

# **THE PENNSYLVANIA RAILROAD**

**EASTERN REGION**

**EASTERN PENNSYLVANIA DIVISION**

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**MIDDLE DIVISION**

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**SPECIAL INSTRUCTIONS**

**TO**

**Time-Table No. 1**

**In Effect 6.01 A. M., Sunday, September 28, 1941**

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**For The Government Of  
CENTRAL REGION EMPLOYEES OPERATING  
INTO ALTOONA**

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**EASTERN STANDARD TIME**

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**W. C. HIGGINBOTTOM,**  
General Manager.

**A. F. McINTYRE,**  
Supt. Pass. Transportation.

**W. W. PATCHELL,**  
General Superintendent.

**H. H. PEVLER,**  
Supt. Freight Transportation.

**E. C. GEGENHEIMER,**  
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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Superintendent.

# SPECIAL INSTRUCTIONS

PERTAINING TO THAT PORTION OF ZONE B, MIDDLE DIVISION, USED BY CREWS OPERATING OVER CENTRAL REGION INTO ALTOONA.

## MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings assigned direction Car capacity 45 ft. cars		
						East	West	Both
X	X	X		BELLWOOD.....	124.0			
X	X	X		BELL.....	124.7			
X	X			ANTIS.....	126.8			
				RO.....	130.2			
X	X	X		ALTOONA.....	130.8			
X	X			JK.....	131.1			
X	X	X		BO.....	131.7			

NOTE—X indicates in service.

Block stations open continuously.

## HOLLIDAYSBURG & PETERSBURG BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings assigned direction Car capacity 45 ft. cars		
						East	West	Both
			X	FRANKSTOWN.....	28.5			
			X	FRANK.....	28.5			
			X	JCT. MOR. COVE BR.....	31.0			
			X	HOLLY.....	31.0			
			X	HOLLIDAYSBURG.....	31.3			
X	X	X		WYE.....	32.4			
X	X	X		ELDORADO.....	35.6			
				JK.....	38.6			
				ALTOONA.....	38.9			

Block-Limit stations controlled by open block stations:

Block-Limit Stations	Controlled by
Frank	Wye
Holly	Wye

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Eldorado	Wye

NOTE—X indicates in service.

Block stations open continuously.

† Emergency block stations opened only by train order.

## ENGINE WHISTLE SIGNALS

**1501.** Signal prescribed by Rule 14-1, — — o —, will not be prolonged or repeated approaching the following crossings:—

Altoona—31st Street.

Eldorado—at station.

Hollidaysburg—at station.

## USE OF SIGNALS

### 1801.

Reflectors illuminated by headlights are substituted for switch lamps at:

Hollidaysburg & Petersburg Branch:

Facing point switches in main tracks, Hollidaysburg to Petersburg.

Frankstown:

Crossovers between Nos. 1 and 2 tracks.

Public Delivery Track.

Advance Yard to No. 1 track.

Hollidaysburg:

All main track switches at Holly and between Holly and Wye Block Station.

Spur connecting with J. B. Condron side track.

## GENERAL ORDERS, BULLETIN BOARDS, EMPLOYES' REGISTERS, STANDARD CLOCKS

**★2001.** Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions	Zones
X	X	X	Altoona, Passenger Crew Dispatcher's Office.	Pittsburgh Williamsport Philadelphia	A,B,C,D. A,B,C. A.
X	X	X	Altoona, Crew Clerk's Office, RV.	Pittsburgh Eastern Conemaugh Monongahela	A,B,C,D. A. A,B. A,C.
X	X	X	East Altoona, Engine Dispatcher's Office.	Pittsburgh Eastern Conemaugh Monongahela Williamsport Philadelphia Wilkes-Barre	A,B,C,D. A. A,B. A,C. A,B,C,D. A. A.
X	X	X	East Altoona, Asst. Yard Master's Office, ND.	Pittsburgh	C.

- 2002.** Standard Clocks at other points:  
Train Dispatcher's Office.  
Block Stations.

### GENERAL ORDER ZONES

- ★**2101.** General Order Zones on this Division are as follows:  
**ZONE B**—Bell to BO, both inclusive, and Hollidaysburg and Petersburg Branches.

### TRACK ASSIGNMENTS

#### 2201. Single Track

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldorado

#### 2202. Two or More Tracks

Current of traffic is as follows:

MAIN LINE	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
Antis to JK		West'd Psgr.	East'd Psgr.			
JK to BO		West'd Psgr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.
Hollidaysburg & Petersburg Branch Pete to Holly				West'd	East'd	
Holly to Wye		West'd	East'd	West'd	East'd	
Eldorado to JK				West'd	East'd	

**NOTE**—Tracks are numbered from south to north.

#### 2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Directions	Controlled By	Reverse Movements on Permission From	Note
Altoona No. 1	JK	4th St.	Eastward	A.Y.M. 4th St.	AYM-4th St.	
No. 1	4th St.	RV	Eastward	AYM-GD	AYM-GD	
A	JK	4th St.	Eastward	AYM-4th St.	AYM-4th St.	
No. 2	RV	JK	Westward	AYM-RV	AYM-RV	
Approach	Bell	E. End WJ Rec. Yard	Westward	AYM-WJ or RV	AYM-WJ or RV	
Pull-Up	E. End W.J. Rec. Yard	Bell	Eastward	Bell	Bell	
No. 1	RV	Antis	Eastward	Antis	Antis	
No. 2	Antis	RV	Westward	Antis	Antis	
Hollidaysburg Eastward	Holly	Jct. No. 2 Track	Eastward	Wye	Wye	(2)
Westward	Frankstown	Holly	Westward	Wye	Wye	(3)

- (2) Route—Holly to East end Eastward Classification yard (No. 12 track) Eastward Receiving Yard and Continuation thereof.
- (3) Route—Frankstown to Brick Office (No. 6 track) westward receiving yard, No. 14 track Westward Classification yard.

**2204. Secondary Tracks of No Assigned Direction**

Track	Between	And	Controlled By	Note
Altoona No. 3 Power	JK	BO	JK	
No. 9	JK	BO	JK	
South Runner	ND	4th St.	AYM-4th St.	
Middle Runner	ND	4th St.	AYM-GD & 4th St.	
No. 12	WJ Hump	E. End WJ Rec. Yard	AYM-WJ & RV	
No. 31	WJ	RV	AYM-WJ & RV	
No. 1	RV	RO	AYM-RV Westbound	
No. 5	GD	7th St.	RO	
Lead to Cabin Tracks	GD	RV	AYM-RV & 4th St.	
No. 1 Cabin	GD	RV	RV & 4th St	
Psgr. Station No. 1	9th St.	JK	JK	

Altoona Passenger Station:  
Track 2 is a storage track.

**MOVEMENT OF TRAINS**

**2401.** Location of Train Dispatchers—Altoona.

**2402.** Rule S-83.

In the application of this Rule clearance information will be furnished by Signalman on clearance message CT-1246 or by Train Order.

**2403.** Rule D-83.

In the application of this Rule information may be given verbally.

**2410.** Rule D-93 in effect as follows:

**MAIN LINE:**

Between BO and JK—tracks A, 1 and 2.

**HOLLIDAYSBURG AND PETERSBURG BRANCH:**

Between JK and Frank.

**2423.** WYE: Crossover at west leg of Y, will be kept set for movements from Duncansville Branch track to Pittsburgh Division westward main track. Switch lamps will show green light and white target when switch is set for normal movements over crossover.

**2425.** Movement of trains in the same direction by block signals, Rules 251, 253, 254, in effect.

**MAIN LINE:**

Between Bell and BO.

**HOLLIDAYSBURG AND PETERSBURG BRANCH:**

Between JK and Eldorado.

Between Wye and Holly.

**2426.** Opposing and following movement of trains by block signals. Rules 261, 262, 263, 264, in effect.

**MAIN LINE:**

Between RO and BO—No. 3 track.

**HOLLIDAYSBURG AND PETERSBURG BRANCH:**

Between Wye and Eldorado.

**2429.** At Altoona passenger station, Enginemen of eastward and westward trains using No. 1, 2, 3 or 4 tracks stopping with engine beyond dwarf signal, will start on receiving communicating signal, provided that in addition, a hand signal to proceed is received from a member of the train crew. The Conductor will be responsible for knowing dwarf signal is in proceed position before starting train.

**2430.** Conductors of all trains and enginemen of light engines must inquire for orders before starting from initial point.

**2431.** Trainmen must not stand on top of engine tenders, box cars, or other high cars, while passing under signal bridges, overhead water plugs, train shed Altoona Passenger Station.

**2436.** Normal position of switch at Holly for movement as follows:

From No. 3 track to No. 1 track.

**2602.** Westward freight trains dispatched from Altoona Yard, will be governed by the following instructions as to the use of helping engines assisting at the rear.

All helping engines at the rear will assist except that when trains are moving from the Advance Yard at RO, only the engine next to the cabin will use steam while rear of train is moving over the switches at RO.

**2603.** Altoona—When any Eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with RO promptly. When any Eastward movement is stopped at 4th Street, a member of the crew must communicate with 4th Street, South Side. promptly.

Cabins on Eastward freight trains will be cut off as cabin is passing under 9th Street Bridge. If cabin should stall, RO must be notified immediately.

Telephones located as follows: On east end of Machine Shop fence west of 9th Street Bridge and on post on south side, east of 7th Street.

## 2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

### PASSENGER TRAINS AND FREIGHT TRAINS GENERAL

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
<b>Main Line</b>	<b>Miles per Hour</b>									
Bell to Antis			50	50	70	50	70	50	50	50
Antis to JK			70	50	70	50				
JK to BO			70	50	70	50	50	50	50	50
NOTE:—Freight trains other than Arranged Service— all tracks 40 miles per hour.										
<b>Hollidaysburg &amp; Petersburg Branch</b>										
Pete to Holly							30	30	30	30
Holly to Wye			30	30	30	30	30	30	30	30
Wye to Eldorado	30	30								
Eldorado to JK							30	30	30	30

## 2703. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED

### TURNOUTS

Spring Switches—trailing movement.....	15
—facing movement.....	30
Non-interlocked turnouts — diverging movements, except M-1 and I-1 engines over No. 8 crossover and turnout.....	15
Maximum speed of M1, I1, and heavier class engines through No. 8 crossovers and turnouts.....	10

**No. 8 crossovers and turnouts located as follows:**

**Altoona:**

**24th Street Engine Yard:**

All switches south of A track.

**JK:**

All switches east end of engine yard south of A track.

**9th Street:**

Freight station yard.

**RO:**

Crossovers and connections between westward freight track and eastward passenger track.

**4th Street:**

Connections at west end eastward receiving yard.

West end of local yard east of 4th Street.

Connections to M. W. Yard.

Connections to New Transfer yard.

**GD:**

Crossovers and connections in westward yard east and west of GD.

Connections to power track between GD and RV.

**JS:**

All switches at west end of eastward classification yard.

Connections at east end of local yard.

Wreck train track and eastbound car repair yard.

**RV:**

Hill track east of RV.

Slip switch at overhead bridge.

Connection No. 31 track to ladder track.

**ND:**

Connection to high transfer wharf.

Connections east end of tracks 25 to 29.

**WH:**

Connections and crossovers west end loaded receiving yard, except connection in 31 track.

Connections and crossovers east end loaded receiving yard.

**WJ:**

Connections and crossovers west end empty receiving yard.

Connections at east and west ends of car repair yard.

Connections at east and west ends of empty classification yard.

**East Altoona:**

Connections to coal storage tracks.

All switches in enginehouse territory.

**Hollidaysburg:**

No. 3 track just east of Newry Street Crossing.

All crossovers and turnouts in main and yard tracks between HOLLY and FRANK.

## 2704. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED

### Curves

Hollidaysburg and Petersburg Branch	Miles per Hour
Nineteenth Street, Altoona.....	20

## 2707. MAXIMUM SPEEDS RESTRICTED

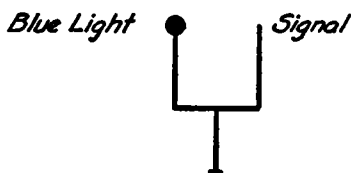
LOCATION	Tracks	Miles per Hour
<b>Main Line</b>		
<hr/>		
Approaching signal located on bracket pole west of JK governing eastward movements	3	15
10th Street, Altoona, to RO .....	3 & 4	40
Between Antis and RV .....	1 & 2	30
Between Bell and a point 8115 feet West..	Pull-Up	30
<b>Hollidaysburg and Petersburg Branch:</b>		
Speed over connections between Frankstown and Hollidaysburg Stations .....	1-3 & 2-4	20
Hollidaysburg-Newry Street Crossing .....	1-3 & 2-4	15

### FIXED SIGNALS

**2801.** Signal aspects not standard in service:

"JK" Interlocking—Block Station.

Signal on bracket post, governing Eastward movements on No. 3 track, marked by a Blue light on left hand pole of bracket.



Indication—One track intervenes between signal and track it governs.

Name—Signal Mast Bracket Marker.

### CAB SIGNALS

**2851.** Cab signal Rules 295 to 298, inclusive, are in effect as follows:

#### MAIN LINE

With current of traffic:

TRACKS	BETWEEN	AND
1, 2, 3, 4	Bell	Antis
3, 4	Antis	JK

Against current of traffic:

3	RO	JK
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#### SECONDARY TRACKS:

In assigned direction:

1, 2	Antis	RV
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Against assigned direction:

Pull Up	Bell	Point 8115 feet West of Bell
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**2852.** Cutting-in sections located:

For Westward trains:

Tracks Nos. 3 and 4 from the Westward Home signals for "BO" to Block Signals 2373 on Eastward Home Signal Bridge for "BO".

## MANUAL BLOCK SYSTEM

**2901.** Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

LOCATION BRANCHES	BETWEEN	AND
Hollidaysburg and Petersburg	Frank	Wye

**2902.** Rule 316 will apply:

**MAIN LINE:**

For movements against the current of traffic.

**2903.** Rule 317 will apply:

Hollidaysburg and Petersburg Branch.

Between Frank and Wye.

**2904.** Hand signals will be used by Signalman Wye to give block indication as follows:

Eastward trains on No. 1 track.

Westward trains on No. 2 track enroute from Hollidaysburg Yard to Pittsburgh Division.

Westward trains via West leg of "Y" enroute from Altoona to Pittsburgh Division.

## AUTOMATIC BLOCK SYSTEM

**3001.** Rules 501, to 512, inclusive, are in effect as follows:

**HOLLIDAYSBURG AND PETERSBURG BRANCH:**

Between JK and Eldorado No. 1 and 2 tracks.

" Eldorado and Wye.

**3015.** Rules 501 to 518, inclusive, are in effect as follows:

Main Line between Bell and Antis No. 1, 2, 3 and 4 tracks.

" " " Antis and JK No. 3 & 4 tracks.

" " " JK and BO track A and Nos. 1, 2, 3 and 4 tracks.

Secondary track: Antis to RV Nos. 1 and 2 tracks.

Pull Up track: Bell to a point 8115 feet West.

## INTERLOCKING

**3101.** Rule 672—instructions for manual operation of remote controlled interlocking switches are located:

Eldorado.

## AIR BRAKE

**3607.** Manipulation of Retaining Valves on eastward freight trains entering Middle Division Territory.

Retaining valves on the front portion of train must not be released until train has reached locations, as follows:

**MAIN LINE:**

Ninth Street (unless train was stopped at JK)

**VIA BRANCH:**

Destined to Hollidaysburg—At Hollidaysburg.

Destined to Altoona—At Wye.

**3615.** Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked at Altoona.

11

**3617.** Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

**3619.** Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are folded. When the trap door is open, steps are down, in position for use. Vestibule trap door must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

**3626.** When a passenger train, which goes beyond a terminal, to a connecting division, has had trouble with hot boxes on any of the cars, the Conductor delivering the train, will give this information to the Conductor receiving the train, by use of a memorandum.

[illegible]



## **GENERAL ORDERS.**

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### **THE PENNSYLVANIA RAILROAD—EASTERN REGION MIDDLE DIVISION**

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**GENERAL ORDER NO. 101 ZONE A  
GENERAL ORDER NO. 101 ZONE B  
GENERAL ORDER NO. 101 ZONE C  
GENERAL ORDER NO. 101 ZONE D  
GENERAL ORDER NO. 101 ZONE E**

**Altoona, Pa., September 15, 1941.**

**EFFECTIVE 6.01 A. M., SUNDAY, SEPTEMBER 28, 1941.**

Time Table No. 1 and Special Instructions to Time Table No. 1 takes effect 6.01 A. M., Sunday, September 28, 1941, and contains the necessary instructions issued in the General Orders up to and including:

**NO. 3307 ZONE A  
NO. 3306 ZONE B  
NO. 3302 ZONE C  
NO. 3303 ZONE D  
NO. 3305 ZONE E**

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 1 and Special Instructions to Time Table No. 1 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendant after Time Table No. 1 takes effect.

(a) New Operating, Signal and Interlocking Rules, dated September 28, 1941—in effect, superseding all previous Rules and Instructions inconsistent therewith.

**(b) MAIN LINE:**

No. 24 will make "B" stops daily except Saturday, Sunday, and school holidays at Newton Hamilton and Ryde.

When stops are not desired, crews will be so instructed.

**(c) MAPLETON—BRIDGE STREET CROSSING.**

Trains must not exceed a speed of 40 miles per hour on Nos. 1, 2, 3 and 4 tracks from point 500 feet West of crossing to point 500 feet East of crossing.

**(d) HOLLIDAYSBURG & PETERSBURG BRANCHES:**

No. 2 track, Hollidaysburg to Wye Block Station, stored with cars.

Movements may be made on verbal authority of the operator at Wye Interlocking Block Station as follows:

No. 2 track between Hollidaysburg Freight Station and Jones Street.

No. 1 track between Holly Block Limit Station and Thermic Ice and Coal Company Siding.

**(●) CLEARFIELD BRANCH:**

**Clearfield—North of.**

**Trains may resume schedule speed from a point 2280 feet North of MP-42 to 1000 feet North of MP-43.**

**Summit:**

**No. 1 siding out of service.**

**This General Order is printed in Time Table No. 1 and will not be issued in sticker form.**

**E. C. GEGENHEIMER,  
Superintendent.**













## We *WON'T* let him down

**M**AYBE he is your son—who smiled so cheerfully when he boarded the troop train. Or maybe he is that serious young fellow who worked next to you. Or that happy-go-lucky boy of your neighbor's.

Whoever he is, he's an American and he is proud to do his bit for Uncle Sam. *He* won't let *us* down!

And *we* won't let *him* down either!

We're going to do our part to provide him with the food and clothing and things he needs to keep healthy and strong and comfortable. We're going to do our part to provide him with the planes, ships, guns, tanks, and all the other implements of modern warfare he needs to protect himself and to defend America.

Remember this—only the railroads can transport the huge quantities of food and materials and supplies and equipment he will need. Only the railroads handle that job and, at the same time, take care of the other mass transportation needs of the nation.

The speed and vastness of the defense program and the need for adequate, efficient railroad transportation constitutes a challenge to every railroader. But so far we have met that challenge. And we will continue to meet it in the future!

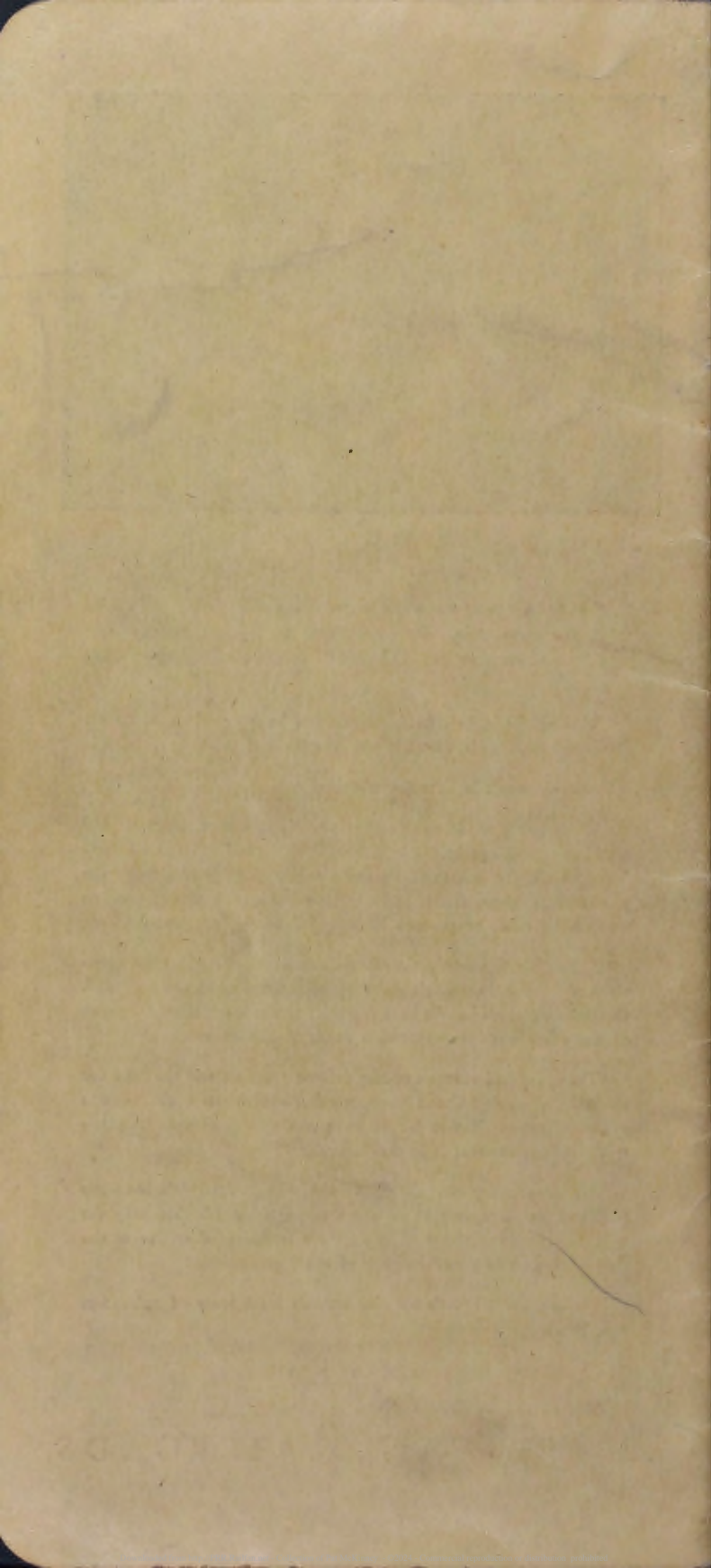
We have the plant. We have the man-power. We have the skill and the ingenuity to do the transportation job that only the railroads can do. Above all, we have a tradition of service to the nation that is the proud heritage of every railroader.

Neither the railroads nor the nation's loyal army of railroaders will let America down!

★ ★ ★ ★ ★

ASSOCIATION OF

# AMERICAN RAILROADS



East Bound Receiving Yard-----	A	102 miles
Cavittsville (Advance Yard)-----	B	101 miles
No. 11 Main Track (East End)-----	C	101 miles
East Bound Classification Yard-----	D	102 miles
West Bound Receiving Yard-----	E	105 miles
West Bound Siding (Old No. 2 Main Track)-----	F	103 miles
Relay Track East Pittsburgh-----	EP	112 miles
No. 5 West Bound Classification Yard-----	G	104 miles
Add miles via.,		
51-7--10 mi. H. D. 16 mi. S. H. Ex. 1 mi. Y. D. 10 mi.		

# CONWAY YARD

West Bound Receiving Yard-----	162 miles
East Bound Receiving Yard-----	157 miles

# AT SHIRE OAKS

East & West Bound-----	119 miles
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## GENERAL INSTRUCTIONS

Do not fill out or file this application for an account number if you are now 65 years old or will reach 65 before January 1, 1937.

If handwritten, answers should be printed plainly in ink. If possible, use a typewriter. Do not use pencil.

**Completed application must be returned to your local postmaster not later than December 5, 1936.**

There are five ways in which this application may be returned to the local postmaster, and in no case is it necessary to prepay postage:

1. It may be handed to your employer.
2. It may be handed to any labor organization of which you are a member.
3. It may be handed to your letter carrier.
4. It may be delivered to the local post office in person or by messenger.
5. It may be mailed in a sealed envelope addressed as follows: Postmaster, Local.

When an account number has been assigned, a card certifying that an account has been set up in your name will be returned to you, through the channel used in sending your application to the postmaster. Upon receipt of that card, bearing the date of issue, it should be immediately signed by you. This is important since your signature, as usually written, is required to validate the card.

If the card is handed to you by your employer he will keep a record of your account number. If it is received by you from some other source, you should immediately inform your employer of your account number in order to complete his record.

**You may have your account number changed at any time by applying to the Social Security Board and showing good reasons for a change.**

**You are required to file this application at this time, unless your work falls in one of the following excepted classifications or groups:**

1. Self-employment;
2. Employees of the railroad industry who are subject to the Carrier's Taxing Act approved August 29, 1935 (49 Stat. 974);
3. Agricultural labor;
4. Domestic service in a private home;
5. Casual labor not in the course of the employer's trade or business;
6. Service performed as an officer or member of the crew of a vessel documented under the laws of the United States or of any foreign country;
7. Service performed in the employ of the United States Government or of an instrumentality of the United States;
8. Service performed in the employ of a State, a political subdivision thereof, or an instrumentality of one or more States or political subdivisions;
9. Service performed in the employ of a corporation, community chest, fund, or foundation, organized and operated exclusively for religious, charitable, scientific, literary, or educational purposes, or for the prevention of cruelty to children or animals, no part of the net earnings of which inures to the benefit of any private shareholder or individual.

**In case of doubt, fill out card**

## INFORMATION OF GENERAL INTEREST

This is an application for the assignment of a number to your Social Security account. It is necessary that you have one of these numbered accounts for an accurate recording of your social security rights under Federal and State laws.

The Federal old-age benefits system provides for retirement payments from the Federal Government to qualified persons beginning at the age of 65. It was established by the Social Security Act and goes into effect on January 1, 1937. Its purpose is to bring to those persons employed in the broad fields of commerce and industry increased assurance of an independent old age. The system is administered by the Social Security Board, Washington, D. C.

Benefits are based on the wage record of the individual and are of three types: (1) Monthly benefits at 65; (2) lump-sum payments; and (3) death benefits.

These benefits are based on total wages for work done in this country after December 31, 1936, and before a worker becomes 65 years of age. This includes every kind of work for an employer with a few exceptions. The main exceptions are listed on page 3 of this folder. Wages of not more than \$3,000 a year from any one employer will be added together to make up the total wages. Every time the word "wages" is used in this folder it means wages as explained in this paragraph and not wages generally.

Monthly benefits will range from \$10 to \$85 a month and will begin to be paid on January 1, 1942. To qualify for this type of benefit an individual must be 65 years old, his total wages must be \$2,000 or more, and he must have earned wages for at least 1 day in each of 5 different calendar years.

Lump-sum payments will be made to individuals who reach the age of 65 but do not qualify for monthly benefits. The amount paid them will equal  $3\frac{1}{2}$  percent of their total wages.

Death benefits will be paid to the estates of individuals who die before drawing monthly or lump-sum benefits equal to  $3\frac{1}{2}$  percent of their total wages.

In order that old-age benefits can be paid by the United States Treasury, it is the responsibility of the Social Security Board to determine the total wages of those individuals who will be entitled to receive benefits. Accordingly, the Board must keep an account of the individual's wages. This application form is being distributed to employees through the Post Office Department in order that these individual accounts may be set up.

It is in your own interest, as a possible recipient of Federal old-age benefit payments, to apply promptly for the setting up of a Social Security Account in your name, and the assignment of a number to it. Therefore, read the instructions carefully and fill out the application at once.

Only one number may be assigned to your account. Do not fill out this application if you previously have made application or already have a numbered account.