

PENNSYLVANIA RAILROAD.

EASTERN PENNSYLVANIA DIVISION,

MIDDLE DIVISION

Terminal Time Table No. 31,

West of Bellwood and Frankstown

INCLUDING

Newry Branch

In effect 2.05 A. M., SUNDAY, DEC. 12, 1915.

FOR THE GOVERNMENT OF EMPLOYEES ONLY.

EASTERN TIME.

S. C. LONG,
General Manager.

C. M. SHEAFFER,
General Superintendent Trans.

G. W. FREIGHTON,
General Superintendent.

D. C. STEWART,
Supt. Pass'ger Transportation

R. M. PATTERSON,
Supt. Freight Trans.

N. W. SMITH,
Superintendent.

Original timetable from the collection of Pat McKinney

scanned by Rob Schoenberg -- r08sch@gmail.com

<http://PRR.Railfan.net>

2024

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MIDDLE DIVISION

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Sup't Freight Transportation.

N. W. SMITH,
Superintendent.

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540 PASSENGER, BLOCK AND INTERLOCKING STATIONS, EMERGENCY WHISTLES AND DISTANCES

MAIN LINE

WESTWARD.

EASTWARD.

| Station Signals. | Distance between Stations. | Distance from Harrisburg. | | Distance from Altoona. | Distance between Stations. | Block Stations. | Interlocking Stations. | Emergency Whistles. |
|---------------------|----------------------------------|---------------------------------|--------------------|--------------------------------|----------------------------------|--------------------|---------------------------|------------------------|
| HK | 1.0 | 124.3 | ---BELLWOOD--- | 6.8 | 0.7 | | | |
| DI | 0.7 | 125.0 | DI--BLOCK STA'N | 6.1 | 2.1 | DI | I | W |
| EF | 2.1 | 127.1 | EF--BLOCK STA'N | 4.0 | 1.3 | EF | I | W |
| | 1.3 | 128.4 | ---EAST ALTOONA--- | 2.7 | 1.4 | | | |
| GD | 1.4 | 129.8 | GD--BLOCK STA'N | 1.3 | 0.7 | GD | I | W |
| RO | ..... | ..... | RO-INTERLOCK'G | 0.6 | 0.6 | | I | W |
| FG | 1.3 | 131.1 | ---ALTOONA--- | ..... | ..... | FG | I | W |
| | | | | | | | | |
| | | Distance from Altoona | | Distance from BO Bk.Sta. | | | | |
| FG | ..... | ..... | ---ALTOONA--- | 0.9 | 0.3 | FG | I | W |
| JK | 0.3 | 0.3 | JK--BLOCK STA. | 0.6 | 0.6 | JK | I | W |
| BO | 0.6 | 0.9 | BO--BLOCK STA. | ..... | ..... | BO | I | W |

545 Hollidaysburg and Petersburg Branch

WESTWARD.

EASTWARD.

| Station Signals. | Distance between Stations. | Distance from Petersburg. | | Distance from Altoona. | Distance between Stations. | Block Stations. | Interlocking Stations. | Emergency Whistles. |
|---------------------|----------------------------------|---------------------------------|-------------------|------------------------------|----------------------------------|--------------------|---------------------------|------------------------|
| F | 0.8 | 28.4 | --FRANKSTOWN-- | 10.5 | 2.7 | F | | |
| WI | 2.7 | 31.1 | WI--BLOCK STA'N | 7.8 | 0.1 | WI | I | |
| | 0.1 | 31.2 | HOLLIDAYSB'RG- | 7.7 | 1.1 | | | |
| SN | 1.1 | 32.3 | NEW PORTAGE J. | 6.6 | 0.5 | SN | I | |
| | 0.5 | 32.8 | ---SUNBROOK--- | 6.1 | 0.6 | | | |
| | 0.6 | 33.4 | SPRING MEAD'W | 5.5 | 2.2 | | | |
| EL | 2.2 | 35.6 | ---ELDORADO--- | 3.3 | 1.2 | EL | I | |
| | 1.2 | 36.8 | SOUTH ALTOONA | 2.1 | 0.7 | | | |
| | 0.7 | 37.5 | ---29TH STREET--- | 1.4 | 1.1 | | | |
| JK | 1.1 | 38.6 | JK--BLOCK STA'N | 0.3 | 0.3 | JK | I | W |
| FG | 0.3 | 38.9 | ---ALTOONA--- | ..... | ..... | FG | I | W |

Emergency whistles are also located at RV. 9th and 4th Street switch towers, Altoona.

4 BELLWOOD TO BO BLOCK STATION

| STATIONS. | 23 | 55 | 31 | 7 | |
|----------------------|------------------|------------------|---------------|-----------------|----------------|
| | LE. DAILY | LE. DAILY | LE. DAILY | LE. DAILY | |
| | A. M. | A. M. | A. M. | A. M. | |
| BELLWOOD----- | 12.18 | 12.31 | 12.45 | 1.23 | ..... |
| EAST ALTOONA----- |  |  |  |  | ..... |
| ALTOONA----- | \$12.30 12.35 | \$12.43 12.48 | 12.57 1.02 | \$ 1.35 1.40 | ..... ..... |
| BO-BLOCK STAT'N----- | 12.38 | 12.51 | 1.05 | 1.43 | ..... |
| | A. M. | A. M. | A. M. | A. M. | |
| | LE. DAILY | LE. DAILY | LE. DAILY | LE. DAILY | |

| STATIONS. | ● 681 | 97 | 37 | 3 | |
|----------------------|-----------------------|-----------------------|-----------------|-----------------|----------------|
| | LE. DAILY EX. SUN. | LE. DAILY EX. MON. | LE. DAILY | LE. DAILY | |
| | A. M. | A. M. | A. M. | A. M. | |
| BELLWOOD----- | | 5.59 | 6.14 | \$ 7.16 | ..... |
| EAST ALTOONA----- |  |  |  |  | ..... |
| ALTOONA----- | \$ 5.45 | E 6.10 6.15 | \$ 6.26 6.33 | \$ 7.30 7.40 | ..... ..... |
| BO-BLOCK STAT'N----- | 5.47 | 6.17 | 6.36 | 7.43 | ..... |
| | A. M. | A. M. | A. M. | A. M. | |
| | LE. DAILY EX. SUN. | LE. DAILY EX. MON. | LE. DAILY | LE. DAILY | |

| STATIONS. | 15 | ● 13 | 49 | 25 | |
|----------------------|-----------------|-----------------|-----------------------|-----------------|----------------|
| | LE. DAILY | LE. DAILY | LE. DAILY EX. MON. | LE. DAILY | |
| | P. M. | P. M. | P. M. | P. M. | |
| BELLWOOD----- | \$ 2.40 | 2.50 | 3.14 | 3.38 | ..... |
| EAST ALTOONA----- |  |  |  |  | ..... |
| ALTOONA----- | \$ 2.56 3.09 | \$ 3.02 3.07 | E 3.27 3.33 | \$ 3.51 3.56 | ..... ..... |
| BO-BLOCK STAT'N----- | 3.12 | 3.10 | 3.36 | 3.59 | ..... |
| | P. M. | P. M. | P. M. | P. M. | |
| | LE. DAILY | LE. DAILY | LE. DAILY EX. MON. | LE. DAILY | |

| STATIONS. | 667 | 29 | 21 | 33 | |
|----------------------|-----------|--------------|------------------|------------------|----------------|
| | LE. DAILY | LE. DAILY | LE. DAILY | LE. DAILY | |
| | P. M. | P. M. | P. M. | P. M. | |
| BELLWOOD----- | \$ 9.14 | 9.24 | 9.55 | 10.36 | ..... |
| EAST ALTOONA----- | \$ 9.22 |  |  |  | ..... |
| ALTOONA----- | \$ 9.29 | 9.36 9.42 | \$10.08 10.16 | \$10.50 11.00 | ..... ..... |
| BO-BLOCK STAT'N----- | | 9.44 | 10.19 | 11.03 | ..... |
| | P. M. | P. M. | P. M. | P. M. | |
| | AR. DAILY | LE. DAILY | LE. DAILY | LE. DAILY | |

| | 45 LE DAILY EX. MON. | 9 LE DAILY | 19 LE DAILY | 17 LE DAILY EX. MON. | ● 35 LE DAILY | 1017 LE DAILY EX. MON. | 1019 LE DAILY |
|-------|-----------------------------------|-----------------------|-----------------------|-----------------------------------|-------------------------|-------------------------------------|-------------------------|
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| ..... | 1.50 | 3.08 | 4.05 | 4.13 | 4.33 | 4.38 | 5.21 |
| | | | | | | | |
| ..... | E 2.01 2.06 | S 3.23 3.30 | S 4.17 4.22 | E 4.25 4.30 | S 4.45 4.50 | E 4.50 5.00 | E 5.33 5.38 |
| ..... | 2.08 | 3.33 | 4.25 | ..... | 4.53 | ..... | 5.41 |
| ..... | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| ..... | AR DAILY EX. MON. | LE DAILY | LE DAILY | LE DAILY EX. MON. | LE DAILY | LE DAILY EX. MON. | LE DAILY |

| | 1033 LE DAILY | 661 LE DAILY | 11 LE DAILY | 7001 LE DAILY EX. SUN. | 75 LE DAILY EX. SUN. | 41 LE DAILY EX. SUN. | 663 LE DAILY |
|-------|--------------------------------|------------------------|-----------------------|-------------------------------------|-----------------------------------|-----------------------------------|------------------------|
| | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |
| ..... | E 7.35 | S 9.14 | 9.32 | ..... | S 10.49 | S 12.31 | S 2.25 |
| ..... | E 7.47 | S 9.22 | ..... | ..... | ..... | S 12.39 | S 2.34 |
| ..... | E 7.55 S 8.15 | S 9.30 | E 9.42 9.46 | S 9.48 | S 11.05 11.12 | S 12.47 1.05 | S 2.42 |
| ..... | 8.18 | ..... | 9.48 | 9.50 | 11.15 | 1.08 | ..... |
| ..... | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. |
| ..... | LE DAILY | AR DAILY | LE DAILY | LE DAILY EX. SUN. | LE DAILY EX. SUN. | LE DAILY EX. SUN. | AR DAILY |

| | 685 LE DAILY | 27 LE DAILY | 7003 LE DAILY EX. SUN. | 665 LE DAILY | 1 LE DAILY | 5 LE DAILY | |
|-------|------------------------|-----------------------|-------------------------------------|------------------------|-----------------------|-----------------------|-------|
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| ..... | ..... | 5.23 | ..... | S 5.54 | B 6.20 | 6.30 | ..... |
| ..... | ..... | ..... | ..... | S 6.02 | ..... | ..... | ..... |
| ..... | S 4.00 | S 5.35 5.40 | S 5.42 | S 6.10 | S 6.35 6.53 | S 6.43 6.50 | ..... |
| ..... | 4.03 | 5.43 | 5.45 | ..... | 6.56 | 6.53 | ..... |
| ..... | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | ..... |
| ..... | LE DAILY | AR DAILY | LE DAILY EX. SUN. | AR DAILY | LE DAILY | LE DAILY | ..... |

| | 669 LE DAILY | | | | | | |
|-------|------------------------|-------|-------|-------|-------|-------|-------|
| | P. M. | | | | | | |
| ..... | S 11.43 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | S 11.51 | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | S 11.58 | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | |
| ..... | P. M. | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | AR DAILY | ..... | ..... | ..... | ..... | ..... | ..... |

6 BO BLOCK STATION TO BELLWOOD

| STATIONS. | 4 | ●1036 | 16 | 42 | |
|--------------------|------------------|------------------|-----------------|-----------------|-------|
| | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY | |
| | A. M. | A. M. | A. M. | A. M. | |
| BO--BLOCK STAT'N-- | 12.11 | 12.19 | 12.38 | 1.25 | ..... |
| ALTOONA----- | \$12.15 12.20 | \$12.23 12.30 | C12.42 12.47 | \$ 1.29 1.34 | ..... |
| EAST ALTOONA----- |  |  |  |  | ..... |
| BELLWOOD----- | F12.30 | 12.40 | 12.56 | 1.43 | ..... |
| | A. M. | A. M. | A. M. | A. M. | |
| | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY | |

| STATIONS. | 34 | 30 | 50 | 50 | |
|--------------------|-----------------|--------------|----------------------|----------|-------|
| | LE.DAILY | LE.DAILY | LE.DAILY EX. SUN. | LE.DAILY | |
| | A. M. | A. M. | A. M. | A. M. | |
| BO--BLOCK STAT'N-- | 6.16 | 6.41 | 7.08 |  | ..... |
| ALTOONA----- | \$ 6.20 6.28 | 6.45 6.53 | \$ 7.12 | \$ 7.15 | ..... |
| EAST ALTOONA----- | | | | \$ 7.21 | ..... |
| BELLWOOD----- | 6.38 | 7.02 | | \$ 7.28 | ..... |
| | A. M. | A. M. | A. M. | A. M. | |
| | LE.DAILY | LE.DAILY | AR.DAILY EX. SUN. | LE.DAILY | |

| STATIONS. | 8 | 48 | 44 | 72 | |
|--------------------|------------------|-----------------|------------------|----------------------|-------|
| | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY EX. SUN. | |
| | A. M. | A. M. | P. M. | P. M. | |
| BO--BLOCK STAT'N-- | 11.26 | 11.39 | 12.32 | 1.21 | ..... |
| ALTOONA----- | \$11.30 11.35 | E11.43 11.48 | \$12.36 12.42 | \$ 1.25 1.30 | ..... |
| EAST ALTOONA----- | | | | \$ 1.36 | ..... |
| BELLWOOD----- | \$11.46 | 11.59 | 12.51 | \$ 1.43 | ..... |
| | A. M. | A. M. | P. M. | P. M. | |
| | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY EX. SUN. | |

| STATIONS. | ●14 | 6 | | | |
|--------------------|------------------|------------------|--|--|--|
| | LE.DAILY | LE.DAILY | | | |
| | P. M. | P. M. | | | |
| BO--BLOCK STAT'N-- | 10.11 | 10.24 | | | |
| ALTOONA----- | \$10.15 10.22 | \$10.28 10.35 | | | |
| EAST ALTOONA----- | | | | | |
| BELLWOOD----- | 10.33 | 10.46 | | | |
| | P. M. | P. M. | | | |
| | LE.DAILY | LE.DAILY | | | |

EASTWARD

7

| | 40 | 38 | 22 | 32 | 28 | 662 | 20 |
|--|----------|----------|----------|----------|----------|----------------------|----------|
| | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY EX. SUN. | LE DAILY |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 1.44 | 1.54 | 2.02 | 2.08 | 2.41 | | 5.35 |
| | \$ 1.48 | \$ 1.58 | \$ 2.06 | \$ 2.12 | 2.45 | | \$ 5.39 |
| | 1.53 | 2.03 | 2.11 | 2.17 | 2.50 | \$ 4.50 | 5.46 |
| | | | | | | \$ 4.56 | |
| | 2.02 | 2.12 | 2.20 | 2.27 | 2.59 | \$ 5.04 | 5.56 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY EX. SUN. | LE DAILY |

| | 680 | 682 | 2 | 26 | 664 | 688 | |
|--|----------------------|----------------------|----------|----------|----------|----------|--|
| | LE DAILY EX. SUN. | LE DAILY EX. SUN. | LE DAILY | LE DAILY | LE DAILY | LE DAILY | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | |
| | 9.20 | 9.24 | 9.41 | 10.04 | | 10.54 | |
| | E 9.25 | \$ 9.28 | T 9.45 | \$ 10.08 | | \$ 10.58 | |
| | | | 9.52 | 10.13 | \$ 10.15 | | |
| | | | | | \$ 10.21 | | |
| | | | 10.02 | 10.22 | \$ 10.29 | | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | |
| | AR DAILY EX. SUN. | AR DAILY EX. SUN. | LE DAILY | LE DAILY | LE DAILY | AR DAILY | |

| | 24 | 666 | 90 | 46 | 18 | 10 | |
|--|----------|----------|----------------------|----------|----------|----------|--|
| | LE DAILY | LE DAILY | LE DAILY EX. SUN. | LE DAILY | LE DAILY | LE DAILY | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| | 3.11 | | 5.26 | 6.20 | 8.09 | 8.46 | |
| | \$ 3.15 | | \$ 5.30 | \$ 6.23 | \$ 8.13 | \$ 8.50 | |
| | 3.20 | \$ 4.20 | 5.42 | 6.28 | 8.18 | 8.58 | |
| | | \$ 4.26 | \$ 5.48 | | | \$ 9.04 | |
| | \$ 3.31 | \$ 4.34 | \$ 5.54 | 6.38 | 8.29 | \$ 9.12 | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | |
| | LE DAILY | LE DAILY | LE DAILY EX. SUN. | LE DAILY | LE DAILY | LE DAILY | |

FRANKSTOWN TO ALTOONA

| STATIONS. | 6251 | 6201 | 6253 | 6203 |
|---------------------------|----------------------|----------------------|----------------------|----------------------|
| | LE.DAILY EX. SUN. | LE.DAILY EX. SUN. | LE.DAILY EX. SUN. | LE.DAILY EX. SUN. |
| | A. M. | A. M. | A. M. | A. M. |
| FRANKSTOWN [E.D.T.] | | \$ 7.35 | | \$ 9.27 |
| HOLLIDAYSB'G E. D. T. | \$ 6.14 | \$ 7.41 | \$ 8.45 | \$ 9.33 |
| New Portage Jct. E. D. T. | \$ 6.18 | \$ 7.45 | \$ 8.50 | \$ 9.36 |
| SUNBROOK | F 6.20 | F 7.47 | F 8.52 | F 9.38 |
| SPRING MEADOW | \$ 6.22 | F 7.49 | F 8.54 | F 9.39 |
| ELDORADO [E. D. T.] | \$ 6.27 | F 7.53 | \$ 8.58 | \$ 9.43 |
| SOUTH ALTOONA | \$ 6.30 | \$ 7.57 | \$ 9.02 | \$ 9.46 |
| 29th STREET | \$ 6.34 | \$ 8.00 | \$ 9.05 | \$ 9.49 |
| JK-BLOCK STAT'N | 6.38 | 8.03 | 9.08 | 9.53 |
| ALTOONA | \$ 6.40 | \$ 8.05 | \$ 9.10 | \$ 9.55 |
| | A. M. | A. M. | A. M. | A. M. |
| | AR.DAILY EX. SUN. | AR.DAILY EX. SUN. | AR.DAILY EX. SUN. | AR.DAILY EX. SUN. |

ALTOONA TO FRANKSTOWN

| STATIONS. | 6200 | 6202 | 202 | 6250 |
|---------------------------|----------------------|----------------------|----------|----------------------|
| | LE.DAILY EX. SUN. | LE.DAILY EX. SUN. | LE.DAILY | LE.DAILY EX. SUN. |
| | A. M. | A. M. | A. M. | A. M. |
| ALTOONA | \$ 5.15 | \$ 7.25 | \$ 8.00 | \$ 8.12 |
| JK-BLOCK STAT'N | 5.17 | 7.27 | | 8.14 |
| 29th STREET | \$ 5.20 | \$ 7.30 | 8.03 | \$ 8.17 |
| SOUTH ALTOONA | \$ 5.22 | \$ 7.32 | | \$ 8.20 |
| ELDORADO [E.D.T.] | F 5.25 | \$ 7.35 | 8.06 | \$ 8.23 |
| SPRING MEADOW | \$ 5.28 | \$ 7.38 | | F 8.27 |
| SUNBROOK | F 5.30 | F 7.40 | | F 8.29 |
| New Portage Jct. E. D. T. | \$ 5.32 | \$ 7.42 | \$ 8.11 | \$ 8.31 |
| HOLLIDAYSB'G E. D. T. | \$ 5.42 | \$ 7.46 | \$ 8.15 | \$ 8.42 |
| FRANKSTOWN [E.D.T.] | \$ 5.52 | \$ 7.53 | | |
| | A. M. | A. M. | A. M. | A. M. |
| | LE.DAILY EX. SUN. | LE.DAILY EX. SUN. | AR.DAILY | AR.DAILY EX. SUN. |

Westward trains between Frankstown and Hollidaysburg, and between New Portage Junction and Eldorado, are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

WESTWARD

9

| | 201 | 6255 | 6205 | 6257 | 6207 | 203 | 6209 |
|--|----------|----------------------|----------------------|----------|----------------------|----------|----------------------|
| | LE DAILY | LE DAILY EX. SUN. | LE DAILY EX. SUN. | LE DAILY | LE DAILY EX. SUN. | LE DAILY | LE DAILY EX. SUN. |
| | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | | | \$ 2.02 | | \$ 5.35 | | \$ 7.06 |
| | \$10.24 | \$ 1.15 | \$ 2.08 | \$ 4.53 | \$ 5.42 | \$ 5.52 | \$ 7.13 |
| | \$10.28 | \$ 1.20 | \$ 2.12 | \$ 4.58 | \$ 5.45 | \$ 5.56 | \$ 7.16 |
| | 10.29 | F 1.22 | F 2.14 | F 5.00 | F 5.47 | 5.57 | F 7.18 |
| | 10.30 | F 1.24 | \$ 2.16 | \$ 5.02 | \$ 5.49 | 5.58 | \$ 7.20 |
| | 10.33 | \$ 1.28 | \$ 2.20 | \$ 5.06 | \$ 5.53 | 6.01 | \$ 7.24 |
| | 10.35 | \$ 1.32 | \$ 2.23 | \$ 5.09 | \$ 5.56 | 6.04 | \$ 7.27 |
| | 10.36 | \$ 1.35 | \$ 2.25 | \$ 5.12 | \$ 5.58 | 6.06 | \$ 7.30 |
| | 10.38 | 1.38 | 2.28 | 5.15 | 6.01 | 6.08 | 7.33 |
| | \$10.40 | \$ 1.40 | \$ 2.30 | \$ 5.17 | \$ 6.03 | \$ 6.10 | \$ 7.35 |
| | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | AR.DAILY | AR.DAILY EX. SUN. | AR.DAILY EX. SUN. | AR.DAILY | AR.DAILY EX. SUN. | AR.DAILY | AR.DAILY EX. SUN. |

EASTWARD

| | 6204 | 6252 | 204 | 6206 | 6254 | 6256 | 6208 |
|--|----------------------|----------------------|----------|----------------------|----------------------|----------------------|----------------------|
| | LE DAILY EX. SUN. | LE DAILY EX. SUN. | LE DAILY | LE DAILY EX. SUN. | LE DAILY EX. SUN. | LE DAILY EX. SUN. | LE DAILY EX. SUN. |
| | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | \$10.35 | \$12.55 | \$ 4.05 | \$ 4.40 | \$ 4.57 | \$ 6.20 | \$ 6.38 |
| | 10.37 | 12.57 | | 4.42 | 4.59 | 6.22 | |
| | \$10.40 | \$ 1.00 | 4.08 | \$ 4.44 | \$ 5.02 | \$ 6.25 | 6.42 |
| | \$10.42 | \$ 1.02 | | \$ 4.46 | \$ 5.04 | \$ 6.28 | |
| | \$10.46 | \$ 1.06 | 4.11 | \$ 4.49 | \$ 5.07 | \$ 6.32 | 6.43 |
| | F 10.49 | F 1.10 | | \$ 4.52 | F 5.11 | \$ 6.36 | |
| | F 10.51 | F 1.12 | | F 4.54 | F 5.13 | F 6.38 | |
| | \$10.53 | \$ 1.14 | \$ 4.16 | \$ 4.56 | \$ 5.15 | \$ 6.40 | F 6.48 |
| | | | | \$ 5.06 | | \$ 6.44 | |
| | \$10.57 | \$ 1.18 | \$ 4.20 | \$ 5.09 | \$ 5.18 | \$ 6.53 | \$ 6.51 |
| | \$11.03 | | | \$ 5.15 | | | \$ 6.57 |
| | A. M. | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. |
| | LE DAILY EX. SUN. | AR.DAILY EX. SUN. | AR.DAILY | LE DAILY EX. SUN. | AR.DAILY EX. SUN. | AR.DAILY EX. SUN. | LE DAILY EX. SUN. |

No. 6202 is superior by direction to No. 6201, Eldorado to New Portage Junction.

No. 6206 is superior by direction to No. 6257, Eldorado to New Portage Junction.

No. 6256 will back to No. 2 track at Hollidaysburg to get connection and be passed by No. 6208.

Conductors of westward freight trains for Hollidaysburg will report arriving time to Yard Master promptly.

The switch leading from westward freight track to Frankstown Station Siding, just east of Frankstown, will be kept set for the siding. Switch must be set in that position before signal for westward movement on main track can be given.

The switch at the end of double track at New Portage Junction will be kept set for westward movements.

Where E. D. T. is shown, it refers to end of double track.

10 NEW PORTAGE JCT. TO DUNCANSVILLE

| STATIONS. | Distance from New Portage Junction. | Distance between Stations. | 6221 | | |
|-----------------------|---|----------------------------------|-----------------------|--|--|
| | | | LE. DAILY EX. SUN. | | |
| | | | A. M. | | |
| NEW PORTAGE JCT.----- | | | \$ 5.32 | | |
| DUNCANSVILLE---- | 0.9 | 0.9 | \$ 5.36 | | |
| | | | A. M. | | |
| | | | AR. DAILY EX. SUN. | | |

DUNCANSVILLE TO NEW PORTAGE JCT.

| STATIONS. | Distance from Duncansville. | Distance between Stations. | 6222 | | |
|-----------------------|-----------------------------------|----------------------------------|-----------------------|--|--|
| | | | LE. DAILY EX. SUN. | | |
| | | | A. M. | | |
| DUNCANSVILLE----- | | | \$ 5.38 | | |
| NEW PORTAGE JCT.----- | 0.9 | 0.9 | \$ 5.42 | | |
| | | | A. M. | | |
| | | | AR. DAILY EX. SUN. | | |

Westward trains are superior by direction to trains of the same class in the opposite direction unless otherwise specified.

Rule 317a is in effect on the Newry Branch.

The Block system operations are controlled by signalman at SN.

WESTWARD

11

| | 6223 | 6225 | | | | | Block Stations. |
|-------|----------------------|----------------------|-------|--|--|--|--------------------|
| | LE.DAILY EX. SUN. | LE.DAILY EX. SUN. | | | | | |
| | A. M. | P. M. | | | | | |
| ..... | \$ 8.32 | \$ 4.58 | ..... |  |  |  | \$ 2 |
| ..... | \$ 8.36 | \$ 5.01 | ..... |  |  |  | ++ |
| | A. M. | P. M. | | | | | |
| | AR.DAILY EX. SUN. | AR.DAILY EX. SUN. | | | | | |

EASTWARD

| | 6224 | 6226 | | | | | Block Stations. |
|-------|----------------------|----------------------|-------|--|--|--|--------------------|
| | LE.DAILY EX. SUN. | LE.DAILY EX. SUN. | | | | | |
| | A. M. | P. M. | | | | | |
| ..... | \$ 8.38 | \$ 5.03 | ..... |  |  |  | + |
| ..... | \$ 8.42 | \$ 5.06 | ..... |  |  |  | SN |
| | A. M. | P. M. | | | | | |
| | AR.DAILY EX. SUN. | AR.DAILY EX. SUN. | | | | | |

12

SUNDAY TRAINS

14- BELLWOOD TO BO BLOCK STATION

| STATIONS. | 23 | 55 | 31 | 7 | |
|--------------------|------------------|------------------|---------------|-----------------|-------|
| | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY | |
| | A. M. | A. M. | A. M. | A. M. | |
| BELLWOOD----- | 12.18 | 12.31 | 12.45 | 1.23 | ..... |
| EAST ALTOONA----- |  |  |  |  | ..... |
| ALTOONA----- | \$12.30 12.35 | \$12.43 12.48 | 12.57 1.02 | \$ 1.35 1.40 | ..... |
| BO--BLOCK STAT'N-- | 12.38 | 12.51 | 1.05 | 1.43 | ..... |
| | A. M. | A. M. | A. M. | A. M. | |
| | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY | |

| STATIONS. | 683 | 97 | 37 | 3 | |
|--------------------|------------------|----------------------|-----------------|-----------------|-------|
| | LE.SUN. ONLY. | LE.DAILY EX. MON. | LE.DAILY | LE.DAILY | |
| | A. M. | A. M. | A. M. | A. M. | |
| BELLWOOD----- | | 5.59 | 6.14 | \$ 7.16 | ..... |
| EAST ALTOONA----- |  |  |  |  | ..... |
| ALTOONA----- | \$ 6.20 | E 6.10 6.15 | \$ 6.26 6.33 | \$ 7.30 7.40 | ..... |
| BO--BLOCK STAT'N-- | 6.23 | 6.17 | 6.36 | 7.43 | ..... |
| | A. M. | A. M. | A. M. | A. M. | |
| | LE.SUN. ONLY. | LE.DAILY EX. MON. | LE.DAILY | LE.DAILY | |

| STATIONS. | 13 | 49 | 25 | 685 | |
|--------------------|-----------------|----------------------|-----------------|----------|-------|
| | LE.DAILY | LE.DAILY EX. MON. | LE.DAILY | LE.DAILY | |
| | P. M. | P. M. | P. M. | P. M. | |
| BELLWOOD----- | 2.50 | 3.14 | 3.38 |  | ..... |
| EAST ALTOONA----- |  |  |  |  | ..... |
| ALTOONA----- | \$ 3.02 3.07 | E 3.27 3.33 | \$ 3.51 3.56 | \$ 4.00 | ..... |
| BO--BLOCK STAT'N-- | 3.10 | 3.36 | 3.59 | 4.03 | ..... |
| | P. M. | P. M. | P. M. | P. M. | |
| | LE.DAILY | LE.DAILY EX. MON. | LE.DAILY | LE.DAILY | |

| STATIONS. | 29 | 21 | 33 | 669 | |
|--------------------|--------------|------------------|------------------|----------|-------|
| | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY | |
| | P. M. | P. M. | P. M. | P. M. | |
| BELLWOOD----- | 9.24 | 9.55 | 10.36 | \$11.43 | ..... |
| EAST ALTOONA----- | | | | \$11.51 | ..... |
| ALTOONA----- | 9.36 9.42 | \$10.08 10.16 | \$10.50 11.00 | \$11.58 | ..... |
| BO--BLOCK STAT'N-- | 9.44 | 10.19 | 11.03 |  | ..... |
| | P. M. | P. M. | P. M. | P. M. | |
| | LE.DAILY | LE.DAILY | LE.DAILY | AR.DAILY | |

WESTWARD.

15

| | 45 LE DAILY EX. MON. | 9 LE DAILY | 19 LE DAILY | 17 LE DAILY EX. MON. | ●35 LE DAILY | 1017 LE DAILY EX. MON. | 1019 LE DAILY |
|--|----------------------------|-----------------|-----------------|----------------------------|-----------------|------------------------------|------------------|
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | 1.50 | 3.08 | 4.05 | 4.13 | 4.33 | 4.38 | 5.21 |
| | E 2.01 2.06 | \$ 3.23 3.30 | \$ 4.17 4.22 | E 4.25 4.30 | \$ 4.45 4.50 | E 4.50 5.00 | E 5.33 5.38 |
| | 2.08 | 3.33 | 4.25 | | 4.53 | | 5.41 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | LE DAILY EX. MON. | LE DAILY | LE DAILY | LE DAILY EX. MON. | LE DAILY | LE DAILY EX. MON. | LE DAILY |

| | 1033 | 661 | 11 | 1075 | 71 | 663 | 15 |
|-------|-----------|-----------|-----------|-------------------|-------------------|-----------|-----------|
| | LE. DAILY | LE. DAILY | LE. DAILY | LE. SUN. ONLY. | LE. SUN. ONLY. | LE. DAILY | LE. DAILY |
| | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |
| ..... | E 7.35 | \$ 9.14 | 9.32 | \$11.07 | \$12.53 | \$ 2.25 | \$ 2.40 |
| ..... | E 7.47 | \$ 9.22 | ..... | ..... | \$ 1.01 | \$ 2.34 | ..... |
| ..... | E 7.55 | \$ 9.30 | E 9.42 | \$11.20 | \$ 1.08 | \$ 2.42 | \$ 2.56 |
| ..... | \$ 8.15 | | 9.46 | 11.25 | 1.15 | | 3.09 |
| ..... | 8.18 | ..... | 9.48 | 11.27 | 1.18 | ..... | 3.12 |
| ..... | A. M. | A. M. | A. M. | A. M. | P. M. | P. M. | P. M. |
| ..... | LE. DAILY | AR. DAILY | LE. DAILY | LE. SUN. ONLY. | LE. SUN. ONLY. | AR. DAILY | LE. DAILY |

| 27 | 665 | 1 | 5 | 667 | | |
|----------|----------|----------|----------|----------|--|--|
| LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY | LE.DAILY | | |
| P.M. | P.M. | P.M. | P.M. | P.M. | | |
| 5.23 | \$ 5.54 | B 6.20 | 6.30 | \$ 9.14 | | |
| | \$ 6.02 | | | \$ 9.22 | | |
| \$ 5.35 | \$ 6.10 | \$ 6.35 | \$ 6.43 | \$ 9.29 | | |
| 5.40 | | 6.53 | 6.50 | | | |
| 5.43 | | 6.56 | 6.53 | | | |
| P.M. | P.M. | P.M. | P.M. | P.M. | | |
| LE.DAILY | AR.DAILY | LE.DAILY | LE.DAILY | AR.DAILY | | |

[illegible]

16 BO BLOCK STATION TO BELLWOOD

| STATIONS. | 4 | 1036 | 16 | 42 |
|--------------------|------------------|------------------|-----------------|-----------------|
| | LE. DAILY | LE. DAILY | LE. DAILY | LE. DAILY |
| | A. M. | A. M. | A. M. | A. M. |
| BO--BLOCK STAT'N-- | 12.11 | 12.19 | 12.38 | 1.25 |
| ALTOONA----- | \$12.15 12.20 | \$12.23 12.30 | C12.42 12.47 | \$ 1.29 1.34 |
| EAST ALTOONA----- | | | | |
| BELLWOOD----- | F12.30 | 12.40 | 12.56 | 1.43 |
| | A. M. | A. M. | A. M. | A. M. |
| | LE. DAILY | LE. DAILY | LE. DAILY | LE. DAILY |

| STATIONS. | 30 | 50 | 684 | 2 |
|--------------------|--------------|-----------|-------------------|----------------|
| | LE. DAILY | LE. DAILY | LE. SUN. ONLY | LE. DAILY |
| | A. M. | A. M. | A. M. | A. M. |
| BO--BLOCK STAT'N-- | 6.41 | | 9.32 | 9.41 |
| ALTOONA----- | 6.45 6.53 | \$ 7.15 | \$ 9.35 | T 9.45 9.52 |
| EAST ALTOONA----- | | \$ 7.21 | | |
| BELLWOOD----- | 7.02 | \$ 7.28 | | 10.02 |
| | A. M. | A. M. | A. M. | A. M. |
| | LE. DAILY | LE. DAILY | AR. SUN. ONLY. | LE. DAILY |

| STATIONS. | 1072 | 24 | 666 | 74 |
|--------------------|-------------------|-----------------|-----------|-------------------|
| | LE. SUN. ONLY. | LE. DAILY | LE. DAILY | LE. SUN. ONLY. |
| | P. M. | P. M. | P. M. | P. M. |
| BO--BLOCK STAT'N-- | 1.21 | 3.11 | | 5.26 |
| ALTOONA----- | \$ 1.25 1.30 | \$ 3.15 3.20 | \$ 4.20 | \$ 5.30 5.42 |
| EAST ALTOONA----- | \$ 1.36 | | \$ 4.26 | \$ 5.48 |
| BELLWOOD----- | \$ 1.43 | \$ 3.31 | \$ 4.34 | \$ 5.54 |
| | P. M. | P. M. | P. M. | P. M. |
| | LE. SUN. ONLY. | LE. DAILY | LE. DAILY | LE. SUN. ONLY. |

| | 40 | 38 | 22 | 32 | 28 | 20 | 34 |
|-------|-----------------|-----------------|-----------------|-----------------|--------------|-----------------|-----------------|
| | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| ..... | 1.44 | 1.54 | 2.02 | 2.08 | 2.41 | 5.35 | 6.16 |
| ..... | \$ 1.48 1.53 | \$ 1.58 2.03 | \$ 2.06 2.11 | \$ 2.12 2.17 | 2.45 2.50 | \$ 5.39 5.46 | \$ 6.20 6.28 |
| | | | | | | | |
| ..... | 2.02 | 2.12 | 2.20 | 2.27 | 2.59 | 5.56 | 6.38 |
| | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY |

| | 26 | 664 | 688 | 8 | 48 | 44 | |
|-------|------------------|------------|------------|------------------|------------------|------------------|--|
| | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | |
| ..... | 10.04 | | 10.54 | 11.26 | 11.39 | 12.32 | |
| ..... | \$10.08 10.13 | \$10.15 | \$10.58 | \$11.30 11.35 | \$11.48 11.48 | \$12.36 12.42 | |
| ..... |  | \$10.21 | | | | | |
| ..... | 10.22 | \$10.29 | | \$11.46 | 11.59 | 12.51 | |
| | A. M. | A. M. | A. M. | A. M. | A. M. | P. M. | |
| | LE DAILY | LE DAILY | AR DAILY | LE DAILY | LE DAILY | LE DAILY | |

| | 46 | 18 | 10 | ●14 | 6 | | |
|-------|-----------------|-----------------|-----------------|------------------|------------------|--|--|
| | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | | |
| ..... | 6.20 | 8.09 | 8.46 | 10.11 | 10.24 | | |
| ..... | \$ 6.23 6.28 | \$ 8.13 8.18 | \$ 8.50 8.58 | \$10.15 10.22 | \$10.28 10.35 | | |
| ..... |  |  | \$ 9.04 | | | | |
| ..... | 6.38 | 8.29 | \$ 9.12 | 10.33 | 10.46 | | |
| | P. M. | P. M. | P. M. | P. M. | P. M. | | |
| | LE DAILY | LE DAILY | LE DAILY | LE DAILY | LE DAILY | | |

18. FRANKSTOWN TO ALTOONA

| STATIONS. | 6325 | 6301 | 6303 | 201 |
|---------------------------|------------------|------------------|------------------|----------|
| | LE.SUN. ONLY. | LE.SUN. ONLY. | LE.SUN. ONLY. | LE DAILY |
| | A. M. | A. M. | A. M. | A. M. |
| FRANKSTOWN E. D. T. | | \$ 8.47 | \$ 9.43 | |
| HOLLIDAYSB'G E. D. T. | \$ 6.47 | \$ 8.53 | \$ 9.52 | \$10.24 |
| New Portage Jct. E. D. T. | \$ 6.51 | \$ 8.56 | \$ 9.56 | \$10.28 |
| SUNBROOK | F 6.53 | F 8.58 | F 9.58 | 10.29 |
| SPRING MEADOW | F 6.55 | F 9.00 | F 10.00 | 10.30 |
| ELDORADO E. D. T. | \$ 6.59 | \$ 9.04 | \$10.04 | 10.33 |
| SOUTH ALTOONA | \$ 7.02 | \$ 9.07 | \$10.07 | 10.35 |
| 29th STREET | \$ 7.05 | \$ 9.10 | \$10.10 | 10.36 |
| JK--BLOCK STAT'N | 7.08 | 9.13 | 10.13 | 10.38 |
| ALTOONA | \$ 7.10 | \$ 9.15 | \$10.15 | \$10.40 |
| | A. M. | A. M. | A. M. | A. M. |
| | AR.SUN. ONLY. | AR.SUN. ONLY. | AR.SUN. ONLY. | AR.DAILY |

ALTOONA TO FRANKSTOWN

| STATIONS. | 6300 | 202 | 6326 | 6302 |
|---------------------------|------------------|----------|------------------|------------------|
| | LE.SUN. ONLY. | LE DAILY | LE.SUN. ONLY. | LE.SUN. ONLY. |
| | A. M. | A. M. | A. M. | A. M. |
| ALTOONA | \$ 7.40 | \$ 8.00 | \$ 8.25 | \$ 8.35 |
| JK--BLOCK STAT'N | 7.42 | | 8.27 | 8.37 |
| 29th STREET | \$ 7.45 | 8.03 | \$ 8.30 | \$ 8.40 |
| SOUTH ALTOONA | \$ 7.47 | | \$ 8.32 | \$ 8.42 |
| ELDORADO E. D. T. | \$ 7.50 | 8.06 | \$ 8.35 | \$ 8.45 |
| SPRING MEADOW | \$ 7.54 | | F 8.39 | F 8.49 |
| SUNBROOK | F 7.56 | | F 8.41 | F 8.51 |
| New Portage Jct. E. D. T. | \$ 7.58 | \$ 8.11 | \$ 8.43 | \$ 8.53 |
| HOLLIDAYSB'G E. D. T. | \$ 8.01 | \$ 8.15 | \$ 8.46 | \$ 8.56 |
| FRANKSTOWN E. D. T. | \$ 8.08 | | | \$ 9.03 |
| | A. M. | A. M. | A. M. | A. M. |
| | LE.SUN. ONLY. | AR.DAILY | AR.SUN. ONLY. | LE.SUN. ONLY. |

Westward trains between Frankstown and Hollidaysburg, and between New Portage Junction and Eldorado, are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

| | 6257 | 203 | 6305 | 6307 | | | |
|-------|----------|----------|------------------|------------------|--|--|--|
| | LE.DAILY | LE.DAILY | LE.SUN. ONLY. | LE.SUN. ONLY. | | | |
| | P. M. | P. M. | P. M. | P. M. | | | |
| ..... |  |  | \$ 6.47 | \$ 7.45 | | | |
| ..... | \$ 4.53 | \$ 5.52 | \$ 6.56 | \$ 7.54 | | | |
| ..... | \$ 4.58 | \$ 5.56 | \$ 7.01 | \$ 7.58 | | | |
| ..... | F 5.00 | 5.57 | F 7.03 | F 8.00 | | | |
| ..... | \$ 5.02 | 5.58 | F 7.05 | F 8.02 | | | |
| ..... | \$ 5.06 | 6.01 | \$ 7.09 | \$ 8.06 | | | |
| ..... | \$ 5.09 | 6.04 | \$ 7.12 | \$ 8.09 | | | |
| ..... | \$ 5.12 | 6.06 | \$ 7.15 | \$ 8.12 | | | |
| ..... | 5.15 | 6.08 | 7.18 | 8.15 | | | |
| ..... | \$ 5.17 | \$ 6.10 | \$ 7.20 | \$ 8.17 | | | |
| | P. M. | P. M. | P. M. | P. M. | | | |
| | AR.DAILY | AR.DAILY | AR.SUN. ONLY. | AR.SUN. ONLY. | | | |

EASTWARD

| | 204 | 6304 | 6306 | 6328 | | | |
|-------|----------|------------------|------------------|------------------|--|--|--|
| | LE.DAILY | LE.SUN. ONLY. | LE.SUN. ONLY. | LE.SUN. ONLY. | | | |
| | P. M. | P. M. | P. M. | P. M. | | | |
| ..... | \$ 4.05 | \$ 5.20 | \$ 6.15 | \$ 6.38 | | | |
| ..... |  | 5.22 | 6.17 | 6.40 | | | |
| ..... | 4.08 | \$ 5.25 | \$ 6.20 | \$ 6.43 | | | |
| ..... |  | \$ 5.28 | \$ 6.22 | \$ 6.46 | | | |
| ..... | 4.11 | \$ 5.31 | \$ 6.25 | \$ 6.49 | | | |
| ..... |  | \$ 5.34 | F 6.28 | F 6.52 | | | |
| ..... |  | F 5.36 | F 6.31 | F 6.54 | | | |
| ..... | \$ 4.16 | \$ 5.38 | \$ 6.33 | \$ 6.56 | | | |
| ..... | \$ 4.20 | \$ 5.41 | \$ 6.37 | \$ 7.00 | | | |
| ..... |  | \$ 5.49 | \$ 6.45 | | | | |
| | P. M. | P. M. | P. M. | P. M. | | | |
| | AR.DAILY | LE.SUN. ONLY. | LE.SUN. ONLY. | AR.SUN. ONLY. | | | |

No. 6302 is superior by direction to No. 6301, Eldorado to New Portage Junction.

No. 6306 is superior by direction to No. 6305, Hollidaysburg to Frankstown.

No. 6328 is superior by direction to No. 6305, Eldorado to New Portage Junction.

Conductors of westward freight trains for Hollidaysburg will report arriving time to Yard Master promptly.

The switch leading from westward freight track to Frankstown Station Siding, just east of Frankstown, will be kept set for the siding. Switch must be set in that position before signal for westward movement on main track can be given.

The switch at the end of double track at New Portage Junction will be kept set for westward movements.

Where E. D. T. is shown, it refers to end of double track.

Special Instructions.

NOTE—When a rule is referred to by number, unless otherwise specified, it is a rule in the Book of Rules.

Employes whose duties are affected by this Time Table must have with them while on duty a copy with all effective supplements properly inserted.

Study the Special Instructions and note all changes.

TRAIN RULES

STANDARD TIME

1 Standard clocks are located as follows: Train Dispatchers' Office, attended Block Stations, and at all points where Conductors or Enginemen report for duty, except Mifflin and Huntingdon Engine Houses, and Henrietta.

TIME TABLE

Symbols

2 The following symbols will be used as indicated by Rule 5, Ⓐ Ⓑ Ⓒ Ⓓ, etc.

Letters and Characters

3 The following letters and characters indicate: Rule 6 is amplified accordingly.

- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- F—Stop on signal to receive or discharge passengers.
- G—Stop on signal to discharge passengers from Pittsburgh and beyond and take on passengers for Harrisburg and beyond.
- H—Stop on signal to let off passengers from west of Altoona.
- K—Stop on signal to discharge passengers from Philadelphia and points east thereof,
- P—Stop on signal to receive or discharge passengers Saturdays.
- S—Regular stop.
- T—Stop to discharge passengers from west of Pittsburgh and Allegheny, and to receive passengers.
- X—Reduce speed for safe delivery of mail.
- ‡—Unattended Block Station.
- No baggage service.
- †—P. B. M. Car.

SIGNAL RULES

VISIBLE SIGNALS

Color Signals

5 Switch Tenders in charge of main track switches, who are required to give signals to trains moving on main tracks will use a green flag by day and a green light by night to give proceed signals.

6 A train order signal is a red flag by day and a red light by night, properly displayed. A metallic banner, painted red, may be used by day. Rule 8 is amplified accordingly.

7 A metallic banner, painted blue, may be used by day to indicate the signal prescribed by Rule 26. Rules 8 and 26 are amplified accordingly.

8 The combined green and white signal will be used to stop local freight trains at stations to do work. Rule 28 is amplified accordingly.

Hand, Flag and Lamp Signals

10 When a train has one engine, signals to the Engineman must be given according to the way the engine is headed. When a train has more than one engine and headed in opposite directions, the Conductor must have a proper understanding with his crew.

AUDIBLE SIGNALS

15

Engine Whistle Signals

— — — — o o (old line Newport, No. 5 track between J and RW, between NH and MU, between GC and HM, and between FR and RM.) Flagman return from west.

16 — — — — — o o (old line Newport, No. 5 track between J and RW, Nos. 5 and 6 tracks, between NH and MU, No. 5 track between GC and HM, between FR and RM and between BQ and Bellwood freight station.) Flagman return from east.

17 o — warning; to be used by trains running against the current of traffic when approaching curves and other dangerous points, and when passing trains which are standing. Rule 14 is amplified accordingly.

18 Rule 14m will not apply to trains making S stop at stations.

19 Enginemen with empty engines, freight or passenger, moving eastward enroute to the engine house at Sixteenth street, Altoona, will sound four short blasts of the whistle, as per Rule 14-J, Book of Rules, approaching BO Block Station. The Signalman at BO Block Station will cross engines giving this signal to No. 3 yard track to proceed to the engine house.

Communicating Signals

20 The communicating signal on passenger trains must be used to convey signals to the engineman, except that hand signals may be used in addition when backing train or coupling to cars.

21 One sound, when train is running, is a signal from the conductor to the engineman that the brakes are sticking. The engineman will answer as prescribed by Rule 14g, after which the conductor will repeat the signal. The engineman will then attempt to release the brakes by making a fifteen pound brake pipe reduction and a proper release. If brakes do not release, the conductor will signal the engineman to stop.

22 When a train has one engine, signals to the engineman must be given according to the way the engine is headed. When a train has more than one engine and headed in opposite directions the conductor must have a proper understanding with his crew.

23 Three sounds when train is running indicate to stop at next Passenger Station. Rule 16d is modified accordingly.

EMERGENCY WHISTLES OR HORN SIGNALS AT INTERLOCKINGS.

24 One long sound: All trains moving within the limits of that interlocking must stop at once.

Two short sounds: Trains may proceed after receiving proper interlocking signal or permission from the signalman.

Three short sounds: Whistle test.

Four short sounds: Call for signal maintainer.

TRAIN SIGNALS

30 Marker lamps, unlighted, will be displayed by day to indicate the rear of train, except freight shifting movements in yards where green flags may be used. Rules 19, 19a and 19b are modified accordingly.

31 On passenger equipment cars with open platforms or observation ends, the markers must be displayed from the sockets located on the eave facing of the hood. On passenger equipment cars, other than cars with open platforms or observation ends, the markers must be displayed from the sockets located on the corner posts of the car. If the corner post is equipped with two sockets, the top socket must be used, and if equipped with a combination casting with two sockets, the inside socket must be used. Rules 19, 19a and 19b are amplified accordingly.

32 No signs or lights will be displayed at the rear of trains except such markers and signal lights as are required by the Book of Rules.

33 Markers on trains diverted from one track to another at interlocking points must not be changed until rear end reaches diverting switch.

34 Rule 21a will apply on double, three or more tracks and on single track between SN and EL.

35 Engines making movements on the main track within yard limits will not be required to display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine. Rule 21 is modified accordingly.

36 A train displaying signals, as prescribed by Rule 20 or 21, and having one or more helping engines over a portion of its run only, will display the signals on the leading helping engine and the leading through engine. Rule 22 is modified accordingly.

37 A passenger train, not stopping enroute, and which will not reach its destination until after sunset, will display headlight when leaving its initial point. A passenger train leaving its initial point at a time when it is necessary to have the headlight displayed, and not stopping enroute, will not extinguish the light until after arrival at destination.

Other trains will display the headlight not more than one hour before sunset and will extinguish the light immediately after sunrise.

These instructions do not supersede the last sentence of Rule 9, which reads: "When weather or other conditions obscure day signals, night signals must be used in addition," except that it will not be necessary to display the headlight when passing through tunnels between sunrise and sunset.

38 Rule 19 will apply between New Portage Junction and Duncansville. Rule 19a will apply between New Portage Junction and Hollidaysburg.

39 Road engines moving light between Altoona Passenger Station and Engine house head-on will, at night, display two red lights on rear of tender; or, when backing, a white light on forward end of tender.

40 Passenger trains from Pittsburgh Division and Hollidaysburg and Petersburg Branch, must not remove their markers until after the rear end of their train has passed the 14th Street switch box, Altoona.

41 Markers will not be displayed by shifting engines in passenger station limits.

USE OF SIGNALS

50 One long sound of the whistle, as provided by Rule 14m, will not be used by Main Line trains as a signal for approaching junctions; nor by Hollidaysburg and Petersburg Branch trains approaching Canoe Creek Junction, Ganister or Clover Creek Junction, when such trains are not enroute to the Branches reached via these points.

51 During snow storms Enginemen when approaching Interlockings or other switches where trackmen are usually employed, will sound the whistle as prescribed by Rule 14-l.

52 During cold and stormy weather when approaching Bailey, Narrows, Mapleton and Bellwood water stations, the whistle must be sounded as prescribed by Rule 14-l.

54 Locomotive whistle will not be sounded within the following limits, except in cases of danger or to avoid an accident, or to call flagman or answer order signals, or to answer communicating signal.

Huntingdon Yard Limits.

Altoona " " except 31st Street Crossing.

Hollidaysburg " " except road crossing at Franks-town.

55 After a train has been stopped by the flag station signal, a trainman designated by the conductor will restore the signal to the proceed position, except where a station employe is on duty.

SUPERIORITY OF TRAINS

60 All trains scheduled in this Time Table are first class.

61 On single track, where all the schedules are represented by one engine and crew, if a regular train is delayed it becomes superior to all other regular trains, unless otherwise directed by the Superintendent.

BULLETIN BOARDS

65 Bulletin Boards are located as follows :

| | |
|----------------|--|
| HARRISBURG— | { Passenger Trainmen's Room. Engine House No. 1. Yard Master's Office, DE. Yard Master's Office, GI. |
| ENOLA— | { Engine House. Yard Master's Office, MQ. West Yard Master's Office. |
| MARYSVILLE— | Yard Master's Office, west end. |
| NEWPORT— | Supervisor's Office. |
| MIFFLIN— | Ass't Freight Train Master's Office. |
| DENHOLM— | Yard Master's Office. |
| MOUNT UNION— | Scale Office. |
| HUNTINGDON— | { Yard Master's Office. Engine House. |
| TYRONE— | { Ass't Freight Train Master's Office. Yard Master's Office, East Tyrone. Engine House, East Tyrone. |
| EAST ALTOONA— | { Engine Dispatcher's Office. Yard Master's Office, ND. |
| ALTOONA— | { Yard Master's Office, WJ. Yard Master's Office, RV. Yard Master's Office, GD. Yard Master's Office, RO. Station Master's Office. Engine House. Yard Master's Office, JK. |
| HOLLIDAYSBURG— | { Yard Master's Office. Engine House. |

GENERAL ORDERS

66 Enginemen, Conductors and others qualified for those positions will sign for all Middle Division General Orders Also for all Philadelphia Division General Orders, posted on Middle Division Bulletin Boards, excepting employes working in Altoona or Hollidaysburg Yard and on the Branch, who will only sign for General Orders affecting that portion of the Middle Division over which they are qualified to run.

Enginemen, Conductors and Flagmen, in freight service, excepting employes working in Altoona or Hollidaysburg Yard and on the Branch, shall be examined and qualify for running over the H. & B. T. tracks between Huntingdon and Long Siding, also over Tyrone Division between Tyrone and Vail.

Enginemen and Conductors in charge of engines or trains that are to move over that portion of the H. & B. T. R. R. or the Tyrone Division mentioned above, who are not qualified to make such movements, must so report to the Yard Master at Huntingdon or Tyrone, as the case may be, and the latter will make the necessary arrangements for the movement.

Enginemen used in relief or helping service in emergency cases to haul a train enroute to a point on a connecting division, over which they are not qualified to run, must promptly call attention to the fact that they are not qualified and must not enter the limits of such division without a pilot.

Employes who are not required to qualify for running over any portion of a connecting division will not sign for General Orders or be furnished with a Time Table issued by such division.

All Middle Division General Orders and General Orders of other divisions posted on Middle Division Bulletin Boards will be receipted for on Middle Division blanks. The receipt must be handed to the clerk in charge of the register, together with a copy of the Time Table of the division issuing the General Order, also a copy of the Time Table of each of the other divisions over which the employe is qualified to run. The clerk in charge of register will paste a copy of the General Order receipted for in the proper Time Table and examine each of the other Time Tables to see that copies of the last General Orders issued by the respective divisions are posted therein.

When, for any reason, it becomes necessary for any engine or train employe, to secure a new copy of Time Table, the same must be obtained from the clerk in charge of the register at a point where there is a Bulletin Board and a receipt signed therefor. Also if the employe is required to sign for General Orders he must sign a receipt for the last General Order posted.

If an Engineman, Conductor or other employe qualified for either of these positions has been off duty for three months or more, before returning to duty, he must report to the head of his department or the latter's representative who will see that he is posted on changes that may have taken place during his absence.

Time Tables will be treated the same as General Orders in the matter of distribution, receipts to be given on the blanks used for General Orders.

67 Local baggagemen and passenger brakemen will be required to examine bulletin boards and keep themselves familiar with the various instructions posted thereon, but will not be required to sign for General Orders.

MOVEMENT OF TRAINS

78 Train Dispatchers in charge of train movements are located at Altoona.

79 Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial station.

80 Employes must remain in standing position while protecting train or track as prescribed by Rules 99 and 728.

81 When a sudden or severe application of the brakes takes place, all tracks must be protected immediately.

82a A train overtaking another train, which is stalled or requires assistance from any cause, will, in the absence of other instructions, after a proper understanding with the train involved, render such assistance as may be necessary. The engine of a passenger train must be cut loose from its train before rendering assistance to another passenger train composed of either wooden or wooden and steel equipment mixed.

A freight train assisting either a passenger or freight train will cut engine loose from its train, when it consists of more than 10 cars.

83 In Altoona passenger station limits trains will move in either direction on any track as indicated by the signal or switchman.

84 Conductors and Wreck Masters, when using steam derricks at accidents or for any other purpose, must not permit them to obstruct adjoining tracks that are not blocked by the accident without permission from the Signalman who will not give the permission until authorized by the Train Dispatcher, and the latter will notify all trains using the tracks so obstructed to run carefully passing the obstruction.

Conductors and Wreck Masters are not relieved from providing full flag protection, and must promptly report to Signalman when derrick is clear of the track obstructed.

85 A flagman signalling a train having two or more engines in front will notify each Engineman why he is being flagged.

86 When a train is being delayed at a point near a telephone the conductor or engineman will see that the Superintendent is promptly advised.

87 When a train is being delayed at or near a Block Station the signalman will promptly advise the Superintendent.

89 Passenger trains diverted to yard tracks will run carefully, prepared to stop within range of vision.

91 When from any cause the front portion of a train cannot be backed, the conductor and engineman may arrange for the recoupling, using the greatest caution. Rule 101 is modified accordingly.

92 When a passenger train or train of passenger equipment is regularly backed over any part of its run, it must be equipped with backup hose with signal whistle so that trainmen may apply the air brake or sound an alarm.

93 On three or more tracks a section of a schedule may pass other sections of the same schedule. Signals must be properly arranged. Rule 85 is amplified accordingly.

94 At Harrisburg, and Altoona, Station Master is authorized to verbally instruct Conductor to display signals for a following section. Conductor will instruct Enginemen.

95 On double, three or more tracks a train not representing a schedule will run extra, when proper signal is displayed or permission is given by the signalman or station master.

A train to be operated as a passenger extra will be designated by the Superintendent. The signalman at the initial block station must be notified accordingly.

96 When running against the current of traffic a sharp lookout must be kept to avoid injury to persons on or about the tracks. Note Special Instruction No. 17.

97 A train overtaking another train which is stalled or requires assistance will, in the absence of other instructions, after a proper understanding with the train involved, render such assistance as may be necessary.

98 Between 9th Street and JK, Altoona Yard, the fireman or a member of the crew will ride on top of rear end of tender of engine, when running backward, except slope tender engines.

Persons working in Train Shed must, when obstructing tracks, keep some one on watch to clear the track, or promptly warn any approaching engine or train.

101 Distributing and shifting local freight trains, when overtaken by other freight trains, and allow them to pass with as little delay as possible.

102 Rule 102a applies at all crossings, including crossings within yard limits.

110 Five minute fusees will be used by trainmen, and ten minute fusees by track watchmen.

When fusees get wet and are not used trainmen must turn them in at the end of the run.

111 A train finding a fusee burning on or near its track must, in addition to removing the fusee, extinguish it. If the fusee is between the track occupied by the train and the adjoining track, it should be moved into gauge of adjoining track without extinguishing it. Rule 99a is amplified accordingly.

M. W. MOTOR CARS

113 M. W. Motor Cars will be numbered for identification and designated as M. W. Motor Extra.

They will be in charge of a qualified employe and, except as hereby provided, all rules and special instructions governing the movement of trains will apply to the movement of Motor Cars.

They must not be used in automatic signal territory unless special provision is made for manual block protection. Attention is called to the fact that M. W. Motor Cars will not operate automatic or semi-automatic signals.

They will not be authorized to represent or run as a section of a schedule; and under Manual Block System Rules will be operated as a "train other than a passenger train."

All movements will be made without displaying the signals prescribed by Rule 21.

They may be equipped with a portable telephone in connection with the use of which they may be removed from and replaced on the main track at any point within a block by complying with Block System Rules.

HAND CARS, HAND TRUCKS AND PONY TRUCKS

114 Hand Cars and Hand Trucks must not be used on main tracks, when other tracks can be used. They must not be used when it will interfere with train movement.

When Hand Cars or Hand Trucks are used on any track, the foreman must provide protection as prescribed by Rules 99 and 728.

Pony Trucks must be loaded so as to permit of prompt removal upon the approach of a train. They must be run on the rail next to the ditch whenever possible and, when the movement is made over bridges, or in tunnels, or where the approach of a train cannot be clearly seen in ample time to clear the track, protection must be provided as prescribed by Rules 99 and 728.

MOVEMENT BY TRAIN ORDERS

120 Enginemen of helpers must be provided with a copy of orders pertaining to the movement of their trains.

121 At Harrisburg and Altoona, enginemen of passenger trains are relieved from signing train orders; Conductors must personally deliver copy to enginemen. Rule 210 is modified accordingly.

122 Helpers on passenger trains will assist to the point designated, without further orders.

123 On single track when trains display signals to any but terminal points, conductors will, on arrival at the point to which they display signals, stop and deliver order to signalman, noting on same to Superintendent in following form: Order No.... conformed to. (Signature.) Signalman will at once report to Superintendent and require the signature of conductor and engineman of all opposing inferior trains or trains of the same class until the section for which signals were displayed arrives. Rule 96 is amplified accordingly.

124 Train orders issued to engines of foreign railroads or private concerns must specify initials as well as numbers of engine. This information must be transmitted by signalman and entered on block record.

130a YARDS AND YARD INSTRUCTIONS

Mifflin

Tyrone

Lewistown Jct.

Altoona

Mt. Union (old line only)

Hollidaysburg

Huntingdon

Yard limits are defined by yard limit boards.

The passenger tracks between Tenth Street and JK, and No. 2 westbound freight track between JK and the crossover switches at 14th Street, Altoona Yard, are within passenger station limits, and within these limits trains will move in either direction on any track as indicated by the signal or switchman, and markers will not be displayed by shifting engines.

131 Engines making movements on the main track within yard limits will not be required to display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine. Rule 21 is modified accordingly.

132 On single track within yard limits Rule 93 will not apply.

133 Yard Masters after making necessary arrangements with signalman, are authorized to cross trains over main tracks within yard limits ahead of delayed Superior Trains, provided such movements are properly protected. Rule 152 is modified accordingly.

134 When shifting or classifying cars at Altoona and Hollidaysburg, with the grade in Eastward Yards not more than six loaded cars must be given in charge of one man, and in Westward Yards not more than six loaded or twelve empty cars.

135 When Pittsburgh Division trains are swung into yard at Fourth Street, Altoona, a space of 400 feet must be allowed between engine and train and the same distance between train and cabin, so that the switches can be operated safely.

STARTING TRAINS

140 Conductors must know that all members of their crews are on hand before leaving the initial point, or before proceeding, after making an intermediate stop.

141 In all cases passenger trains must be started by communicating signal, except when stopped by automatic signal. When the rear brakeman has been back protecting his train and is called in, he will pass a hand signal to the conductor, and the latter will start the train by the the communicating signal.

142 Car Inspectors at Altoona will notify the Station Master when they have completed their inspection of the train. The baggage department will notify the Station Master when their work has been completed. The Station Master will not start the train without this information.

143 When starting passenger trains with two or more engines, the engine from which the air brake is operated will use steam first, and the other engines will not use steam until necessary to supplement the engine from which the air brake is operated.

144 When a passenger train is being hauled by two or more engines, and it is necessary to take the slack in order to start, the slack will be taken only by the engine from which the air brake is operated.

145 In starting a freight train having a helper on the rear, the front engineman will give whistle signal to release brakes, but will not use steam until the engineman of the helper has signaled for the return of the flagman from the rear and given the proper signal to proceed. Steam should then be applied gradually to avoid rough handling of the train.

When necessary to take the slack to start the train, the front engineman will do so, after having first given the whistle signal to apply brakes. If not successful in starting the train after having taken the slack with the front engine the rear engineman will take the slack, after having given the whistle signal to apply brakes. When there are two engines on the front end of a train, the leading engineman only will take the slack, and when there are two helpers on the rear the rear engineman only will take the slack. In starting the train under either of the above conditions, the engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

Enginemen of helping engines on the rear of train must know that the air brakes are released before attempting to start.

Trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

HANDLING LOCOMOTIVES

147 To prevent damage due to water in cylinders, engine-men and firemen handling engines at terminals must know that the boiler contains the proper amount of water, which is approximately three scant gauges when on level track. Before moving an engine, the water must first be blown out of the cylinders by applying the air brakes and cracking the throttle; then by reversing the gear, the water can ordinarily be blown out the other end of the cylinder. It may sometimes be necessary to change the position of the engine in order to accomplish this. When starting an engine, the reverse lever must be in full gear, the cylinder and port cocks open and the throttle valve must be operated carefully so there will not be sufficient steam admitted to the cylinders to cause the driving wheels to slip. After the engine is started, it must be moved at low speed until the water of condensation has passed out through the cylinder cocks.

When starting a train, either freight or passenger, at a terminal, care must be exercised so there will not be sufficient steam admitted to the cylinders to cause the driving wheels to slip. The cylinder cocks must be opened and allowed to remain open until all the water of condensation has passed through the cylinders, and until dry steam appears at the cylinder cocks.

When an engine is working while enroute, ordinarily not more than three scant gauges of water should be carried in the boiler, except when necessary, preparatory to descending a heavy grade. When stops of a sufficient duration are made enroute to permit of an accumulation of water of condensation in the cylinders, the cylinder cocks must be opened and allowed to remain open until the train has been started and all water of condensation has been blown out and dry steam appears at the cylinder cocks.

Engines, when placed on receiving or inspection tracks at terminals by engine crews, must not have more than three scant gauges of water in the boiler when standing on level track; and the engine must be left properly secured with the valve gear in central position, tank brakes applied and cylinder and port cocks open.

148 When road engines are being detached from, or attached to a passenger train, they must, in all cases, be handled by the engineman, and care should be used to avoid striking the train any harder than is necessary to make the coupling.

COAL AND WATER

150 After taking coal or water, enginemen and firemen must see that the apparatus used is clear of all tracks and secured in the place provided.

151 When freight, wreck or work trains consisting of more than 10 cars, stop for water or coal, the engine must be detached from the train. The front brakeman must give necessary assistance.

159 While scooping water care must be exercised to prevent overflowing tank especially when passing a passenger train.

164 Enginemen, when taking charge of their locomotives at terminals, will include in the examination of boiler and machinery, the condition of fire on the grates and the quality or grade of coal on the tender; and when the fire is found to be bad or in dirty condition, or exception is taken to the kind of coal, it must be taken up with the enginehouse foreman or his representative for attention prior to departure from enginehouse tracks.

165 Coal must not be dumped from a coal tipple to an engine while a passenger train is passing on an adjoining track.

Tenders must not be overloaded, and the necessary trimming of the coal on the tender must be done to prevent its falling off in transit.

If bad coal is received, enginemen will notify the tippelman at once, and report the matter to the Road Foreman of Engines at the end of their trip, giving the engine number, direction in which the engine was moving, the date, and the amount and character of bad coal received.

TRACK ASSIGNMENTS

190 On three or more tracks the current of traffic is as follows:

Eastward Passenger

No. 3 track BO to EF.
No. 2 track EF to FR.
No. 1 track SC to NC.

Westward Passenger

No. 2 track NC to JO.
No. 4 track JO to SC.
No. 3 track FR to EF.
No. 4 track EF to BO.

Passenger and Freight

EASTWARD

No. 1 track FR to SC.

WESTWARD

No. 3 track SC to FR.

Eastward Freight

No. 1 and A tracks BO to JK.
No. 1 track EF to FR.
No. 2 track SC to JO.
No. 3 track JO to NC.

Westward Freight

No. 4 track NC to JO.
No. 3 track JO to SC.
No. 4 track FR to EF.
No. 2 track JK to BO.

Eastward and Westward Freight

No. 2 track between FR and SC.

BLOCK SIGNAL RULES

210 That part of Rules Nos. 301 and 401, under "Home (and Advance if used) Block Signals," describing "Signal, Occasion for Use, Indication and Name," is amplified to provide for the use of a distinctive permissive signal by adding the following:

| COLOR. | OCCASION FOR USE. | INDICATION. | NAME. |
|----------------------------------|---------------------|-----------------------|--------------------|
| (X) Two Green Lights Horizontal. | Block is not Clear. | Proceed with Caution. | Permissive Signal. |

By day the permissive signal will be distinguished by the display, in the diagonal position, midway between (a) stop and (c) proceed, of a yellow semaphore arm with a round end and black circle on the face of the arm, and is the equivalent of (x) "Proceed with Caution."

Lines (b) of Rules Nos. 301, 401 and 601 are modified as follows:

| COLOR. | OCCASION FOR USE. | INDICATION. | NAME. |
|------------|-------------------------|--|-----------------|
| (B) Green. | Next Signal is at Stop. | Proceed prepared to Stop at next Signal. | Caution Signal. |

The paragraph of Rules Nos. 301, 401 and 601 reading "Diagonal, *midway between (a) Stop and (c) Proceed, as the equivalent of (b) Proceed with Caution," is modified to read "Diagonal, *midway between (a) Stop and (c) Proceed as the equivalent of (b) Proceed prepared to stop at next signal."

The word "Caution Signal" in third paragraph of Rules 317a, 417a and 318a, is changed to read "Permissive signal."

Rules Nos. 329 and 429 are modified to read: "If necessary to stop a train for which a signal, which will permit it to proceed, has been displayed and accepted, the Signalman must give hand signals in addition to displaying the Stop signal."

The second paragraph of Rules Nos. 362 and 462 is modified to read: "If from any cause a passenger train receives a permissive signal, the engineman must stop and before proceeding must report the fact to the Superintendent by wire."

211 When block is occupied by a passenger train, and after a proper understanding exists, shifting movements may be made on the main track within block limits, by permission of the signalman or under caution or permissive signal, to attach or detach cars or engines to or from that passenger train, after it has come to a stop. Rules 317, 317a, 318, 318a, 362, 417 and 417a are modified accordingly.

212 Trains admitted to a block under stop signal. by train order, must so run that they can be stopped within range of vision.

MANUAL BLOCK SYSTEM

215 Rules 301 to 375, inclusive, are in effect as follows, except that Rules 302a, 317a and 318a, will apply only on portions of the Division as specified in paragraphs Nos. 216, 217 and 218.

Rules 317 and 318 will not apply on any portion of the division.

Tipton Branch between Tipton and end Tipton Branch.

Hollidaysburg and Petersburg Branch between PG and WI.

Clover Creek Branch between KZ and end Clover Creek Branch.

Canoe Creek Branch between Canoe Creek Junction and end Canoe Creek Branch, end Crissman Branch and end Clapper Branch.

Springfield Branch between Ganister and Oremine.

Morrison's Cove Branch between WI and Henrietta.

Bloomfield Branch between Roaring Spring and end Bloomfield Branch.

Martinsburg Branch between Martinsburg Junction and Martinsburg.

Newry Branch between SN and Duncansville.

And for movements against the current of traffic :

Main Line between NC and FG.

Hollidaysburg and Petersburg Branch between WI and SN and between EL and JK.

216 Rule 302a will apply at all Interlocking and Block stations for movements on the Main Line, and on Hollidaysburg and Petersburg Branch between PG and F, between WI and SN and between EL and JK.

217 Rule 317a will apply on all single track portions of the division where Block Signal Rules are in effect and for all movements against the current of traffic.

218 Rules 318a will apply
Between PG and F.

219 A train stopped at Home or Advance Block Signal at which a telephone is located, may fill out a clearance card form C, or a caution card, form D, as authorized by the Signalman, and then proceed as prescribed by the card.

220 Signalmen must notify the Block Station in advance when a train enters a block in the rear, unless conditions are such as to allow the Signalman at the Block Station in advance ample time for confirming the block after the train has entered his block in the rear. A Signalman having been given this advance information, may ask for the block immediately.

Rule 320 is amplified accordingly.

221 When it is desired to hand orders to trainmen at Block Stations, signalmen will display fixed signal in stop position and also display Train-order signal. Enginemen receiving such signal will acknowledge it as per Rule 14g. After the latter signal has been given, signalmen will display the proper signal to proceed and go on the ground to deliver the orders to the conductor and engineman, who will place themselves in position to receive their copies and must not proceed without them. The train order signal must not be removed until the signalman has delivered the orders to all persons addressed, and the train will slowly pass the order signal for this purpose.

222 A train must not without permission proceed on a signal known to have been displayed for a preceding movement, except that when an engine or a train is assisting a train ahead it may accept the signal displayed for the train that is being assisted and may uncouple between block stations. Rule 364 is modified accordingly.

223 When it is known that the light is not burning in a Home Signal during the time night signals are displayed, the Signalman must not clear the Distant Signal for an approaching train governed by that signal; if it is known that the light is not burning in an advance block signal, the train should be stopped at the Home Signal.

The conductor or engineman will at once ask for information and be governed by Rule 27.

This will also apply where two or more signals are on one mast, in any of which the light is not burning.

Every effort must be made by the signalman to have the signal relighted as promptly as possible.

224 When a train clears a block between block stations the flagman may, when authorized by the conductor or engineman, report clear to the signalman. Rule 365 is amplified accordingly.

225 At an unattended block station the conductor or engineman must obtain permission to enter and ascertain the condition of the block and report when clear of the block, except that the flagman may, when authorized by the conductor or engineman, report when clear.

When giving the condition over one block, it may be given verbally. When giving the condition over more than one block, it must be given in writing and may be made part of a 19 order.

226 If telephone fails at an unattended Block Station, and communication with signalman cannot be secured in some other manner, trains may proceed by observing Rules 87 and 97, and by flagging their way to the nearest point from which signalman can be reached.

Rule 365 is modified accordingly.

227 When a train clears a track under conditions requiring it to report clear, such report must not be made until the switch is set and secured in its normal position.

228 Trains clear for opposing trains at points distant from block stations must report by telephone to signalman immediately after such trains pass, and the signalman will be governed accordingly.

CONTROLLED MANUAL BLOCK SYSTEM

230 Controlled Manual Block System Rules 401 to 475 inclusive, except Rule 417, are in effect as follows:

Between SC and FR on No. 2 track only.

Between SN and EL.

Trains having work to do between SN and EL must so report before accepting the signal, stating the time required to do the work.

231 Signalmen must notify the Block Station in advance when a train enters a block in the rear, unless conditions are such as to allow the Signalman at the Block Station in advance ample time for confirming the block after the train has entered his block in the rear. A Signalman having been given this advance information, may ask for the block immediately.

Rule 420 is amplified accordingly.

AUTOMATIC BLOCK SYSTEM

235 Rules 501 to 508 inclusive, are in effect as follows :

Main Line between NC and SC No. 1, 2, 3 and 4 tracks.

“ “ “ SC and FR No. 1 and 3 tracks.

“ “ “ FR and EF No. 1, 2, 3 and 4 tracks.

“ “ “ EF and 10th St., Altoona, No. 3 and 4 tracks.

Eastward power track, track A and Nos. 1, 2, 3 and 4 tracks between JK and BO.

Hollidaysburg and Petersburg Branch between JK and WI.

236 Home Interlocking Signals in Automatic Block System limits must not be passed while in stop position without Clearance Card, Form C, or by train order :

If a train is stopped by a Home Interlocking Signal, the conductor and engineman must immediately ascertain the cause.

237 Signalmen at Interlockings, in Automatic territory, must notify the Interlocking in advance when a train passes the Interlocking in the rear, unless conditions are such as to allow the Signalman at the Interlocking in advance ample time to properly display his signals.

238 On portions of the Division operated under Automatic Block Signals, when it is necessary, while shifting, to make a movement to a track against the current of the traffic beyond the Home Signal of an Interlocking Station, such movement may be made upon permission from the signalman and under flag protection. When it can be avoided such movement must not be made. Rule 503b is modified accordingly.

239 When an engine or train is assisting a train ahead, it may pass automatic signals in stop position.

240 When a passenger train is stopped by an automatic signal, it will proceed at once without waiting for a signal from the conductor

241 Crossover switches operated by hand within automatic block signal limits will be equipped with facing point locks operated by hand lever located between the rails of the crossover midway between the two switch points. The hand lever operating the facing point locks will be secured with a switch lock which must be kept locked. To operate a crossover equipped as above, the hand lever operating the facing point locks must first be thrown after which the hand switches may be operated in the usual manner. After the use of the crossover is completed, the hand switches must be closed and locked after which the lever operating the facing point locks must be restored and locked in normal position.

242 Enginemen are forbidden to sand the rails unnecessarily within automatic block system limits. When sand is necessary, it must be used in the smallest quantities and over the shortest possible section of the track.

INTERLOCKING RULES

245 A reverse movement within the limits of an Interlocking or a forward movement after making a reverse movement, must not be made without the proper Interlocking Signal, or permission from the signalman.

A train must not, without permission, proceed on a signal known to have been displayed for a preceding movement.

246 When it is known that the light is not burning in a home signal during the time night signals are displayed, the signalman must not clear the distant signal for an approaching train governed by that signal; if it is known that the light is not burning in an advance block signal, the train should be stopped at the home signal.

The conductor or engineman will be governed by Rule 27, and will at once ask for information, and may proceed after the signal has been relighted and proper proceed indication displayed, or upon receipt of Clearance Card (Form C). Signalman will be governed by Rule 331.

This will also apply where two or more home or advance signals are on one mast in any of which the light is not burning.

247 Block Signalman or Train Directors at offices where Levermen are employed, when giving instructions to Levermen regarding the movement of a train, will do so in a clear and distinct manner, and the Leverman before taking any action will repeat back to the Signalman or Train Director the instructions received.

248 If necessary to change any route for which the signals have been cleared for an approaching train or engine which has passed the last Block Station in the rear, switches must not be changed nor signals cleared for any conflicting route until the train or engine, for which the signals were first cleared, has stopped.

Rule 616 is modified accordingly.

249 To prevent signalman from operating switch and signal when cars are not clear of the main track, trainmen must know that cars set off at interlockings clear the main track and do not stand between the point of the main track switch and the throw-off switch, or derail.

250 Trains having work at Interlockings, must stop so that the entire train will stand clear of the Interlocking after cars that are picked up have been added to the train, thereby leaving the switches free to be operated for any movement desired.

251 During freezing weather, engines must not be permitted to stand over movable parts of Interlockings if possible to avoid it.

DAY AND NIGHT INDICATIONS OF UPPER QUADRANT SIGNALS.

MANUAL BLOCK SIGNALS.



PROCEED



PROCEED-
prepared to stop
at next signal



STOP



PROCEED.



PROCEED WITH
CAUTION
Block is not clear



STOP.

AUTOMATIC SIGNALS

AND DISTANT SIGNALS TO INTERLOCKINGS
WITHIN AUTOMATIC LIMITS.



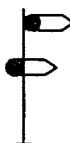
PROCEED



PROCEED-
prepared to pass
next signal at
medium speed.



PROCEED-
prepared to
stop at next
signal.



STOP-
Then proceed
(Rule 504)



PROCEED.

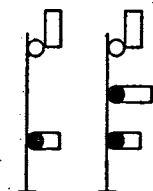


PROCEED-
prepared to stop
at next signal.

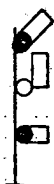
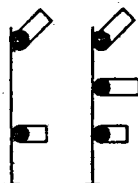
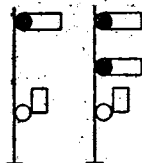
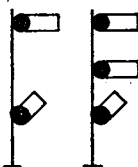
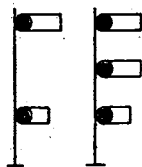


STOP-
Then proceed
(Rule 504)

INTERLOCKED HOME AND DWARF SIGNALS



PROCEED

PROCEED—
prepared to pass
next signal at
medium speedPROCEED—
at medium speedPROCEED—
prepared to stop
at next signalPROCEED—
at medium speed
prepared to stop
at next signalPROCEED—
at low speedPROCEED—
at low speed prepared to
stop (Track may be occupied,
or next signal at Stop)

STOP

PROCEED—
at low speedPROCEED—
at low speed prepared
to stop—(Track may be
occupied, or next signal
at Stop)

STOP

DISTANT SIGNALS OUTSIDE OF AUTOMATIC
SIGNAL LIMITS.

PROCEED

PROCEED—
prepared to pass next
signal at medium speedPROCEED—
prepared to stop
at next signal

PROCEED

PROCEED—
prepared to stop at next
signal (Also used separately
as a Distant Switch Signal)

SPEED REGULATIONS

252 The speed indicated below must not be exceeded through interlockings when the Home Signal is displayed at clear.

Top arm or light.....authorized speed.
 Bottom arm or light.....15 miles per hour.
 Middle arm or light (if used)30 miles per hour.
 Dwarf signals.....15 miles per hour.

When the Home signal is displayed at Caution or Permissive the speed must be further reduced, if necessary, to conform to Interlocking and Block Signal Rules.

253 All movements in either direction on the passenger tracks between JK Block Station and Tenth Street, Altoona, must be made with train under control, and at a speed not exceeding 12 miles per hour.

254a Engines moving over the slip switch leading from track "A" to No. 3 engine house at 17th Street, Altoona, must not exceed a speed of four miles per hour. Movements over the other switches at this point must be made at a speed not exceeding 15 miles per hour.

255 Maximum speed for following engines, except where speed is otherwise restricted.

| CLASS | FORWARD | | BACKW'D |
|------------------------|------------|-------|---------|
| | With train | Light | |
| A | 15 | 15 | 15 |
| B except B-7..... | 20 | 20 | 20 |
| B-7 | 10 | 10 | 10 |
| C | 20 | 20 | 20 |
| CC-1 | 25 | 25 | 25 |
| D | 70 | 50 | 30 |
| E | 70 | 50 | 30 |
| F | 50 | 40 | 30 |
| G | 70 | 50 | 30 |
| H-1 and 3 | 30 | 30 | 25 |
| H-5, 6, 8, and 9 | 45 | 40 | 30 |
| HH-1 | 25 | 25 | 25 |
| J | 70 | 50 | 30 |
| K | 70 | 50 | 30 |
| L | 45 | 40 | 30 |

255a Locomotives of heavier type than class D-16, hauling passenger trains or running light, must not exceed a speed of 55 miles per hour between the following points:

No. 2 track, between Petersburg and Water Street.

No. 2 track, between Horrell and Frankstown.

Nos. 1 and 2 tracks, between WI Block Station and SN Block Station.

Nos. 1 and 2 tracks, between Eldorado and Altoona.

259 On single and double tracks snow plows must be brought to a stop before meeting or being passed by a passenger train. The speed must also be reduced to 4 miles an hour while passing passenger stations.

260 Persons operating snow flangers must exercise care to avoid damage to signal equipment in the vicinity of signal bridges and ground signal posts, also within the limits of Interlockings, at hand switches in automatic signal limits, and at all other points where there is any interference by switches, frogs, guard rails, road crossings, station platforms or other obstructions.

263 Trains must not exceed the following speed on Branches:

Hollidaysburg and Petersburg Branch

MILES PER HOUR.

| | |
|--|----|
| On No. 1 track over switches at west end of Petersburg passing siding..... | 30 |
| 1.6 miles west of Petersburg (curve) | 40 |
| Neff (curve) | 40 |
| Water Street (curve) | 40 |
| 1.2 miles west of Water Street (curve)..... | 40 |
| 2.0 miles west of Water Street (curve)..... | 25 |
| 2.3 miles west of Water Street (curve) | 40 |
| From 0.7 miles west of Mt. Etna to 0.6 miles east of Carlisle (curves)..... | 40 |
| From Covedale to 0.9 miles west of Williamsburg (curves) | 40 |
| Point View (curve)..... | 40 |
| On No. 2 track over switches at east end of Horrell passing siding..... | 30 |
| Frankstown (curve) | 40 |
| From Hollidaysburg passenger station to Montgomery street and through freight running track in Hollidaysburg yard..... | 15 |
| SN Block Station (curve)..... | 25 |
| Nineteenth street, Altoona (curve)..... | 30 |
| Movements from a branch to main line | 15 |

Morrison's Cove Branch

| | |
|--|----|
| Passenger trains..... | 40 |
| Other trains..... | 30 |
| 0.2 miles north of Loop (curve)..... | 25 |
| 0.5 miles south of Loop (curve)..... | 30 |
| Bridge No. 10, north of Reservoir (curves) | 25 |
| Between McKee and Erb (curve)..... | 30 |
| Bridge 14a, 0.2 miles north of Martinsburg Jct. (curve)..... | 30 |
| From Page to 0.8 miles south of Page (curves) | 30 |

Martinsburg Branch

| | |
|---|----|
| Passenger trains | 30 |
| Other trains..... | 20 |
| Martinsburg Junction (South Leg of Y) | 10 |

Newry, Clover Creek, Springfield, Canoe Creek and Bloomfield Branches.

| | |
|------------------------|----|
| Passenger trains | 30 |
| Other trains..... | 20 |

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SPEED TABLE

| Time Per Mile | | Miles Per Hour | | Time Per Mile | | Miles Per Hour | | Time Per Mile | | Miles Per Hour | |
|------------------|-------|----------------------|-------|------------------|-------|----------------------|-------|------------------|------|----------------------|--|
| Min. | Sec. | | | Min. | Sec. | | | Min. | Sec. | | |
| 0.39 | 92.31 | 1.17 | 46.74 | 1.55 | 31.30 | 2.33 | 23.53 | | | | |
| 0.40 | 90.00 | 1.18 | 46.15 | 1.56 | 31.04 | 2.34 | 23.38 | | | | |
| 0.41 | 87.80 | 1.19 | 45.57 | 1.57 | 30.77 | 2.35 | 23.23 | | | | |
| 0.42 | 84.71 | 1.20 | 45.00 | 1.58 | 30.51 | 2.36 | 23.08 | | | | |
| 0.43 | 83.72 | 1.21 | 44.44 | 1.59 | 30.25 | 2.37 | 22.93 | | | | |
| 0.44 | 81.82 | 1.22 | 43.90 | 2.00 | 30.00 | 2.38 | 22.78 | | | | |
| 0.45 | 80.00 | 1.23 | 43.37 | 2.01 | 29.75 | 2.39 | 22.64 | | | | |
| 0.46 | 78.26 | 1.24 | 42.86 | 2.02 | 29.50 | 2.40 | 22.50 | | | | |
| 0.47 | 76.59 | 1.25 | 42.35 | 2.03 | 29.27 | 2.41 | 22.36 | | | | |
| 0.48 | 75.00 | 1.26 | 41.86 | 2.04 | 29.03 | 2.42 | 22.22 | | | | |
| 0.49 | 73.47 | 1.27 | 41.38 | 2.05 | 28.80 | 2.43 | 22.08 | | | | |
| 0.50 | 72.00 | 1.28 | 40.90 | 2.06 | 28.57 | 2.44 | 21.95 | | | | |
| 0.51 | 70.59 | 1.29 | 40.45 | 2.07 | 28.34 | 2.45 | 21.82 | | | | |
| 0.52 | 69.23 | 1.30 | 40.00 | 2.08 | 28.12 | 2.46 | 21.69 | | | | |
| 0.53 | 67.92 | 1.31 | 39.56 | 2.09 | 27.91 | 2.47 | 21.56 | | | | |
| 0.54 | 66.66 | 1.32 | 39.13 | 2.10 | 27.69 | 2.48 | 21.43 | | | | |
| 0.55 | 65.45 | 1.33 | 38.71 | 2.11 | 27.48 | 2.49 | 21.30 | | | | |
| 0.56 | 64.29 | 1.34 | 38.29 | 2.12 | 27.27 | 2.50 | 21.17 | | | | |
| 0.57 | 63.16 | 1.35 | 37.89 | 2.13 | 27.09 | 2.51 | 21.05 | | | | |
| 0.58 | 62.07 | 1.36 | 37.50 | 2.14 | 26.87 | 2.52 | 20.93 | | | | |
| 0.59 | 61.02 | 1.37 | 37.11 | 2.15 | 26.67 | 2.53 | 20.81 | | | | |
| 1.00 | 60.00 | 1.38 | 36.73 | 2.16 | 26.47 | 2.54 | 20.70 | | | | |
| 1.01 | 59.02 | 1.39 | 36.39 | 2.17 | 26.28 | 2.55 | 20.57 | | | | |
| 1.02 | 58.06 | 1.40 | 36.00 | 2.18 | 26.09 | 2.56 | 20.45 | | | | |
| 1.03 | 57.14 | 1.41 | 35.64 | 2.19 | 25.90 | 2.57 | 20.34 | | | | |
| 1.04 | 56.25 | 1.42 | 35.29 | 2.20 | 25.71 | 2.58 | 20.22 | | | | |
| 1.05 | 55.38 | 1.43 | 34.95 | 2.21 | 25.53 | 2.59 | 20.11 | | | | |
| 1.06 | 54.55 | 1.44 | 34.61 | 2.22 | 25.35 | 3.00 | 20.00 | | | | |
| 1.07 | 53.73 | 1.45 | 34.28 | 2.23 | 25.17 | 3.15 | 18.46 | | | | |
| 1.08 | 52.94 | 1.46 | 33.96 | 2.24 | 25.00 | 3.30 | 17.14 | | | | |
| 1.09 | 52.17 | 1.47 | 33.64 | 2.25 | 24.83 | 3.45 | 16.00 | | | | |
| 1.10 | 51.43 | 1.48 | 33.33 | 2.26 | 24.66 | 4.00 | 15.00 | | | | |
| 1.11 | 50.70 | 1.49 | 33.03 | 2.27 | 24.49 | 5.00 | 12.00 | | | | |
| 1.12 | 50.00 | 1.50 | 32.73 | 2.28 | 24.32 | 6.00 | 10.00 | | | | |
| 1.13 | 49.31 | 1.51 | 32.43 | 2.29 | 24.16 | 6.40 | 9.00 | | | | |
| 1.14 | 48.65 | 1.52 | 32.14 | 2.30 | 24.00 | 7.30 | 8.00 | | | | |
| 1.15 | 48.00 | 1.53 | 31.86 | 2.31 | 23.83 | 8.34 | 7.00 | | | | |
| 1.16 | 47.37 | 1.54 | 31.58 | 2.32 | 23.68 | 10.00 | 6.00 | | | | |
| | | | | | | 12.00 | 5.00 | | | | |

TRAIN REGULATIONS AT PASSENGER STATIONS

266 Where passengers are protected by track fences or island platforms trains are relieved from observing Rule 153.

267 Handling matter to or from baggage, express or mail cars, will be regarded same as receiving or discharging passengers.

268 Freight trains stopping at stations must not block crossings used by agents for mail, baggage, express and freight. Also at stations not provided with subway the crossing used by passengers must not be blocked.

269 At stations where track fences are installed, agents will see that gates are kept closed and locked when not being used for the purpose intended.

AIR BRAKE

275a To prevent injury to passengers it is desired to have the air brakes applied on all cars in passenger trains while standing at stations or on sidings enroute over divisions where locomotive or cars must be separated for shifting movement. Enginemen will, however, stop their trains and release the air brakes in accordance with existing air brake instructions, but will immediately after the release again apply the brakes in service application, making a 10 or 15 pound brake pipe reduction, this to be done before the angle cocks have been closed or the air brake couplings separated.

The inspectors and trainmen after taking note that the brakes have been applied, will then separate the brake hose and couplings and proceed to make the necessary shifting movement.

These instructions do not apply where cars are to be left standing detached from a locomotive for an indefinite length of time, as covered by Rule 7, Air Brake and Train Air Signal Instruction Book No. 99.

276 When two or more engines are coupled and making a yard movement to or from a train, the leading engine which is to be in charge of the train when on the road shall operate the air brakes on both engines when making such movements.

When two or more engines are to be used for the outbound movement of a passenger train at Altoona, the engines will be coupled together promptly after coming from the engine house and before being attached to the train.

277 When two or more engines are coupled moving light over the road, the air brakes will be operated from the leading engine in the direction they are moving.

278 When undesired quick action of the air brake develops on a train between terminals, the conductor must notify the Station Master or Yard Master at the point where such train is delivered, and the Station Master or Yard Master will arrange to have the air brake inspector test the train to locate the defect.

279 When there are two or more engines hauling a train the air brakes will be operated from the leading engine.

280 The following table may be used to determine how many cars will be allowed in trains without effective air brakes in order to maintain the required 85 per cent.

| NUMBER OF CARS IN TRAINS | MAXIMUM NUMBER OF CARS ALLOWED WITH- OUT EFFECTIVE AIR BRAKES. |
|--------------------------------|---|
| 6 cars or less | 0 cars |
| 7 " to 13 cars inclusive | 1 " |
| 14 " to 19 " " | 2 " |
| 20 " to 26 " " | 3 " |
| 27 " to 33 " " | 4 " |
| 34 " to 39 " " | 5 " |
| 40 " to 46 " " | 6 " |
| 47 " to 53 " " | 7 " |
| 54 " to 59 " " | 8 " |
| 60 " to 66 " " | 9 " |
| 67 " to 73 " " | 10 " |
| 74 " to 79 " " | 11 " |
| 80 " to 86 " " | 12 " |
| 87 " to 93 " " | 13 " |
| 94 " to 99 " " | 14 " |
| 100 " to 106 " " | 15 " |
| 107 " to 113 " " | 16 " |
| 114 " to 119 " " | 17 " |
| 120 " to 126 " " | 18 " |

The word car means all cars or dead engines in train, the tender of an engine is counted as a car.

When a car having two independent sets of air brake equipment has one or both of these sets inoperative, the entire set must be excluded as an air car and counted as a non-air car in ascertaining whether the train has the necessary eighty-five per cent. of cars with power brakes in service.

Conductors finding any defects in the air brake apparatus which necessitates cutting the air out, will attach defect card in accordance with instructions contained in Air Brake Instruction Book No. 99.

A car having air brakes inoperative, must not be the rear car of a passenger train, unless authorized by the Superintendent.

The air brakes on two consecutive cars should not be cut out in passenger trains.

281 When a locomotive is detached from a passenger train, or the air brake becomes inoperative, trainmen must be governed as follows:

On ascending grades promptly apply the hand brake on each car, beginning with the rear car in the train, and if necessary block the wheels, but before applying hand brakes on wooden cars the air brake must be released by opening the release cock on the auxiliary reservoir.

On descending grades trains must be secured in the same manner, beginning with the first car in the train.

Before starting and before releasing the hand brakes and removing the blocking, the release cocks which have been opened must be closed, and all of the auxiliary reservoirs fully charged.

After the hand brakes have been released an air brake test must be made in accordance with Rule 4, page 5, Air Brake and Train Air Signal Instructions No. 99.

282 In order to avoid rough handling and to insure the release of brakes when operating the air brake on passenger trains having Pullman cars equipped with the double P. M. brake, two or more reductions should be made. The initial reductions should be eight pounds followed by such other reductions as are necessary to make the stop. When the total reductions do not exceed fifteen pounds a further reduction should be made after the train has been stopped. When releasing the brakes, the brake valve handle should be placed in release position one second for each car. When the release in more than six seconds, a second quick release should be made to release any brakes that might re-apply due to overcharge of the brake pipe.

To insure the proper release of the brakes when they are applied to reduce the speed of a train, for instance, when making "slow-downs" to conform to speed regulations, an initial reduction of eight pounds should be made. This should be followed by a further reduction, if conditions will permit, and as soon as the speed of the train has been sufficiently reduced the brakes should be released in the manner prescribed in the preceding paragraph.

It is of the greatest importance that passenger trains be handled so as to afford comfort to passengers and when the air brakes are used they should be applied and released in such a manner as will insure a proper release of all brakes, and every precaution practicable should be taken.

Rules 19, page 14, Air Brake and Train Air Signal Instructions No. 99 is amplified accordingly.

TRAIN INSPECTION

285 Trainmen must frequently inspect their trains while in motion, also when stopped, in order to detect hot journals, sticking brakes and other defects.

Doors of refrigerator, box and stock cars, loaded or empty must be closed and fastened when passing over the road except when it is necessary to protect the contents of loaded cars by ventilating through the doors, in which case the doors should be fastened in the position required for that purpose.

Trainmen must give close attention to bulged or swinging car doors.

Trainmen must see that all lids on feed boxes on stock cars and covers on ice bunkers of refrigerator cars are in their proper place and securely fastened with the fasteners provided for that purpose.

Car inspectors and trainmen must see that the movable gates on empty coke cars, or coke slats when used, are secured in such position that they cannot extend outward and create a dangerous condition.

When derailed cars or engines are re-railed by trainmen, special attention must be given to see that the axles of such cars or engines are not bent, and in all such cases the conductor or engineman must arrange to have such re-railed cars or engines examined by a car inspector at the first inspection point.

EQUIPMENT FAILURES

290 At Altoona when the communicating signal fails and it cannot be repaired without detention, the Station Master is authorized to instruct the Conductor to start the train. The Conductor before starting the train will have an understanding with the Engineman as to how the train will be handled, the Station Master will notify the Division Superintendent what action taken. Rule 25 is modified accordingly.

291 When an appliance prescribed by the Safety Appliance Acts is found to be defective on a car in transit or otherwise, such car may be hauled from the place where such defective appliance was first discovered to the nearest available point where the appliance can be repaired. When a defective drawbar is found on a car in transit, if such car contains live stock or perishable freight, if necessary, it may be hauled by means of chains, instead of drawbars, to the nearest available point where such drawbar can be repaired. If the car is empty or contains freight other than the above, and it can not be hauled on the rear end of the train without the use of chains, it must be set off at the nearest available point and moved from that point to the nearest available point where the drawbar can be repaired, by a work train, a shop train, a light engine, or any train composed of cars employed at the time by the railroad company for its own use and service. Cars with defective safety appliances may be associated together and moved to any repair point as a shop train, but must not be moved on revenue trains or in connection with cars commercially used, which include empty cars not employed at the time by the railroad company for its own use and service.

292 When the air brake becomes inoperative on a train, it will proceed carefully with hand brakes to the first siding, where it will clear the main track and report to the Superintendent for orders. If a telephone or telegraph office is located between the point of failure and first siding, report will be made from that office.

293 When necessary, to make an unusual stop, by reason of engine or equipment failure, such stop should be made at a Telegraph, Telephone, Interlocking or Block Station, if possible, and prompt report made to Superintendent.

294 When cars uncouple without apparent cause, conductors must report same promptly to the Superintendent and also to car inspector at terminal to have couplers examined and defect remedied.

295 When freight trains on main track or siding are delayed by reason of derailment, collision or defects of any kind, the Conductor will report by wire to the Superintendent and Assistant Freight Train Master, giving initial, number, kind and class of car which causes the trouble.

When reporting damage to couplers, show initials and number of car, name of coupler, whether A or B end of car, whether caused by rough handling, or defective equipment, state the nature of defect, also advise what disposition was made of the car. When it is necessary to set off cars for repairs, conductor will in addition give the consignor, consignee, point of shipment, destination and lading. All unusual delays must be promptly reported to Superintendent by wire.

296 Trainmen, in removing defective air hose from engines and cars, will not remove the extension nipple applied to end of brake pipe. These nipples are applied in order to give the air hose the proper length, and their removal may result in the hose parting.

297 Air brake and steam heat hose which become defective on trains enroute must be tagged, showing number of train, initial and number of car or locomotive, date and place of removal. Date of application and removal cut from badge plate. If removed from passenger equipment cars conductor will send to Foreman Car Inspectors, Altoona. If removed from locomotives, enginemen will send to Engine House Foreman.

Air brake hose removed from freight cars, enroute must be tagged by the conductor, turned over to the Car Inspector and he will receive a new hose for same.

Freight trainmen will designate on the tag which they attach from which end of car "A" or "B", it was removed.

The end of the car on which the brake staff is located is known as the "B" end, and the opposite end as the "A" end.

Where there are two brake staffs on the same car, the end toward which the cylinder push rod travels is the "B" end.

298 Immediately after any accident, which has caused injury to employes or others, the part or parts of equipment, appliance or material which have failed, should be carefully tagged by the person in authority at time of accident, so that they can be readily identified in the future.

In cases where injury occurs by reason of defective passenger car equipment, the part or parts responsible for such injury should be tagged by the conductor to Superintendent Motive Power, Altoona. Defective locomotive parts should be tagged to engine house foreman by engineman and defective parts of freight equipment should be tagged by the conductor and delivered to the first available car inspector who will forward them to Superintendent Motive Power, Altoona, with a full report of circumstances, and in case the defective parts cannot be removed by the conductor or engineman, they should arrange to have the defective car or engine examined by the first available car inspector or engine house foreman.

A report of the accident should be made out by the person in authority to his immediate superior officer, giving a description of the part or parts which have failed and disposition made of them.

All parts forwarded must be clearly marked or tagged, giving for cars and locomotives the number and initial, and

for other appliances or material, such description as will identify the part and the location where it failed. In all cases the date and place of accident must be given; also the name of the person or persons injured.

303 When freight locomotives, equipped with equalized driving-wheel brakes, are used in emergency to haul passenger trains, the brake pipe pressure shall be increased to 110 pounds, which is the authorized pressure carried when operating the high speed brake. The main reservoir pressure, however, shall only be increased to 125 pounds, instead of the standard pressure of 130 or 140 pounds, this to keep the pressure mentioned within the limits for which the reservoir has been tested.

The brakes must then be operated carefully to prevent sliding of wheels under the locomotive and tender. However sufficiently heavy brake pipe reductions should be made as will insure as great a differential as possible between main reservoir and brake pipe pressures without sliding the wheels on the locomotive in order to give a prompt release of the brakes on all cars in the train.

304 Conductors of both freight and passenger trains will make a report on form M. P. 401-A of all repairs made, and material applied to foreign cars in transit, stating whether new or second-hand material was used. Reports to be forwarded to the Superintendent by mail. When used by passenger conductors, the form should be changed accordingly by crossing out the word "Freight" in the heading and substituting the word "Passenger." Conductors can obtain these blanks at points where they receive time cards and car reports.

In order that a proper record may be kept, showing the use made of extra hose carried on engines, in each case where a hose is taken from engine to be used on a car, a warrant for same must be given the engineman by the conductor, passenger conductors to use M. P. 217 and freight conductors M. P. 183 for that purpose, one of these blanks to be filled out with the initials and car number in each case, and handed to the engineman who will attach same to his M. P. 62 report which should be handed in at engine house on arrival at terminal, showing the number and kind of hose to be placed on engine to restore his equipment.

305 Conductors will report promptly by wire to the Superintendent and Superintendent Passenger Transportation, Philadelphia, all cases of electric light failures on passenger trains.

TO PREVENT AND EXTINGUISH FOREST AND GRASS FIRES

307 Employes must use every precaution to prevent, as far as possible, the occurrence of forest and grass fires.

Enginemen must not permit burning waste, hot cinders or inflammable material to be thrown or dropped from the engine. The ash pan or front end must be cleaned only at points designated. Defects in devices on locomotives designed to prevent the throwing of sparks or dropping of live coals must be promptly reported. Burning waste removed from journal boxes must be immediately extinguished.

Trainmen must not place fusees where there is danger of fire spreading from them.

Trainmen discovering fire must notify the first section gang and report to the Superintendent from the nearest available point. Freight trainmen must, when practicable, stop and extinguish small fires. Other employes will take the necessary steps to notify the Superintendent and trackmen of such fires as come to their notice.

Operators and signalmen will transmit without charge, as company business over company lines, all messages relating to forest, woodland, or grass fires which are on or near company property or are likely to affect company property.

SAFETY FIRST

310 (a) Don't go between moving cars to couple or uncouple them; or to connect or disconnect the hose.

(b) Don't disarrange bridge warnings so that they fail to serve their purpose.

(c) Don't kick a sticking brake shoe while train is in motion.

(d) Don't go under or between cars in a train to do work until some member of the crew has been made aware of the fact, and necessary precautions have been taken to prevent the train being moved while you are under or between the cars.

(e) Don't sit on brake wheels of cars.

(f) Don't place yourself in a dangerous position to release the air on a moving car.

(g) Don't act without a clear knowledge of the purpose of any operation, nor attempt to perform unfamiliar work.

(h) Don't give, nor accept a signal unless sure to what train or movement it applies.

(i) Don't pass under a derrick while it is handling a load.

(j) Don't fail to give prompt heed to all warnings, such as guardropes, printed clearance notices, etc.

(k) Don't handle a telephone in a manner that will bring your person in contact with any metallic parts.

(l) Don't step in front of or attempt to adjust couplers with hand or foot, on moving cars, nor stand with back to cars coupled to engine.

(m) Don't use safety appliances or attachments in bad order; repair them, or this being impracticable, report condition to proper person for repairs.

(n) Don't use hand brakes on cars in trains operated by air brakes, when hand brakes work against the air, nor use hand brakes before trying them.

(o) Don't attempt to hang or turn marker lamps without securing a firm hold.

(p) Don't hang on a car door with feet on truss rods to bleed air; door may come off, or your hold slip.

(q) Don't charge gasoline lamps near an engine, or flame of any kind.

(r) Don't slam passenger car doors. Broken glass may cause injury.

(s) Don't move an engine before warning those working about it.

(t) Don't get under an engine before knowing it is secured.

(u) Don't open blow-off cock, operate air pump, injector, or open cylinder cocks on an engine, without notifying men who may be working about the engine.

(v) Don't go between or under cars when not working on same.

(w) Don't stand on the end of a car without a secure hold, or use the end gate of a gondola for a handhold.

(x) Don't place coal on tenders in such a manner that it may fall off.

(y) Don't stand within swing of tools in the hands of other workmen, nor in front of rivets, nuts or bolts being chiseled off.

(z) Don't ride on a car, with your legs hanging over the side.

(aa) Don't come in contact with loose or dangling wires. Don't think because a wire is dangling it is harmless. Loose or dangling wires should be reported promptly.

(bb) Don't pass between cars, or cars and engines temporarily uncoupled, nor for any reason take refuge under cars, unless fully protected.

(cc) Don't walk on frogs, switches, guard rails, or interlocking machinery and connections.

(dd) Don't put hand between the lock pin and end sill, or hold the cutting lever while making coupling.

(ee) Don't board or alight from trains at night until sure there are no obstructions or openings to cause injury; always use your hand lamps.

(ff) Don't stand in front of an approaching engine or car and board it while it is in motion.

(gg) Don't jump on or off a moving train, except when necessary to do so in discharge of a duty in connection with such train.

(hh) Don't lean beyond the line of cab or car without exercising care, to avoid being struck at points of limited clearance.

(ii) Don't attempt to throw a switch immediately in front of a moving train, nor stand with your back to a train when throwing a switch.

(jj) Don't stand between the overhang of cab roof of engine and coal chute to pull chute down or to put it up.

(kk) Don't stand close to pole or rope when poling or roping cars.

(ll) Don't jump on footboards of approaching engines or cars from a position between rails or from ends of ties.

(mm) Don't stand on footboards of engines or end sills of cars when coupling to other engines or cars.

(nn) Don't stand with any part of your body between lading and end of car loaded with lumber or any other freight that is liable to shift.

(oo) Don't sit on the track unless engaged in duties which actually require it.

311 Look in both directions before alighting from a train or crossing the tracks.

312 While inspecting trains or working about cars or engines, a sharp lookout must be kept for approaching trains on adjacent tracks.

313 Trainmen while working at points where there are track fences or where the roofs of buildings extend over the track or where the clearance is not sufficient, should be particularly careful to avoid personal injury.

When newly employed or inexperienced men are members of a crew, the older members should call their attention to possible danger.

314 Employees are forbidden to walk upon tracks except in the performance of duty. When necessary to be on tracks, where there are two or more tracks, they should, when practicable, travel against the current of traffic, and when on any track, keep a sharp lookout in both directions for approaching trains.

315 Employees working on or about the track must, on the approach of a train, move to a place of safety. When track laborers or others fail to take proper precaution for their personal safety and continue to work until the engineman of an approaching train is compelled to sound an emergency whistle alarm, the fact must be promptly reported by the engineman.

316 Employees must not use private property adjoining the railroad while going to and from their places of employment, and must not enter upon the Railroad Company's property by other than the established gateways and entrances.

317 Train crews will be held responsible for unauthorized persons riding on their trains. Trainmen, signalmen, track foremen and others noticing trespassers on trains will promptly notify the Superintendent. It will be the duty of all employes to assist in keeping trespassers off trains and right-of-way, by bringing to the attention of the police officers any trespassers that come under their notice, and to assist in apprehending them when necessary.

318 Employes are forbidden to throw garbage, bottles, ashes or refuse of any kind from moving trains and passenger trainmen will not permit the throwing of such matter from any cars, including dining, sleeping, parlor, business or private cars.

319 While shifting every precaution must be taken to prevent injury to employes and others.

320 Trainmen and other employes while not engaged in giving signals must avoid any movement of arms or lamps which might be accepted in error as a signal.

321 Trainmen must use care in giving signals to avoid personal injury through contact of hand or lamp with overhead wires.

322 To avoid personal injury, great care should be exercised while separating steam heat hose between cars or between a locomotive and a car, after the train line steam valves have been closed. After the steam hose locks have been released, the hose must not be separated by giving it a quick jerk, but must be released gradually, in order that any live steam or condensation which may be in the hose will escape gradually.

323 Enginemen and firemen must see that coal boards, slash bars, scrapers, etc., are not allowed to lie on the aprons of engines and must see that they are so placed on the tenders of engines that they will not fall off nor project beyond the sides where they are liable to cause personal injury, or accidents to trains on adjacent tracks.

324 Buckets containing sponging must not be carried on the endsills of cars or engines.

325 While trains or engines are moving through towns where there are grade crossings, the fireman should keep a sharp lookout to detect and notify the engineman of any signs of danger in order that personal accidents may be averted. A special effort should be made to have the fire in a condition that it will not require attention at such times.

326 Engines being moved on ash pit or inspection pit tracks must not couple to or go against standing engines until after the engineman or hostlers have assured themselves that no one is working on or about them.

327 Trains prematurely started may cause injury to passengers. The attention of trainmen is called to the necessity of exercising great care.

328 Unauthorized employes must not open side or trap doors on vestibule equipment.

329 Passenger trainmen must not permit hand baggage or other effects to obstruct the aisles or washstand apartments in passenger cars.

330 At stations where track fences are installed, agents will see that gates are kept closed and locked when not being used.

331 Station employees must see that baggage trucks are not allowed to stand close to the tracks and are secured so that they cannot be moved by storm or the suction from passing trains. When there is no station attendant on duty, and at night, trucks must be locked.

332 Employees whose duties require them to use torpedoes must see that they are so taken care of that they are not liable to be exploded prematurely and cause personal injury.

333 When cars are being coupled up on shop or freight transfer station tracks, one of the trainmen must keep a car length ahead of the car to be coupled, in order to prevent employees passing between cars and being injured.

334 Defective parts of locomotives or cars such as brake riggings, drafts, drawheads, etc., if not loaded on engine or car from which they are removed, must not be left on road bed between the tracks but must be placed at a safe distance from the tracks on either side of the railroad.

335 A passenger train, with vestibuled car on rear, will not be permitted to leave a terminal without having rear of train protected by safety gates or chains in proper position.

336 A vestibuled car, in service, must not be permitted to leave a terminal or originating point with missing vestibule door or trap; and if a vestibule door or trap becomes defective enroute, it must be closed and secured until car reaches destination.

337 The attention of trainmen is called to the danger of working from the inside of a curve when cars are being coupled or uncoupled. Conductors should warn inexperienced brakemen in all cases where such a situation is likely to occur.

338 Conductors and foremen of work, wreck and construction trains must use great care to protect their men from injury while on duty.

339 Trainmen and others operating switch or distant signal ground levers, should place themselves in such position that no part of body will be struck should the lever handle, by action of spring or signal wires, be suddenly thrown to vertical position.

340 Passenger trainmen will not permit passengers to leave trains when making stops other than passenger stops.

341 Passenger trainmen will not permit passengers to board or leave cars while couplings are being made.

342 When a passenger train stops, because of an accident, at a point where an unobstructed view of the opposite tracks cannot be had, the engineman must direct the fireman to at once flag the opposite tracks and the flagman will also flag the adjacent track, so that approaching trains will not endanger persons who may have alighted from the train.

343 Engines must not pass under coal tipple at coal operations without it first being ascertained that there is proper clearance.

344 Train crews, when placing cars on sidings, must provide a safe margin of clearance.

345 Examine brake clubs before using them to see that they are in good order. Brake clubs other than those bearing the P. R. R. stamp of approval must not be used. The use of brake clubs is prohibited when applying tunnel brakes.

346 Employees are forbidden to ride on engines, freight trains, or in cabin cars, except those required to do so in the performance of their duties.

PERSONAL INJURIES

350 All accidents resulting in personal injury must be immediately reported to the Superintendent on Form C. T. 317 B. A supply of these forms will be kept at all Block Stations, Station Master's office, Altoona, and at Yard offices.

351 When employes or other persons injured on or about the line of the railroad are taken to one of the following places, they will be attended without cost by the local physician named below:

| LOCATION | NAME AND ADDRESS | TELEPHONE |
|-----------------------|--|--|
| HARRISBURG | H. B. WALTER, M. D. 1317 N. Third Street | Bell 1997 |
| | G. B. KUNKEL, M. D. 118 Locust Street | Bell 67 |
| | H. F. SMITH, M. D. 130 State Street | Bell 1853 |
| | C. S. REBUCK, M. D. 412 N. 3rd Street | Bell 2068 |
| ENOLA | E. C. WEIRICK, M. D. Cor. Dauphin & Altoona Aves. | P. R. R. 26 |
| MARYSVILLE | E. W. SNYDER, M. D. 209 Front Street | United 192 |
| DUNCANNON | | |
| NEWPORT | H. O. ORRIS, M. D. Market Street | |
| | L. A. CARL, M. D. Second Street | Bell 10-4 |
| THOMPSONTOWN | W. H. HAINES, M. D. Main Street | |
| MIFFLIN | D. M. CRAWFORD, M. D. 319 Cherry Street | Bell 7-12 |
| | W. H. BANKS, M. D. 22 Main Street | Bell 26-2 |
| McVEYTOWN | R. M. JOHNSON, M. D. Cor. Market & Holiday Sts. | Bell 8-2 |
| MOUNT UNION | W. J. CAMPBELL, M. D. 100 Penna. Ave. | Bell 44-M |
| MAPLETON | J. G. SPANGLER, M. D. Main Street | Bell 63 |
| MILL CREEK | G. W. SIMPSON, M. D. Main Street | Valley Mill Creek |
| HUNTINGDON | F. L. SCHUM, M. D. 322 Penn Street | P. R. R. 391 |
| | H. C. FRONTZ, M. D., 5th & Washington | Bell 10 |
| PETERSBURG | CHAS. CAMPBELL, M. D. King Street | P. R. R. |
| TYRONE | W. S. MUSSER, M. D. 1045 Logan Ave. | Bell 51 |
| | W. L. LOWRIE, M. D. 861 Washington Ave. | Bell 65 |
| BELLWOOD | B. B. LEVENGOOD, M. D. Main Street | P. R. R. 223 |
| JUNIATA | J. L. BRUBAKER, M. D. 507 Fourth Ave. | Bell 286 |
| ALTOONA | O. H. SHAFFER, M. D. 1116 Twelfth Ave. | P. R. R. 145 |
| | J. D. FINDLEY, M. D. 802 Twelfth Street | { Res., P. R. R. 300 { Office, Bell 980 |
| | W. H. HOWELL, M. D., 1123 Twelfth Ave. | Bell 1425 |
| | S. P. GLOVER, M. D. 1118 Twelfth Ave. | Bell 1332 |
| HOLLIDAYSBURG | H. H. BROTHERLIN, M. D. 417 Allegheny Street | Bell 118-3 |
| ROARING SPRING | W. A. NASON, M. D. Park Avenue | Bell 120-4 |
| WILLIAMSBURG | R. R. WHITTAKER, M. D. High Street | Bell 116-12 |

352 When employes, or others, are injured at other points, the nearest physician named above will attend them free for one visit at the place of accident.

353 In all cases of personal injury it is the duty of any employe who may be present, to render all practical aid to the injured party, to procure promptly the services of the nearest physician, giving preference to those named above, and, as soon after as possible, make a full report of the case to the head of his department.

354 The Railroad Company will be responsible for the cost of medical or surgical services rendered under these circumstances for twenty-four hours after the accident, but not for any longer period unless specially authorized by written order of the General or Division Superintendent.

355 All persons injured in Dauphin County will be taken to the Harrisburg Hospital; those injured who can be more conveniently taken to Altoona than to Harrisburg will be sent to Altoona Hospital.

356 Upon notice being sent to the Superintendent of the Middle Division at Altoona, a Hospital Ambulance will be sent to the Altoona Passenger Station.

357 The names, addresses and statements of persons not employes, who were witnesses, should be procured. When an accident occurs to a passenger train that in any way involves the safety of passengers, whether any person is injured or not, the names and addresses of all passengers on the train should be procured. Message reports of injuries to persons (employes and others) must state whether or not first aid was rendered.

358 Conductors are required to report promptly by wire all accidents, no matter how trivial, which may come to their notice, this to be followed by a full report by letter, accompanied by the C. T. 75.

CREWS REPORT FOR DUTY

360 Passenger train crews are required to report for duty as follows:

361 FOR INTERDIVISIONAL TRAINS—Train crews at Harrisburg and Altoona must register not more than one hour and not less than twenty minutes before their trains are expected to arrive, and must be on the platform to receive train five minutes before its arrival.

FOR TRAINS ORIGINATING AT HARRISBURG AND ALTOONA—Train crews must register not more than one hour and not less than twenty minutes before leaving time, and must be at train at least fifteen minutes before leaving time.

362 At Harrisburg and Altoona, conductors must know whether or not their full crew is on hand at the proper time and report promptly any shortage to the Station Master so that a substitute may be provided.

363 All trainmen arriving at or leaving Harrisburg or Altoona, whether deadheading or in service, must register personally.

364 At Mifflin, Huntingdon and Henrietta train crews will be required to register not more than one hour and not less than twenty minutes before schedule leaving time.

365 On short runs, where the time between trips is less than the time required to report for duty, it will be computed as continuous time.

366 Passenger Engine crews are required to report ready for duty before schedule leaving time of train as follows:

| | |
|------------------------|-----------------|
| Harrisburg..... | 1 hour 15 mins. |
| Mifflin..... | 30 minutes. |
| Huntingdon..... | 40 " |
| Henrietta..... | 30 " |
| Altoona { Through..... | 1 hour 15 mins. |
| { Local..... | 1 " |

367 Freight train crews in road service are required to report for duty at all points not later than the time for which crew is ordered.

368 Freight engine crews in road service are required to report for duty in advance of ordered time as follows:

| POINT | REPORT IN ADVANCE OF ORDERED TIME | |
|--------------------|-----------------------------------|----------|
| | ENGINEMEN | FIREMEN |
| Harrisburg..... | 40 mins. | 30 mins. |
| Enola..... | 40 " | 30 " |
| Mifflin..... | 40 " | 30 " |
| Huntingdon..... | 40 " | 30 " |
| Tyrone..... | 40 " | 30 " |
| Altoona..... | 40 " | 30 " |
| Hollidaysburg..... | 40 " | 30 " |

369 All members of engine crews and train crews in road and yard service, when coming on duty, will be required to personally sign their names with ink in a register provided for this purpose, in the presence of the Engine Dispatcher, Station Master, Yard Master or their representative, who will witness the signatures, at the points designated below:

Enginemen and Firemen reporting for duty at the engine house will sign the register at that point when they receive engine keys and time cards. Engine crews coming on duty without reporting at the engine house will sign the register at the same point trainmen sign in that district, which applies particularly to double-crewed yard engines.

ALTOONA:

Passenger trainmen register at Station Master's Office.
Middle Division Main Line Freight Trainmen register at Assistant Yard Master's Office ND.

Pittsburgh Division Freight Trainmen register at Assistant Trainmaster's office (Pittsburgh Div.) RV.

Branch Local Freight Trainmen register at Assistant Yard Master's Office, 17th Street.

Yard Trainmen, also Enginemen and Firemen of double-crewed yard engines, register at various yard offices designated by Assistant Freight Train Master in posted instructions.

HOLLIDAYSBURG:

All Trainmen register at Yard Master's Office, also Enginemen and Firemen of double-crewed engines.

HENRIETTA:

Passenger Enginemen, Firemen and Trainmen register at Agent's Office.

TYRONE:

Road Trainmen register at Yard Master's Office, East Tyrone.

Yard Enginemen, Firemen and Trainmen register at Assistant Freight Train Master's Office, Tyrone.

HUNTINGDON:

All Passenger and Freight Trainmen register at Oil House.

MIFFLIN :

All Passenger and Freight Enginemen, Firemen and Trainmen register at Assistant Freight Train Master's Office.

NEWPORT :

Enginemen, Firemen and Trainmen will register at Engine House.

HARRISBURG :

Passenger Trainmen register in the Passenger Trainmen's room.

Freight Trainmen register at the Westbound Dispatcher's Office, GI.

ENOLA :

Freight Trainmen register at Westbound Dispatcher's Office.

MARYSVILLE :

Freight Trainmen register at Yard Master's Office, west end of yard.

These instructions apply literally to all Middle Division Engine Crews and Train Crews in passenger and freight service including work trains.

HOURS-OF-SERVICE LAW

375 The Hours-of-Service law requires that no employe in train service shall be permitted to be continuously on duty for more than sixteen consecutive hours, nor permitted to be on duty more than sixteen hours in the aggregate in any twenty-four hour period, except in case of casualty, unavoidable accident or Act of God. After being on duty sixteen consecutive hours, he must not be required or permitted to again resume duty without having been off duty ten consecutive hours, and, after being on duty sixteen hours in the aggregate in any twenty-four period, he shall not be required or permitted to again go on duty without having had at least eight consecutive hours off duty.

Any employe concerned who may be ordered for duty before his legal rest period has expired, must report the fact to the proper officer before going on duty.

A report must be made to the Superintendent, by telephone or telegraph, at least two hours in advance of the expiration of the time on duty permitted by the Hours-of-Service law and without regard to exceptions as specified above. The Superintendent will make arrangements for relief when necessary,

The Conductor must make this report for each member of the train crew and the Engineman for the engine crew.

When an employe delivers a time card to a Conductor or Engineman at the beginning of a trip, such employe will indicate on same at the "Time on duty since last full rest period" for each employe shown on the time card.

376 Form C. T. 660 must be made for all train or engine crews on duty in excess of the period prescribed by the Hours-of-Service law. This report must also be made for a train delayed which causes the crew of another train to be on duty in excess of the prescribed period.

Conductors will make this report for train crews and Enginemen for engine crews, and it must, in all cases, be made and delivered with time cards at the end of the trip, on which the hours of service are exceeded.

Employees of this division making report for delays on other divisions, and employees of other divisions making report for delays on this division, must make two copies.

STATION ANNOUNCEMENTS

380 Trainmen will, while loading passengers, frequently announce the names of the principal stations at which the train will stop, and at initial terminals, before departure, repeat the announcement in all coaches and dining cars.

381 When approaching a station at which the train is to stop, the name of the station will be announced at least twice inside of all coaches and dining cars.

On through trains, this announcement should be made sufficiently in advance of the station to enable passengers to be ready to leave the train promptly.

In Pullman cars the announcement will be made by the Pullman employe, except in sleeping cars at night. This announcement to be made in the body of the car and in the smoking room.

The train crew should, as far as possible, see that proper announcements are made in Pullman cars by Pullman employes.

382 Announcements to be made at Junction and Terminal Points.

HARRISBURG—Change for York, Baltimore, Washington all points on Cumberland Valley and Philadelphia & Reading Railroad.

DUNCANNON—Change for all points on Susquehanna River and Western Railroad.

NEWPORT—Change for all points on Newport and Sherman's Valley Railroad.

PORT ROYAL—Change for all points on Tuscarora Valley Railroad.

LEWISTOWN JUNCTION—Change for Lewistown, Reedsville, Milroy, Sunbury, Wilkes-Barre, Scranton.

MOUNT UNION—Change for all points on East Broad Top Railroad.

HUNTINGDON—Change for Saxton, Everett, Mt. Dallas.

PETERSBURG—Change for (Main Line Trains) Alexandria, Williamsburg. (Branch Trains) Spruce Creek, Tyrone, Altoona.

TYRONE—Change for Bellefonte, Lock Haven, Williamsport, Clearfield, Philipsburg, Osceola.

BELLWOOD—Change for Punxsutawney, Coalport, Irvona, Mehaffey.

ALTOONA—Change for Hollidaysburg, Bedford, Cumberland, Williamsburg, Roaring Spring, Martinsburg.

HOLLIDAYSBURG—Change for (H. & P. Branch) Roaring Spring, Martinsburg, Henrietta, Bedford, Cumberland. (M. C. Branch & Bedford Division) Williamsburg, Alexandria, Oremine.

BROOKES MILLS—Change for (M. C. Branch Trains) Bedford, Cumberland. (Bedford Division Trains) Roaring Spring, Martinsburg, Henrietta.

GANISTER—Change for (H. & P. Trains) Wertz, Royer, Oremine. (Springfield Branch Trains) Williamsburg, Alexandria, Hollidaysburg, Altoona, as case may require.

When approaching a terminal at which the run of the train terminates the words "last stop" should be added to the station announcement.

TRAFFIC INTERRUPTION

390 When traffic is seriously interrupted, Agents and Conductors will be advised as to the details.

Station Masters and Agents will post on the Bulletin Boards or some other conspicuous place, a notice giving the location of the obstruction and probable length of delay.

Passengers will be advised that tickets are sold subject to delay.

Station Masters, Agents and Conductors must give passengers the best information available; pass promptly through the trains or stations freely announcing this information and advising the passengers, without reservation, as to the reasons for the delay and the best means of proceeding on their journey.

When a train is disabled at or near a station, the Conductor must notify the passengers as to the cause and probable length of delay, in order that they may decide whether they will continue on their journey, or return on an available train, or desire to communicate with their friends from the station by use of telephone or telegraph.

It is to be understood that the facilities for telegraph or telephone communication are not to be furnished free.

If means of communication fail, Station Masters, Agents and Conductors must use their best judgment in advising passengers what to do as outlined above.

In case a passenger train is to be detoured, Station Masters, Agents or Conductors will cause announcements to be made in all cars in trains used by passengers, giving detour route and names of stations on normal route train will not reach, so that passengers for these stations may arrange to get off and take another train to destination.

STATE HEALTH DEPARTMENT REGULATIONS

395 The regulations of the State Department of Health governing the transportation of those suffering from communicable diseases, are as follows:

Small pox, Asiatic cholera, yellow fever, bubonic plague, diphtheria, scarlet fever and typhus fever shall not be accepted for transportation in railway carriages of this Commonwealth.

Typhoid fever, glanders, anthrax, leprosy, puerperal fever, erysipelas and measles may be accepted for transportation, provided an entire car is set aside for the afflicted person and that the individual sick be accompanied by a competent attendant with ample facilities for disinfecting excreta prior to disposing of same through the usual train closets.

Permission must always be obtained from the local Representatives of the State Health Department in advance, and complete arrangements must be made for disinfection of the coach at the end of the journey. The State holds the carrier responsible for any neglect of these provisions.

COMMERCE REGULATIONS

400 The attention of all interested persons is directed to Section 12 of the "Act to Create a Commerce Court, and to amend the Act entitled "An Act to Regulate Commerce" approved February fourth, eighteen hundred and eighty-seven, as heretofore amended, and for other purposes," approved June 18, 1910, which provided as follows:

"It shall be unlawful for any common carrier subject to the provisions of the act, or any officer, agent or employes of such common carrier, or for any other person or corporation lawfully authorized by such common carrier to receive information therefrom, knowingly to disclose to or permit to be acquired by any person or corporation other than the shipper or consignee, without the consent of such shipper or consignee, any information concerning the nature, kind, quan-

tity, destination, consignee, or routing of any property tendered or delivered to such common carrier for interstate transportation, which information may be used to the detriment or prejudice of such shipper or consignee, or which may improperly disclose his business transactions to a competitor; and it shall also be unlawful for any person or corporation to solicit or knowingly receive any such information which may be so used; PROVIDED, that nothing in this act shall be construed to prevent the giving of such information in response to any legal process issued under the authority of any state or federal court, or to any officer or agent of the Government of the United States, or of any State or Territory, in the exercise of his powers, or to any officer or other duly authorized person seeking such information for the prosecution of persons charged with or suspected of crime; or information given by a common carrier to another carrier or its duly authorized agent, for the purpose of adjusting mutual traffic accounts in the ordinary course of business of such carrier.

"Any person, corporation or association violating any of the provisions of the next preceding paragraph of this section shall, be deemed guilty of a misdemeanor, and for each offense, on conviction, shall pay to the United States a penalty of not more than one thousand dollars."

UNION NEWS AGENTS

405 Agents of the Union News Company must not enter a train at a terminal within two minutes of its scheduled departing time unless authorized to accompany the train, if they do not accompany the train, they must leave it within one minute of the schedule departing time. At intermediate points they must not be permitted to enter the train.

While in and about stations, they will be under the jurisdiction of the Station Master or Agent, and on moving trains under the jurisdiction of the train Conductor.

They must be neat and clean in personal appearance, wearing the full uniform adopted by the Union News Company, and unless so clothed will not be permitted to solicit sales.

They will not be permitted to deposit newspapers, periodicals, books candies, etc., on the seats of cars or in the laps of passengers, and while soliciting sales must not importune or annoy passengers, but may announce in a low tone of voice, not exceeding four times in each car, the article offered for sale.

They must be courteous and polite to passengers.

Each news agent when accompanying a train, must be provided with the necessary transportation and must place his trunk in the location designated by the conductor. If possible, this should be done not less than 10 minutes before the departure of the train. At the end of the run it must not be removed until the passengers have been discharged from the train.

CONNECTIONS

414 Branch trains will wait for their respective connections unless otherwise ordered. When late, Conductors will advise Superintendent whether they have passengers for connecting trains, giving number and destination.

LARGEST TYPE OF ENGINES ALLOWED ON BRANCHES

| 425 | PASSENGER | FREIGHT |
|--|------------------|----------------|
| Morrison's Cove Branch | E-3 | H-6 |
| Martinsburg Branch..... | E-3 | H-6 |
| Bloomfield Branch..... | E-3 | H-6 |
| Canoe Creek, Crissman and Clapper Branches..... | D-16B or F-3 | H-6 |
| Springfield Branch..... | D-16B or F-3 | H-6 |
| Clover Creek Branch..... | D-16B or F-3 | H-6 |

DELIVERY OF COMMERCIAL TELEGRAMS

428 In order to facilitate the delivery of commercial telegrams addressed to passengers enroute on our trains, the Postal Telegraph Cable Company and the Western Union Telegraph Company have been requested to exercise great care in accepting such telegrams by having the sender give a sufficient and proper address; if possible, the train number or name and the stations between which the passenger is traveling. In addition, station and train employees will cooperate by aiding the Telegraph Company's messenger to locate the passenger. The messenger should be permitted to pass through the train, if the stop is of sufficient duration to enable him to do so and leave the train with safety. If there is not sufficient time for the messenger to make delivery and the telegram is addressed to a person in the care of the train or its conductor and there are no charges to be paid, the conductor shall receive and receipt for the same and deliver it to the addressee, if a passenger on the train. If delivery cannot be made, the conductor will endorse the envelope "Unable to Deliver" with his signature and train number, and turn it over to the Station Master, Agent or Operator at the end of his trip or run, or other accessible point. It should then be promptly delivered to the nearest office of the Telegraph Company over whose lines it was sent, or the originating telegraph office advised of its non-delivery.

MISCELLANEOUS

432a P-36 will leave Altoona daily, except Sunday, at 11.28 A. M. picking up milk car at Port Royal at 1.10 P. M., and stopping at Mifflin, Mexico, Thompsonstown and Millerstown to load milk, arriving at Harrisburg about 2.25 P. M.

433 When two or more engines are coupled and making a yard movement to or from a train, the leading engine which is to be in charge of the train when on the road shall operate the air brakes on both engines when making such movements.

When two or more engines are to be used for the outbound movement of a passenger train, at Altoona, the engines will be coupled together promptly after coming from the engine house and before being attached to train.

434 In handling cars on dead-end sidings, even where bumping blocks are provided, they must not be cut loose while moving towards the dead-end and must not be cut off until they are stopped and secured with hand brakes. The swinging of cars is prohibited, except in cases where it is absolutely necessary, and then great care must be exercised.

435 When passenger trains arriving at Altoona from Middle or Pittsburgh Divisions have more than one engine, the air brake hose or air signal hose between the engines must not be cut until the engines are detached from the train and are out of the way of outbound power.

436 When moving engines in and about station train shed, Altoona, great care must be taken to avoid throwing water out of the smoke stack.

437 Enginemen and firemen will do everything practicable to prevent smoke and steam escaping from locomotives at all times and places especially in frosty and foggy weather when in Altoona Station train shed or in the vicinity of 14th and 17th Street Switches. It should be understood that Enginemen in charge of superheater engines after coupling to train

at Altoona passenger station, may open cylinder cocks after assuring themselves that there will be no person in the way of steam escaping therefrom.

438 Enginemen should avoid making stops with stack of engine under overhead bridges.

439 Conductors of main line Middle Division passenger trains before leaving Altoona or Harrisburg will hand the Engineman (or Enginemen if there is more than one engine) a slip containing the following information: Date—Number of Train (if not representing a schedule, state whether "extra" or "passenger extra")—Conductor's name. At the same time the Engineman (or Enginemen) will hand to the Conductor a slip containing the following information: Engine number—Name of Engineman—Name of Fireman.

Conductors in charge of special trains on Main Line or Branch, will hand Engineman a slip containing all the information Conductors are required to show on their time cards, as to name of official or party on whose account train is run, stating whether or not it is a non-revenue train, which information Enginemen are required to place on back of their time cards.

440 When changing markers at Altoona on through passenger trains having an observation car on the rear, the rear brakeman of the inbound crew will, when taking down his markers, put up the markers for the rear brakeman of the outbound crew, in order that passengers occupying the observation platform, may not be disturbed unnecessarily.

441 Passengers may be permitted to ride on the rear platform of the rear car of a passenger train when the last car is an observation car with the open end to the rear, or when the last car is a vestibule car. In both cases the side and trap doors must be closed and the end gate in position.

Rule 703 is modified accordingly.

442 After all passengers have been provided with seats, Passenger Conductors may exercise their judgment in permitting the turning of seats.

Passengers should be required to exercise proper care to prevent the soiling of seats when placing their feet thereon.

443 Gambling will not be permitted in cars at any time. Games for pleasure are permitted daily when they do not interfere with the comfort of other passengers. Card playing in the smoking rooms of Pullman cars, excepting in composite cars, is prohibited at all times, and in sleeping cars after 10.30 P. M., except in drawing rooms and state rooms.

444 During cold weather passenger trainmen will keep end coach doors closed when not actually in use. When making station stops, doors must not be left open before train stops, and not then, unless it is known that passengers will use them.

445 During inclement weather, if passenger trains arriving at Altoona station, do not stop with all coaches and Pullman cars under train shed, trainmen will direct passengers to walk through cars so they can leave the train under train shed.

446 When a station platform does not accommodate all the exits of a passenger train, trainmen will direct and require passengers to pass through the train either from front or rear, to a location where they can descend from the train to the station platform.

447 Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked passing through Altoona.

450 Passenger trainmen when observing passengers spitting in cars, will call attention to the fact that such practice is in violation of the law.

452 Passenger trainmen should, so far as possible, prevent passengers from getting off trains when making irregular stops.

453 If it becomes necessary for the Conductor to assign the duties of the rear brakeman to another member of the crew, the Conductor must know that the man is an authorized rear brakeman.

454 Blind persons and those of mental infirmities, who are not capable of traveling alone will not be carried unless accompanied by a caretaker. Blind persons who are known to be capable of traveling alone, will not require a caretaker. They may purchase tickets and will be given such assistance by station employes and trainmen in getting on or off trains or while on trains, as may be necessary for their safety.

455 Conductors should report promptly all cases where passengers are obliged to stand and the reason therefor on back of C. T. 15.

456 Conductors must report to Superintendent, by wire, any cases of passengers on wrong trains, stating what disposition was made of them.

458 C. T. 15 and M. P. 32 reports must bear the personal signature of Conductor and Engineman respectively.

459 Rule H will apply to all passenger equipment cars.

460 Station employes must see that baggage trucks are not allowed to stand close to the tracks and should be secured so that they cannot be moved by suction from passing trains, and at night the wheels should be secured to prevent their being moved by unauthorized persons.

461 Local freight trainmen are prohibited from smoking while working in loading or unloading freight in local cars at stations, and in cars containing local freight in transit.

Rule "H" is amplified accordingly.

462 Passenger trainmen on arrival at Harrisburg and Altoona will remain with their train until all the passengers destined to these points have been discharged, or until relieved by Station Master or the connecting division crew. When passenger trains are vacated at any point other than Harrisburg and Altoona, passenger trainmen will promptly go through the coaches searching for lost articles and, if any be found, turn them in at designated place.

463 On through passenger trains with vestibules the side and trap doors must be kept closed between stations. At stations they will be opened on the station platform side only. On local passenger trains between Harrisburg and Altoona and on the Branches, the side and trap doors must be closed on the side opposite the platform where passengers are being received and discharged.

No. 10 between Altoona and Newport and No. 3 between McVeytown and Altoona will be considered local trains.

Pullman employes must comply with these instructions for Pullman cars. When trainmen open side and trap doors of Pullman cars while in discharge of their duties, they must close them.

464 Passenger equipment cars of any kind while in service occupied by passengers or employes, or dead-head special, Pullman or dining cars, must be handled with the engine with air coupled.

Drifting cars of any kind on a track where passenger equipment cars are standing occupied by passengers or employes is prohibited. If it is desired to place cars on a track

so occupied, they must be placed there with the engine, whether it is intended to couple the cars or not.

465 When placing cars on sidings adjacent to running tracks, where there is a public road crossing, trainmen must place the cars as far from the road crossing as conditions will permit, in order that persons using the crossing will have an unobstructed view of approaching trains for as great a distance as possible.

466 When necessary to cut train to open a crossing, cars should be kept at least fifteen feet from either side of the crossing.

467 Trains stopping with engine at public crossings overhead, grade or undergrade should, if practicable, stop a sufficient distance from crossing to prevent teams being frightened.

469 When messages are sent by conductors or enginemen to the Superintendent pertaining to movement of train, or trouble of any nature, the following information should be given first on the message: Train or engine number; direction train is moving; name of engineman. When the message is thrown off at a Block Station, an effort should be made to attract the signalman's attention.

470 Conductors in charge of trains hauling cars of live stock accompanied by attendants, will notify them that they must not throw manure or refuse of any description from cars along the right of way while enroute over the division.

471 Conductors moving live stock must note on the back of the card waybill delays to the car while in their charge, if delays are caused by accident, the time, place and amount of delay caused by same must be stated. If one or more cars are in one train the delay must be shown on each card waybill.

473 As an additional measure of protection, agents are instructed, when interstate shipments of stock are offered, to secure from the shipper, or his representative, a written 36 hour permit. While every effort will be made to move stock in accordance with the arranged freight service, it is thought that if a 36 hour permit is secured, fewer violations of the law will result.

474 Ventilators on refrigerator cars loaded with freight under ventilation must not be closed by trainmen.

Conductors must notify Superintendent promptly of any refrigerator cars loaded under refrigeration set out in transit so that cars may be examined and re-iced if necessary.

475 Refrigerator cars, with hinged doors, opening upward, loaded or empty, or in process of loading or unloading, standing on a side track parallel with and next to a main track, must have the doors next to the main track closed and secured and, when possible, sealed, when the distance between centers of main and side tracks is less than sixteen feet.

476 Automobile car end doors which project when open beyond side clearance of car must be secured, when car is placed for loading or unloading, in such a manner as to offer no obstruction to passing trains on adjoining tracks. This must be done under the direction of yardmaster, agent or their representative. Trainmen must see that these doors are securely fastened while such cars are enroute.

477 As a protection against fire, a sufficient number of cars should be placed ahead of the engine when it is necessary to shift cars to and from warehouses in which inflammable materials, such as hay, straw, etc., are stored.

478 Freight conductors will carefully examine manifests for live stock shipments to see that parties who accompany same are entitled to be carried free. If the names of the attendants are not shown on the card waybill they should be secured and shown thereon. When attendants desert shipments of live stock enroute place, date and time of such desertion should be noted on card waybill.

479 Freight conductors will endorse on the back of their time card for each trip a detailed account of the detention to their train showing where each delay occurs and the cause of same.

480 Freight conductors in backing off empty cars at outlying sidings shall fill out Form C. T. 143-B and hand same to the agent in whose jurisdiction the car or cars were backed off. A supply of these forms can be secured by the conductors at the point where they secure their time cards,

481 Local Freight Conductors when unloading explosives from a car or backing off a car of explosives at a non-agency point should make notation on Form C. T. 80 showing the date and time shipment was unloaded or the car backed off, handing the C. T. 80 card to the agent at the next agency point to be signed and handled in accordance with instructions.

486 Conductors of freight trains picking up repaired shop cars on the division will report to the Superintendent by wire, giving initials and numbers of cars moved and number of siding.

487 Conductors backing off cars for repairs at any point on Hollidaysburg & Petersburg Branch must report the matter promptly to the Superintendent and to Assistant Freight Train Master, Hollidaysburg.

489 Conductors of westward freight trains for Hollidaysburg will report arriving time to Yard Master promptly.

494 Freight conductors delivering trains to the south side of WJ receiving yard, and crossing engine and cabin to the westward freight track at WJ, will call the tower through the speaking tube and upon being answered will place car reports and manifests in the conveyor, put same in the tube, holding cover of tube down and turning air lever, keeping it down until answer is received from WJ Tower showing that reports and manifests have been received.

496 All enginemen and firemen will report in person at the office of the Engine Dispatcher before taking charge of their engine.

497 Enginemen of freight trains will mark their time cards to indicate what kind of trains they are handling as follows: Preference, H. C.; Slow Freight, S.; Local Freight, L. These letters to be placed on face of card in space provided.

498 Enginemen in unassigned freight service held 28 hours or more at other than designated home terminals without performing service, will make a separate time card to cover the time so held, showing thereon the time relieved from duty on arrival at such terminal, and the time required to report for duty for further service. These time cards must be procured from the Engine House Foreman or person in charge at terminals, to be certified to by them if correct, and forwarded in the usual way.

499 To furnish necessary information for M. P. 99 report, Middle Division freight enginemen will make notation on face of their time cards as follows:

ALTOONA—

| | | | |
|-----------|----------------|-------------------|-------|
| Westward, | via Main Line, | show time passing | DI. |
| | “ Branch, | “ “ | “ JK. |
| Eastward, | “ Main Line, | “ “ | “ DI. |
| | “ Branch, | “ “ | “ JK. |

HOLLIDAYSBURG—

| | | | |
|----------------------|-----|---|---------|
| Westward, | “ “ | “ | F & WI. |
| Eastward, | “ “ | “ | WI & F. |
| North and Southward, | “ “ | “ | WI. |

TYRONE—

Engines starting from or relieved at East Tyrone, show time passing RM & FR. in either direction.

HUNTINGDON—

Engines starting from or relieved at Huntingdon, “ “ “ HM & GC. in either direction.

MIFFLIN—

Engines starting from or relieved at Mifflin “ “ “ M. in either direction.

HARRISBURG—

East and Westward, “ “ “ RJ.

ENOLA—

East and Westward, “ “ “ PR.

500 When trains are hauled by two or more engines, the leading engine will be designated on car reports and time cards as the hauler. All other engines will be designated as helpers. Enginemen must be careful to have time cards show which was the hauler and which the helper by crossing out the word ‘hauler’ or ‘helper’ as the case may be.

501 Conductors and enginemen will, at the end of their runs, when turning over time cards or keys to the Station Master, Yard Master or Engine House Foreman, include all 19 and 31 train orders received, orders received by Pittsburgh Division and Cresson Division Conductors and Enginemen going from Altoona to Hollidaysburg will be handed to Yard Master on arrival at Hollidaysburg, and the Station Master, Yard Master or Engine House Foreman will forward the train orders to the Division Operator, Middle Division at Altoona.

502 Hoops used in delivering orders to trains must be deposited in receptacles provided for same as follows :

HARRISBURG

Trainmen’s room at passenger station.
Engine House No. 1 (lobby).
Engine House No. 2 (inspection pit).
Yard Master’s Office GI (lobby).

ENOLA

Engine House (inspection pit).
Yard Master’s Office, west yard (lobby).

HUNTINGDON

Yard Master’s Office.
Caller’s Office near ash pit.

EAST ALTOONA

Engine House (lobby).
Assistant Yard Master’s Office, ND.

ALTOONA

Assistant Freight Train Master’s Office, RV.
Station Master’s Office.
Engine House No. 3 (near engine dispatcher’s desk).

HOLLIDAYSBURG

Yard Master’s Office.
Engine House (lobby).

All hoops should be promptly forwarded to Division Operator, Altoona.

503 Employes throwing hand switches must examine the switch-points and know they fit the rail properly.

When using sidings, they must look for a derail.

Where a derail is in service, they must know that it is in proper position before and after using it.

504 Hand switches found unlocked or improperly set and distant switch signals in caution position when switches are closed and secured must be restored to normal position and the fact reported promptly.

505 When derailed cars or engines are re-railed by train crews, special attention must be given to see that the axles of such cars or engines are not bent, and in all such cases the conductor or engineman must arrange to have such re-railed cars or engines examined by a car inspector at the first inspection point passed.

506 Wooden coaches and wooden combined cars occupied by passengers will not be hauled between steel cars or between steel cars and the engine. When trains are made up of M. P. 54 coaches and P-70 coaches M. P. 54 coaches will be placed on the rear or behind the P-70 coaches. Wooden Pullman cars may be hauled between steel cars.

Wooden express cars, baggage cars or other cars not occupied by passengers may be hauled between steel cars or between steel cars and the engine.

507 Empty cars moved in loaded trains must be placed on rear end behind the loaded cars. Wooden flat cars, either loaded or empty, must be placed in rear end of the train as near the cabin as possible. Where it is necessary to push trains containing wooden flat cars, either loaded or empty, great care must be exercised to avoid damage.

These instructions do not apply to empty cars moved in local freight trains, or empty refrigerators moved in west-bound loaded trains.

508 When passenger equipment cars with continuous buffer plates, with or without vestibule, are moved in connection with freight cars, they should be coupled between cars equipped with the Carmer Release Rigging, or a side or bottom coupler release rigging which cannot come in contact with the buffer plates of passenger cars. When this cannot be arranged the continuous buffer plate must be placed inside of the cars from which removed, and replaced before the car is again used in passenger service.

Any freight cars moved in passenger train service must be equipped with Carmer Release Rigging, or a side or bottom coupler release rigging, which cannot come in contact with the buffers of passenger cars.

509 Solid trains of bad order cars moving to shop for repairs are considered as non-revenue trains of the freight class.

511 Employes whose vision requires the use of glasses, and whose duty require them to distinguish the position or color of signals, must while on duty, wear the proper glasses and also have with them a duplicate pair of the proper glasses. Glasses for use while on duty must be of the spectacle form. Employes whose vision requires the use of glasses for reading only, may wear nose glasses attached to the person by cord.

512 Local freight crews must conform to the following:

Empty liquor casks or packages must not be received for shipment unless the United States revenue stamps and brands have been removed or obliterated. Before receiving such empty casks or packages the agent must see that all revenue stamps, marks and brands have been removed or obliterated.

When any such casks or packages are placed by any one on the premises of the Company, they must be at once examined by the agent, and if revenue stamps, marks or brands remain thereon, they must be at once effaced and obliterated whether the packages have been receipted for or not. Local freight train crews must examine such casks or packages at non-agency stations and take similar action.

Distilled spirits in packages containing five wine gallons, or more, or fermented liquors must not be received for shipment unless the necessary revenue stamps are affixed in a legal manner.

Each cask or package of fermented liquors must be stamped, as required by law, accordingly to the size of the package; for instance, a quarter-cask must have one "quarter-cask" stamp on it, and not two "eighth-cask" stamps. A violation of this regulation makes both the property and car liable to seizure.

513 The selling of books, pamphlets or other articles not authorized to be sold on trains, soliciting of alms, distribution of hotel cards, advertising matter or literature of any description not directly connected with the business of the Company, is prohibited.

514 In ejecting persons from trains for non-payment of fare or other violation of the company's regulations, the ejectment must be made at a station, and preferably at one in, or close to, a town or settlement. When the person to be ejected is a woman or child, unaccompanied by a man, or a man who is intoxicated or otherwise incapacitated and unable to take care of himself, the ejectment must be made at a station where the agent is at the time on duty and the attention of the agent must be drawn to the fact that the person has been put off the train, in order that they may be given necessary attention.

515 Upon entering a car to collect tickets, and as often as necessary, the presence of the ticket collector should be made known to the passengers by the announcement—"tickets, please."

516 Acetylene gas must not be used for lighting or other purposes in cars in service on our lines.

Passenger equipment cars of any class (including private, theatrical, or those belonging to circus companies) having tanks charged with acetylene gas should not be offered for movement over our lines, and car inspectors at junction points must not accept such cars.

If a car charged with acetylene gas is offered for transportation over our lines, the gas tank must be drained before such car is accepted for movement.

517 Where track circuits are used, and trains or cars are placed on sidings, trainmen must see that they are back of insulated rail joints.

518 A main track must not be obstructed in any way that will interfere with the safe passage of trains at full speed without permission from the Superintendent, and track foremen, and other employees will be held responsible for securing such permission.

When permission is given to break or obstruct the track, the foreman must provide proper flag protection in both directions for the track affected, as trains may run in either direction on any track. Flagmen must be fully equipped with stop signals, including torpedoes and fuses.

Before track is obstructed the foreman must know that his flagmen are properly placed, with instructions to flag all trains until they are called in. He must arrange to hold automatic signals, where in use, in the stop position. He will close the track or remove the obstruction and report clear to the signalman for all regular trains, and the signalman will notify the Superintendent accordingly.

When the track is obstructed within the limits of an interlocking, the foreman, after securing the necessary permission from the Superintendent, will arrange with the signalman not to permit any trains to use the track that is obstructed.

Before permission is given to break or obstruct the track, the train dispatcher will issue written orders to signalmen at block stations not to allow any trains to use the track affected without written orders.

When a train is stopped by track flagman, the engineman must be notified of the cause. The train will then proceed carefully to the point of obstruction and must be allowed to pass as soon as track is safe.

DISPOSITION OF ARTICLES FOUND ON PASSENGER TRAINS

580 On all trains operated between Altoona and Huntingdon, including westward through trains, they will be turned in at the parcel room, Altoona station.

On all trains operated between Harrisburg and Mifflin, including eastward through trains, they will be turned in at the parcel room, Harrisburg station.

The finder will be given a receipt for articles turned in and if unclaimed at the expiration of ninety (90) days, on presentation of the receipt they will be returned to the finder.

SEALING OF FREIGHT CARS

585 Loaded box, refrigerator and stock cars (except when loaded with live stock) to be forwarded with closed doors must be sealed as soon as loaded on both side and end doors with the standard seals, or with seals furnished by shipper. Staples, hasps and fastenings must be in good order and all old seals must be removed.

Cars loaded with coal and coke will also be excepted, unless otherwise ordered.

Cars equipped with Wagner doors must be sealed at the lever and also at the hasp, except when such doors are left partly open for ventilation seals will be applied at the hasp only.

When a sealed car contains freight for several stations the agent at the first station for which the car contains freight will re-seal the car as though it had been loaded at this station, except in cases where local freight conductors are furnished with presses and seals. It will not be necessary for local freight conductors to re-seal cars from which they are unloading freight between stations, but they must seal all cars set off by them on sidings other than warehouse sidings when there is an agent.

When it becomes necessary to break seals on a car in transit, or passing through shops for repairs, or at points other than destination for sampling or inspection of contents, form C. T. 865 must be filled out and forwarded to the Superintendent. In such cases all seals must be removed and the car re-sealed, as though it originated at the point at which seals were removed.

Conductors setting off cars at outlying points at which there is no agent will fill up form C. T. 850 and deliver same to the proper agent with waybill. In case a loaded car is picked up at a point where there is no agent and car is not properly sealed, it must be sealed at the next sealing station unless

the conductor is furnished with seals and press. It will not be necessary for conductors to fill up form C. T. 850 for cars set off short of destination, but this form must be made for all cars delivered at destination on any siding other than on warehouse siding where there is an agent. Loaded cars picked up at a point where there is no agent and not properly sealed, must be sealed by the Car Inspector at the first place where such cars are inspected or yarded and the conductor moving such cars must notify the car inspector or Yard Master.

Conductors and brakemen must examine seals at intervals while cars are in their charge. When seals are discovered which apparently have been tampered with, the conductor will advise the Superintendent by wire, giving all the facts. The conductor will fill out form C. T. 865 and leave it with the Yard Master at the end of the run or with such other person as may be designated by the Superintendent. Such examinations of the contents of the car as may be practicable should be made before the car is re-sealed.

Conductors are not required to keep any seal record but must report all defective seals on cars in their trains on form C. T. 865, and leave it with the Yard Master at the end of the trip.

Car Inspectors at various inspection points must examine the seals on all cars required to be sealed, re-seal all not properly sealed and make report of the same.

Seal presses have been furnished to agents, certain large shippers, Yard Masters, local freight conductors and car inspectors. Seal presses must be kept under lock and key when not in use, and unauthorized persons must not be allowed to handle them.

Persons required to make reports on C. T. 850 and 865 must obtain a supply of these blanks.

FIRST AID BOXES

600 In order that all concerned will be familiar with the proper handling of First Aid Boxes, the following instructions will be adhered to :

Inspections will be made monthly by the following persons:

At PASSENGER AND FREIGHT STATIONS: By Supervising Agent.

At BLOCK STATIONS: By Division Operator.

At YARD OFFICES: By Assistant Train Master.

At TOOL HOUSES AND IN M. W. CABINS: By Supervisor.

On CABIN CARS: By car inspectors at the different terminal points.

Report of any boxes missing or boxes with seals broken must be made to Master Mechanic Altoona Machine Shop.

At SHOPS: By Master Mechanic or General Foreman.

On LOCOMOTIVES: By Enginehouse Foreman each time engine passes over inspection pit, and report made to the Master Mechanic of any boxes missing or with seal broken.

At ENGINEHOUSES: Inspection to be made monthly by Master Mechanic. When the seal of First Aid Boxes has been broken for any cause, the box must be removed from the engine or cabin car upon arrival at terminal and turned into store house at terminal to be replaced by one properly filled and sealed.

Employees in charge of stations, towers, tool houses, etc., will notify the Master Mechanic Altoona Machine Shops when the seal of First Aid Box is broken, who will furnish a box properly sealed, to replace the box used, which must then be forwarded to Master Mechanic Altoona Machine Shops, Altoona, Pa., properly tagged, showing where from, and why seal was broken.

All First Aid Boxes with broken seals received by the Master Mechanic are to be forwarded to the Laboratory, Altoona, to be refilled and sealed.

Each box is supplied with six cards, C. T. 375. One of these cards must be filled out for each injured person when box has been opened and any of the contents used, and cards forwarded to the Superintendent.

HEATING OF PASSENGER EQUIPMENT CARS

610 Temperature of Cars while on the Road.

(Superseding Rule 45, Book of Steam Heat Instructions.)

Coaches in through service.....65 to 70 degrees

Coaches in suburban service60 to 65 degrees

Pullman Sleeping Cars between the hours of 10 P. M.

and 6 A. M.....about 60 degrees

Pullman Sleeping and Parlor Cars in day time 65 to 70 degrees

Temperature should be kept below rather than above the highest figures given.

Train conductors at time of taking charge of trains placed in station must observe the temperature in each car, and if found underheated or overheated they must report same promptly.

USE OF TELEPHONES

620 Persons using telephones, and particularly a telephone located other than in buildings, should exercise great care in handling same to avoid injury by allowing parts of their person to come in contact with wires or metal portions of the instrument which may be charged by lightning or by the telephone wires coming in contact with other electric wires.

Only the hard rubber portion of receiver and ringing crank handle should be handled.

When transmitting messages by telephone, telephone message operators, signalmen, agents and others shall satisfy themselves that the receiving operator thoroughly understands the message in full, and if necessary, spell all words of a similar sound to avoid errors.

A person receiving a message by telephone shall also satisfy himself that it is thoroughly understood.

621 The following instructions must be observed when the telephone is used for Manual Block Operations, transmitting train orders or making any arrangements pertaining to the movements of trains.

Each person must satisfy himself that he is in communication with the person desired.

The conductor or engineman must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of their train, but neither is relieved of any responsibility as prescribed by Rule 105.

The same precaution must be taken to insure accurate transmission and proper delivery of train orders and instructions as is required by the rules in transmitting by telegraph. The essential features of all verbal arrangements and instructions such as train numbers, engine numbers, information in regard to trains being clear of, or desiring to occupy certain tracks, etc., must be repeated by the person receiving the information.

At an unattended Block Station the conductor or engineman must obtain permission to enter and ascertain the condition of the block and report when clear of the block. When a train clears a block between block stations or at an unattended block station the flagman may, when authorized by the conductor or engineman, report clear to the signalman.

If the telephone fails and trains cannot, in the usual manner, obtain orders necessary to proceed, every effort must be made to obtain orders in some other manner and avoid undue delay. Such failures must be promptly reported to the Superintendent from the most accessible point.

If telephone fails at an unattended block station, and communication with signalman cannot be secured in some other manner, trains may proceed by observing Rules 87 and 97, and by flagging their way to the nearest point from which Signalman can be reached.

Rule 365 is modified accordingly.

Unattended Block Stations and Telephone Booths are equipped with switch locks and must be kept locked when not in use. Any employe finding a lock damaged or missing must promptly report same to the head of his department.

If there is not a proper supply of train order blanks and carbon sheets at an unattended Block station or telephone booth the fact must be promptly reported by telephone to the person from whom orders are received, who will arrange for necessary supply.

Telephones in booths and boxes are equipped with switches which automatically cut the telephone off the line when the door of the booth or box is closed. No communication either by conversation or with call bells is possible when the door is closed, except in booths where, if necessary, the door may be closed, without interrupting communication, by lifting the switch latch located inside of door, which will close the automatic switch.

The receiver should not be off the hook longer than is absolutely necessary. When information cannot be obtained at once, receiver should be hung up and arrangements made to call again.

630 LIST OF TELEPHONES FOR USE OF TRAINMEN

MAIN LINE.

Telephones for emergency use are located as follows:
Block Stations.

Boxes located every half mile PG to EF.

Assistant Train Masters' offices.

Supervisors' offices.

Yard Mastars' offices.

Power Plants.

Engine Houses.

Switch offices.

Scale offices.

Coaling stations.

Repair shops.

Agents' offices.

Sidings and Crossover Switches (not interlocked) connected with main tracks on Main Line—Hollidaysburg and Petersburg Branch, Springfield Branch, Morrison's Cove Branch, Martinsburg Branch and Newry Branch.

Home Signal Bridge BO westward.

HOLLIDAYSBURG & PETERSBURG BRANCH.

| | | |
|-----------|---|------------------------------|
| Watch Box | { | East of Hatfield's crossing. |
| | | Goodman's Hollow. |
| | | Newry street, Hollidaysburg. |
| | | Margaret avenue, Altoona. |

Track Foreman's residence (except Sub-Div. 8, 16, 17, 18, 19 and 20.

Section Maintainers' residences.

NEWRY BRANCH.

Track Foreman's residence.

640

ARRANGED FREIGHT TRAIN SERVICE

These trains are run as Extras.

WESTWARD

| TRAIN | LEAVES | ARRIVES | ROAD TIME | YARD TIME |
|--------|------------|-------------|-----------|-----------|
| | NC | EF | | |
| A PG 9 | 2.45 A. M. | 8.45 A. M. | 6h 00m | 2h 00m |
| PG 7 | 3.00 " | 9.30 " | 6h 30m | 1h 30m |
| PG 5 | 4.30 " | 9.30 " | 5h 00m | 2h 00m |
| PG 21 | 5.30 " | 10.30 " | 5h 00m | 1h 45m |
| PF 7 | 5.45 " | 10.45 " | 5h 00m | 1h 45m |
| A-PG 3 | 5.45 " | 11.00 " | 5h 15m | 1h 30m |
| PG 9 | 5.45 " | 2.00 P. M. | 8h 15m | |
| A-PG 1 | 6.45 " | 11.45 A. M. | 5h 00m | 1h 30m |
| PG 3 | 7.30 " | 12.30 P. M. | 5h 00m | 1h 30m |
| PF 1 | 8.15 " | 1.30 " | 5h 15m | 1h 45m |
| PG 19 | 8.45 " | 1.00 " | 4h 15m | 1h 15m |
| PG 1 | 8.50 " | 1.45 " | 4h 55m | 1h 00m |
| PG 15 | 10.15 " | 7.00 " | 8h 45m | 3h 30m |
| PG 11 | 11.45 " | 6.15 " | 6h 30m | 1h 30m |
| | ET | | | |
| PG 13 | 11.00 " | 12.15 " | 1h 15m | 1h 15m |

EASTWARD

| TRAIN | LEAVES | ARRIVES | ROAD TIME | YARD TIME |
|-------|------------|------------|-----------|-----------|
| | EF | NC | | |
| M 52 | 8.00 A. M. | 3.45 P. M. | 7h 45m | |
| WP 12 | 8.30 " | 2.00 " | 5h 30m | 40m |
| PG 2 | 1.00 P. M. | 6.00 " | 5h 00m | 1h 30m |
| PG 20 | 1.30 " | 6.30 " | 5h 00m | 1h 45m |
| PG 18 | 1.45 " | 6.45 " | 5h 00m | 1h 45m |
| PG 10 | 2.15 " | 7.15 " | 5h 00m | 1h 45m |
| PG 4 | 2.30 " | 7.30 " | 5h 00m | 1h 30m |
| PG 6 | 3.00 " | 8.00 " | 5h 00m | 1h 45m |
| WP 10 | 8.35 " | 2.40 A. M. | 6h 05m | 45m |
| | | RM | | |
| PG 16 | 2.00 " | 2.40 P. M. | 0h 40m | 1h 45m |

GENERAL ORDERS.

This Time Table must contain General Orders issued after General Order No. 1185.

MIDDLE DIVISION

Altoona, Pa., Dec. 6, 1915.

GENERAL ORDER No. 1186.

A new Time Table will become effective 2.05 A. M., Sunday, Dec. 12th, 1915.

All interested parties must secure a copy and receipt for same prior to 2.05 A. M., Saturday, Dec. 11th, 1915.

Upon receipt of Time Tables employes will examine them to see that no pages are missing.

N. W. SMITH,
Superintendent.

MIDDLE DIVISION.

GENERAL ORDER No. 1191.

Altoona, Pa., February 24, 1916.

No. 3 passenger track between JK and BO Block Stations will be locked and signalled for movements in either direction. Trains will accept the signal displayed for this track at JK or BO and proceed without orders.

The following changes will be made in the signals at JK and BO:

"JK"—The signal on bridge just west of JK governing eastward movements on No. 3 track will be removed and a dwarf signal installed 225 feet west thereof to govern eastward movements on that track. An advance signal with vertical lights and square end blades governing westward movements on No. 3 track located on bracket post just west of 18th Street Subway will be placed in service.

"BO"—The advance automatic signal governing eastward movements on No. 3 track will be removed and in its place will be installed a two arm signal with vertical lights and square end blades. The dwarf signal governing westward movements on No. 3 track will be removed and a three arm bridge signal substituted.

TAKING EFFECT 9.00 A. M.,
MONDAY, FEBRUARY 28, 1916.

N. W. SMITH,
Superintendent.

MIDDLE DIVISION.

GENERAL ORDER No. 1192.

Altoona, Pa., March 9th, 1916.

The following changes will be made in tracks and signals between Fourth Street and Juniata Scales, Altoona Yard:

The present eastbound freight track No. 1 will be changed to eastbound receiving track No. 2. The present westbound power track between "GD" and Fourth Street will be changed to No. 1 eastbound freight track. The present westbound freight track which is now being used as an advance track between "GD" and Fourth Street will be operated as the westbound freight track. Two additional tracks, Nos. 21 and 22, will be placed in the eastbound receiving yard.

The switches and signals at Fourth Street, "GD" and Juniata Scales will be re-arranged.

EFFECTIVE AT 10.00 A. M.,
MONDAY, MARCH 13th, 1916.

N. W. SMITH,
Superintendent.

**MIDDLE DIVISION.
GENERAL ORDER NO. 1194.**

Altoona, Pa., May 15, 1916.

A new Time Table will become effective 12.01 A. M., Sunday, May 28th, 1916.

All interested parties must secure a copy and receipt for same prior to 12.01 A. M. Saturday, May 27th, 1916.

Upon receipt of Time Tables employes will examine them to see that no pages are missing.

BS Block Station will remain out of service until further notice.

N. W. SMITH,
Superintendent.

7.4.30

no notes

14.30

240

870

480

870

3200

hrs.

6.1.5308

220V-Ea

930

48

636

0.23

240

28

7.20

16

74

1070

165

80

165

7.44

