETING POINT:

A place where opposing trains, i. e., trains moving in opposite directions meet by schedule.

PASSING POINT:

A place where trains moving in the same direction pass by schedule.

YARD:

A system of tracks within a defined limit providing for the making up of trains, storing cars and other purposes, over which movements not authorized by time table or by train order may be made subject to prescribed signals and regulations.

YARD MOTOR OR ENGINE:

A motor or engine assigned to yard service and working within the yard limits.

PILOT:

A person assigned to a train when the Motorman or Conductor, or both are not fully acquainted with the physical characteristics, or running rules of a road, or portion of a road over which a train is to be moved, and responsibility for the same operation of the train.

AUTOMATIC BLOCK SIGNALS:

Signals which are operated by electric, pneumatic or other agency actuated by a train, or by certain conditions affecting the use of a block.

FIXED SIGNAL:

A signal of fixed location indicating a condition affecting the movement of a train. "Fixed Signals" cover such signals as whistle boards, slow boards, stop boards, yard limits, switches, blocks, semaphores, or other means for indicating whistle, stop, caution or proceed.

MARKERS:

Signals carried on rear end of train indicating that it is a train and that it is the end of a train.

CLASSIFICATION SIGNALS:

Signals carried on the front end of the train to indicate that it is a section of a train or an extra.

Special Instructions and Information

DEFINITIONS	TERMS	UNITS	STANDARD SIGNAL RULES WILL BE OBSERVED BY ALL CONCERNED
<p>1. The following definitions apply to the terms used in this document.</p> <p>2. The following terms are defined as follows:</p>	<p>1. The following terms are defined as follows:</p> <p>2. The following terms are defined as follows:</p>	<p>1. The following units are defined as follows:</p> <p>2. The following units are defined as follows:</p>	<p>1. The following standard signal rules will be observed by all concerned:</p> <p>2. The following standard signal rules will be observed by all concerned:</p>
<p>3. The following terms are defined as follows:</p> <p>4. The following terms are defined as follows:</p>	<p>3. The following terms are defined as follows:</p> <p>4. The following terms are defined as follows:</p>	<p>3. The following units are defined as follows:</p> <p>4. The following units are defined as follows:</p>	<p>3. The following standard signal rules will be observed by all concerned:</p> <p>4. The following standard signal rules will be observed by all concerned:</p>
<p>5. The following terms are defined as follows:</p> <p>6. The following terms are defined as follows:</p>	<p>5. The following terms are defined as follows:</p> <p>6. The following terms are defined as follows:</p>	<p>5. The following units are defined as follows:</p> <p>6. The following units are defined as follows:</p>	<p>5. The following standard signal rules will be observed by all concerned:</p> <p>6. The following standard signal rules will be observed by all concerned:</p>
<p>7. The following terms are defined as follows:</p> <p>8. The following terms are defined as follows:</p>	<p>7. The following terms are defined as follows:</p> <p>8. The following terms are defined as follows:</p>	<p>7. The following units are defined as follows:</p> <p>8. The following units are defined as follows:</p>	<p>7. The following standard signal rules will be observed by all concerned:</p> <p>8. The following standard signal rules will be observed by all concerned:</p>
<p>9. The following terms are defined as follows:</p> <p>10. The following terms are defined as follows:</p>	<p>9. The following terms are defined as follows:</p> <p>10. The following terms are defined as follows:</p>	<p>9. The following units are defined as follows:</p> <p>10. The following units are defined as follows:</p>	<p>9. The following standard signal rules will be observed by all concerned:</p> <p>10. The following standard signal rules will be observed by all concerned:</p>
<p>11. The following terms are defined as follows:</p> <p>12. The following terms are defined as follows:</p>	<p>11. The following terms are defined as follows:</p> <p>12. The following terms are defined as follows:</p>	<p>11. The following units are defined as follows:</p> <p>12. The following units are defined as follows:</p>	<p>11. The following standard signal rules will be observed by all concerned:</p> <p>12. The following standard signal rules will be observed by all concerned:</p>
<p>13. The following terms are defined as follows:</p> <p>14. The following terms are defined as follows:</p>	<p>13. The following terms are defined as follows:</p> <p>14. The following terms are defined as follows:</p>	<p>13. The following units are defined as follows:</p> <p>14. The following units are defined as follows:</p>	<p>13. The following standard signal rules will be observed by all concerned:</p> <p>14. The following standard signal rules will be observed by all concerned:</p>
<p>15. The following terms are defined as follows:</p>	<p>15. The following terms are defined as follows:</p>	<p>15. The following units are defined as follows:</p>	<p>15. The following standard signal rules will be observed by all concerned:</p>

Sand Springs

Co.

No. 34-18

1854

to Pailly

1854

No. 34-18

1854

1854

1854

1854

