J. W. Houser

THE PENNSYLVANIA RAILROAD

EASTERN REGION

MIDDLE DIVISION

Time-Table No. 2

In effect 2.01 A. M., Sunday, April 27, 1952

FOR THE GOVERNMENT OF EMPLOYES ONLY

EASTERN STANDARD TIME

J. A. SCHWAB, General Manager.

> J. W. LEONARD, Sup't Passenger Transportation.

P. W. NEFF, General Sup't Transportation.

K. J. SILVEY,
Sup't Freight Transportation.

C. W. JEFFRIES, Superintendent.

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2024

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MAIN LINE

ing	Sac	ation	nit.	STATIONS		מו	gs Assi irection Capac ft. can	n
Interlocking	Interlooking Station	Blook Station	Block-Limit Station	<u> </u>	Distance from Harrisburg	East	West	Both
X	X	х х-о		HARRISBURG (Phila, Div.) ROCKVILLE BANKS	5.3 8.6			
				DIVISION POST (Phila. Div.)	8.8 9.7			
				PERDIX	9.7 10.7			
×	×	x -0		COVE VIEW	14.3			
				DUNCANNON	14.8 18.0			
				IROQUOIS SHOP TRACK	20.8			
				VLEW DUNCANNON AQUEDUCT IROQUOIS SHOP TRACK BALLEY NEWPORT PORT MILLERSTOWN THOMPSONTOWN	20.8 22.9 27.4 28.8			
X	·x	x-0		PORT	28.8			
				MILLERSTOWN THOMPSONTOWN VAN DYKE TUSCARORA PORT ROYAL MIFFLIN DENHOLM WALL HAWSTONE SHAWNEE LEWISTOWN LEWIS GRANVILLE LONGFELLOW SHOP TRACK MYVEL	32.7			
				VAN DYKE	37.7 40.8			
				TUSCARORA	43.0			
×	X.	x-o		MIFFLIN	46.2 49.0			<u>-</u>
				DENHOLM.	51.6			
X	X	X-0		HAWSTONE	52.4 55.9			
				SHAWNEE	57.8			
·x·	- x -	x-0		LEWISTOWN	60.6 61.8			
		7-0		GRANVILLE	64.4			
				LONGFELLOW SHOP TRACK	64.4 68.6 72.5			
				RYDE	72.5 76.7			
				RYDE VINEYARD SHOP TRACK NEWTON HAMILTON	79.6			
				MOUNT UNION	82.5 85.1		- -	- -
×	X	x-o		MOUNT UNION. JACKS MAPLETON. MILL CREEK SHOP TRACK. ARDENHEIM	86.1			
				MAPLETON MILL CREEK SHOP TRACK	88.4 91.0			
				ARDENHEIM	95 1			
- v -	- -	x-o		LHUNTINGDON	I 97.0		-	
X		X-U		HUNTDEER	97.0 99.4			
				WARRIOR RIDGE	101.2			
×				PETERSBURG	$103.3 \\ 103.7$	- -		
				PETE BARREE TUNNEL SPRUCE	106.6			
X	×	X-O		TUNNEL SPRUCE	107.6 108.8			
	<u> </u>	7-0		SPRUCE CREEK UNION FURNACE	109.2			
				UNION FURNACE	110.8			
·x·	×	x-o		FODOR	114.2 115.6			
- x -	- x -	x-0		TYRONE	116.6			
. X		X-0		TIPTON	117.8 120.6			
-==-	-==-	27.7		TYRONE	124.0			
X X X	XXX	X-0 X-0		I BELL	124.7 126.8			
â	x			ANTIS WORKS	130.2 130.8			
- v -		v o		ALTOONA	130.8 131.1			
X	X	X-0 X-0	1222	SLOPE	131.7			:
	<u> </u>	l	l	DIVISION POST (Pgh. Div.)	131.8		l	<u> </u>

NOTE—X indicates in service continuously.

O indicates trainphone in service.

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Deer	Hunt
Pete	Hunt
Tunnel	Spruce

HOLLIDAYSBURG & PETERSBURG BRANCH

sing	d gan	stion	mit n	STATIONS	from	Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlooking	Interlooking Station	Blook Station	Block-Limit Station	SIATIONS	Distance from Petersburg	East	West	Both	
	1			PETERSBURG.	I				
×		×		PETE	0.5				
				HATFIELD	3.5				
				ALEXANDRIA	5.0				
				ALFARATA	6.2 7.1				
				ALFARATA WATER STREET	7.1				
				GOODMAN	8.9				
			ll	BLAIRFOUR	10.6				
				MOUNT ETNA	11.3				
				COVEDALE CLOVER CREEK JCT.	14.0				
	l			CLOVER CREEK JCT.	15.1				
	l		X	SPRING	15.1			- 	
				WILLIAMSBURG.	17.3				
				GANISTER	19.3 22 8				
				CANOE CREEK JCT.	22 8				
				HORRELL	24.0				
				FRANKSTOWN	28.5				
			\mathbf{x}	FRANK	28.5				
				JCT. MOR. COVE BR	31.0				
	1		X	HOLLY	31.2				
				HOLLIDAYSBURG.	31.3				
×	X	X-O		WVE	32.4				
	I		122221	ELDORADO	35.6		- 		
×				ELDO	35.6				
X	ľx	X-O		ALTO	38.6				
				ALTOONA	38.9				
					55.0				

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Petersburg to Altoona is westward.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Spring	Wye
Frank	Wye
Holly	Wye

Block Station—Remote controlled as follows:

Block Station	Controlled by
Pete	Hunt (Main Line)

Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Pete	Hunt (Main Line)
Eldo	Wye

BEDFORD BRANCH BEDFORD SECONDARY TRACK

ing	ing	trion	nit			from	Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlooking	Interlooking Station	Block Station	Blook-Limit Station	STATIONS		Distance from Altoona	North	South	Both	
			x	BROOKES MILLS BROOK EAST FREEDOM CLAYSBURG SPROUL. QUEEN IMLER OSTERBURG REYNOLDSDALE FISHERTOWN CESSNA YOUNTS DUNNINGS CREEK JCT. CREEK	Secoi	14.2 14.2 15.7 20.8 21.6 23.4 27.2 29.9 32.8 34.5 36.8 41.5 44.7			19	
			x	DUNNINGS CREEK JCT CREEK BEDFORD SORD	Branch	44.7 44.7 45.8 45.8				
			X	FORD WOLFSBURG MANNS CHOICE BUFFALO MILLS BARD MADLEY HYNDMAN STATE STATE LINE CUMBERLAND (W.M. Ry.)	Secondary Track	45.8 48.7 53.7 58.9 60.4 62.6 68.8 75.0 76.2			52	

NOTE-X indicates in service continuously.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Brook	Wye (Hollidaysburg & Petersburg Brch.)
Creek	Wye (Hollidaysburg & Petersburg Brch.)
Ford	Wye (Hollidaysburg & Petersburg Brch.)
State	Wye (Hollidaysburg & Petersburg Brch.)

MT. DALLAS BRANCH

dog	dib.g.	Station	Jmit on	STATIONS	from Dun- Creek Jot.	Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlooking	Interlocking Station	Block St.	Block-Lin Station	STATIONS	Distance nings	North	South	Both	
				DUNNINGS CREEK JCT				<u> </u>	
			X	CREEK					
	l			CLIFF9	0.5				
				LUTZVILLE	3.6				
				ASHCOM	5.2				
				MT. DALLAS	6.9				
	ا ـ ـ ـ ـ ا		l x	DALLAS	6.9	l <u></u>		l	

NOTE-X indicates in service continuously.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Creek	Wye (Hollidaysburg & Petersburg Brch.)
Dallas	Wye (Hollidaysburg & Petersburg Brch.)

CLEARFIELD BRANCH CLEARFIELD SECONDARY TRACK

ing ing ing tion nit		nit			Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlooking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	North	South	Both
×	X	В	X X X B	GRAMPIAN STRONACH CURWENSVILLE CUR CLEARFIELD FIELD WOODLAND BIGLER WALLACETON LACE BLUE BALL GRAHAM RG (N.Y.C.R.R.) (*) PHILL PHILLIPSBURG MAPLE MAPLE MAPLE MAPLE MAPLE SOCCOLA MILLS RETORT SANDY RIDGE SUMMIT VAIL N. END CLASS'FN. YARD PARK	52.58 47.88 40.63 39.13 81.94 227.13 23.22 20.82 18.58 11.55			29
x	X	X		PARK 17th STREET, TYRONE	1.5 0.9			

NOTE—X indicates in service continuously.

B indicates in service part-time.

The direction from Park to Tyrone is southward.

(*) No signalman on duty. Signals will be set normally for movement of P. R. R. trains. If a train is stopped by signal the conductor or engineman must immediately communicate with signalman in control of the block.

Block Station and Block-Limit Station in service part-time as follows:

Station	Hours in Service
Mills (Block Station)	7.59 A. M. to 11.59 P. M. daily except Sunday.
Mills (Block-Limit Station)	11.59 P. M. to 7.59 A. M. daily; 7.59 A. M. to 11.59 P. M. Sunday.

Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by			
Cur	Mills Park when Mills is not in service			
Field	Mills Park when Mills is not in service			
Lace	Mills Park when Mills is not in service			
Phil	Mills Park when Mills is not in service			
Mille	Park			
Summit	Mills Park when Mills is not in service			

BALD EAGLE BRANCH

ing	ing.	ation	ation mit	STATIONS	from	Sidings Assigned Direction Car Capacity 45 ft. cars		
Interlooking	Interlooking Station	Blook Station	Blook-Limit Station	STATIONS	Distance from Tyrone	East	West	Both
X	x	x -0		LOCK HAVEN POST (Susq. Div.)	54.2 52.5			183
_				DIVISION POST	52.0			
				MILL HALL	51.3			
X				EAST BEECH	47.2			
				BEECH CREEK	45.9			234
X				WEST BEECH.	45.1			
				EAGLEVILLE	44.3			
×				WOOD	40.9			
				HOWARD	39.7			68
·x				MT. EAGLE	36.6			
ж				SAND.	35.9			
				HOLTERS CURTIN	35.2 34.4			
×	x	X-O			30.8			
^	^	A- 0		MILES	30.8			137
				MILESBURG SNOW SHOE INT.	29.5			10,
X				BAKER	29.4			
				UNIONVILLE	25.9			
×				EAST JULIAN.	21.5			
				JULIAN	21.4			144
×				WEST JULIAN.	20.1			-
				MARTHA	17.2			-===
	[PORT MATILDA	13.8			129
×				HANNAH	10.6			
				BEAVER	9.7 8.1			
·x				EAGLE	6.1			408
				BALD EAGLE	5.0			1208
~~~				VAIL	3.1			
X	x	X		PARK	1.5			160
$\frac{x}{x}$	X	X						
	^	^		PARK TYRONE (Clearfield Beh.)	1.5			
	1			* * * * * O THE CHORTHOU DOM:/			<u> </u>	1

NOTE—X indicates in service continuously.

O indicates trainphone in service.

The direction from Park to Lock Haven is eastward.

#### Interlockings—Remote controlled as follows:

Interlocking	Controlled by
Post	Lock Haven
East Beech	Miles
West Beech	Miles
Wood	Miles
Sand	Miles
Baker	Miles
East Julian	Miles
West Julian	Miles
Beaver	Miles
Eagle	Miles
Vail	Miles

#### BELLEFONTE SECONDARY TRACK

ding	Station	Limit	S STATIONS	from	D Car	gs Assi irectio Capso ft. car	n sity
Interlocking Interlocking Station	Blook St	Block-Lin Station	STATIONS	Distance f Tyrone	East	West	Both
x x	х-о	1	MILES Bald Eagle MILESBURG Branch	30.8 30.8	- <b></b>		
		x	BELLEFONTE. FONT PLEASANT GAP. WHITE DIVISION POST (Susq. Div.)	33.5 33.6 37.0 37.4 37.4			

NOTE-X indicates in service continuously.

O indicates trainphone in service.

#### Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Font	Miles
White	Miles

#### MILROY SECONDARY TRACK

ng	ng.	Station	pit .		from t., Lew'tn	Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlocking	Interlocking Station	Station Block Statio Block-Limit Station	STATIONS	Distance Chest't S	East	West	Both		
				CHESTNUT ST., LEWISTOWN		i	Ī		
				(Jet Lewistown Secondary Track) WALNUT ST., LEWISTOWN	0.5 2.6 3.6				
				MANN WATER STATION	5.0				
				REEDSVILLE HONEY CREEK	5.4 8.3				
				SHRADERS NAGINEY	9.1				
			<u> </u>	MILROY	9.6 11.1	- <del></del> -			

#### LEWISTOWN SECONDARY TRACK

ng		tion	Station Limit ion	STATIONS	from	D Car	gs Assi irectio Capac ft. ca	n itv
Interlooking	Interlooking Station	Block Sta	Block-Limit Station	STATIONS	Distance from Lewistown	East	West	Both
			x	LEWISTOWN (Main Line) MAIN ST., LEWISTOWN CHESTNUT ST., LEWISTOWN STREET MAITLAND WAGNER McCLURE BEAVER SPRINGS BEAVERTOWN PAXTONVILLE	0.7 1.1 1.4 5.3 12.6 17.1 23.3 25.5			
			×	MIDDLEBURG MEISER KREAMER CLIFFORD SAL DIVISION POST (Susq. Div.)	30.1 33.0 36.3 37.4 40.8 42.8 42.8			

NOTE-X indicates in service continuously.

#### Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Street	Lewis (Main Line)
Sal	Lewis (Main Line)

#### **BELL-SLOPE SECONDARY TRACKS**

8	D.C.	Station	ait		from	Sidings Assigned Direction Car Capacity 45 ft. cars		
Interlocking	Interlocking Station	Block Sta	Block-Limit Station	STATIONS	Distance from Bell	East	West	Both
$\overline{\mathbf{x}}$	X	X-0		BELL (Main Line) EAST END HOMER YARD				1
×	- <b>x</b> -	x-ö		EAST END HOMER YARD ANTIS HOMER	1.5 2.1 2.7			
				FARM FURNACE	3.1 3.3			
X	×			ROSEBRUSH	4.0 4.6			
X	×			JUNIATA SHOPS WORKS	4.8			
	X			SOUTH 7th ST., ALTOONA	5.5 5.5 5.7			
X	X	X-0 X-0		ALTO. SLOPE.	6.4 7.0			

NOTE-X indicates in service continuously.

O indicates trainphone in service.

#### SPRINGFIELD SECONDARY TRACK

ing	ing	Station	imit on		from	Sidings Assigned Direction Car Capacity 45 ft. cars				
Interlooking		Blook Sts	Block-Lir Station	STATIONS	Distance fr Ganister	Esst	West	Both		
				GANISTER (H.&P. Branch) ROYER	4.7					
				MORRELL OREMINEA	5.8 8.1					

#### FRANKSTOWN-HOLLY SECONDARY TRACKS

ng	ing	Station	imit on	STATIONS	from	Sidings Assigned Direction Car Capacity 45 ft. cars		
Interlooking	Interlocki Station	Block Sts	Block-Lir Station		Distance Franks	Esst	West	Both
			- <del>x</del> -	FRANKSTOWN (H.&P. Branch) FRANK				
				W. END EAST. ADVANCE YD E. END RELAY YARD	0.9			
<u></u>			x	JONES ST., HOLLIDAYSBURG	2.0 2.7			

NOTE—X indicates in service continuously.

#### MORRISON COVE SECONDARY TRACK

Interlocking	Interlooking Station	Station	ļ ļ	STATIONS	from	Sidings Assigned Direction Car Capacity 45 ft. care		
		Blook Sta	Blook-Limit Station		Distance Altoons	North	South	Both
			X	HOLLY (Jot. H.&P. Branch)	7.8 14.2			
				BROOKES MILLS	14.2			
				MoKEE	15.2			
				ROARING SPRING	17.4			
		l		ORE HILL MARTINSBURG JCT	20.8			
				MARTINSBURG JCT	21.5			
				MARTINSBURG	22.2			
	<b>-</b>	l		CURRY	24.0			

NOTE-X indicates in service continuously.

#### Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Brook	Wye (Hollidaysburg & Petersburg Brch.)
Holly	Wye (Hollidaysburg & Petersburg Brch.)

#### PHILIPSBURG SECONDARY TRACK

9u	ng	Station	mit	STATIONS	from	D	gs Assirectio Capac ft. ca	n
Interlookin	Interlooki Station	Block Sta	Block-Lin Station		Distance Phil	North	South	Both
			X	PHIL (Clearfield Secondary Track) LOCH LOMOND JCT. (N. Y. C.	1.6			

NOTE-X indicates in service continuously.

#### MOSHANNON SECONDARY TRACK

80	D.C.	Station	nit		from	Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlocking	Interlooking Station	Blook Sta	Block-Limit Station	STATIONS	Distance f Mills	North	South	Both	
		В	В	MILLS (Jot. Clearfield Sec. Track) _ JCT. M.&C. SECONDARY TRK_	2.0				
				JCT. COAL RUN SECONDARY					
			x	TRACK COAL	2.1 2.1				
				HOUTZDALE. JCT. AMESVILLE SECONDARY	5.7				
				TRACK	6.9				
			X	RAM	6.9 6.9 8.9				
				RAMEY JCT. LITTLE MUDDY RUNSEC-	8.9				
	<b>-</b>			ONDARY TRACK	11.3		l		
				SMOKE RUN	11.6				
				MADERA BETZ JCT. (N.Y.C.R.R. Crossing)	14.1 14.6				
				McCARTNEY	21.0				
		<u> </u>	1	MICARINEI	21.0				

NOTE—X indicates in service continuously.

B indicates in service part-time.

## Block Station and Block-Limit Station in service part-time as follows:

Station	Hours in service
Mills (Block Station)	7.59 A. M. to 11.59 P. M. daily except Sunday.
Mills (Block-Limit Station)	11.59 P. M. to 7.59 A. M. daily; 7.59 A. M. to 11.59 P. M. Sunday.

#### Block-Limit stations controlled as follows:

Block-Limit Station	Controlled by
Mille	Park
Coal	Mills Park when Mills is not in service
Ram	Mills Park when Mills is not in service

#### MOSHANNON AND CLEARFIELD SECONDARY TRACK

king	on on	Station	imit	STATIONS	e from C. Jot.	Sidings Assigned Direction Car Capacity 45 ft. cars				
Interlooking	Interlooki Station	Block S	Block-Lin Station		Distance M. &	North	South	Both		
		<u> </u>		M.&C. JCT. (Moshannon Secondary		Ī				
				Track) BEAVER JCT EDNIE JCT BROOKWOOD SHAFT	1.2 3.9 7.4					

#### COAL RUN SECONDARY TRACK

Interlooking	Interlooking Station	Block Station	tation imit on	STATIONS	from	Sidings Assigned Direction Car Capacity 45 ft. cars		
			Block-Lir Station		Distance Cosl	North	South	Both
	<u> </u>			COAL RUN JCT. (Moshannon Secondary Track)				
			x	COAL MORGAN RUN JCT	2.7			
				BURLEY JCT. MEASE COLLIERY No. 2	5.9 7.9			

NOTE-X indicates in service continuously.

#### AMESVILLE SECONDARY TRACK

Øq	ng	Station	mit		from lle Jot.	Sidings Assigned Direction Car Capacity 45 ft. cars		
Interlookin	Interlocking Station	Blook Sta	Block-Lir Station		Distance Amesvi	North	South	Both
			x	AMESVILLE JCT. (Moshannon Secondary Track) RAM IMPERIAL COLLIERY No. 2	2.2			

NOTE-X indicates in service continuously.

#### LITTLE MUDDY RUN SECONDARY TRACK

Interlooking	Interlocking Station	Station	nit.		from dy Rn. Jo.	Sidings Assigned Direction Car Capacity 45 ft. cars		
		뵹	Block-Lir Station	STATIONS	Distance Ltl. M	North	South	Both
				LITTLE MUDDY RUN JCT. (Moshannon Secondary Track) JANESVILLE BLACK OAK COLLIERY No. 1	3.0 4.7			

### MUDDY RUN SECONDARY TRACK

gu	ng	Station	imit on		Distance from Muddy Run Jct.	Car Cape			on city
Interlooking	Interlooking Station	Blook Sta	Blook-Lin Station	STATIONS		North	South	Both	
				MUDDY RUN JCT. (Moshannon Secondary Track) SMOKE RUN JCT. BECCARIA BLACK OAK COLLIERY No. 3	0.1 2.0 3.1				

#### SNOW SHOE SECONDARY TRACK

8 a	Ba	Station	dmit on		Distance from Snow Shoe Int.	Sidings Assigned Direction Car Capacity 45 ft. cars			
Interlooking	Interlocking Station	Block Sta	Block-Lin Station	STATIONS		East	West	Both	
				SNOW SHOE INT. (Bald Eagle Br.) SCHOOL HOUSE. GUM STUMP. NO. 1 SWITCH BACK. NO. 2 SWITCH BACK.	2.5 3.8 6.1				
				NO. 2 SWITCH BACK	6.5 7.2 8.1 10.7 17.3				

17 RAKE	113DURG	IO STORI	<u> </u>	
<u></u>		, TIBET	C1 ASS	
	<b>⊘35</b>	<b>♦37</b>	◊61	
STATIONS	'	ł	DAILY	i
	DAILY	DAILY	EX. SUN.	
Leave	A. M.	А. М.	А. М.	
HARRISBURG (Phila. Div.)_	<b>S</b> 1.35	<b>S</b> 1.50	S# 2.24	[
ROCKVILLE	1.45	2.00	2.34	
MARYSVILLE				}
BANKS	1.50	∾_2.05	2.39	
VIEW	1.56	g 2.11	2.45	
DUNCANNON		4		
NEWPORT				
PORT	2.10	2.26		
MILLERSTOWN			on	
THOMPSONTOWN		[g	<u></u>	
PORT ROYAL	2.28	0 2.45		
MIFFLIN	2.28	2.40	4 3.18	
DENHOLM		₹ 2.49	g 3.23	
WALL HAWSTONE	2.32	A 2.49		
LEWISTOWN.		<u> </u>	g	
LEWISTOWN.	2.41	2.58	3.33	
McVEYTOWN			0 <u>0.00</u>	
			3	
NEWTON HAMILTON			Ž	
MOUNT UNION		•		
JACK8	3.03		3.57	
MAPLETON			<b>–</b>	
HUNTINGDON	3.13	8.33	4.08	
PETERSBURG				
BARRER	i			
SPRUCE	3.24	3.45	4.20	
FORGE	3.34	3.55		
TYRONE	- <b></b> -			
GRAY	3.37	4.00	4.37	<u></u>
BELL	3.45	4.08	4.47	
	S# 3.55	<b>S# 4.</b> 18	D# 4.57	
ALTOONA	4.00	4.25		
SLOPE	4.03	4.28	5.04	
Arrive	A. M.	A. M.	A. M.	
	35	37	61	
	·			
	E	:	<b>-</b>	
			1	

FIRST CLASS					
	<b>◊55</b>	●11	#●93 DAILY		
	DAILY	DAILY	EX. SUN.		
	A. M.	A. M.	A. M.		
		E# 3,35			
	3.12	3.45	4.05		
•••••					
	3.17	3,50	4.11		
	3.23	3.56	4.17		
	3.37	4.10	4.32		
		4 00	4.51		
	3.55	4.28	4.51		
	3.59	4.32	4.55		
	4.08	4.42	5.05		
	4.08	4.42	8.00		
		*****	Will Not Run		
			May 31, July 5.		
			Sept. 2.		
					<u> </u>
	4.30	5.05	5.29		
	4.40	5.15	5.39		
	4.40	8,10	0.39		
	4.51	5.26			
	5.01	5.36	6.00		
		Q 5.37	0.05		
	5.04	5.43	6.05		
••	5.11		6.15		
	<b>\$</b> # 5.20		<b>E</b> # 6.25		
	5.24	6.06	6.30		<u> </u>
	5.27	6.09	6.33		
	A. M.	А. М.	А. М.		
	55	11	93		i
	·	·	<del>'</del>		

		FIRST	CLASS		
	13	13	85		
STATIONS		DAILY	BUNDAY		
	DAILY	ex. sun.	ONLY		
Leave	A. M.	A. M.	A. M.		
HARRISBURG (Phils, Div.)	S 7.10		İ		
ROCKVILLE	7.20				
MARYSVILLE					
BANKS	7.25				
VIEW	7.31		T		
DUNCANNON	S 7.32				
NEWPORT	\$ 7.46				
PORT					
MILLERSTOWN			1	1	
THOMPSONTOWN					
PORT ROYAL					
MIFFLIN	\$ 8.10				
DENHOLM	<del> </del>		<del> </del>		
WALL					
HAWSTONE					
LEWISTOWN	<b>S</b> 8.25				
LEWIS LEWIS					
MoVEYTOWN					
RYDE					
NEWTON HAMILTON					
MOUNT UNION					
JACKS	9.00				
HUNTINGDON	<b>S</b> 9.15				
PETERSBURG	ļ				
BARREE					
SPRUCE	9.29				
FORGE.	9.40				
TYRONE	\$ 9.55				
GRAY					
BELL	10.10	•			
	<b>S</b> 10.30				
ALTOONA		<b>S</b> 10.50			
SLOPE		10.53	10.53		
Arrive	A. M.	A. M.	A. M.		
	13	13	85		

FIRST CLASS					
	<b>‡●95</b>	◊25	19	<b>◊75</b>	
	DAILY EX.SUN.		DAILY		
	& MON.	DAILY	EX. SUN.	DAILY	
	A. M.	A. M.	P. M.	P. M.	
<del></del>	E# 9.35	\$ 10.46	S 12.45		<del></del>
	9.45	10.56	12.55	2.20	
			F 12.58		
	9.51	11.01	1.01	2.25	
	9.58	11.07	1.07	2.31	
	0.00	11.01	\$ 1.08	2.01	
************			\$ 1.29		
	10.12	11.21	1.31	2.45	
	1		F 1.36		1
		••	F 1.42		
			F 1.50		
••	10.30	11.39		3.03	
	1 10100	11.00	, -	0.00	
	10.34	11.43	1.58	3.07	
	10.34	11.43	1.08	3.07	
		<b>S</b> 11.49	<b>S</b> 2.13		
	10.44	11.54	2.18	3.16	
	1 10.11	11.01		3.10	
	Will Not Run				
	May 31, July 5.		F 2.38		
	July 5, Sept. 2.		<b>S</b> 2.44		
	1 44 07				
	11.07	12.17	2.50	3.38	
		10.07	F 2.53	0 40	
	11.17	12.27	\$ 3.13	3.48	<u> </u>
					l
				<b></b>	
	11.28	12.38	3.28	3.59	
	11.38	12.48	3.38	4.09	
		<b>\$</b> 12.50	\$ 3.58		
	11.43		4.25		
	11.55	1.06	4.35	4.25	1
	<b>E</b> #12.10	S# 1.16	<b>S</b> 4.45	S# 4.35	
	12.20	1.20	5.05	4.39	l
	12.23	1.23	5.08	4.42	l .
	P. M.	P. M.	P. M.	P. M.	
	95	25	19	75	i I
	<u> </u>				<u> </u>

	1020114			
		FIRST	CLASS	
	<b>♦33</b>	23	◊49	
STATIONS	,	D		
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)		S# 5.20		
ROCKVILLE	4.32	5.30	7.17	
MARYSVILLE	4.37	5.35	7 22	
BANKS		<u> </u>		
VIEW DUNCANNON	4.43		7.28	
NEWPORT				
PORT		5.54	7.42	
MILLERSTOWN				
THOMPSONTOWN				
PORT ROYAL			·	
MIFFLIN		6.12	8.00	<u></u>
DENHOLM	5.19			
HAWSTONE	5.19	6.16	8.04	
LEWISTOWN		S 6.22		
LEWIS	5.28	6.27	8.13	
RYDE				
NEWTON HAMILTON MOUNT UNION				
JACKS MAPLETON	5.50		8.35	
HUNTINGDON		<b>\$</b> 7.03	8.45	
PETERSBURG				
BARREE				
SPRUCE	6.11	7.16	8.56	
FORGE	6.21	7.27	9.06	
TYRONE				
GRAY				
BELL	6.31			
			S# 9.25	
ALTOONA	6.44			
SLOPE	6.47			
Arrive	P. M.	P. M.	P. M.	
	33	23	49	

FIRST CLASS						
	◊59	●29	●31	<b>♦69</b>		
	DAILY	DAILY	DAILY	DAILY		
	DAIL!	DAILI	DAILI			
	Р. М.	Р. М.	P. M.	P. M.	<u> </u>	
			<b>S</b> # 8.32			
	7.40	8.16	8.42	8.53		
	7.45	8.21	8.47	8.58		
	7.51	8.27	8.53	9.04		
	8.05	8.41	9.07	9.18		
	0.00	0.41	2.01	9.10		
	8.23	8.59	9.25	9.36		
	0.20	0.00	8,20	<b>9.30</b>		
	8.27	9.03	9.29	9.40		
	8.27	9.03	9.29	9.40		
	**-*					
	8.36	9.12	9.38	9.49		
	0.00	0.12	0.00	0.40		
	0.50	9.34	10.00	10.11		
	8.58	9.34	10.00	10.11		
	9.08	9.44	10.10	10.21		
				20.2-		
	1	**				
		0.55	10.01	10.00		
••••	9.19 9.29	9.55 10.05	10.21 10.31	10.32 10.42		
	9.29	10.08	10.31	10.42		
	9.32	10.08	10.34	10.45		
	9.39	<del></del>	·	·		
		U#10.24	<b>S</b> #10.50	<b>&gt;</b> #11.01		
	9.52	10.27	10.54			
	9.55	10.30	10.57	11.08		
	P. M.	Р. М.	P. M.	P. M.		
	59	29	31	69		
					·	

l'		FIRSI	CLASS	
	◊41	<b>♦1</b>	<b>◊65</b>	
STATIONS				
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	Р. М.	
HARRISBURG (Phila, Div.)_		<b>S</b> 9.17		
ROCKVILLE	8.58	9.27	9.50	
MARYSVILLE				
BANKS	9.03	9.32	9.55	
VIEW	9.09	9.38	10.01	
NEWPORT	9.22	9.52	10.15	
		9.02	10.10	
THOMPSONTOWN				
PORT ROYAL				
MIFFLIN	9.40	10.10	10.33	
DENHOLM				
WALL	9.44	10.14	10.37	
HAWSTONE				
LEWISTOWN	<b>S</b> 9.50			
LEWIS	9.56	10.23	10.46	
MoVEYTOWN				
RYDE				
JACKS MAPLETON	10.19	10. <del>4</del> 5	11.08	
HUNTINGDON	10.29	10.55	11.18	
PETERSBURG	10.20	10.00	11.10	
BARREE	10.40	11.06	11.29	
FORGE	10.51	11.16	11.39	
TYRONE.				
GRAY	10.54	11.19	11.42	
BELL	11.01	11.26	11.50	
	<b>U</b> #11.11	<b>S</b> #11.36	¥ 12.00	
ALTOONA(	11.15	11.40	12.04	
SLOPE	11.18	11.43	12.07	
Arrive	Р. М.	P. M.	A. M.	
i	41	1	65	

			CLASS		
	71	<b>∂3</b>	<b>◊39</b>	◊67	
	DAILY	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	P. M.	
			<b>U</b> 11.18	<b>S</b> 11.50	
	10 53	11.18	11.28	11.59	
	10.58	11.23	11.33	12.05	
	11.04	11.29	11.39	12.11	
	11.18	11.43	11.53	12.25	
-					
-					
	11.36	12.01	12.11	12.43	
	11.00	12.01	12.11	12.40	
	11.40	12.05	12.15	12.47	
	11.10	12.00		12.1	
	11.49	12.14	12.24	12.56	
		•			
	10.11	10.05	10.40		
	12.11	12.37	12.46	1.18	
	\$ 12.21	12.47	12.56	1.28	
	12.34	12.59	1.07	1.39	
	12.44	1.09	1.17	1.49	
	5 12.46				
	12.56	1.12		1.52	
	1.06				
			<b>U</b> # 1.36		
	1.20	1.33			
	1.23	1.36	1.46	2.17	<u>-</u>
	A. M.	A. M.	A. M.	A. M.	
	71	3	39	67	

## SLOPE TO HARRISBURG

	1	FIRST		Γ
STATIONS	66	22	60	
Arrive	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.).	S 2.54	\$ 3.04	<b>S</b> 3.14	
ROCKVILLE	2.44			
MARYSVILLE			ļ	
BANKS	2.39	2.49	m 2.59	
VIEW	2.32		8 2.52	
DUNCANNON			81	
NEWPORT	,		<u>6</u>	
PORT			2.38	
MILLERSTOWNTHOMPSONTOWN				}
			8	
PORT ROYAL			0 10	
MIFFLIN		2.09	<u>2.19</u>	
DENHOLM	1.55			
WALL HAWSTONE		2.05	D 2.18	
LEWISTOWN			[귤	}
LEWIS	1 45	1.55	2.05	
McVEYTOWN		1.00		
RYDE				
NEWTON HAMILTON			1	
MOUNT UNION			Ì	
JACKS	1,22		1.42	
MAPLETON			Ì	
HUNTINGDON	1.12	1.22	1.32	
PETERSBURG				
BARREE				
SPRUCE	1.01	1.11	1.21	
FORGE	12.51	1.01	1.11	
TYRONE			<u>-</u>	
GRAY	12.48			
BELL	12.42	12.52		
· ·	12.34			
ALTOONA			<b>S</b> #12.50	
SLOPE	12.27	12.37	12.47	
Leave	A. M.	A. M.	А. М.	
	DAILY	DAILY	EX. SUN.	
	<b>♦66</b>	022	060 .	

FIRST CLASS					
	86	36	4	38	40
	A. M.	A. M.	А. М.	A. M.	A. M.
	\$ 3.24				
	3.14	3.14	3.45	3.52	4.39
	3.09	3.09	3.40	3.47	4.34
	3.02	3.02	3.33	3.40	4.27
	2.48	2.48	3.19	3.27	4.14
	2.29	2.29	3.01	3.08	3.55
	2.25	2.25	2.57	3.04	3.51
	2.15	2.15	2.47	2.54	3.41
	<del> </del>	2.10	2.71	2.04	3.41
	Will Run Sun, and	Will Not Run			
	May 30,	May 30, July 4,			
	July 4, Sept. 1.	Sept. 1.			
	1.52	1.52	2.25	2.32	3.19
••					
••	1.42	1.42	2.15	2.22	3.09
	1.31	1.31	2.04	2.11	2.58
	1.21	1.21	1.54	2.01	2.48
••••••	1.18	1,18	1.51	1.58	2.45
	1.12			1.52	2.39
•	1.04	1.04	1.37	1.44	2.31
	<b>S</b> # 1.00		"		
	12.57	12.57	1.30	1.37	2.24
	A. M.	A. M.	А. М.	А. М.	А. М.
:	<b>◊86</b>	DAILY EX. SUN. # \286	DAILY	DAILY \$38	DAILY
	, VO 0		V =	V-0-0	V - V

Z4 SLUP	E IU HA	KKI2RAKA	<u> </u>		
FIRST CLASS					
STATIONS	68	48	28		
Arrive	A. M.	A. M.	A. M.	l	
HARRISBURG (Phila. Div.)_					
ROCKVILLE				<b></b>	
MARYSVILLE					
BANKS		4.51			
VIEW	4.35	4.45	4.52		
DUNCANNON					
NEWPORT	4 00				
PORT	4.22	4.31	4.38		
MILLERSTOWN					
THOMPSONTOWN					
MIFFLIN	4.03	4 13	4 20		
DENHOLM	1 2.00	1 - 10			
WALL		4.09			
HAWSTONE					
LEWISTOWN		<u></u>			
LEWIS	3.49	3.59	4.06		
McVEYTOWN					
RYDE					
NEWTON HAMILTON					
MOUNT UNION					
JACKS			3.44		
MAPLETON	<u></u>				
HUNTINGDON			3 34		
PETERSBURG					
BARREE					
SPRUCE					
FORGE		3.06	3.13		
TYRONE GRAY		3.03	2 10		
BELL				<u></u>	
ALTOONA	2.39	2.49	2.56		
		D# 2.45			
SLOPE	2.32	2.42	2.49		
Leave	A. M.	A. M.	А. М.		
	DAILY	DAILY	DAILY		
	<b>∂68</b>	<b>◊48</b>	●28		
l <del></del>	, ,,,,	· v	<u> </u>		

_	FIRST CLASS					
	58	30	64	70		
	А. М.	А. М.	Δ. Μ.	A. M.		
	\$ 5.31	\$ 6.09	D 6.39	\$ 7.20		
	5.21	5,59	6.29	7.10		
	5.16	5.54	6.24	7.05		
	5.10	5.48	6.17	6.58		
*************	4.57	5.35	6.04	6.45		
	4.38	5.16	5.45	6.26	<u></u>	
	4.34	5.12	5.41	6.22		
	4.24	5.02	5.31	6.12		
	4.24	0.02	0.31	6.12	<u> </u>	
	4.02	4.40	5.09	5,50		
	1.02	1.10	0.00	0.00		
	3.52	4.30	4.59	5.40		
	3.41	4.19	4.48	5.29		
	3.31	4.09	4.38	5.19		
					<b></b>	
	3.28		4.35	5.16	<u></u>	
	3.22		4.29			
	3.14	3.52	4.21	5.02		
	<b>5</b> #_3.10	<b>S</b> # 3.48	S# 4.17	<b>S# 4.58</b>		
	3.07	3.45	4.14	4.55		
	А. М.	Δ. Μ.	A. M.	A. M.		
	<del></del>			<del></del>		
	· DATT #	DATE	DATIF	DATE		
	DAILY	DAILY  • 30	DAILY <b>◊64</b>	DAILY		
	V96	- 50	\ \ 0 <del>x</del>	V 10	<u> </u>	

	- 10 117		<u> </u>	
		FIRST	CLASS	
STATIONS	2	14	32	
Arrive	A. M.	A. M.	P. M.	
HARRISBURG (Phila. Div.).	\$ 8.00	\$ 9.55	<b>S</b> 1.00	
ROCKVILLE	7.50	9.45	12.50	
MARYSVILLE				
BANKS	7.45	9.40	12.45	
VIEW	7.38	9.33	12.38	<u> </u>
DUNCANNON				
NEWPORT.				
PORT	7.24	9.18	12.24	
MILLERSTOWN		i		i i
THOMPSONTOWN				
PORT ROYAL				
MIFFLIN	7.05		12.05	
DENHOLM	i	<u> </u>		
WALL	6.59	8.52	12.01	
HAWSTONE		0.02	12.01	
LEWISTOWN	S 6.45	S 8.38		
LEWIS	_			
MoVEYTOWN		 		
RYDE				
NEWTON HAMILTON				
MOUNT UNION		\$ 8.03		
JACKS	6.20	7.59	11.29	
MAPLETON			11.00	
HUNTINGDON	S 6.08	S 7.47	11.19	
PETERSBURG				
BARREE				
SPRUCE	5,57	7.27	11.08	
FORGE	5.47	7.17	10.58	
TYRONE		S 7.14		
GRAY	5.44	7.04	10.55	
BELL	5.38	6.58	10.49	
(	5.30	-	10.41	
ALTOONA	S# 5.26		\$#10.37	
SLOPE	5.23	6.32	10.34	
Leave				
Leave	A. M.	A. M.	A. M.	
		DAILY		
	DAILY	EX. SUN.	DAILY	
	<b>♦2</b>	14	<b>◊32</b>	

		FIRST	CLASS		
	72	54	24	96	1
	P. M.	P. M.	P. M.	P. M.	
	<b>S</b> 1.32		\$ 5.55		
•••••	1.22	1.39	5.45	4.15	
	1.17	1.34	E 5.42 5.39	4.10	
	1.11			<u>'</u>	
	1.09	1.27	5.20	4.01	
			\$ 5.00 \$ 4.47		
	12.55	1,13	4.43	3.46	
			\$ 4.30	<u> </u>	
			\$ 4.22		
•••••			<b>S</b> 4.13		
	12.36	12.53	<b>S</b> 4.07	3.24	
					<b></b>
	12.32	12.49	3.53	3.19	
	<b>S</b> 12.15		\$ 3.46 \$ 3.40		
	12.14	12.39	3.32	3.09	
		12.00	0.02		
				Will Not Run May 31,	
				July 5, Sept. 2.	
			\$ 3.08	Sept. 2.	
	11.51	12.17	3.02	2.45	
		<b></b>	- <u>-</u>		
	<b>S</b> 11,39	12.07		2.34	
			\$ 2.34		<u> </u>
	11.27	11.56	2.27	2.23	
	11.17	11.46	2.17	2.13	
	\$ 11.14 11.13	11.43	\$ 2.13 2.04	2.09	
					<del></del>
	11.07	11.37	1.58	·	<u> </u>
	10.59	11.29	1.50		
	<b>\$</b> #10.55	<b>S</b> #11.25			
	10.52	11.22	1.37	1.42	
	A. M.	A. M.	Р. М.	P. M.	
			DAILY	DAILY	
	DAILY	DAILY	EX. SUN.	EX. MON.	
	●72	<b>◊54</b>	24	<b>‡●96</b>	

	i .	FIRST	CLASS	
STATIONS	74	46	1	
			<u> </u>	1
Arrive	P. M.	P. M.	!	
HARRISBURG (Phila. Div.).	S 6.05			}
ROCKVILLE	5.55	8.37		
MARYSVILLE				}
BANKS	5.50	8.32	<b></b>	<u> </u>
VIEW	5.44	8,25	I	]
DUNCANNON				
NEWPORT				
PORT	5.30	8.09		
MILLERSTOWN	<u>.</u> İ		i	1
THOMPSONTOWN				
PORT ROYAL				
MIFFLIN	5.11	\$ 7.46		
DENHOLM	1	1		1
WALL	5.07	7.41	••	
HAWSTONE		7.3-		
LEWISTOWN		S 7.28		
LEWIS.				
MoVEYTOWN	1 2102	7.20	1	
RYDE				
NEWTON HAMILTON				
MOUNT UNION		<b>S</b> 6.58		
			,	
JACKS MAPLETON	4.32	6.56		
HUNTINGDON	4.22	S 6.44		••
			<u></u>	<u></u>
PETERSBURG	1		<u> </u>	
BARREE				
SPRUCE	4.11	6.31		
FORGE	4.01	6.21		
TYRONE		<b>S</b> 6.19	•	
GRAY	3.58	6.18	<u></u>	
BELL	3.52	6.12	·	
<u> </u>	3.44	6.04		
ALTOONA	S# 3.40	<b>S</b> # 5.57		
SLOPE	3.37			
Leave	P. M.	P. M.		
	DATLY	DATT		
	074	DAILY 46		
	V * **	40		

		FIRST	CLASS		
	18	16			_
	A. M.	A. M.			
	\$ 12.19	\$ 2.37			
	12.09	2.27			
	12.04	2.22			
••	11.54	2.13			
	11.35	1.57			
	11.00	1.07	l	i	
	11.15	1.35			
	11.09	1.29			
	\$ 10.56				*****
	10.50	1.11			<u> </u>
	10.26	12.48	1	1	
	10.20	12.10			
************	S 10.14	\$ 12.36			
	1				
				i	1
	10.00	12.24			
	9.50	12.14			
	\$ 9.46				
	9.43	12.10		l	l
	9.37			1	<u> </u>
	9.29	11.56			
	<b>S</b> 9.17	<b>S</b> #11.50		l	<u> </u>
	9.14	11.47		<b> </b>	
	Р. М.	P. M.			
		<del></del>			I
			1		
	DAILY	DAILY	1		
	●18	◊16	<u> </u>	1	1

# H. & B. T. R. R. HUNTINGDON TO LONG SIDING

## BEDFORD AND MT. DALLAS BRANCHES-SOUTHWARD

		FIRST	CLASS
STATIONS	H. & B. T. Train No. 2	H. & B. T. Train No. 4	
	DAILY	DAILY	
Leave	A. M.	P. M.	
HUNTINGDON (H.&B T.)	<b>S</b> 8.00	\$ 2.00	
LONG SIDING	8.04	2.14	<u> </u>
MT. DALLAS	F 9.53		
LUTZVILLE (Mt. Dallas Br.)	F 10.04		<u> </u>
CREEK(Bedford Branch)	10.15		
BEDFORD	<b> \$</b> 10.18		
Arrive	A. M.	P. M.	
	H. & B. T. Train No. 2	H. & B. T. Train No. 4	

#### H. & B. T. R. R. HUNTINGDON TO LONG SIDING ALSO BEDFORD AND MT. DALLAS BRANCHES—NORTHWARD

#### FIRST CLASS H. & B. T. Train No. 1 H. & B. T. Train No, 3 STATIONS DAILY DAILY P. M. Arrive A. M. HUNTINGDON (H.&B.T.)... S 7.25 | \$ 1.49 | ..... LONG SIDING..... 7.19 1.29 F 11.45 MT. DALLAS ... F 11.34 LUTZVILLE (Mt. Dallas Br.) 11,23|.. CREEK....(Bedford Branch) BEDFORD____ **S** 11.20 Leave A. M. A. M. H. & B. T. Train No. 1 H. & B. T. Train

No. 3

## TICKET OFFICES OPEN FOR SALE OF TICKETS

Station	Monday to Friday	Saturday	Sunday
Duncannon*	8.15 AM to 5.15 PM	Closed	Closed
Newport*	7.30 AM to 5.00 PM	Closed	Closed
Mifflin*	7.45 AM to 4.15 PM	Closed	Closed
Lewistown	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM	6.30 AM to 8.30 PM
Mount* Union	8.00 AM to 3.15 PM	Closed	Closed
Huntingd'n*	7.30 AM to 3.30 PM	7.30 AM to 3.30 PM	Closed
Tyrone	9.30 AM to 6.30 PM	9.30 AM to 6.30 PM	9.30 AM to 6.30 PM
Altoona	Continuously	Centinu'sly	Continu'sly

^{*}Closed Memorial, Independence and Labor Day.

#### U. S. MAIL WORK

STATIONS	V	VEST	WARD		EASTV	VARD
	13	25	19	14	24	
Marysville	‡CD	‡CD	‡C §D		\$E	
Millerstown	‡CD		2CD			
Thompsontown	‡CD	‡CD	§CD			
Port Royal	‡CDC		‡C			
Mifflin		‡D	ļ -	‡CD		
Hawstone						
Granville			‡CD			
McVeytown					3‡CD	_
Newton Hamilton		C-1	§CD		§CD	
Mapleton		‡CD	§CD		§CD	
Mill Creek		‡CD	‡CD		‡CD	
Huntingdon		D				
Petersburg		‡CD	‡CD			
Barres					tCD	
Spruce Creek		†CD	CD		CD	
Birmingham	· ·	†CD			tCD	

- C—Mail caught from crane only.

  D—Mail delivered only.
- CD-Mail caught and delivered.
- E-Train stops, mail received or delivered or both.
- Train stops on request of Mail Clerk.Daily Except Sunday.
- 1-Daily Except Sundays and Holidays.
- \$—Daily Except Saturday, Sunday and Holidays.
- 1-Saturdays, except Holidays, only.
- 2-Daily except Saturday and Sunday.
- 3-Reduce speed to 30 miles per hour.

Note:-Letters and characters as used on this page have no reference to their application as provided for in Special Instruction 1004-A or 1004-B1.

# ARRANGED FREIGHT TRAIN SERVICE-WESTWARD

(The time shown conveys no time-table authority)

		1					-				TPS.	-		-	-	-	-		-	- 			
STATIONS	£ 5	<u> </u>	(1) (1) (1) (1)	(C)	μΞ	E (2	3 C-1	<b>PG-1</b> €	(1)	£.7		- <b>1</b>	E :	<b>PG-5</b>	HP-1	(1) ED-3	PG-15 S	SW-1	NL-5	<b>V</b> (E)	GE-1	PC-7	
	A.M.	A.M.	A.M. A.M.	<del>`                                      </del>	A.M.	A.M.	A.M.	A.M.	A.M.	A.M	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P. X	P.M.	P.M.	P.M.	
BANKS	1 00	1 00 1 30	3.00	3.45	5.20	8 00	8 30	9 15	9.45	10.30	11.00	11.30	3.45	4 .00	5.00	2 00	6 15	6.30	6.45	7 .30	8.0	8.30	
ANTIB	8.00	2.00	9.00	6.45	8.20	3.00	12 01	1.15	1.45	2.00	5.00	3.45	7.15	8.00	11.00	8.55	11.15	10.30	10.45	11.30	1.15	1.00	
SLOPE	7.30	6.30	6.45	7.30	9.02		1.30	2.15	3.15	3.30	7.15	5.15	9.00	9.30	1.00	10.00		12.30	12.30	1.30	2.30	7.00	
	A.M.	A.M. A.M.	A.M.	A.M.	A.M.	P. X	P. Ä	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	
BUNNING TIME 5.00	8.00	3.30	8.8	3.00	3.00	8.6	3.30	4.00	4.00	3.30	00.9	4.15	3.30	4.00	00.8	3.55	00.3	8.4	4.00	4.00	5.16	4.30	
YARD TIME	1.30	1.30	4.	.45	.45		1.30	1.00	1.30	1.30	2.15	1.30	1.45	1.30	2.00	1.05		2.00	1.45	2.00	1.15	9.00	
			Ī	Ì		ĺ	İ									İ							

VESTWARD
~
SERVICE-
HT TRAIN SE
FREIGHT 1
RRANGED
A

(The time shown conveys no time-table authority)

INTERDIVISIONAL RUNS

			2	MAKE-	E-UP						(¥ 684	(Westward)		(Eastward)	East	(Eastward)			!
STATIONS	AP C 3	WP-17 SK-1 WP-1 (1) (1)	SK-1	WP-15 (1)	15 YA-5 JC-3	<b>ਪੁ</b> ≘			BA-1	5 AN-3	SA-1	BA-15 AN-3 SA-1 BA-13 (1) (1) (1)		STATIONS	AH-16 CSB-8 RA-14 AN-16 (1) (1) (1) (1)	CSB-6 1	(1)	1N-16 (1)	
	A.M.		A.M.	A.M.	A.M.	P.M.		<u>                                      </u>	A.M.	A.M.	A.M.	P.M.	   		A.M.	P.M.	P.M.	P.M.	
LOCK HAVEN		_							3.15		8.45 10.40	4.15	 	SLOPE	~	3.30			
BANK8								<u> </u> 	<u> </u> 			1		ANTIS	8.30	11.45	9.0	11.30	
ANTIB	_								6.00	1.10	8.4	8.00		BANKB					
SLOPE	8.6	9.0	00.6	10.00	10.00	5.00		<u> </u> 	<u> </u> 					LOCK HAVEN	12.01	2.00	1.15	4.00	)
	A.M.	A.M.	A.M. A.M.	A.M.	A.M.	P.M.		1	A.M.	P.M.	P.M.	P.M.			P.M.	A.M.	A.M.	A.M.	
RUNNING TIME		<u> </u>				<u>                                      </u>		<u>                                       </u>	2.45	5 4.25	5 5.20	3.45		YARD TIME		8.15			İ
YARD TIME														RUNNING TIME	8.	2.15	4 15	8.	- 1
(1) Daily.	ļã įã	(2) Daily except Monday.	pt Mon	day.	€	(3) Daily except Tuerday	Tuerday												

ARRANGED FREIGHT TRAIN SERVICE-EASTWARD

(The time shown conveys no time-table authority)

STATIONS	<b>M-26</b>	AC-10	M-20 AC-10 M-24 M-10 (1) (1)	<b>M-10</b> (1)	AG-12	WS-8	AG-12 WS-8 PR-6 PG-6 BL-34 PG-4 (1) (1) (1) (1) (1) (1)	<b>P</b> G <b>E</b>	BL-34		CRE-		<b>CG-2</b>	<b>VL-2</b>	ED-2 JA-2 (1) (1)	<b>JA-2</b>	M-16	NW- 86 (1)	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	
SLOPE						3.25	3.30	3.30			7.15	7.30	8.35	8.35	8.45	10.00		12.15	
ANTIB	8	2.30	3.00	3.00	3.30	8.00		8.0	8.	8.	8.30	8.0	9.32	8.6	10.15		0.01	1.30	
BANKS	11.59	9.30	9.30	10.00	10.30	08.90 6		10.00	00.6		11.00 12.45	1.45	1.35	2 00	2.15		2.00	6.30	
	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.	P.M.	P.M.	A.M.	P.M.	P.M.	
YARD TIME						1.35		1.30			1.15	1.30	8.1	1.15	8.		İ	1.15	
RUNNING TIME	00.01	7 00	6.30	7.00	2 00	4.30		2.00	8.0	2 00	4.15	4.46	4.00	4 . 10	4.00		2.00	4.00	
															İ				_

# ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no time-table authority)

									CIN-			-		_	_							NW-
STATION	WP-16	WP-16 SW-30 FW-8 CA-10 (1) (1) (1) (1)	FW-8	CA-10	<b>2</b> 3	<b>1</b> €	CE-2	<b>PG 16</b>	<b>≈</b> €	₹ © ₹	S 3	£ €	NS-2	SW-8 PG-14 CG-8 (1) (1) (1)	<b>1</b> €		C E	<b>₹</b> €	(1) (1) (1)		<b>%</b> (E)	<b>8</b> E
	P.M.	P.M	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P. M.	P.M.	P.M.	P.M.	P. M.	P. M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
SLOPE	12.15	8.1	1.15	2.00	3.00	8.4	4.15	4.30	4.45	<b>4</b> .	5.10	5.55	6.05	6.30	7.30	7.30	8.00	8.30	8.45	9.30	10.10	11.30
ANTIS		2.00	2.15			8.0	5.15	5.45	6.15		9.9	12.01	7.20	8		8.30	8	8.0	9.30	11.00	1.00	12.30
BANKS		6.00	5.30			8 00	9.15	10.45	10.15		8	6.30	12.30	12.15		12.30	1.30	8.8	12.45	3.00	9.00	8.
LOCK HAVEN														<u> </u>								
	P.M.	P.M. P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
YARD TIME	<u> </u>	1.00	1.00			8	8.	1.15	1. 8.	<u> </u>	8	90.9	1.15	1.30		1.00	1.00	5.30	.45	1.30	2.50	1.00
RUNNING TIME		8.4	3.15			3.00	4.00	2.00	8.		6.00	6.29	5.20	4.15		4.00	4.30	<b>9</b> .00	3.15	4.00	5.00	4.30
(1) Daily. (2) Daily ex	(2) (3)	(2) Daily except Monday.	t Mone	lay.	(3) I	Daily except Tuesday.	sept Tu	esday.	€		Daily except Saturday and Sunday.	Saturd	sy and	Sunday		(S) Sum	Sunday and Monday only	i Mond	ay only			

# SPECIAL INSTRUCTIONS

# GENERAL RULES

# Hours of Service

100Q-1. Referring to Rule Q, conductor, trainman, engineman, fireman, or driver of track car after being on duty 14 hours must notify the superintendent the time he will be on duty 16 hours.

# Personal Injuries

# 100R-2A. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Mifflin	ROBERT P. BANKS, M. D 117 North Main St., Mifflintown, Pa	(Bell 76 (Res. Bell 158
Lewistown	C. B. McClain, M. D	(Bell 5623 (Res. Bell 4733
Huntingdon	F. S. Mainzer, M. D	Bell 700 Res. Bell 803
Tyrone	CAREY C. BRADIN, M. D 1108 Logan Ave	Bell 560
	9th Ave. & 12th St	P.R.R. 467
Altoona	1221 12th Ave	Bell 2-9127
	R. S. Magee, M. D	Bell 2-2798 Bell 8212
	B. L. Hull, M. D	Bell 7416

# 100R-3A. Locations of Hospitals

Name and Address	Telephone number
LEWISTOWN HOSPITAL	Bell 5411
J. C. Blair Memorial Hosp	Bell 90
Community Ambulance 123 W. 10th St	Call City Opr.
PHILIPSBURG STATE HOSPITAL.	Bell 205
CLEARFIELD HOSPITAL Turnpike Ave	Bell 483
CENTRE COUNTY HOSPITAL Willowbank St	Bell 4757
THE ALTOONA HOSPITAL Howard Ave. & 7th St	Bell 3-8156
THE NASON HOSPITAL	Bell 80
Allegheny Hospital	Bell 1463
	LEWISTOWN HOSPITAL

# 100R-4A. First-Aid Boxes and Stretchers, Location of First-Aid Boxes:

In all passenger carrying cars, including baggage cars and mail cars, and in cabin cars.

At each passenger and each freight station.

At yard offices and other suitable places in the larger yards, car inspectors' offices, power plants, substations, block and interlocking stations, tool houses, pump houses, M. W. cabins, wreck trains, shop and engine houses, camp cars, and on each track and hand car as provided by a State Law.

#### Stretchers:

One stretcher should be carried on each combined car and baggage car, to be placed in stretcher box.

One stretcher must be carried on each passenger train.

# **OPERATING RULES**

#### STANDARD TIME

1001-A1. Eastern Standard Time applies on this Division.

# TIME-TABLES

#### Letters and Characters

1004-A. The following letters and characters in schedules indicate:

- S —Regular stop.
- **F**—Stop on signal to receive or discharge passengers.
- ▲ —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.
- G-Regular stop, Saturday only.
- H-Regular stop, Saturday only, to receive passengers.
- K-Regular stop, Sunday only.
- L —Stop on signal, Sunday only, to receive or discharge passengers.
- M-Regular stop daily except Saturday and Sunday.
- N —Regular stop daily except Sunday.
- ■—No baggage service.
- ⊕ -No baggage service Sunday.
- → Passenger train—rail motor car.
- *—Passenger train—with passenger and freight equipment.
- ◊ --Passenger train--No train baggageman.
- **≠** —Will not run on specified dates shown on schedule pages.

#### 1004-B1.

- Q —Regular stop for mail, Mondays, also May 31, July 5 and Sept. 2.
- U—Regular stop to receive passengers for west of Pittsburgh.
- W-Regular stop to pick up milk cars.
- X—Regular stop to receive passengers for Lewistown and points west of Pittsburgh.
- Y—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- # —Train may leave at scheduled arriving time when station work is completed.

#### ENGINE WHISTLE SIGNALS

1014-A1.	Rule 14 o o o will apply - to recall
flagman.	

Track	Between	And
G	Within Wall	Interlocking

#### 1014-A2. Rule 14 will apply: Bald Eagle Branch: All sidings. – – – o – Flagman may return from West. - - o - Flagman may return from East. 1014 (dc)-A1. Rule 14 (dc) - -- — o o will apply: Track Between And Clearfield Second-Vail ary Track Park Tyrone 5 Gray A Deer Hunt A Within Wall Interlocking Also on following Branches and Secondary Tracks at Junction points: Junction Location Αt Hollidaysburg & Main Line Petersburg Bch. Petersburg Bellefonte Secondary Track Bald Eagle Bch. Miles Hollidaysburg & Petersburg Bch. Morrison Cove Holly Secondary Track 1014 (ec)-A1. Rule 14 (ec) --- oo will apply: Track Between And Clearfield Secondary Track Vail Park C Hunt Deer H Within Wall Interlocking Also on following Branches and Secondary Tracks at Junction points: Location Junction Αt Hollidaysburg & Petersburg Bch. Main Line Petersburg Bellefonte Secondary Track Bald Eagle Bch. Miles Morrison Cove Hollidaysburg & Secondary Track

Petersburg Bch.

Holly

1014 (l)-A1. Rule 14 (l), sound — — o — , will not be prolonged or repeated approaching following crossings at grade:

# Main Line

		Main Line	
	Crossing	Location	
No.	Name	Location	
16	Township Line Road.	113 ft. E. of Aqueduct Station.	
52	Cassville Road	3798 ft. W. of Mill Creek.	
30	Jacobs	Between M.P. 199 and M.P. 200, three miles E. of Huntingdon.	
64	Tyrone	498 ft. W. Tyrone Station.	
	Hollidaysb	ourg and Petersburg Branch	
125	31st Street	Altoona.	
123	58th Street	Eldorado.	
111	Newry St.	75 ft. E. of Hollidaysburg Station.	
95	High Street	99 ft. W. of Williamsburg Station.	
		Bedford Branch	
162	Richard St.	622 ft. N. of Bedford Station.	
Bale	d Eagle Branch	and Bellefonte Secondary Track	
	All Crossings	Milesburg	
	Morriso	on Cove Secondary Track	
206	Main Street	437 ft. S. of Roaring Spring Station.	
	Clear	field Secondary Track	
	1	Within borough limits of:	
	All Crossings	Philipsburg	
		Within borough limits of:	
	All Crossings	Curwensville	
	Mosha	annon Secondary Track	
	All Crossings	Houtzdale	
		e whistle will not be used to sound cross- mits of following boroughs:	
	Borough	Alarm to be sounded by	
	Huntingdon	Engine bell	

Engine bell

Engine bell

Tyrone { Clearfield Branch

Clearfield

# 1014 (r)-A1. Rule 14 (r), — - o, will apply:

When stops are to be made for coal, water, hot parts, etc.

# Main Line

Direction	Sound engine whistle signal passing	Indication stop will be made at
Eastward	Bell	Tipton
"	Spruce	Huntingdon
"	Jacks	*Ryde or Longfellow
"	Lewis	Denholm
"	Port	Bailey
"	View	*Cove
Westward	Banks	*Cove
66	View	Bailey
46	Mifflin	Denholm
46	Lewis	Longfellow or *Ryde
**	Jacks	Huntingdon
**	Gray	Tipton
	_  <del>_</del>	· <del></del>

NOTE (*): Ryde and Cove are Emergency water stations.

# **Baid Eagle Branch**

Direction	Sound engine whistle signal passing	Sound	Indication stop will be made at
Eastward " Westward "	Park Park Miles Lock Haven Miles Miles		Port Matilda Milesburg Post Siding Post Siding Baker Port Matilda

Signalman will notify train dispatcher promptly.

#### TRAIN SIGNALS

1019-A. Night signals will be displayed on rear of trains and engines while passing through tunnels.

#### USE OF SIGNALS

# Switch Stands Not Equipped With Lighted Switch Lamps or Reflectors

1027-A1. Switch stands at the following locations are not equipped either with lighted lamps or reflectors:

Location	Main, secondary track or siding	Switch
Hollidaysburg and Petersburg Branch	Entire Branch	All switches
Bedford Branch	Entire Branch	All switches
Mt. Dallas Branch	Entire Branch	All switches
Morrison Cove Secondary Track	Secondary Track	All switches
Bedford Secondary Track	Secondary Track	All switches
Clearfield Secondary Track	Secondary Track	All switches
Moshannon Secondary Track	Secondary Track	All switches
Lewistown Secondary Track	Secondary Track	All switches
Milroy Secondary Track	Secondary Track	All switches

1035-A. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

# Fusees and Torpedoes

1035-B1. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1035-C1. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	10	20
Freight Service	18	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	4

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

# Facing Hand-operated Switches

1037-C. Train orders on main tracks and verbal permission of signalman when authorized by the superintendent on secondary tracks must be used to advance a train or engine by a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal.

# Facing Hand-operated Switches connected with Manual Block Signal

# 1037-C1. Locations:

Block Station	Block Signa Move		Facing Switches Connected to Signal
BURGOOD	Direction	Track	between
Wye	Westward	2	Wye Block Station and crossovers connecting No. 3 with No. 2 track and No. 2 with No. 1 track, east of Division Post (Pgh. Div.)
Miles	Eastward	Bellefonte Secondary	Miles Block Station and Westward distant signal No. B 320.

NOTE: A train or engine receiving train order on main track or in the application of Rule 362 verbal permission of signalman on secondary track to pass a Manual Block Signal which cannot be cleared where facing hand-operated switches are connected with the signal, must be advised of the condition of the block ahead, and train or engine must approach such switches prepared to stop short of switches not properly lined.

# SUPERIORITY OF TRAINS

1072-A1. Eastward and Southward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

#### GENERAL ORDERS

# Bulletin Boards, Employes' Registers, Standard Clocks

1075-A1. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employes' 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 Employes	ister dard		041
- 14	Register Standard Clock	Location	Other Divisions
XX	x	Altoona, Passenger Crew Dispatcher's Office.	Pittsburgh Philadelphia
хх	X	Altoona Asst. Yd. Master's Office, South.	Philadelphia
хх	X	Altoona, Asst. Yard Master's Office, Scales	
x x	X	Altoona, Asst. Yard Master's Office, Furnace	
X	X	Altoona, Crew Clerk's Office, Rose	Pittsburgh Eastern Conemaugh Pan Handle
хх	X	Altoona, Asst. Yard Master's Office, Homer	
xx	X	Altoona, Brush East'bd	
x	X	East Altoona, Engine Dispatcher's Office.	Pittsburgh Eastern Conemaugh Pan Handle Philadelphia Susquehanna
x x	X	East Altoona, Asst. Yard Master's Office, Farm.	
xx	X	Hollidaysburg, Yard Master's Office.	
хх	X	Tyrone, Yard Office.	Philadelphia Susquehanna
хх	X	Bellefonte, Yard Office.	Susquehanna
хх	X	Osceola Mills, Yard Office.	Susquehanna
x x	x	Osceola Mills, Engine House.	Susquehanna
хх	X	Huntingdon, Oil House Office.	Philadelphia
хх	۲	Mount Union, Agent's Office, Freight Station.	
хх	X	Lewistown, Yard Office.	Philadelphia Susquehanna
		Saxton, H. & B. T. Engine House.	Middle
$\mathbf{x} \mathbf{x}$	x	State Line, Engine House.	W.M.R.R.

1075-A2. Bulletin board locations where sixth paragraph, Rule 75, will apply:

Point	Location of Bulletin Boards
Altoona Yard	Engine House, East Altoona Rose South

NOTE—Applies only to conductors and enginemen of westward freight trains and eastward relay trains leaving Altoona Yard.

#### Standard Clocks

1075-A3. Standard clocks at other points: Train Dispatcher's Office and Block Stations.

#### General Order Zones

1075-A4. General Order Zones of this Division are as follows:

Zone A-Banks to Bell.

Zone B—Bell to Slope, both inclusive, and Hollidaysburg and Petersburg Branch.

Zone C—Holly to Curry, Brook to State Line, and Creek to Dallas.

Zone D—Park to Grampian and Mills to Mc-Cartney.

Zone E—Bald Eagle and Clearfield Branches, Bellefonte and Snow Shoe Secondary Tracks.

Zone F—Lewistown and Milroy Secondary tracks.

#### Qualification of Conductor or Engineman

1075-A5. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of twelve months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors and enginemen extending their qualification by making trips (not in service) must be re-examined after the expiration of one year.

NOTE—Referring to Rule 75 and Special Instruction 1075-A5: It must be understood that a conductor or engineman shall be in service as such and that no service as a fireman or brakeman will be recognized in retaining qualifications as a conductor or engineman under this instruction.

# MOVEMENT OF TRAINS

1083-A1. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of superior trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

# Except:

At Creek and Ford—Information will be given verbally by signalman at Wye.

1083-B. Rule D-83: Except on portions of the railroad where Rules 251 or 261 are in effect, information as to the departure of superior trains will be furnished verbally to train by the signalman at initial stations or junctions.

#### Yard Limits

1093-A1. Yard Limits indicated by yard limit boards as follows:

Track	Between	And
Morrison Cove Secondary Track	Holly	1500 feet South of Mile Post 8
Morrison Cove Secondary Track and Bedford Secondary Track	2328 feet North of Brook	East Freedom
Bedford Secondary Track and Bedford Branch	3843 feet North of Creek	3077 feet South of Ford
Mt. Dallas Branch	Creek	Jct. of P.R.R. and H. & B. T. R. R. Tracks North of Dallas
Bedford Secondary Track	2500 feet North of State	Jct. of P.R.R. and W. M. Ry. Tracks South of State Line
Bald Eagle Branch	Lock Haven (Susq. Div.)	520 feet West of Post (Susq. Div.)
Bellefonte Secondary Track	Miles	534 feet East of White (Susq.Div.)
	6500 feet North of Clearfield	Field
Clearfield Secondary Track	1455 feet North of Phil	1814 feet South of Phil
Secondary Track	1300 feet North of Maple	4721 feet South of Mills
	410 feet North of Vail	Park
Moshannon Secondary Track	Mills	Coal

# Operation of P. R. R. Engines and Trains on H. & B. T. R. R. Tracks

1093-A2. P. R. R. engines and trains may use H. & B. T. R. R. main track between Hunt and south end of Long Siding, upon display of proper signal, reporting to the H. & B. T. R. R. train dispatcher at Saxton, when clear. Returning, permission of the H. & B. T. R. R. train dispatcher must be obtained before entering the main track.

P. R. R. Rule S-93 will apply for movements on this track.

1093-B1. Rule D-93 in effect as follows:

Track	Between	And
A, No. 1 and No. 2	Slope	Alto

# Authority to proceed as an extra

1097-A1. Where Rules 261, 262, 263 and 264 are in effect, signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Altoona passenger station—verbally by station master.

# Non-interlocked Railroad Crossings at Grade

1098-A1. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Et Movements	Signals, Etc. Governing Movements Over Crossing		Nata
Location	Type	Indication or Position	Requirements	Note
Betz Jct. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1
Loch Lomond Jet. N.Y.C.R.R.	Stop board	Stop	Stop before crossing	1

# NOTE 1. Referring to Rule 9:

Night signals will not be displayed.

All trains of both railroads must stop at stop board and not proceed over crossing until the crew has ascertained that the movement may be made with safety.

In case trains of both railroads arrive at the crossing at approximately the same time, trains of Pennsylvania Railroad will have prior right to the crossing.

# Automatic Highway Crossing Protection on Sidings, Yards or other Tracks

1103-A2. At the following locations automatic highway crossing protection indicates the approach of a train:

Track	Crossing	Location	Note
Main Line Traffic Route No. 603 (Wharf Side track)		McVeytown	
Hollidaysburg & Petersburg Branch	Traffic Route No. 866 (Side track & Station track) Traffic Route No. 203 (High Street)	Williamsburg	1
Clearfield Secondary Track	Traffic Route No. 322 (General Refrac- tories track)	Blue Ball	1

NOTE 1. Cut-in button, located on relay case, must be pressed continuously until engine or car passes "CC" sign to cause the automatic feature to function.

# Movements against Current of Traffic

1103-A3. At the following locations automatic highway crossing protection does not operate for movements against the current of traffic:

# Locations at which Signs Mark Operating Limits of Automatic Crossing Protection

1103-A4. At the following locations, sign "CC" indicates point beyond which engines and cars will operate automatic crossing protection:

$\mathbf{Track}$	Crossing	Location
Main Line	Traffic Route No. 603	McVeytown
TT 11:1 1 0	31 st Street	Altoona
Hollidaysburg & Petersburg Branch	Traffic Route No. 866	Williamsburg
Morrison Cove Secondary Track	Traffic Route No. 286	McKee
Bedford Branch	Traffic Route No. 220 (Richard St.)	Bedford
Clearfield Secondary Track	Traffic Route No. 322 (General Refrac- tories track)	Blue Ball

# Interrupting Operation of Automatic Highway Crossing Protection Manually

1103-A5. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection manually:

Track	Crossing	Location	Apparatus
Main Line	Traffic Route No. 603 (Nos. 3 & 4 tracks only)	McVeytown	Push button located in black box marked "PB" on north side of crossing adjacent to station building

# Interrupting Operation of Automatic Highway Crossing Protection Automatically

1103-A6. At the following locations apparatus is provided to interrupt the operation of the automatic highway crossing protection automatically:

Track	Crossing	Location
M. I. T.	Traffic Route No. 603 (tracks 1, 3 & 4)	McVeytown
Main Line	Traffic Route No. 825 (Tracks 3 & 4)	Tipton
Morrison Cove Secondary Track	Traffic Route No. 286	McKee
Clearfield Branch	12th Street 13th Street 14th Street	Tyrone
Bald Eagle Branch	Traffic Route No. 58	Mill Hall

# Protection for Public Highway Crossings at Grade

1103-B1. Trains or engines must stop before passing over the following public highway crossings at grade, during the hours there is no crossing watchman on duty, and, unless otherwise provided, a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location	No crossing watchman on duty between the hours of:	Note
Yard	Jefferson Street	Mt. Union	9.00 P. M. and 1.00 P. M. Monday thru Friday, and 9.00 P. M. Friday to 1.00 P. M. Monday.	

1103-C1. Trains or engines must stop before passing over the following public highway crossings at grade and a member of the crew must protect the crossing in advance of each movement over the crossing:

$\mathbf{Track}$	Crossing	Location
Duncannon Old Line	All crossings	Duncannon
Newport Old Line	Market Street U. S. Route 34 747 ft. east of Freight Station	Newport
Breyer Ice Cream Com- pany private side track	State Route 50024 3206 ft. east of Freight Station	Millerstown
	Grand Street-2871 ft. east of Station	Lewistown
Lewistown Secondary Track	Wayne Street-3170 ft. east of Station	Lewistown
	Main Street, U. S. Route 22—3661 ft. east of Station	Lewistown
American Viscose Co. private side track	Elizabeth Street, 850 ft. west of Station	Lewistown
	South Dorcas St. 1465 ft. west of connection to Lewistown sec- ondary track	Lewistown
	South Main Street, U. S. Route 22 2498 ft. west of connection to Lewistown secon- dary track	Lewistown
.ewistown	Alley—2796 ft. west of connec- tion to Lewistown secondary track	Lewistown
Furnace Track	South Wayne St. 3119 ft. west of connection to Lewistown sec- ondary track	Lewistown
	South Grand St. 6810 ft. west of connection to Lewistown sec- ondary track	Lewistown
	South Wayne St. 6992 ft. west of connection to Lewistown sec- ondary track	Lewistown
Paxtonville Brick Co. private side track	State Route 690	Paxtonville

Track	Crossing	Location
Milroy Secondary Track	State Route 322 59 ft. east of Freight Station	Reedsville
Mt. Union Old Line	Washington Street 100 ft. west of Freight Station	Mount Union
Penna. Glass Sand Co. Bridgeport side track	State Route 376 (Old U. S. Route 22)	West of Mapleton
Tyrone East Leg of Wye	Pennsylvania Ave. 35 ft. east of Station	Tyrone
Berwind White Coal Co. side track	William Penn Highway U. S. Route 22	Hollidaysburg
Morrison Cove	Main Street—State Route 36—437 ft. south of Station.	Roaring Spring
Secondary Track	State Route 85, 44 ft. south of Freight Station	Curry
Bloomfield Track	Main Street, State Route 36, 437 ft. south of Station	Roaring Spring
General Refractories Co. private side track	State Route 220 3480 ft. north of Station	Claysburg
New Enterprise Stone & Lime Co. private side track	State Route 281 325 ft. west of Jct. with Mt. Dallas Branch	Ashcom
Canoe Creek Track	William Penn Highway U. S. Route 22, 3158 ft. north of Jct.	Canoe Creek Jct.
Basalt Trap Rock Co. private side track	State Route 118 3140 ft. south of Jct.	Clover Creek Jct.
	Lamb Street, 111 ft. west of Station	Bellefonte
Bellefonte Secondary Track	High Street, State Route 550—143 ft. west of Sta- tion	Bellefonte
	Water St.—State Route 346—1249 ft. east of Station	Bellefonte
White Rock Quarries Pleasant Gap private side track	State Route 64, 2070 ft. east of connection to Bellefonte Sec- ondary Track	White

Track	Crossing	Location
	State Route 53	Coal Run Jet.
Moshannon Secondary Track	State Route 53 854 ft. north of Station	Madera
Big Run Track	State Route 53 369 ft. south of Jct.	South of Jct. Moshannon Sec- ondary Track
Amesville Secondary Track	State Route 53 4410 ft. south of Jct.	South of Jct. Moshannon Sec- ondary Track
	Maple Street— State Route 53— 866 ft. south of Station	Philipsburg
Clearfield Secondary Track	Pine Street, 509 ft. north of Station	Philipsburg
	Presqueisle Street 126 ft. south of Station	Philipsburg
Philipsburg Secondary Track	Front Street, State Route 322—773 ft. north of Jct.	Philipsburg
Snow Shoe Secondary Track	State Route 220, 989 ft. west of Jct.	Snow Shoe Inter- section

## Protection for Highway Crossings, Clearfield

1103-C2. Trains and engines passing over Market Street, Bridge Street and Bigler Avenue crossings in Clearfield Borough, must stop clear of these crossings and a member of the crew must manually operate the highway traffic stop light from control switches. Control switches for Market Street are located on the southwest and northwest corner of Market and Third Streets. Control switch for Bridge Street and Bigler Avenue is located on the northwest corner of the intersection of Bridge and Third Streets.

After highway traffic stop light switch has been thrown and highway traffic is under control, trains and engines may proceed over these crossings. Highway traffic stop light switch must be restored to normal position after crossing is cleared.

Control boxes are all operated by means of the same key. Regular crews will be furnished keys. All other crews not furnished with keys for the highway traffic stop light control box must stop before passing over crossing, protect the crossing, and make sure the highway traffic is under control before train proceeds over the crossing.

1104-A1. Normal Position of Switches and Crossovers at Specified Locations

Switch Located at	Connecting	With	Normal Position is for Movements
Wye-West leg of Wye.	No. 3 track	Pgh. Div. Westward Main track	To Pgh. Div. Westward Main track.
Hollidaysburg	No. 3 track	Lead to No. 1 track	To No. 3 track
Holly	No. 3 track	Eastward Receiv. Yd.	To yard.
Brook	Morrison Cove Sec- ondary Track	Bedford Secondary Track	To Bedford Secondary Track
Creek	Bedford Secondary Track	Bedford Branch	To Bedford Branch

# Hand-Operated Switches Equipped With Electric Locks

1104-D1. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman before switch lock is removed from keeper:

Location	Switch	Controlled by
	Crossover between A track and B storage track	Wall
Denholm	No. 1 to Hill track	Wall
	Turnout from H track to shop car track	Wall
	No. 5 to No. 6 track, West end	Gray
	No. 5 to No. 6 track, East end	Gray
Tyrone	Clearfield Branch to east leg of Wye.	Gray
	Clearfield Branch to 14th Street yard	Gray
	Clearfield Branch to 17th Street yard	Gray
Bellwood	No. 4 track to yard—west of Bellwood station	Bell
репмоод	No. 4 track to yard—east of Bellwood station	Bell
Altoona	A track to East Side Concrete& Supply Co. industrial trk. A-1	Works
Aiwona	South runner to local yard	South
Wye-Eldo	Single track to National Radi- ator Co. track	Wye

# **Bald Eagle Branch**

Location	Switch	Controlled by
Between: East Beech and Lock Haven	All switches in main track and Post siding	Lock Haven
Between: Vail and East Beech	All switches in main track and sidings	Miles
Between: Park and Vail	Park siding to storage track	Park

NOTE—When switches in this territory are to be used, following procedure must be observed, to prevent equipment failure and delay:

- 1. Portion of train must occupy main track or siding within one hundred feet immediately ahead of switch points.
- 2. Contact signalman for permission to use switch, then remove switch lock.
- 3. Report back to signalman after switch lock is removed. Signalman will then release the electric lock.
- 4. Restore switch and switch lock to normal position after used and report same to signalman.

# Secondary Tracks and Sidings

1105-A1. Rule 105 will not apply and trains and engines will protect against following movements on secondary tracks and sidings as indicated:

# Secondary Tracks

Track	Between	And
	Deer	Hunt
,	Hunt	Deer
Morrison Cove	Holly	Brook
Bedford	Brook	Creek
	Ford	State
Clearfield	Cur	Park
Moshannon	Mills	Ram
ewistown	Street	Sal
Sellefonte	Miles	White

# Sidings

# Bald Eagle Branch

Post Siding
Beech Creek Siding
Milesburg Siding
Julian Siding
Eagle Siding
Park Siding

1105-A2. Referring to Rule 105. Trains using sidings as follows on Bald Eagle Branch will proceed on fixed signal indication. Reverse movements must not be made without train orders.

Post Siding Beech Creek Siding Milesburg Siding Julian Siding Eagle Siding Park Siding

# Track Assignments

# 1151-A1. Single Track

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldo
Bedford Branch	Creek	Ford
Mt. Dallas Branch	Creek	Dallas
Bald Eagle Branch	Lock Haven Sand	Wood Park
Clearfield Branch	Tyrone	Park

# 1151-B1. Two or More Tracks

Current of traffic is as follows:

Main Line Between:	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
Division Post (Phila. Div.) and View		West'd Frt.	East'd Frt.	West'd Pagr.	East'd Pagr.	
View and Tunnel		West'd Psgr.	West'd Frt.	East'd Frt.	East'd Pagr.	
Tunnel and Forge			West'd Pegr.	West'd Frt.	East'd Pegr.	
Forge and Tyrone		West'd Frt.	West'd Pagr.	East'd Pagr.	East'd Frt.	
Tyrone and Gray	East'd Frt. & Pagr.	West'd Frt.	West'd Pegr.	East'd Pegr.	East'd Frt.	
Gray and Antis		West'd Frt.	West'd Pagr.	East'd Pagr.	East'd Frt.	
Antis and Alto		West'd Psgr.	East'd Pagr.			
Alto and Slope		West'd Pagr.	East'd Psgr.	West'd Frt.	East'd Frt.	East'd Frt.
Baid Eagle Branch Between: Wood and Sand				West'd	East'd	
Hollidaysburg & Petersburg Branch Between: Pete and Holly	<del></del>			West'd	East'd	
Holly and Hollidaysburg	-	West'd	East'd			<b>-</b>
Hollidaysburg and Wye		West'd	East'd		East'd	
Eldo and Alto				West'd	East'd	

# NOTE—Tracks are numbered from south to north.

NOTE-Within Wall Interlocking:

Track A —Eastward Freight
Tracks G and H—Westward Freight

1151-C1. Secondary Tracks of Assigned Direction

Track	From	То	Assigned Direction	Controlled by	Reverse Movements on Permission from	Note
<u> </u>	Deer	Hunt	Eastward	Hunt	Hunt	4
C	Hunt	Deer	Westward	Hunt	Hunt	4
No. 1	Alto	South	Eastward	A.Y.M. South	AYM South	4
No. 1	South	Rose	Eastward	AYM-Brush	AYM-Brush	4
<u> </u>	Alto	South	Eastward	AYM South	AYM South	4
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	4
Approach	Bell	E.E.Homer Yard	Westward	AYM-Homer or Rose	AYM-Homer or Rose	
Pull-Up	E. End Homer Yard	Bell	Eastward	Beli	Bell	4
No. 1	Rose	Antis	Eastward	Antis	Train Order	
No. 2	Antis	Rose	Westward	Antis	Train Order	3
No. 12 and Runner	Holly	W. End Eastward Adv. Yd.	Eastward	Wye	Wye	1
Nos. 6 and 14	Frankstown	Jones St., Hollidays- burg.	Westward	Wye	Wye	2

- NOTE 1. Route—Holly to east end eastward classification yard (No. 12 track) eastward receiving yard and continuation thereof.
- NOTE 2. Route—No. 6 track through westward receiving yard and connecting track to westward classification yard, thence No. 14 track to west end of classification yard, Jones St., Hollidaysburg.
- NOTE 3. Eastward movements may be made between Rose and House on verbal authority of signalman at Antis.
- NOTE 4. Reverse movements may be made on signal indication.

1151-D1. Secondary Tracks of No Assigned Direction

Track		Between	And	Controlled by	Z de Z
Lewistown	Œ	Lewistown	Street	Lewis	-
Lewistown	(E)	Street	Sal	Lewis	5
Milroy	<b>(E</b> )	Chestnut St. Lewistown	Milroy	Lewis	
No. 5	<b>(W</b> )	Lewistown	Lewis	Lewis	2
No. 5	(W)	Hunt	Deer	Hunt	3
No. 5	(W)	Forge	Tyrone	Gray	4
No. 8	(W)	Tyrone	Gray	Gray	
No. 9	(W)	Tyrone	Gray	Gray	

Track		Between	And	Controlled by	N e
Fairbrook	<b>(E)</b>	Тугопе	Stover	Gray	_
No. 12	(W)	East End Homer Yard	Homer	AYM-Homer or Rose	
No. 31	(W)	Homer	Rose	AYM-Homer or Rose	
No. 1 (Yd.)	(W)	Rose	Works	AYM-Rose	
No. 5	(W)	Juniata Shops	7th St.— Altoona	Works	
No. 8	(W)	Antis	Farm	AYM-Farm	
South Runner	(W)	Farm	South	AYM-South	
Middle Runner	(W)	Farm	South	AYM-Brush & South	
No. 1 Cabin	(W)	Rose	Brush	AYM-Rose or Brush	
No. 3 Power	(W)	Alto	Slope	Alto	
No. 9 Power	(W)	Alto	Slope	Alto	
Springfield	<b>(E)</b>	Ganister	Orminea	Wye	_
No. 6 Westw Relay Yard	ard (W)	East End Relay Yard	Jones St. Hollidaysburg	Yard Master Jones St.	
No. 2	(W)	Hollidaysburg	Wye	Wye	
Morrison Cove	(S)	Holly	Brook	Wye	5
C0ve	(6)	Brook	Curry	Wye	
Bedford	(S)	Brook	Creek	Wye	5
Dediord	(6)	Ford	State Line	Wye	5
No. 8	(N)	17th St. Tyrone	North End Class'fn. Yd.	Park	
No. 1	(N)	North End Class'fn. Yd.	Vail	Park	
Clearfield	(N)	Park	Cur	Mills	1-
Clearneid	(11)	Cur	Grampian	Mills	1
Runner	(N)	Summit	Maple	Mills	1
Philipsburg	(N)	Phil	Loch Lomond Jet.	Mills	1
Moshannon	(S)	Mills	Ram	Mills	1-
	(13)	Ram	McCartney	Mills	1
Moshannon d Clearfield		M.&C. Jct.	Brookwood Shaft	Mille	1
Coal Run	(S)	Coal Run Jet.	Mease Coll. No. 2	Mills	1
Amesville	(S)	Amesville Jct.	Imperial Coll. No. 2	Mills	1

Track	Between	And	Controlled by	Note
Little Muddy Run	Little Muddy Run Jct.	Black Oak Coll. No. 1	Mills	1
Muddy Run (S	Muddy Run Jet.	Black Oak Coll. No. 3	Mills	1
Snow Shoe (W	Snow Shoe Int.	Snow Shoe	Miles	
Bellefonte (E	Miles	White	Miles	5

- (E) (W) (N) (S) Indicates time-table direction from point first named.
- NOTE 1. When Mills Block-Limit station is in service, controlled by Park.
- NOTE 2. Trains may enter this track at Lewistown or Lewis on signal indication.
- NOTE 3. Westward movements from Hunt made on signal indication. Permission must be obtained from signalman at Hunt before leaving track at Deer.
- NOTE 4. Trains may enter this track at Forge or Tyrone on signal indication. Trains entering or leaving this track at intermediate points must obtain permission from and report clear to the signalman at Gray.
- NOTE 5. Rule 105 and Rules 201 to 223 inclusive, will not apply. All other Rules, as they apply to main tracks and sidings, are in effect. Extra trains, except passenger extras, will run on verbal permission of the signalman when authorized by the superintendent; authority for movement of passenger extras must be in writing.

# 1151-G1. Tracks other than Main, Secondary and Sidings

Track		Between	And	Controlled by	Note
Old Line	(E)	Port	Newport	Port	2
No. 4	(E)	Jacks	Mount Union Track Scales	Jacks	2
A	(W)	Jacks	West End of track	Jacks	2
Bridgeport	(E)	Connection in No. 4 track 1527 ft. E. of Mill Creek	Tool House 3834 ft. East	Jacks	
Clover Creek	(E)	Clover Creek Jct.	Basalt Trap Rock Co.	Wye	
Canoe Creek	<b>(E</b> )	Canoe Creek Jct.	Moore's Mill	Wye	
Trout Run	(S)	Trout Run Jet.	DuShan Coll. No. 3	Mills	1
Big Run	(S)	Big Run Jet.	Daywood Coll. No. 1	Mills	1
Goss Run	(S)	Goss Run Jct.	Lobb Coll. No. 1	Mills	1
Mapleton	(S)	Maple	Coaldale Coll.	Mills	1

- (E) (W) (N) (S) Indicates time-table direction from point first named.
- NOTE 1. When Mills Block-Limit station is in service, controlled by Park.
- NOTE 2. Trains may enter this track on signal indication.

# Storage Track

1151-G2. Altoona Passenger Station: Track 2 is a storage track.

# 1151-J1. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

Train No.	Use Track No.	From	То	To Pass Train No.	To be Passed by Train No.
96	1	Gray	Forge	24	
19	5	Forge	Gray	-	75

# PASSENGER TRAIN OPERATION

# Call Bell For Flagman—Tyrone

1154-A1. At Tyrone station, flagmen of passenger trains will be recalled by electric bell instead of engine whistle.

#### Changing Passenger Engines At Lewistown

1154-A2. A passenger train, in either direction, requiring change of engines at Lewistown, if diverted to No. 5 track will stop at middle switches. If not diverted to No. 5 track stop should be made at Lewis.

#### Starting Passenger Trains At Altoona

1154-A3. At Altoona passenger station, enginemen of east-ward and westward trains using No. 1, 2, 3 or 4 tracks stopping with engine beyond interlocking 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 interlocking signal is in proceed position before starting train.

#### Keeping Toilet Doors Locked At Altoona

1154-A4. Passenger trainmen and employes of the Pullman Company must keep the doors of toilet rooms in passenger equipment locked at Altoona.

# Passengers Getting On And Off Trains

1154-A5. Passengers must never be allowed to get on or off moving trains. This applies to employe-passengers, as well as others.

# Hot Boxes On Through Passenger Trains

1154-A6. 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.

# Steam Heating

1154-A7. When steam heat is necessary, following will be in effect:

Rear trainman, after train steam line has been cleared of condensation, must adjust rear train steam line end valve to vent condensation enroute.

In event train steam line becomes waterlogged or does not clear of condensation, rear trainman must notify conductor who will signal engineman Rule 16 (j) from head end of train for additional steam pressure and must arrange to have all train steam pipe end valves examined to definitely determine they are wide open, also all steam admission valves closed, and if this does not result in steam reaching rear end of train within reasonable time, conductor must treat situation same as other irregularities, and if necessary, stop train at convenient point to locate and correct trouble before steam heat system freezes or causes discomfort to passengers.

Rear Trainman, during periods of severe cold weather, must open rear train steam pipe end valve at convenient locations enroute to insure keeping train line clear of condensation.

In absence of steam pressure at rear train steam pipe end valve, rear trainman must promptly notify conductor who will signal engineman Rule 16 (j) from head end of train for increased steam pressure.

#### Use Of Back-Up Hose

1154-A8. Back-up hose must be used when shifting cars at Altoona passenger station.

## Protection, Rear Of Passenger Trains

1154-A9. Unauthorized persons are prohibited from riding on the rear of passenger trains. Trainmen are required to ride the rear of trains, except trains operating with business cars or blind cars on the rear end, over all critical structures, bridges, viaducts, etc., as indicated below:

Main Line: Spruce Creek tunnels.

# FREIGHT TRAIN OPERATION

# Instructions For Preparation And Handling Of Freight Trains On Grades, etc.

1155-A1. For controlling freight trains with power brakes on heavy descending grades, Rules 54 to 60 inclusive of the current issue 99-C-1 Brake And Train Air Signal Instructions will apply on the following grades:

#### Clearfield Secondary Track—Summit to Vail.

Snow Shoe Secondary Track—Rhoads to Gum Stump.

The conductor must be out on the train and will be held responsible for knowing that trainmen are properly stationed on the train and not in the cabin.

# Trains Stopped At 9th Street Or South

1155-A2. Altoona—When any eastward movement is stopped by signal at 9th Street, a member of the crew must communicate with Works promptly. When any eastward movement is stopped at South, a member of the crew must communicate with South, promptly.

Cabins on eastward freight trains will be cut off immediately after passing 9th Street Bridge. If cabin should stall, Works 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.

# Indicating Rear End of Draft Of Cars

1155-A3. The rear end of all drafts of cars on Secondary Tracks in yards must be indicated by a member of the crew by day and in addition a lighted lantern by night.

# Using Wye At Osceola Mills

1155-A4. When using the Wye at Osceola Mills Engine House, engines will enter the South Leg and leave by the North Leg.

# Use Of Pusher Engines

- 1155-A5. When freight trains are being handled with pusher engines and a road test is to be made, the engineman operating the brakes will, on receiving proper signal, give one blast of the engine whistle and apply the brakes for the test. The rear pusher engineman, after seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman will then release the brakes. The rear pusher engineman, after seeing that the brakes release, will give two blasts of the engine whistle, after which the train will be ready to proceed. Steam should be applied gradually to avoid rough handling of the train.
- 1155-A6. 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 Works, only the engine next to the cabin will use steam while rear of train is moving over the switches at Works.

At all other locations, enginemen of pusher engines will ease off while passing over turn-outs and crossovers while making diverging movements.

- 1155-A7. While yusher engines are assisting trains over grades, trainmen must be in position to give signals and to assist in holding the train when necessary to take the slack.
- 1155-A8. Markers on cabin cars of Westward freight trains moving to Homer Receiving Yard, Altoona, will not be displayed after helper engine has coupled to train.

# Inspection Of Freight Trains Leaving Yards Or Coaling Stations

1155-A9. Freight trains leaving coaling or watering stations and yards will move at a speed so as to permit the train crew to make inspection of train as it passes. The speed should be reduced sufficiently to insure safety to the members of the crew, making the inspection, getting on the rear end of the train.

# Watering Live Stock

1155-A10. When necessary to drench live hog shipments, the hogs will be drenched at Altoona. The watering of any other stock shipments or poultry should be performed on the icing tracks at Huntingdon.

Conductors will insure that when this service is performed, that proper notation is made on waybills.

# Freight Trains Requiring Coal, Water, Etc. At Denholm

1155-A11. All eastward freight trains on No. 2 or "A" tracks, consisting of more than 75 cars, requiring coal, water, sand, or engine attention at Denholm, will pull their train to the east end of interlocking and return with engine to the coaling station for this purpose, except:

When the white circular sign is displayed at Wall, trains will be permitted to foul the interlocking and stop at the coaling station for necessary work.

If conditions require that a train consume more than 25 minutes at this point, a member of the crew must communicate with signalman at Wall for instructions.

# Car Limits on Descending Grades

1155-A12. Clearfield Secondary Track:

Between Summit and Vail, 75 cars.

Snow Shoe Secondary Track:

Between Rhoads and Gum Stump—

Switch backs Nos. 1, 2, 3 and 4, 22 cars.

#### FREIGHT AND PASSENGER TRAIN OPERATION

# **Inquiring For Instructions**

1156-A1. Conductors of all trains and enginemen of light engines must inquire for instructions before starting from initial point.

# **Employes On Engines**

1156-A2. Not more than two (2) persons in addition to the engine crew will be permitted to ride in cab of steam or diesel engines unless otherwise authorized by the superintendent.

# **Huntingdon Icing Station**

1156-A3. Method of operation governed by the following instructions:

Arranged Freight Train Service.

All through cars in arranged service trains, requiring icing, will be iced at Huntingdon.

EASTWARD TRAINS.—Conductors, when receiving consist of train at Brush, Altoona Yard, will also be given three (3) copies of AD 27 showing icing attention required.

Westward Trains.—Conductors on trains having cars to ice at Huntingdon will throw off at Wall a memorandum showing the number of such cars. The signalman at Wall will carefully look for such reports and immediately relay them by telephone to the Icing Station at Huntingdon and the train dispatcher at Altoona.

Upon arrival at Huntingdon waybills and AD 27's must be on head end of train for prompt delivery to the foreman of the Icing Station located at east end of the platform.

Trains performing work between Hunt and Deer must inform the signalman at Hunt when work has been completed and train is ready to move.

#### RAILWAY EXPRESS TRAINS:

A representative of the Railway Express Agency will report to station master at Harrisburg prior to the departure of a westward train, containing cars to be re-iced at Huntingdon, the number of such cars, similar information to be furnished for eastward trains by a representative of the Express Agency at Pittsburgh to the station master at Altoona, either direct by telephone or by means of a memorandum slip to be handed to Pittsburgh Division conductor for delivery to station master Altoona. This information will be telephoned to the train dispatcher at Altoona immediately by the following method:

Westward Trains:—Station master at Harrisburg to give the information direct to the train dispatcher at Altoona.

EASTWARD TRAINS.—Station master at Altoona to telephone the car numbers to Movement Bureau, telephone 462 or 551.

This information to be given also to the conductor before departure.

# Facilities For Repairing Hot Boxes

1156-A4. Facilities for repairing hot boxes are provided as follows:

Cooling hose, sponging material, etc., Bailey, Thompsontown (¼ mile west, north side), Denholm, Ryde Water Station, and Huntingdon, (opposite engine house).

Conductors will notify the superintendent as much in advance as possible when a car inspector is needed at any point where inspectors are located.

Rod cup grease for emergency use may be obtained at the following points:

Main Line:

Tyrone Yard Office. Huntingdon Oil House Ryde Water Station. Lewistown Enginehouse.

Denholm Coal Wharf. Bailey Pumping Station.

Bald Eagle Branch Snow Shoe Int.

Clearfield Secondary Track Osceola Enginehouse. Clearfield.

# SPEED RESTRICTIONS

1157-A. Speed Table

Tir		Miles per	Tir per		Miles per	Tir per		Miles	Tii per		Miles per
Min	Sec.		Min	Sec.	Hour	Min	Sec.		Min	Sec.	
0 0 0 0	36 38 40 42 45	100 95 90 85 80	0 0 0 1 1	48 51 55 00 05	75 70 65 60 55	1 1 1 1 2	12 20 30 43 00	50 45 40 35 30	2 3 4 6 12	24 00 00 00 00 00	25 20 15 10 5

# Minimum Running Time and Speeds On Descending Grades—Freight Trains

1157-B1. The following minimum running times for freight trains between points on descending grades are established and the speeds prescribed for various grades must not be exceeded:

# Clearfield Secondary Tracks

TRAINS HAVING AN AVERAGE TONNAGE OF 51 TO 95 TONS
PER EFFECTIVE BRAKE.

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill North end of Big Fill to	1.98	2.5	10.7	14
a point 1/2 mile south of M.P. 7	.11 to 1.98	3.5	13.125	16
Point ¼ miles south of M.P. 7 to Vail	2.2 to 2.86	3.8	9.1	25
Total		9.8		55

# TRAINS HAVING AN AVERAGE TONNAGE OF LESS THAN 51 TONS PER EFFECTIVE BRAKE.

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.  North End of Big Fill to	1.98	2.5	16	10
a point 1/2 mile south of M.P. 7	.11 to 1.98	3.5	16	14
Point 1/4 mile south of of M.P. 7 to Vail	2.2 to 2.86	3.8	12	19
Total		9.8		43

# Snow Shoe Secondary Track:

TRAINS HAVING AN AVERAGE TONNAGE OF 51 TO 95 TONS
PER EFFECTIVE BRAKE.

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 switch	2.27-2.16-2.09	2.46	12	13
No. 3 switch	2.0-2.18	1.09	12	6
From No. 3 switch to No. 2 switch	2.0	.61	12	3
From No. 2 switch to No. 1 switch	2.0	.44	12	3
From No. 1 switch to Gum Stump	2.84-1.53	2.30	12	12
Total		6.9		37-

# TRAINS HAVING AN AVERAGE TONNAGE OF LESS THAN 51 TONS PER EFFECTIVE BRAKE.

Points	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 Switch From No. 4 switch to	2.27-2.16-2.09	2.46	15	10
No. 3 switch	2.0-2.18	1.09	15	5
From No. 3 switch to No. 2 switch From No. 2 switch to	2.0	.61	15	3
No. 1 switch	2.0	.44	15	2
From No. 1 switch to Gum Stump	2.84-1.53	2.30	15	10
Total		6.9		30

NOTE—In case of delay enroute, the number of minutes delayed must be added to the minimum time.

# Other Descending Grades—Retaining Valves—Speeds

1157-B2. Between: Altoona and Petersburg

Dix and Holters

Buffalo Mills and Hyndman

The engineman and conductor will confer and agree on the number of retaining valves to be used and the manner in which they are to be operated between these points.

The minimum number of retaining valves to be turned to proper position for service will be as follows:

The number of retaining valves to be increased when conditions require.

Speed of 25 miles per hour should not be exceeded when retaining valves are in service between these points.

# Eastward Freight Trains Off Pgh. Div.

1157-B3. Retaining valves on the front portion of train must not be released until the train is under control or stopped at Alto or Wye.

# PASSENGER TRAINS AND FREIGHT TRAINS

# 1157-C1. Maximum speeds, upless otherwise specified

	Sin	gle ick		. 5 ack	No Tra		No. 3 Track		No. 2 Track		No Tra	
24	Pagr.	Frt.	Page.	Fr.	Pagr.	F.	Psgr.	F.	Pagr.	Ŧ.	Pagr.	£
Main Line Between:	'				Mil	es p	er H	our	'			_
Division Post (Phila. Div.) and View					50	50	50	50	70	50	70	50
View and Tunnel				_	70	50	50	50	50	50	70	50
Tunnel and Spruce							70	50	50	50	70	50
Spruce and Forge	_	<del></del>					50	40	50	40	50	40
Forge and Tyrone					50	50	70	50	70	50	50	50
Tyrone and Gray			30	30	50	50	70	50	60	50	50	50
Gray and Bell		_			50	50	70	50	70	50	50	50
Bell and Antis					50	50	70	50	60	50	50	50
Antis and Works					70	50	60	50				
Works and Alto					30	25	30	25				
Alto and Slope			A T 25	rack 25	30	25	30	25	25	25	25	25
Hollidaysburg & Petersburg Brch. Between: Pete and Holly						-			30	30	30	30
Holly and Hollidaysburg					30	30	30	30	-			
Hollidaysburg and Wye					30	30	30	30			30	20
Wye and Eldo	30	30	_									
Eldo and Alto									30	30	30	30

		gle ack		o. 5 ack		o. 4 ack		). 3 ack	No Tri	. 2 ack		. 1 ick
	Pegr.	Frt.	Pegr.	뜐	Pegr.	£	Pegr.	Frt.	Psgr.	Frt.	Pegr.	Ę
				,	Mile	es pe	er H	our				
Bedford Branch Between: Creek and Ford	30	30										
Mt. Dallas Branch Between: Creek and Dallas	25	25										
Clearfield Branch Between: Tyrone and 14th St.	25	25										
14th St. and Park	35	25										
Bald Eagle Branch Between: Park and Sand	50	45										
Sand and Wood					_				45	45	50	45
Wood and Lock Haven	50	45										

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

# 1157-C2. Wreck Trains

	Boom Trailing	Boom Forward
	Miles p	er Hour
Main Line Between: Division Post (Phila. Div.) and Works Works and Slope	40 25	30 20
Hollidaysburg and Petersburg Branch Between: Pete and Alto	30	20
Bedford Branch Between: Creek and Ford	30	20
Mt. Dallas Branch Between: Creek and Dallas	25	20
Clearfield Branch Between: Tyrone and Park	25	20
Bald Eagle Branch Between: Park and Lock Haven	35	25
Morrison Cove Secondary Track Between: Holly and Brook Brook and Curry	30 25	20 20
Bedford Secondary Track Between: Brook and Creek Ford and State Line	30 30	20 20
Clearfield Secondary Track Between: Park and Summit Summit and Mills Mills and Grampian	25 20 25	20 15 20
Moshannon Secondary Track Between: Mills and McCartney	20	15
Lewistown Secondary Track Between: Street and Sal	20	20
All Other Secondary Tracks	15	10

1157-C3. Work Trains

	Boom Trailing	Boom Forward	On Curves	
	Mi	iles per H	our	
Main Line Between: Division Post (Phila. Div.) and Works Works and Slope	30 25	20 20	20 20	
Hollidaysburg and Petersburg Branch Between: Pete and Alto	30	20	20	
Bedford Branch Between: Creek and Ford	30	20	20	
Mt. Dallas Branch Between: Creek and Dallas	25	20	20	
Clearfield Branch Between: Tyrone and Park	25	20	20	
Bald Eagle Branch Between: Park and Lock Haven	30	20	20	
Morrison Cove Secondary Track Between: Holly and Brook Brook and Curry	30 25	20 20	20 20	
Bedford Secondary Track Between: Brook and Creek Ford and State Line	30 30	20 20	20 20	
Clearfield Secondary Track Between: Park and Summit Summit and Mills Mills and Grampian	25 20 25	20 15 20	20 15 20	
Moshannon Secondary Track Between: Mills and McCartney	20	15	15	
Lewistown Secondary Track Between: Street and Sal	30	20	20	
All Other Secondary Tracks	15	10	10	

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

Main Line	Miles per Hour
1157-C4. Circus Trains	*45
1157-C5. Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc.; moving on own wheels—see Rule 4155-A: —on straight track. —on curves.	
1157-C6. Between Forge and Spruce: Eastward petroleum or mineral freight trains Eastward arranged service frt. trains	25 35
1157-C7. Snow Plows in service	*20 *20 * 5
NOTE—Must not be pushed with an engine or engines having more tractive effort than one Lls engine.	
<ul> <li>When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.</li> </ul>	
1157-C8. Operating against current of traffic, except where Rule 261 is in effect:  Main Line between Division Post (Phila. Div.) and Works—  —Passenger trains	50
—Freight trains	40
<ul> <li>1157-C10. Trains consisting of 50 per cent or more P. R. R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type</li></ul>	60
enginemen have been so advised.	
1157-C11. Passenger train assisted by an engine on rear and air brake controlled by leading engine	30
1157-C12. Pushing Cars—Passenger trainsFreight trains	30 20
1157-C13. Track Cars —unless otherwise restricted—when hauling track cars or	20
trailers	15
Rule 80 —through crossovers and turn- outs, and over highway	8
and railroad crossings	5
1157-C14. Passenger trains taking water from track troughs	60
1157-C15. Trains handling Foamite fire fighting cars  Note—Conductor must notify engineman when car is in train.	50
1157-C16. Within Wall Interlocking tracks A, G and H	30

1157-C25. Cars carrying major calibre barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing		
	Miles p	er Hour		
Main Line Between: Division Post (Phila. Div.) and Works— Assigned Passenger tracks Assigned Freight tracks Works and Slope	50 40 25	20 20 20		
All Branches	25	20		
All Secondary Tracks	15	10		

When conditions require, speed restrictions of less than those specified shall be made effective by local instructions.

When handling such cars, conductors must know that enginemen have been so advised.

#### **TURNOUTS**

## 1157-D1. Maximum speeds, unless otherwise specified

#### **Entire Division**

	Miles per Hour
Non-Interlocked turnouts—diverging movements, except class I, J, M, Q, S and T engines over No. 8 crossovers	
and turnouts	15

	Miles p	er Hour
Class I, J, M, Q, S and T engines through No. 8 crossovers or turnouts must not	Forward	Backward
exceed speed indicated:	10	5

This will apply to all hand-operated crossovers and turnouts and the following interlocked crossovers or turnouts:

#### Park:

Crossover between main track and plug track.

Turnout from Park siding to storage track.

#### Gray:

Turnouts at west end of Nos. 8 and 9 tracks.

Crossover between Nos. 8 and 9 tracks.

Crossover between Nos. 5 and 8 tracks.

#### Rose:

All crossovers and turnouts.

#### South:

Crossover between No. 2 Power track and No. 3 yard track.

All turnouts from North ladder to tracks Nos. 3 to 14 Ebd. Rec. yard.

All turnouts from South ladder to tracks Nos. 15 to 26 Scales Yard.

#### Works:

All turnouts from ladder to tracks Nos. 1 to 5 and from No. 6 track to tracks 7 and 8.

Crossover between No. 8 yard track and No. 2 Westward freight track.

Crossover between Nos. 1 and 2 freight tracks at 7th St.

Turnout from coach yard track to ladder.

Turnout from A track to Machine Shop Yard east of 9th St.

#### Alto:

Crossover between No. 4 track and Freight Station Yard—9th St.

Turnout from A track to H. & P. Branch.

Turnout from A track to No. 3 Eastward power track—17th Street Yard.

Turnout from No. 3 Eastward power track to east end ladder— 17th Street Yard.

#### Slope:

Turnout from A track to No. 3 Eastward power track.

Crossover between No. 3 Eastward power track and west end 17th Street Yard.

# CURVES, BRIDGES, ETC.

# 1157-F1. Maximum speeds, unless otherwise specified

W	Miles
Main Line	per Hour
First Curve east of Perdix, No. 1 and No. 2 tracks First Curve west of Cove, No. 1 and No. 2 tracks	60
First Curve west of Cove, No. 1 and No. 2 tracks	60
Curve 1.3 miles east of Duncannon, No. 1 and No. 2 tracks Curve 0.8 mile east of Duncannon	60 40
Curve west of Millerstown, west portion of curve between	40
a point 2.400 feet west of M. P. 138 and M. P. 139.	
No. 1 and No. 4 tracks	60
No. 1 and No. 4 tracks	
tracks	60
Curve 0.1 mile west of Thompsontown, No. 1 and No. 4	
tracks Curve at Tuscarora, No. 1 and No. 4 Tracks	65 65
Curve 0.8 mile east of Mifflin, No. 1 and No. 4 tracks	55
Curve () 5 mile east of Millin	40
Curve 0.5 miles west of Mifflin, No. 1 and No. 4 tracks First curve west of Wall, No. 1 and No. 4 tracks Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1	55
First curve west of Wall, No. 1 and No. 4 tracks	50
Curve at M. P. 163, 2.5 miles east of Lewistown, No. 1	
and No. 4 tracks	65
Curve at M. P. 164, 1.5 miles east of Lewistown, No. 1	65
and No. 4 tracks	55
Curve U. Chile east of Lewistown	40
Curve 0.5 mile west of Lewistown, No. 1 and No. 4 tracks	50
Unrve 1.5 miles west of Granville. No. 1 and No. 4 tracks	60
Curve 1.0 mile west of Ryde	50
Curve at Mapleton, No. 1 and No. 4 tracks	60
First curve east of Warrior Ridge, No. 1 and No. 4 tracks	60
First and second curves west of Warrior Ridge, No. 1 and	65
No. 4 tracks	65
Curve 0.5 mile east of Spruce Creek Tunnel, No. 1 track	45
Curves between Spruce and Tyrone	40
Curve 0.6 mile west of Tyrone, No. 3 track	65
Hollidaysburg and Petersburg Branch	
Curve at Goodman	25
Curve 1200 feet west of Covedale	25
Curve west of Frankstown Crossing	15
Hollidaysburg-Newry Street Crossing	15
Curves at Nineteenth Street and Margaret Avenue, Altoona	20
Bedford Branch	
Bedford—Richard St. crossing	10
Bald Eagle Branch	
Through Mill Hall (by Ordinance)	35
Curve at M. P. 45, at West Beech	45
First curve east of M. P. 44, ½ mile west of West Beech. Second curve east of M. P. 39, on No. 1 track, at Howard. Second curve east of Sand, No. 1 track.	45
Second curve east of M. P. 39, on No. 1 track, at Howard.	45
First curve west of Sand	45 45
Curve at M. P. 34, at Curtin	45
Out vo av in. 1. oz, av Out in.	<del></del>
Bellefonte Secondary Track	
Curve at Bellefonte Station	10
Morrison Cove Secondary Track	
First curve south of Holly	20
Curve between a point 250 feet north of M. P. 10 and a	
point 1300 feet south of M. P. 10, two miles south of	
Holly	20

	Miles per Hour
Bedford Secondary Track Curve at Dunnings Creek Jet Through Hyndman (By Ordinance)	15 10
Curve 3.1 Mi. South of Hyndman	15
Clearfield Secondary Track Through Curwensville (By Ordinance) Through Clearfield (By Ordinance) Curve at North end of Bridge No. 38.35, two miles south of	6 12
Field	20
north of Maple	20
Moshannon Secondary Track Through Houtzdale (By Ordinance)	12
Lewistown Secondary Track Second curve east of Mile Post 41. First curve east of Mile Post 38. Second curve east of Mile Post 4.	25 25 25

# **ENGINES**

# 1157-G1. Maximum speeds, unless otherwise restricted

Class		Miles per Hour				
Steam Engines	Backward	Forward— Light	Forward— with train			
B C G H J K L N.	20 25 25 25 25 25 25	20 20 50 50 40 40 50 40 50 40 50	20 20 70 70 50 50 50 70 50 70 50 70			
Rail Motor Cars						

	Class Diese	l Engines		Miles 1	per Hour		
Single Unit	Two	Light	With Train				
Road: AP-20 BP-20 EP-20 EP-22 FP-15 AF-15 BF-16 BF-15 BF-16 EF-15A EH-15 FF-15A	AP-40  BP-40  EP-40  EP-45  FP-40  EFP-30  AF-30  AF-32  BF-32  EF-30A  EH-30  FF-40  FF-40	AP-60 BP-60A BP-60 EP-60 EFP-45 AF-45 AF-45 BF-48 EF-45 EF-45A EH-45 FF-60 FF-48	AF-60 AF-64 BF-60 BF-64 BH-50 EF-60A EH-60	60 60 60 60 60 50 50 50 50 50 50 50	70 70 70 70 70 70 50 50 50 50 50 50 50		
Yard: AS-10 AS-16 BS-7 BS-10 BS-16 BS-24 ES-12 ES-15 FS-16 FS-20 GS-4 LS-25				40 40 40 40 40 40 40 40 40 40 40	40 40 40 40 40 40 40 40 40 40 40 40		

#### NOTE-

#### Road Diesel Engines

First letter designates builder:

- "A"—American Locomotive Works—General Electric Company.
- $\hbox{``B''}-- Baldwin-Lima-Hamilton Corporation.}$
- "E"—Electro-Motive Division of General Motors Corpora-
- "F"-Fairbanks, Morse and Company.
- "G"-General Electric Locomotive Works.
- "L"-Lima Locomotive Works.

Second letter (and third letter where used) designates service:

- "F"-Freight.
- "H"—Freight with lower speed gearing, primarily for helper service.
- "P"-Passenger.
- "FP"—Normally freight, but equipped for use in passenger service.

Numerals indicate engine horsepower in nearest hundreds:

- "15"--1500 Horsepower.
- "40"-4000 Horsepower.
- "16"-1600 Horsepower.
- "45"—4500 Horsepower.
- "20"-2000 Horsepower.
- "48"-4800 Horsepower.

"22"-2200 Horsepower.

"50"-5000 Horsepower.

"30"-3000 Horsepower.

"60"--6000 Horsepower.

"32"-3200 Horsepower.

"64"-6400 Horsepower.

Final letter indicates special features as follows:

"A"-Change or some variation in original design.

#### Yard Diesel Engines.

The first letter indicates the same as for road diesel engines.

The second letter indicates the service (shifting).

The numeral indicates the horsepower.

#### For example:

"A"-American Locomotive Company.

"S"-Shifting service.

"6"-600 or 660 horsepower.

## SECONDARY TRACKS AND SIDINGS

# 1157-H1. Maximum speeds, unless otherwise specified

Track	Between	And	Miles per Hour
Lewistown	Lewistown	Street	25
Milroy	Street	Sal	30
willog	Lewistown	Milroy	25
A	Deer	Hunt	30
Č	Hunt	Deer	30
Pull-Up	East End Homer	,	30
run op	Yard	Bell	30
No. 1	Rose	Antis	30
No. 2	Antis	Rose	30
Springfield	Ganister	Oreminea	20
Morrison Cove	Holly	Brook	30
	Brook	Curry	30
Bedford	Brook	Creek	30
	Ford	State Line	30
Clearfield		Mills	30
	Mills	Summit	
	Summit	Park	30
Runner	Maple	Summit	20
Moshannon	Mills	McCartney	
Moshannon and	Jct. Moshannon		
Clearfield	Secondary Track	Brookwood shaft	25
Snow Shoe	Snow Shoe Int	Snow Shoe	20
All other secondary			
tracks			15
Sidings -			
Bald Eagle Branch.	 		25
All other sidings			15

1157-J1. Movements on tracks, other than main, secondary and sidings must be made at Restricted speed, except:

Trout Run track-Maximum speed 10 miles per hour.

#### **ENGINE RESTRICTIONS**

# 1160-A1. Engines Are Restricted At Locations Shown Below:

NOTE-Letters and figures indicate:

- X-Prohibited.
- A-Backward movement prohibited.
- B-Backward movement restricted to speed indicated.
- D—Operation of engines coupled prohibited.
- E-Operation of engines coupled restricted to speed indicated
- R-Restricted account of light rail.
- °—BP60 semi-permanently coupled restrictions same as for class K.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by super-intendent.

	CLASS OF ENGINES											6.583			
LOCATION	В	C	E	AP BP EP FP	FF	1	J	ВР- 60 К	L	М	N	Q	s	T	Engines with Tender Capacity of Over 15,000 Gala, with 6-whi trucks
MAIN LINE VIEW: Sims Construction Co	_ x	×	×	x	x	x	x	x	x	×		x	x	x	x
DUNCANNON: Old Line except running track to Freight Station		-		_	:	x	x	<del>-</del>	<del></del>	x	x	x	x	×	x
NEWPORT: Public delivery tracks, except stock yard track F. M. Snyder trestle. Bridge 132.16.	:	XX	×	×	:::	××	X X 40	X	×	X	X	X X 40	X X 60	XX	X X
MILLERSTOWN: Public Delivery tracks Lead to Sechrist's Mill	- 	X				X	X		X	X	X	X	X	X	X
M.P. 145 WEST OF: Silica Brick Co	- 	×	x	x		×	x		x	x	×	x	x	x	x
PORT ROYAL: Breyer Ice Cream Co Freight Station tracks	- -:	X	- -:-		 :::	X	X	X	X	X	X	X	X	X	X
MIFFLIN: Commons Yard, except track west of passenger station, leading from No. 5 track. Yard tracks and switches east of Passenger Station except No. 5. W. H. Manbeck treatles		X				X X	X	X	X X	X X	X	X	X	x	x x
DENHOLM: Circle, Hill & coal storage trk.	-	×	-			x	x	x	x	x	x	x	x	x	x
HAWSTONE: Hill track	<u></u>	x	x	x		x	x	x	x	x	x	x	x	x	X
EWISTOWN: Yard Tracks Nos. 1 to 6, incl. Nos. 1, 2, 3, 5 Shop Tracks. No. 4 Shop Track. No. 16 Track. Nos. 2 & 3 Tracks, M. W.	 	::				XXXX	XXX			X	XXX	XXX	XXXX	XXX	X X X
No. 1 Track, M. W. Yard Crossover east of Scales	::			  		X X X	X X X	X	X	X X X	X X X	X X X	XXX	X X	X X
M.P. 175 WEST OF: Mifflin Sand Co. (tracks leading to Sand Plant only)		x	x	x		x	x	x	x	x	x	x	x	x	х
McVEYTOWN: H. O. Andrews & Son	<u> </u>	×	×	x		X	x	x	x	×		— х		— х	x

	CLASS OF ENGINES													i	<b>-</b> 5
	-	-	-	AP	EH		<u> </u>	BP-		_		Γ	_		11 Tel
LOCATION	В	C	E	°BP EP FP	FF FF BF AF H		ر	60 K	L	м	N	Q	s	T	Engines with Tedder Capacity of Over 16,000 Gall with 6-whl. trust
VINEYARD: Penna. Glass Sand Cpn. Hatfield Plant	r	$\vdash$	×	_	<del>-</del>	×	x	x	×	x	×	×	x	×	×
MT. UNION: Tracks east of Franklin St Freight Station track E. A. Beaver Co	Ŀ	XXXX	XXXX	XXX		XXXX	XXXX	XXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXX	XXXX
Harbison Walker No. 7 Yard Track	l	X	X			X	X	X	X	X	X	X	X	X	X
MAPLETON: Siding, West of Bridge St Bridgeport track at tool bouse surve	l	x x			 	X X	x	x x	x x	x x	x x	x	x x	x	X X
HUNTINGDON: Juniata Supply Co. Penna. Electric Co. Penna. Electric Co. trestle H. & B. T. station tracks J. C. Blair Suplee—Wills—Jonee Freight Station tracks Huntingdon Specialty Co.	X	ŀΧ	XXXXXXXXX	XXXXXXXX	<b>X</b>	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXX	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
West End Nos. 7 & 8 trks WARRIOR RIDGE:	-	┢	-	<u> </u>	····	-	-	<del>-</del>		<u> </u>	-	-	-	Н	
Penna. Electric Co	-	<b>x</b>	<b>X</b>	<u>x</u>	<u>···</u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>x</u>	<b>X</b>	<u>x</u>	<u>x</u>	<u>×</u>	<u> </u>
Station track								X	X 		X 		X 55		x
UNION FURNACE: Warner Co.— Tracks leading to Stone Plant only		×				x	x	x	x	x	x	x	x	x	x
FORGE: Tyrone Lime & Stone	_	x	_			x	x	×	x	x	×	x	x	×	×
TYRONE: Wilson Chemical	卜	-	×	x		x	x	x	x	x	×	x	x	×	x
BELLWOOD:  East & West Leg of Wye Storage Yard		  ::	  -:			×	X	X.	×	χ̈́	X	X	X	X	X X
WEST OF ANTIS: Bridge 232.94		_					40					40	60	<u>:</u>	
ALTOONA TERRITORY: Westbound Shop Furnace Hump Junista Scale Dump	 	 		×	 X	x	XXX	X	×	XXX	XXX	XXX	XXX	XXX	X
East of Scales — Crossover No.1 track to South Runner M.W. Yard—Lower Back trk. Stock Yard Track		. , 				×	XXXXX	x°	×	XXXXX	XXXXX	XXXXX	XXXXX	XXXXX	i .
F-11 and F-12 Flanagan's (People's Coal) Eastbound Repair, West End Eastbound Repair, Old side, East End							XXX			x x	XXX	XXX	XXX	X	ļ
Wreck Track							XXX			x	XXX	XXX	XXX	Ιx	x
Juniata side track Sinclair Refining Co., Kettle	ļ	X	1	1	X	X	X	X	X	X	X	X	X	X	i
Street Peoples Natural Gas Co. 1st St.	Ί.,			ļ	X	1	1			l	ļ	1		1	i
C. W. Marks Brewery, 5th St Shaffer Stores Co., 7th St Leonard Miller, 8th St East Side Coal & Supply Co	::	X	i .	1	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	1
8th St. Pintsch Gas, 9th St. P. A. Gleichert, 10th St. L. B. Mackey, 10th St.	i.	X	X	XXX	XXXX	XXX	XXX	XXX	XXX	XXX	XXX	XXXX	XXX	XXX	X X X
Standard Sunitary Mfg. Co. 16th St	١	x		x	x	x	x	X	x	x	x	X	x	X	j
General Builders Supply Co (1 & 2) 17th St Sears Roebuck Co., 17th St Armour & Co., 18th St City Ice and Beverage Co.	<u> </u> ::	X	X	X X	XXX	X X X	XXX	X X X	XXX	X X X	X X X	X X X	X X X	X	X X
City Ice and Beverage Co. 18th St.	<b>:</b>	×	1	1	x	x	x	x	x	x	x	x	x	×	x

			_		-	LAS	ss (	OF E	ENG	INE	s				5-28
	-		Π	AP	EH	_	<u> </u>	BP-	<u> </u>	Γ				Γ	th Tencity of Case.
LOCATION				°BP EP FP	FF BF			60							Capa 15,00
Location	В	c	Ε	G	AF H	,	ر	ĸ	L	м	N	Q	s	Т	Engines with Teder Capacity of Over 15,000 Gawith 6-whi. true
ALTOONA TERRITORY Cont.	-	-	-	$\vdash$	_	_	-	_	-			<u> </u>	_	-	
Abelson Iron & Metal Co.		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Citisen's Ice Co., 18th St Penns. Elec. Co. (No.1) 18th Street	ļ	^	^	^	^	x	x	x	x	x	X	x	x	x	x
Curry-Canan Co.,(1&2) 19th		X	x	X	x	x	l	ŀ			x	x	x	l	x
Filer's Storage Co., 19th St City Ice and Beverage Co.,						٠	X	X	X	X	X	X	X	X	X
19th St	 	XXX	X	X	X	XXX	XXX	X	X	X X	XXX	XXX	XXX	XXX	X X B
Swift & Co., 19th St Main track—19th St.		X	'			В	В	×	X	B	8 10	В 10		В	B 10
H. & P. Branch Altoona City, 20th St. Penna. Elec.Co.(No.2)20thSt.		X	X	X	X	10 X X	10 X X	X	X	10 X X	X	X	X	10 X X	X
Standard Supply & Equip- ment Co., 21st St		X					}		l	l	ŀ	ļ	ł	1	X
Rescue Mission, 21st St Altoona Pipe & Supply Co.,		X				X	X	X	X	X	X	X	X	X	
National Bisouit Co., 26th St.		XXX	XX	X X	X	X	X	X	X X X	X	X X	X	X	XXX	X
Atlantic Refining Co., 27th St National Blacuit Co., and		X	X	<b>X</b>	*	X	X	X	X	X	X	×	×	X	*
Loose-Wiles Biscult Co., 27th St		x	x	x	x	x	х	х	x	x	x	x	x	X	x
Street		x	X	x	x	x	х	х	X	X	X	x	X	X	X
Street	ļ	X	X			X	Х	X	X	X	X	X	X	X	X
Street	  - :	R X X	R	R	R	R	R	R	R	R	R	R	R	R	R
J. C. Ivory & Bon, 31st St Geo. Reighard, 31st St	::  ::	X				XXX	X X	X X	X X X	X	X X	X X	X X	X X X	X X X
Altoona & Logan Valley Elec. Ry. (1 & 2)		X	x	x	x	x	х	x	х	x	x	x	х	X	х
Blair Ice & Cold Storage Co. 31st St		X	X	X	x	x	x	x	x	X	x	x	x	x	х
Co		X	X	X	X	X	X	X	X	X	X	X	X	X	X
Maximon Machine Co., South		x				x	x	x	x	х	x	x	x	x	x
27th St.—lead from No. 2 trk. to So. Alt. Shop Yd		ļ				x	х	х	x	x	х	x	x	x	х
Freedom Oli Co., Altoona Public Track Lafferty Bros., South Altoona	ļ	X		ļ		X	X	X	X	X	X	X	X	X	X
Atlantic Refining Co., west of Canan's Crossing		x				x	x	x	x	x	X	x	x	x	x
Gulf Refining Co., Canán's Crossing		X				x	x			x	X	X	x	x	X
Drenning's Delivery Service, east of Canan's Crossing	ļ			,			ļ	ļ					ļ		
Sun Oll Co., east of Canan's Crossing		x				x	x	х	x	x	x	x	x	x	х
American Oil Co., east of Canan's Crossing. Eldorado Milling Co., Canan's	ļ	x				x	x	x	X	x	X	x	x	x	X
Crossing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BALD EAGLE BRANCH:	=	==	=	-	-	_	<del></del>	=	-	-	-		=	=	
Penn. Woven Wire Co		х		ÿ	Ŷ	ŷ.	X	Ŷ	Ÿ	ţ	Ş	X.	x	Ŷ	X,
Hoberman Coal & Junk Yard J. D. Bowe				ŝ	XXX	X	X	ŝ	ŝ	X	X	XXXX	ŝ	X	XXXX
N.Y. & Penna. Paper Co Castanea Paper Co	ŀ٠	X	•	XXXXX		XXXXX	XXXXX	XXXXX	XXXXX	XXXX	XXXXX	Ŷ	XXXXX	XXXXX	X X
MILL HALL:	-	-	_	<u> </u>	_	_	_		<del>-</del>	<u> </u>	_	-	<del>-</del>	-	
Mill Hall Fire Brick Co.				;		x	X	x		x	x	x	X:	X	x
Freight Station			• •		•••	 X	XXX	 	· · ·	 X	X	×	XXX	XXX	x
N.Y.C. Interchange tracks BEECH CREEK:	<u> -</u>	-					_	<u></u>			_		_	_	
Freight Station	<u></u>	<u></u>	:-	···	···	<u></u>	<u>x</u>				X	<u> </u>	X	X	<u> </u>
HOWARD: Sheffield Farms							X			x	ÿ.	X.	x	X	X
Freight Station				: ·			XXX	X		XXX	XXX	XXX	XXX	XXX	X X X
MOUNT EAGLE:		-	-	<u></u>			<u>^</u>	<u>^</u>	<u>:::</u>	<u> -</u>	^	<u> </u>	_	_	
Sand side track		 		:::			X	 		X	X	X	X	X	X
l <del></del>	<b>!</b> —	<u> </u>						<b> </b>					<u> </u>		

	CLASS OF ENGINES										_	و <u>د</u> ع			
	-	-		AP	EH			BP-	_	-	_	<u> </u>			T Ter
			1	°BP EP	EF FF			60							Engines with der Capacity Over 15,000 ( with 6-whl. tr
LOCATION	_			FP.	BF AF									Ш	5 g e € 5 0 − 9
	В	C	E	G	Н	<u> </u>	J	K	L	M	N	Q	8	T	<u>¥o</u> rū
MILESBURG: Storage tracks							x				x	x	x	x	
Storage track	<u></u>						X				X	X	X	X	
JULIAN: Freight Station	<u></u>					· · · ,	x				x	x	x	x	
PORT MATILDA:		Ļ		_			x			J	_			J	 V
MoFeeley Brick Co	 	x -	: -	:::		X	x		X.	X	X	X X	X	X X	X 
CLEARFIELD BRANCH: TYRONE:			i										J	J	
A. C. Yard North Yard—Vall to 17th St.				: : :			X						X	X	
West Virginia Pulp & PaperCo., tracks 5, 6, 7		x	x	X	X	x	х	x	X	х	X	x	X	х	x
Co. tracks 5, 6, 7						X	x	x	x	X	X	X	X	x	X X
East Tyrone Wye 14th St. Coal Yard at Wash-							X		• • •			1		X	
Ington Ave	^			l	X	X	X	X	X	X	X	X	X	X	X
ington Ave	X	XXX	X X	X X	X	X	X	X X	X	X X	X X	X X	X X X	X	X X X
South Yard—Park to 14th St.		x	x	Ŷ	<u></u>	Ŷ	â	â		â	â	x	â	X	Ŷ.
BELLEFONTE SECONDARY TRACK:					,	X	X			x	X	x	x	x	x
BELLEFONTE: Back Track, Passenger Station		x				x	x		ļ	x	x	x	X	x	х
Sheffields Farms	::		×			X	XXX	×	X	XXX	X	X	X	XXX	X X
All Industrial Trks.—"Font" to "White".		x	x		l	x	x		x	x	x	x	x	$ \mathbf{x} $	x
MILROY SECONDARY TRACK		×	-  -	 	-	x	x	x	×	×	 x	x	×	_ x	ж
NAG!NEY: Bethiehem Mines Corp. bri- dge at west end of loaded															
traek	Ŀ	X	X	<u>x</u>	<u></u>	X	X	X	X	X	X	X	X	X	X
YEAGERTOWN: Yeagertown trestle		x	x	х		x	х	x	х	х	х	x	х	x	х
LEWISTOWN SECONDARY		x		_		x	x	x	_	x	x	x	x	x	
TRACKLEWISTOWN:	ľ						l			}		ĺ	1		
Mt. Rock treatle	. X	X	X X X	X X X	. X	X X	XXX	XXX	XXX	X X	X	X X	XXX	X	X
C. A. Hoffman treatle All Industrial Tracks,	ı	1	ı	X				ŀ	1				l	1	
"Street" to "Sal"	<u> </u>	X	<u> </u>	<u> </u>	· · ·	X	<u> </u>	X	<u>x</u>	X	X	X	X	X	X
HOLLIDAYSBURG & PETER- BURG BRANCH: PETERSBURG:															
Bridge 0.69		ļ				25 15	x	ļ	ļ			20		۵۵	
Bridge 0.69		::	::			20		 					20		
BLAIR FOUR: Bridge 11.51			 	_	_	15	x			25		25	25	25	
WILLIAMSBURG:	r	-	-	$\vdash$	_	$\vdash$		-	_	-	_	_	_	r	
West Virginia Pulp & Paper Co. treaties	ļ	X	X	X	ļ	X	X	X	X	X	X	X	X	X	X
· <del></del>		-	_	_	<u> </u>	_	_	<u>  ^</u>	Ĥ	<u>                                     </u>	<u> </u>	<u>                                     </u>	<u> </u>	-	
GANISTER: Bridge 20.19		<u> </u>	 	<u></u>	<u> </u>	20	X		<u></u>	<u></u>	<u></u>				<u></u>
HORRELL: Bridge 24.37	<u> </u>	<u></u>	 	<u></u>	<u>.</u>	25	x	<u> </u>		<u> </u>	<u></u>		···	<u>  : :</u>	
HOLLIDAYSBURG YARD: Eastbound receiving yard,			İ			¥	×	¥		¥	×	¥	¥	¥	×
except No. 12 track Eastward Class. Yard Eastward Advance Yard:						X	X	X		1	X	X	X	X	
West Ladder	١	::	<b>:</b> :	···	:::	X	XXX	X	 	X	X.	XXX	X X	X	X
Cabin Yard Engine House Leads and Shop	ı					1		X		X	X	1	ł	X	
Tracks.  Westward Res. Yard Tracks Nos. 1, 2, 3, 4, 5, 7, 8, & 9.				···		X	X	X		X	X	X	X	X	
Nos. 1, 2, 3, 4, 5, 7, 8, & 9 Tracks Nos. 6 and 10	<u> ::</u>	<u> </u> ::	<u> </u> ::			X	X	X		X	X	X	X	X	X
	Γ.	١.,	i .	ſ	١	ı	ľ	Ĺ	١	ţ	١	1	1	١.,	1

	CLASS OF ENGINES											\$ 0 3			
LOCATION			E	AP BP EP FT	EH EF FF BF AF H			BP- 60		м	N	١	s	_	Engines with Tender Capacity of Over 15,000 Gast.
HOL'DSBG YARD, Cont.:	-	-	_	<u>-</u>				<u>K</u>	_ _	-M	_	- Q	-	<b>T</b>	<u> </u>
West Ladder-Old Stone Yard Old Stone Yard except West Ladder	x	 X	x	 X		X	X	X		x	X X	X	X	X	
Westward Relay Yard, except West Ladder and 10 car lengths at west end Nos. 1 to 6 incl							x					×	×	x	
Westward Class. Yard Tracks Nos. 1, 2, 3, 4, 5 & 6 Tracks Nos. 7 to 25 Incl. except West Ladder and 10				1	ı	X	x	x		x	X	x	x	x	
car lengths at west end Tracks Nos. 26 & 27 Engine Tracks Nos. 1, 2 & 3 Mill track						XXX	XXXX	XXX	  	XXX	XXX	XXXX	XXXX	XXXXX	X X X
Freight House track  HOLLIDAYSBURG: McLanahan Stone Machinery	-		<u>:-</u>			<u> </u>	-	_		_	_	_	_	_	
Co. track	X	l	x	x	X	X	X	X	X	X	X	X	X	X	X
DUNCANSVILLE: W P. Appleyard treatle	<u>.</u>	X	-	×	×	XX	X	XX	^ X	X	^ x	X	XX	X	X
Swope trestle and track  All other individual tracks	-	x	I—	<u>^</u>	-	X	<u>^</u>	$\frac{\lambda}{x}$	<u>^</u>	<u>^</u>	<u>^</u>	X	<u>^</u>	Î	
MORRISON COVE SECON- DARY TRACK:	-	-		-			<del>                                     </del>		<u> </u>			-	-	-	
Between Holly and Brook Between Brook and Curry	-	┞	 	_		X	X	X	<u>x</u>	×	X	X	X	X	X
D. M. Bare Paper Co. trestle. Coal trestle BEDFORD BRANCH:		XX	X	X		XXX	X X	XX	X	X	XXX	X X	XXX	XXX	X
Bedford - H. C. Heckerman	<u></u>	X	X	X	X	x	x	x	x	x	x	x	x	x	<u>x</u>
BEDFORD SECONDARY TRACK: Between Brook and Creek. Cessna Station Between Ford and State Line		XXX	x	×	×	X X X	XXX	XXX	x	XXX	XXX	XXX	XXX	XXX	X
MT. DALLAS BRANCH	- <del>-</del>	X	-			X	X	X		X	x	X	x	x	×
CLOVER CREEKBasalt track		X	- 			X	X	X	×	X	X	X	X	X	X
SPRINGFIELDOremines track	:: ::	X	l—	 	 	X	X	X	. <u>x</u> .	X	X	X	X	X	X
CLEARFIELD SECONDARY TRACK:	Ë	X	-	<u> </u>		<u>x</u>	<u>x</u>	<u>x</u>	<u></u>	<u>x</u>	<u> </u>	<u>×</u>	<u>x</u>		X
North of Park (See Note) First curve South of M.P. 7, 3% miles North of Vall Fourth curve North of M.P.		1				X	X	X	 15	X	x	X	X	X	X
9, 31/4 miles South of Summit		x				x	x	x	15	x	x	×	x	x	x
11, 234 miles South of Summit	<u>::</u>	-	  -		<u></u>	<u>×</u>	X	X	10	<u>x</u>	×	<u>x</u>	<u>x</u>	X	X
Both legs of Wys  MOSHANNON SECONDARY TRACK:	<u> :-</u>	_X	<u> </u>			<u>×</u>	×	<u>x</u>	-	<u>x</u>	X	<u>x</u>	<u>×</u>	<b>X</b>	x
Mills to McCartney	<u>::</u>	X	-		<u></u>	×	×	<u>x</u>	<u></u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>×</u>	X	X
Mills to McCartney  SNOW SHOE SECONDARY TRACK & CONNECTING	-	<u> </u>	-	<u></u>	···	×	×	<u>x</u>	<u></u>	X	<u>x</u>	<u>×</u>	<u>x</u>	<b>X</b>	x
TRACKS	:-	X	<u>  —</u>	<u></u>		X	X	X	X	X	X	X	X	X	X
FAIRBROOK TRACK WESTERN MARYLAND RR:	-	X	:-	<u></u>		×	<u>X</u>	<u>×</u>	<u>x</u>	<u>x</u>	<u>x</u>	<u>×</u>	<u>x</u>	<u>x</u>	<u>x</u>
State Line to Cumberland	ļ	x	X	X	x	x	X	x	X	X	X	x	X	x	x

NOTE—Class I-1 engines may be used between Park and Maple and must conform to the following speed restrictions:

	Miles per Hour
Park to Summit (light only)	5
Summit to Maple	20

# 1160-A2. Movement of Class J and Q engines prohibited:

Location	Between	And			
Main Line	Division Post (Phila. Div.)	Bell			

# On All Branches except:

Bald Eagle Branch	Lock Haven	Park
Clearfield Branch	Park .	Tyrone
Hollidaysburg and Petersburg Branch	Alto	Jones St. Hollidaysburg

#### Other Equipment Restrictions

#### 250-Ton Wrecking Derricks.

1160-C1. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., except as follows:

Main Line or Branch	Between	And	Bridge	Note
Main Line	Banks	Slope		2
Hollidaysburg & Petersburg Branch	Pete	Alto		1
Clearfield Branch	Tyrone	Park		
Bald Eagle Branch	Park	Lock Haven		

In territory where they are permitted, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class M engines with heavy tenders.

- Note 1. When hauled by an engine heavier than class H-10 the derrick must be separated from the engine by at least 4 cars, which may or may not be loaded.
- Note 2. Account close clearance within Spruce Creek tunnel, No. 3 track, and with station platform Tyrone, No. 3 track, train must be operated at slow speed.

#### Overhead Clearances

1163-A1. Employes are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

#### Main Line

#### Altoona:

Train Shed, Passenger Station

#### Spruce:

Tunnel No. 1

Tunnel No. 2

#### **Entire Division**

Overhead water plugs Signal bridges

Overhead bridges

Coal, clay and stone tipples

#### Close Side Clearance

1163-A2. Employes are warned that close clearance exists at following locations and will not clear a man on side of car or engine:

Between	And
Port Block Station	No. 4 track
Wall Block Station	No. 4 track
Lewis Block Station	No. 1 track
Hunt Block Station	No. 4 track
Spruce Block Station	No. 3 track
Gray Block Station	No. 1 track
Slope Block Station	No. 4 track

#### USE OF TELEPHONES

#### Trainphone

1164-A1. Trainphone in service:

	Between	And		
Main Line	Division Post (Phila. Div.)	Slope		
Hollidaysburg and Petersburg Branch	Pete	Alto		
Bald Eagle Branch	Lock Haven	Park		
Clearfield Branch	Park	Tyrone		
Huntingdon Icing Station	East End	Platform		

1164-A2. Instructions covering use of telephone or trainphone as outlined on card effective January 24, 1949 (revised Sept. 1, 1950) and posted at all telephone locations, must be followed.

#### MOVEMENT BY TRAIN ORDERS

1201-A1. Location of Train Dispatchers—

#### Altoona

Train Dispatchers in charge as follows:

Main Line—Division Post (Phila. Div.) to Slope.

Branches:	Secondary Tracks:
Hollidaysburg and Petersburg	Morrison Cove between Holly and Brook
Bedford	Bedford between Brook and
Mt. Dallas	Creek and between Ford
Clearfield	and State
Bald Eagle	Clearfield between Park and Cur
	Moshannon between Mills

and Ram

Lewistown between Street and Sal

Bellefonte between Miles and White

# Authority For Movement Of Trains Between Lock Haven And Division Post

1201-A2. The Middle Division Time-Table and Special Instructions is authority for movement of trains and use of tracks on that part of the Susquehanna Division between Lock Haven and the division board located 0.7 of mile east of Mill Hall, Bald Eagle Branch.

#### Referring to Rule 204

1204-A1. A copy of the train order for the engineman of each helping engine pushing the train will not be supplied on this division.

# SIGNAL RULES

# Movement of Trains in the same Direction by Block Signals 1251-A1. Rules 251, 253 and 254 in effect:

	Track	Between	And		
	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Div.)	Tunnel		
	No. 1 and No. 3	Spruce	Forge		
No to Time	No. 1, No. 2, No. 3 and No. 4	Forge	Antis		
Main Line	No. 3 and No. 4	Antis	Works		
	No. 4	Works	Alto		
	No. A, No. 1, No. 2 and No. 4	Alto	Slope		

# Opposing and Following Movements of Trains by Block Signals

1261-A1. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
	No. 1	Spruce	Tunnel
	No. 2	Tunnel	Forge
Main Tin	No. 3	Tunnel	Spruce
Main Line	No. 5	Tyrone	Gray
	No. 3	Works Alto	Alto Slope
<del></del>	Single	Lock Haven	Wood
Bald Eagle	No. 1 and No. 2	Wood	Sand
Branch	Single	Sand	Park
Clearfield Branch	Single	Tyrone	Park
Hollidaysburg and Petersburg Branch	Single	Wye	Eldo

#### 1291-A1. Referring to Rule 291, between:

Jacks and Lewis.

Mifflin and Port.

When a passenger train receives a stop and proceed signal the engineman or conductor must immediately communicate with either the signalman or train dispatcher from telephone located at signal bridge or trainphone and be governed by his instructions. If unable to establish communication, train may proceed governed by signal indication.

#### CAB SIGNALS

1295-A1. Cab Signal Rules 295 to 298, inclusive, are in effect as follows:

For movement with current of traffic.

	Track	Between	And
Main Line	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Div.)	Tunnel
	No. 1, No. 2, and No. 3	Tunnel	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Alto
	A	Within Wall Interlocking	
	G and H	Within Wall	Interlocking
Hollidaysburg and Petersburg Branch	No. 1	Signal P-18 7456 ft. West of Pete	Pete

For movements against current of traffic.

	No. 3	Within Mifflin Interlockin	
	No. 3, G and H	Within Wa	ll Interlocking
	No. 1, A, and No. 2	Within Wa	all Interlocking
Main Line	No. 1	Tunnel	Spruce
	No. 3	Spruce	Tunnel
	No. 2	Forge	Tunnel
	No. 3	Works	Alto

#### Secondary Tracks

For movements in assigned direction.

	Track	Between	And
Bell-Slope	No. 1 and No. 2	Antis	Rose

For movements against assigned direction.

	Track	Between	And
Bell-Slope	Pull-Up	Bell	East End Homer Yard

#### MANUAL BLOCK SIGNAL SYSTEM

1305-A1. 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:

	Track	Between	And
	No. 1 and No. 2	Pete	Holly
Hollidaysburg and Peters-	No. 3 and No. 4	Holly	Hollidaysburg
burg Branch	No. 1, No. 3 and No. 4	Hollidaysburg	Wye
Bedford Branch	Single	Creek	Ford
Mt. Dallas Branch	Single	Creek	Dallas
Morrison Cove	Secondary	Holly	Brook
	Secondary	Brook	Creek
Bedford	Secondary	Ford	State
Clearfield	Secondary	Cur	Park
Moshannon	Secondary	Mills	Ram
Lewistown	Secondary	Street	Sal
Bellefonte	Secondary	Miles	White

# 1316-A1. Rule 316 will apply:

CLEARFIELD SECONDARY TRACK:

Southward between Summit and Park. Northward between Summit and Mills.

#### 1317-A1. Rule 317 will apply:

On Single track between points listed under Special Instruction 1305-A1.

On Secondary tracks between points listed under Special Instruction 1305-A1, except where Rule 316 applies.

For movements with the current of traffic between points listed under Special Instruction 1305-A1.

## For Movements Against Current of Traffic

Main Line—Between Division Post (Phila. Div.) and Slope, except where Rule 261 is in effect.

Hollidaysburg and Petersburg Branch between Pete and Wye, and between Eldo and Alto.

1361-A1. Flag or lamp signals will be used by signalman to give block indication as provided by Rule 361, as follows:

Wye-Eastward trains on No. 1 track.

Mills-Northward and Southward trains.

#### 1366-A1. Referring to Rule 366.

Movements against current of traffic may be made on verbal authority of the signalman at Wye as follows:

No. 2 track between Holly and Jones Street.

No. 1 track between Hollidaysburg and Thermic Ice and Coal Co. track.

# AUTOMATIC BLOCK SIGNAL SYSTEM

1501-A1. Rules 501 to 512 inclusive, are in effect on portions of the division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	No. 5	Gray	Tyrone
Main Line	A, No. 1, No. 2, No. 3 and No. 4	Alto	Slope
Hollidaysburg	No. 1 and No. 2	Alto	Eldo
and Peters- burg Branch	Single	Eldo	Wye
Clearfield Branch	Single	Tyrone	Park
Bald Eagle Branch	Single	Park	Sand
	No. 1 and No. 2	Sand	Wood
	Single	Wood	Lock Haven
	- <del></del>	I <del></del>	

# For movements against current of traffic.

	Track	Between	And
	No. 5	Tyrone	Gray
Main Line	No. 3	Alto	Slope
Bald Eagle Branch	No. 1 and No. 2	Wood	Sand

1501-B1. Rules 501 to 518 inclusive, are in effect on portions of the division as follows:

For movements with current of traffic.

	Track	Between	And
	No. 1, No. 2, No. 3 and No. 4	Division Post (Phila. Div.)	Tunnel
	A	Within Wall	Interlocking
	G and H	Within Wall	Interlocking
Main Line	No. 1, No. 2, and No. 3	Tunnel	Forge
	No. 1, No. 2, No. 3 and No. 4	Forge	Antis
	No. 3 and No. 4	Antis	Alto
	or movements again	st current of trai	fic.
	No. 3	Within Miffli	1 Interlocking
	No. 1, A and No. 2	Within Wall	Interlocking
	No. 3, G and H	Within Wall	Interlocking
Main Line	No. 1	Tunnel	Spruce

# Secondary Tracks

No. 3

No. 2

No. 3

For movements in assigned direction.

Spruce

Forge

Works

Tunnel

Tunnel

Alto

	Track	Between	And
Bell-Slope	No. 1 and No. 2	Antis	Rose
For movements against assigned direction.			

	Track	Between	And
Bell-Slope	Pull-Up	Bell	East End Homer Yard

1515-A1. Testing sections in addition to those at terminals located:

Tyrone:

West leg of Wye at passenger platform, three hundred feet in length, extending one hundred feet beyond west end of platform.

West end Tyrone yard—No. 5 track between westward home signal bridge and interlocking signal located 425 feet west thereof, also on tracks 8 and 9 north side of water tank opposite Gray extending eastward two hundred feet.

1515-A2. Engines dispatched from points in cab signal territory to Susquehanna Division points or to points where test circuits are not provided must have cab signal equipment cut in for the entire trip.

Engines dispatched to Bellefonte, Southport, Northumberland or Wilkes-Barre must have cab signals cut out in Tyrone yard.

Engines dispatched from Bellefonte, Southport, Northumberland or Wilkes-Barre must make departure test and have cab signal equipment cut in before departure.

1515-B1. Rule 515—following exceptions authorized:

Between Works and Alto, shifting movements on No. 3 and No. 4 tracks, are authorized to move as non-equipped trains.

1516-A1. In the application of second paragraph of Rule 516, trains authorized to proceed in cab signal territory at authorized speed and keep clear of occupied blocks, must be prepared to pass the following signals at medium speed:

#### Westward

Signal 1179—East of View

Signal 1325—East of Port

Signal 1525—East of Mifflin

Signal 1647—East of Lewistown

Signal 2035—East of Deer

#### Eastward

Signal 2036—West of Hunt

Signal 1586-West of Wall

Signal 1348—West of Port

Signal 1142—East of Perdix

# INTERLOCKING

1606-A1. Emergency Signals—Whistle or Horn, in service as follows:

Slope	Forge
Alto	Gray
Works	Hunt
South	Jacks
Rose	Lewis
Antis	$\mathbf{Wall}$
Bell	Mifflin
	View

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Name Occupation Occupation .	PART OF ZONE QUALIFIED FOR	
	ZONE	
Home Division.	DIVISION	

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Altoona, Pa., April 15, 1952.

#### **GENERAL ORDER NO. 201**

#### Effective 2.01 A. M., Sunday, April 27, 1952

## Applies In All Zones

(a) Time-Table No. 2 in effect. It contains the necessary instructions issued in general orders up to and including No. 110, all of which must be removed from bulletin boards.

Each employe must examine each page of Time-Table No. 2 to see that his copy is complete, pages properly lined up, and note changes.

Employes must turn in Time-Table No. 1 to bulletin board attendant, after Time-Table No. 2 takes effect.

(b) Referring to NOTE to Rule 38.
Until such time as Advance Speed-limit, Speed-limit and Resume-speed signs, shown on Page 69 of Book of Rules (Rules for Conducting Transportation) are available, yellow flags and lights in lieu of Advance Speed-limit, Speed-limit signs, and green flags and lights in lieu of Resume-speed signs will be used.

This General Order is printed in Time-Table No. 2 and will not be issued in sticker form.

Altoona, Pa., April 28, 1952.

#### **GENERAL ORDER NO. 202**

Effective 12.01 A. M., Thursday, May 1, 1952

## Applies In Zone B

(a) MEDICAL EXAMINERS AND COMPANY SUR-GEONS ALTOONA

N. J. Fine, M. D. appointed Medical Examiner, vice T. P. Day, M. D., transferred.

Special Instruction 100R-2A, changed.

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## (b) ENGINE RESTRICTIONS ALTOONA TERRITORY

Restrictions for class B engines on P. A. Gleichert track, 10th Street, removed.

Special Instruction 1160-A1, changed.

C. W. JEFFRIES, Superintendent.

# THE PENNSYLVANIA RAILROAD MIDDLE DIVISION

Altoona, Pa., May 13, 1952.

GENERAL ORDER NO. 203

Effective 10.01 A. M., Monday, May 19, 1952

# Applies In Zone A

(a) MAIN LINE BAILEY

Track pans in Nos. 1, 2, 3 and 4 tracks, out of service.

#### Applies In Zone B

(b) HOLLIDAYSBURG & PETERSBURG BRANCH HOLLIDAYSBURG—WEST OF Trailing hand operated switch in No. 1 track, 2346 feet west of Mile Post 32, leading to J. Sender Co. track, capacity 9 cars, in service.

(c) Trailing hand operated switch in No. 1 track, 2558 feet west of Mile Post 32, leading to Thermic Ice and Coal Co.

track, out of service.

Altoona, Pa., May 26, 1952.

#### **GENERAL ORDER NO. 204**

## Effective 12.01 A. M., Tuesday, June 3, 1952

#### Applies In Zones B, C, D, E and F

## (a) ENGINE WHISTLE SIGNALS

Referring to Rule 14 (I) and 14 (q)

Portable whistle sign (yellow disc on which is shown the letter W in black) will be placed approximately 1250 feet in advance of locations where trackmen are working on main and secondary tracks, as follows:

Main Tracks	Secondary Tracks
Hollidaysburg & Petersburg Branch Bedford Branch Mt. Dallas Branch Clearfield Branch Bald Eagle Branch	Lewistown Milroy Morrison Cove Bedford Springfield Bellefonte Snow Shoe Clearfield Philipsburg Moshannon Moshannon & Clearfield Coal Run Amesville Muddy Run Little Muddy Run

When portable whistle sign is displayed, Rule 14 (l) and 14 (q) will apply.

# Effective 10.01 A. M., Tuesday, June 3, 1952

# Applies In Zone C

# (b) BEDFORD BRANCH

FORD

Ford Block Limit Station relocated northward, 42 feet.

# Applies In Zone A

# (c) MAIN LINE WALL

Facing interlocked switch for eastward movements, 6850 feet east of Wall Block and Interlocking Station, connecting A track with tail track, out of service.

Altoona, Pa., June 9, 1952.

#### **GENERAL ORDER NO. 205**

#### Effective 10.01 A. M., Saturday, June 14, 1952

# Applies In Zone D

(a) MOSHANNON SECONDARY TRACK McCARTNEY—NORTH OF

Facing hand operated switch for southward movement in secondary track, 3940 feet north of McCartney, leading to Elliot Coal Company track, capacity 10 cars, in service

## Applies In Zone E

(b) BALD EAGLE BRANCH MILESBURG

Rule 14 (l), sound — — o — , must be prolonged or repeated until all public crossings at grade are reached.

Altoona, Pa., June 16, 1952.

# GENERAL ORDER NO. 206

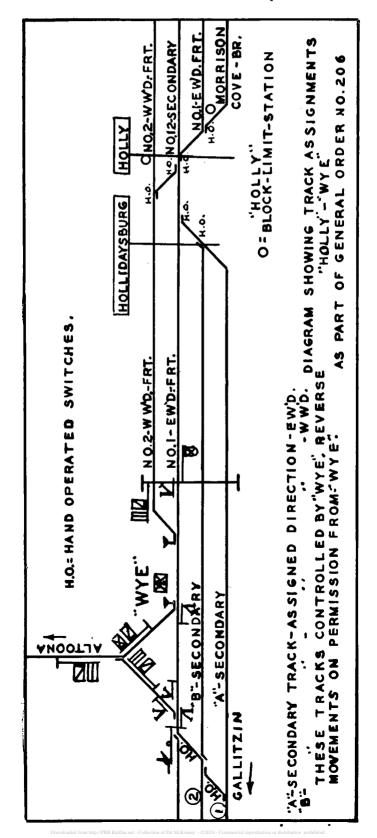
# Effective 10.01 A. M., Monday, June 23, 1952

# Applies In Zone B

#### (a) HOLLIDAYSBURG & PETERSBURG BRANCH HOLLY—WYE

Track assignments between Holly—Hollidaysburg and Wye changed as indicated on diagram attached to sticker form and is a part of this General Order.

Special Instructions 1104-A1, 1151-B1, 1151-C1, 1151-D1, 1157-C1, 1157-H1, 1201-A1, 1305-A1, 1317-A1, 1361-A1, and 1366-A1, changed.



Altoona, Pa., June 23, 1952.

#### **GENERAL ORDER NO. 207**

#### Effective 12.01 A. M., Tuesday, July 1, 1952

#### Applies In All Zones

#### (a) TIME-TABLE AUTHORITY

Schedules of No. 61 and No. 60 withdrawn.

Schedule of No. 37, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table, as follows:

Blank coupons over No. 61, page 14 and No. 60, page 22. No. 37 over corresponding schedule, page 14.

C. W. JEFFRIES, Superintendent.

MK

# THE PENNSYLVANIA RAILROAD MIDDLE DIVISION

Altoona, Pa., July 3, 1952.

GENERAL ORDER NO. 208

Effective 12.01 A. M., Thursday, July 10, 1952

#### Applies In All Zones

(a) RULES FOR CONDUCTING TRANSPORTATION, EFFECTIVE SEPTEMBER 30, 1951.

GENERAL RULES

Rule L changed.

Coupon of Rule L must be pasted over Rule L, on page 8.

Altoona, Pa., August 22, 1952.

# GENERAL ORDER NO. 209

# Effective 12.01 A. M., Tuesday, September 2, 1952

# Applies In All Zones

# (a) TIME-TABLE AUTHORITY

Schedules of No. 60 and 61 added.

Schedule of No. 37, changed.

Sticker coupons attached to sticker form of this General Order must be detached and pasted in time-table, as follows:

No. 37 over corresponding schedule, page 14.

No. 61 over column 3, page 14.

No. 60 over column 3, page 22.

# Effective 10.01 A. M., Tuesday, September 2, 1952

## Applies In Zone A

## (b) MAIN LINE McVEYTOWN—EAST OF

"W" signs in service approaching private crossing at grade 10,438 feet (Miller's) east of McVeytown.

Trains and engines approaching this crossing must sound warning as prescribed by Rules 14 (I) and 30.

# (c) MAIN LINE MILL CREEK—WEST OF

"W" signs in service approaching private crossing at grade 8695 feet (Wright's) west of Mill Creek.

Trains and engines approaching this crossing must sound warning as prescribed by Rules 14 (1) and 30.

## Applies In Zone F

## (d) MILROY SECONDARY TRACK BURNHAM—WEST OF

"W" signs in service approaching private crossing at grade 3316 feet (Kishacoquillas Park) west of Burnham.

Trains and engines approaching this crossing must sound warning as prescribed by Rules 14 (1) and 30.

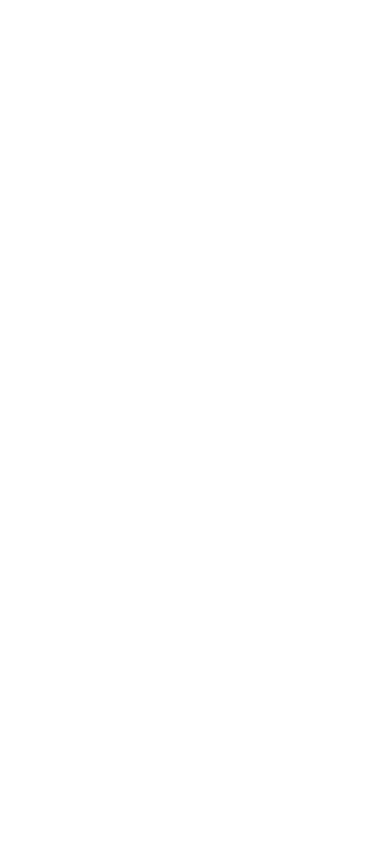
# Applies In Zone C

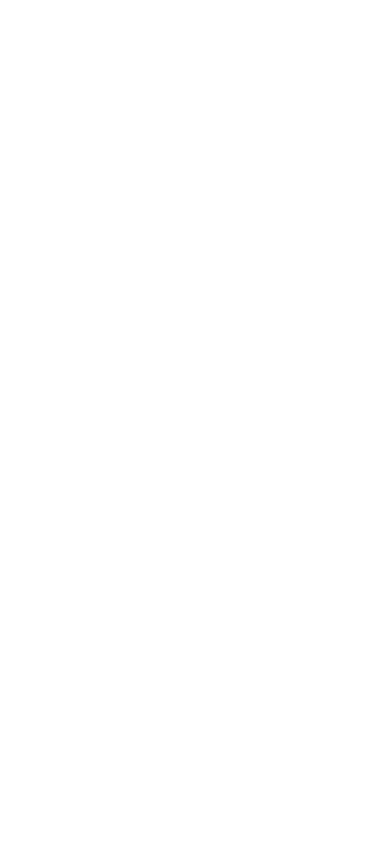
#### (e) BEDFORD SECONDARY TRACK CESSNA

Trains and engines must not exceed a speed of 10 miles per hour over public highway crossing at grade (State Route 220) at Cessna.

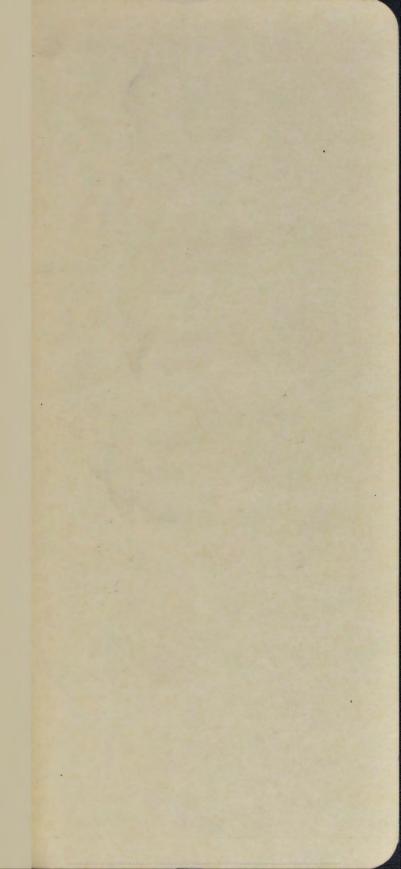
Special Instruction 1157-F1, changed.











# "OBEDIENCE TO THE RULES

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TO SAFETY" ESSENTIAL