

EPB
THE PENNSYLVANIA RAILROAD

EASTERN REGION

EASTERN PENNSYLVANIA DIVISION

MIDDLE DIVISION

Time-Table No. 3

In Effect 6.01 A. M., Sunday, December 6, 1942

FOR THE GOVERNMENT OF EMPLOYEES ONLY

EASTERN STANDARD TIME

W. C. HIGGINBOTTOM,
General Manager.

H. B. STETSON,
Supt. Pass. Transportation.

H. H. PEVLER,
General Superintendent.

J. A. SCHWAB,
Supt. Freight Transportation.

H. G. HOSTETTER,
Superintendent.

Original timetable from the collection of Pat McKinney

scanned by Rob Schoenberg -- r08sch@gmail.com

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2024

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Harrisburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X				HARRISBURG (Phila. Div.)				
X	X	X		ROCKVILLE	5.3			
X	X	X		BANKS	8.6			
				PERDIX	9.7			
				COVE	10.7			
X	X	X		VIEW	14.3			
				DUNCANNON	14.8			
				AQUEDUCT	18.0			
				LOSH'S RUN	19.8			
				IROQUOIS	21.2			
				BAILEY	22.9			
				NEWPORT	27.4			
X	X	X		PORT	28.8			
				MILLERSTOWN	32.7			
				THOMPSONTOWN	37.7			
				TUSCARORA	43.0			
				PORT ROYAL	46.2			
X	X	X		MIFFLIN	49.0			
				DENHOLM	51.6			
X	X	X		WALL	52.4			
				HAWSTONE	55.9			
				LEWISTOWN	60.6			
X	X	X		LEWIS	61.8			
				GRANVILLE	64.4			
				LONGFELLOW	68.3			
				McVEYTOWN	72.5			
				RYDE	76.7			
				VINEYARD	78.8			
				NEWTON HAMILTON	82.5			
				MOUNT UNION	85.1			
X	X	X		JACKS	86.1			
				MAPLETON	88.4			
				MILL CREEK	91.6			
X	X	X		HUNTINGDON	97.0			
X				DEER	99.4			
				WARRIOR RIDGE	101.2			
X				PETERSBURG	103.3			
				PETE	103.7			
				BARREE	106.6			
X				TUNNEL	107.6			
X	X	X		SPRUCE	108.8			
				SPRUCE CREEK	109.2			
				UNION FURNACE	110.8			
				BIRMINGHAM	114.1			
X	X	X		FORGE	115.6			
				TYRONE	116.6			
X	X	X		GRAZIER	117.8			
				TIPTON	120.4			
				BELLWOOD	124.0			
X	X	X		BELL	124.7			
X	X	X		ANTIS	126.8			
X	X	X		WORKS	130.2			
				ALTOONA	130.8			
X	X	X		ALTO	131.1			
X	X	X		SLOPE	131.7			

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Pete	Huntingdon
Deer	Huntingdon
Tunnel	Spruce

NOTE—X indicates in service.

Block stations open continuously.

HOLLIDAYSBURG & PETERSBURG BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Petersburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X				PETERSBURG				
		†		PETE	0.5			
				HATFIELD	3.5			
				ALEXANDRIA	5.0			
				ALFARATA	6.2			
		†		ALF	6.2			
				WATER STREET	7.1			
				GOODMAN	8.9			
		†		BLAIRFOUR	10.6			
				MOUNT ETNA	11.3			
				COVEDALE	14.0			
				CLOVER CREEK JCT.	15.1			
		†		CLOVER	15.1			
				WILLIAMSBURG	17.3			
				GANISTER	19.3			
			X	SPRING	19.3			
				CANOE CREEK JCT.	22.8			
		†		HORRELL	24.0			
				FRANKSTOWN	28.5			
			X	FRANK	28.5			
				JCT. MOR. COVE BR.	31.0			
			X	HOLLY	31.2			
		†		HOLLIDAYSBURG	31.3			
X	X	X		WYE	32.4			
X	X	X		ELDORADO	35.6			
X	X	X		ALTO	38.6			
				ALTOONA	38.9			

Block-Limit stations controlled by open block stations:

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

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Pete	Huntingdon
Eldorado	Wye

NOTE—X indicates in service.

Block stations open continuously.

† Emergency block stations opened only by train order.

SNOW SHOE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Snow Shoe Int.	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				SNOW SHOE INT.				
				SCHOOL HOUSE	2.5			
				GUM STUMP	3.8			
				RHOADS	10.7			
				SNOW SHOE	17.3			

The direction from Snow Shoe Intersection to Snow Shoe is westward.

BEDFORD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Brookes Mills	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	BROOKES MILLS.....				
				BROOK.....	1.4			
				EAST FREEDOM.....	6.0			
				CLAYSBURG.....	7.5			
				SPROUL.....	9.1			
				QUEEN.....	13.3			19
				IMLER.....	15.6			
				OSTERBURG.....	18.0			
				REYNOLDSDALE.....	20.2			
				FISHERTOWN.....	22.6			52
				CESSNA.....	27.4			
				YOUNTS.....	30.4			
				DUNN CREEK JCT.....	30.4			
			X	CREEK.....	31.5			
			X	BEDFORD.....	31.5			
				FORD.....	34.4			
				WOLFSBURG.....	39.6			
				MANNS CHOICE.....	44.6			52
				BUFFALO MILLS.....	46.1			
				BARD.....	48.3			
				MADLEY.....	50.8			140
				FOSSILVILLE.....	54.5			
				HYNDMAN.....	60.7			
			X	STATE.....	61.9			
				STATE LINE.....	68.4			
				CUMBERLAND (W.M. Ry.).....				

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Brook	Wye
Creek	Wye
Ford	Wye
State	Wye

NOTE—X indicates in service.

† Connected at north end only.

MT. DALLAS BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Dunn Creek Jct.	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
			X	DUNN CREEK JCT.....				
				CREEK.....	0.5			
				CLIFFS.....	3.6			
				LUTZVILLE.....	5.2			
				ASHCOM.....	6.9			
				MT. DALLAS.....	6.9			
			X	DALLAS.....	6.9			

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Creek	Wye
Dallas	Wye

NOTE—X indicates in service.

CLEARFIELD BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Grampian	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				GRAMPIAN	1.6			
				STRONACH	5.4			
			X	CURWENSVILLE	5.7			17
				CUR	12.0			
			X	CLEARFIELD	13.5			
				FIELD	18.2			29
				WOODLAND	20.6			
				BIGLER	23.1			
			X	WALLACETON	23.1			33
				LACE	25.3			
				BLUE BALL	27.1			
X	X			SANFORD JUNCTION	28.7			
			X	N.Y.C. R.R. TOWER (*)	29.0			
				PHIL	29.2			
		X	X	PHILIPSBURG	33.3			
				MILLS	33.7			
				OSCEOLA MILLS	37.0			
				RETORT	37.7			
			X	SANDY RIDGE	39.5		75	
				SUMMIT	49.4			
X	X	X		VAIL	51.0			
				PARK	52.5			
				TYRONE				

Block stations open continuously except:

Mills	Closed	Daily except Sunday, 12:01 A.M. to 8:01 A.M.
		Sunday.

Block-Limit stations controlled by open block station.

Block-Limit Station	Controlled by
Cur	Mills—When Mills is closed by Park
Field	Mills—When Mills is closed by Park
Lace	Mills—When Mills is closed by Park
Phil	Mills—When Mills is closed by Park
Mills	Park—Daily Ex. Sun. 12:01 A.M. to 8:01 A.M. Sunday.
Summit	Mills—When Mills is closed by Park

NOTE—X indicates in service.

(*)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 block operator in control of the block.

MOSHANNON BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Osceola Mills	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
		X	X	OSCEOLA MILLS.....				
			X	MILLS.....	0.4			
			X	COAL RUN JUNCTION.....	2.5			
				COAL.....	2.5			
				GOSS RUN JUNCTION.....	5.0			
				HOUTZDALE.....	6.1			
				AMESVILLE JUNCTION.....	7.3			
				EXCELSIOR.....	8.2			
				RAMEY.....	9.3			
			X	RAM.....	9.3			
				MADERA JUNCTION.....	9.6			35
				SMOKE RUN.....	12.0			
				BANIAN JUNCTION.....	13.5			
				MADERA.....	14.6			
				BETZ Jct. N.Y.C. R.R. Cross.....	15.0			
				McARTNEY.....	21.4			

The direction from Osceola Mills to McCartney is south.

Block stations open continuously except:

Mills	Closed	Daily except Sunday 12:01 A.M. to 8:01 A.M.
		Sunday.

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Mills	Park—Daily Ex. Sun. 12:01 A.M. to 8:01 A.M. Sunday.
Coal	Mills—When Mills is closed by Park.
Ram	Mills—When Mills is closed by Park.

NOTE—X indicates in service.

MORRISON COVE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Curry	Sidings Assigned direction Car Capacity 45 ft. cars		
						North	South	Both
				CURRY.....				
				MARTINSBURG JCT.....	2.5			
				PECK.....	4.0			
				ROARING SPRING.....	6.7			
				McKEE.....	8.8			
				BROOKES MILLS.....	9.7			
			X	BROOK.....	9.7			
				JCT. H. & P. BRANCH.....	16.2			
			X	HOLLY.....	16.2			

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Brook	Wye
Holly	Wye

NOTE—X indicates in service.

The direction from Curry to Jct. H. & P. Branch is North.

BALD EAGLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Tyrone	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		LOCK HAVEN (Wmpst. Div.)	54.2			
				POST SIDING	52.5			175
X	X	X		MILL HALL	51.3			
				HALL	50.3			101
		X		BEECH CREEK	45.9			234
				BEECH	45.1			
X	X	X		EAGLEVILLE	44.3			
				WOOD	40.9			
				HOWARD	39.7			98
X				MT. EAGLE	36.6			
				SAND	35.9			
				HOLTERS	35.2			
X	X	X		CURTIN	34.4			
				MILESBURO	30.8			137
				SNOW SHOE INT.	29.5			
				UNIONVILLE	25.9			
		X		JULIAN	21.4			144
				JULIAN	20.1			
X	X	X		MARTHA	17.2			
				PORT MATILDA	13.8			129
		X		HANNAH	10.6			
				BEAVER	9.7			
X	X	X		DIX	8.1			
				EAGLE	6.1			408
				BALD EAGLE	5.0			
X	X	X		VAIL	3.1			
				PARK	1.5			160
				TYRONE				

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Sand	Wood

NOTE—X indicates in service.

Block stations open continuously.

BELLEFONTE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Milesburg	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				PLEASANT GAP (Wmspt. Div.)	6.2			
		X		FONT	2.8			
X	X	X		BELLEFONTE	2.7			
				MILESBURO				

Block-Limit stations controlled by open block stations.

Block-Limit Station	Controlled by
Font	Milesburg

NOTE—X indicates in service.

Block stations open continuously.

LEWISTOWN AND MILROY BRANCHES

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Lewistown	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
---	---	---	---	MILROY.....	12.2	---	---	---
---	---	---	---	NAGINEY.....	10.8	---	---	---
---	---	---	---	SHRADERS.....	10.0	---	---	---
---	---	---	---	HONEY CREEK.....	9.4	---	---	---
---	---	---	---	REEDSVILLE.....	8.5	---	---	---
---	---	---	---	MANN WATER STA.....	8.1	---	---	---
---	---	---	---	YEAGERTOWN.....	4.4	---	---	58
---	---	---	---	BURNHAM.....	3.6	---	---	---
---	---	---	---	BURNHAM SDG.....	3.3	---	---	42
---	---	---	---	CHESTNUT STREET.....	1.0	---	---	---
---	---	---	---	MAIN STREET.....	0.8	---	---	---
---	---	---	---	LEWISTOWN.....	---	---	---	---

The direction from Milroy to Lewistown is west.

THE TICKET OFFICES OF STATIONS NAMED BELOW WILL BE OPEN FOR THE SALE OF TICKETS AS FOLLOWS:

Daily Except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
623	8	DUNCANNON.....		
623	24	NEWPORT.....	24	24
623	15	PORT ROYAL.....		
13	24	MIFFLIN.....		
623	71	LEWISTOWN.....	621	71
623	5	MOUNT UNION.....	621	19
623	623	MAPLETON.....		
623	52	HUNTINGDON.....	621	52
623	623	PETERSBURG.....		
24	24	PETERSBURG.....		
623	18	TYRONE.....	621	18
8	8	BELLWOOD.....		
All Trains		ALTOONA.....	All Trains	
All Trains		BELLEFONTE.....	All Trains	
510	510	HOWARD.....		
510	510	MILL HALL.....		

When an unusual number of passengers are expected for any train not included in the foregoing list, Agents will open their respective ticket offices to meet the demand.

BANKS TO SLOPE

STATIONS	FIRST CLASS			
	◇9	◇35	◇37	◇51
	DAILY	DAILY	DAILY	DAILY
Leave	A. M.	A. M.	A. M.	A. M.
HARRISBURG (Phila. Div.)	\$ 12.06	\$ 1.35	\$ 2.03	\$ 2.18
ROCKVILLE	12.17	1.45	2.13	2.28
MARYSVILLE				
BANKS	12.22	1.50	2.18	2.33
PERDIX				
COVE				
VIEW	12.29	1.57	2.25	2.40
DUNCANNON				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	12.37	2.05	2.34	2.48
NEWPORT				
PORT	12.45	2.13	2.42	2.56
MILLERSTOWN				
THOMPSONTOWN	12.53	2.22	2.51	3.05
TUSCARORA				
PORT ROYAL				
MIFFLIN	1.04	2.33	3.02	3.16
DENHOLM				
WALL	1.08	2.38	3.07	3.20
HAWSTONE				
LEWISTOWN				
LEWIS	1.18	2.48	3.17	3.30
GRANVILLE				
MOVEYTOWN	1.29	2.59	3.28	3.41
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	1.42	3.12	3.41	3.54
MAPLETON				
MILL CREEK				
HUNTINGDON	1.53	3.23	3.52	4.05
WARRIOR RIDGE				
PETERSBURG	1.59	3.29	3.58	4.11
BARREE				
SPRUCE	2.05	3.35	4.04	4.17
SPRUCE CREEK				
BIRMINGHAM				
FORGE	2.15	3.45	4.14	4.27
TYRONE				
GRAZIER	2.18	3.48	4.17	4.30
TIPTON				
BELLWOOD				
BELL	2.26	3.57	4.26	4.38
ALTOONA	\$ 2.36	\$ 4.07	\$ 4.36	\$ 4.48
	2.41	4.14	4.43	4.53
SLOPE	2.44	4.17	4.46	4.56
Arrive	A. M.	A. M.	A. M.	A. M.
	9	35	37	51

Mid. Div. G. O. 306, in effect 8.01 A. M., 6-20-43.

WESTWARD

11

FIRST CLASS

	●1 ‡DAILY EX. MON.	●603 ‡DAILY EX. MON.	◇79 DAILY	●11 DAILY	◇61 DAILY
	A. M.	A. M.	A. M.	A. M.	A. M.
-----	E 2.30	E 2.37	S 3.10	E 3.19	S 3.35
-----	2.40	2.47	3.20	3.39	3.45
-----	2.45	2.52	3.25	3.44	3.50

-----	2.52	2.59	3.32	3.50	3.57
-----	Will Not R n July 6,	Will Not Run July 6,			
-----	Sept. 7, Nov. 26, Dec. 26, Jan. 2.	Sept. 7, Nov. 26, Dec. 26, Jan. 2.	3.40	3.58	4.05
-----	3.08	3.15	3.48	4.06	4.13
-----	3.17	3.24	3.57	4.15	4.22

-----	3.28	3.35	4.08	4.26	4.33
-----	3.32	3.39	4.12	4.30	4.38

-----	3.42	3.49	4.22	4.40	4.48
-----	3.53	4.00	4.33	4.51	4.59

-----	4.06	4.14	4.46	5.04	5.12
-----	4.17	Z 4.28	4.57	Z 5.15	5.23
-----	4.23	4.36	5.03	5.22	5.29
-----	4.29	4.42	5.09	5.28	5.35
-----	4.39	4.52	5.19	5.38	5.45
-----		E 5.00		Q 5.41	
-----	4.42	5.04	5.22	5.44	5.48

-----	4.50	5.14	5.30	5.52	5.57
-----	E 5.00	E 5.25	S 5.40	E 6.01	S 6.07
-----	5.05		5.45	6.06	6.11
-----	5.08		5.48	6.09	6.14
-----	A. M.	A. M.	A. M.	A. M.	A. M.
-----	1	603	79	11	61

Mid. Div. G. O. 306, in effect 8.01 A. M., 6-20-43.

STATIONS	FIRST CLASS			
	661	● 667	623	
	DAILY	DAILY EX. SUN.	DAILY EX. SUN.	
Leave	A. M.	A. M.	A. M.	
HARRISBURG (Phila. Div.)			\$ 4.30	
ROCKVILLE			4.40	
MARYSVILLE			\$ 4.44	
BANKS			4.47	
PERDIX				
COVE				
VIEW			4.54	
DUNCANNON			\$ 4.56	
AQUEDUCT				
LOSH'S RUN				
IROQUOIS			5.05	
NEWPORT			\$ 5.14	
PORT			5.18	
MILLERSTOWN			\$ 5.22	
THOMPSONTOWN			F 5.29	
TUSCARORA				
PORT ROYAL			\$ 5.41	
MIFFLIN			\$ 5.48	
DENHOLM				
WALL			5.58	
HAWSTONE			\$ 6.03	
LEWISTOWN			\$ 6.18	
LEWIS			6.21	
GRANVILLE			6.27	
McVEYTOWN			\$ 6.39	
RYDE			F 6.46	
NEWTON HAMILTON			\$ 6.54	
MOUNT UNION			\$ 7.04	
JACKS			7.07	
MAPLETON			\$ 7.13	
MILL CREEK			7.19	
HUNTINGDON			\$ 7.38	
WARRIOR RIDGE				
PETERSBURG			\$ 7.52	
BARREE			\$ 7.58	
SPRUCE			8.03	
SPRUCE CREEK			\$ 8.04	
BIRMINGHAM			\$ 8.12	
FORGE			8.15	
TYRONE			\$ 8.22	
GRAZIER			8.26	
TIPTON			\$ 8.32	
BELLWOOD			\$ 8.38	
BELL			8.40	
ALTOONA			\$ 8.50	
	\$ 6.20	\$ 6.40	\$ 9.30	
SLOPE	6.23	6.43	9.33	
Arrive	A. M.	A. M.	A. M.	
	661	667	623	

FIRST CLASS

	621 SUN. ONLY	13 DAILY	15 DAILY	25 DAILY	
	A. M.	A. M.	A. M.	A. M.	
	\$ 5.15	\$ 7.10	\$ 11.10	\$ 11.44	
	5.25	7.20	11.20	11.54	
	\$ 5.29				
	5.32	7.25	11.25	11.59	
	5.38	7.32	11.31	12.05	
	\$ 5.40	\$ 7.34	\$ 11.33		
	5.50	7.43	11.41	12.18	
	\$ 5.58	\$ 7.51	\$ 11.49		
	6.00	7.54	11.52	12.20	
	F 6.05				
	F 6.11	8.04	12.01	12.28	
	\$ 6.23		\$ 12.08		
	\$ 6.29	\$ 8.17	\$ 12.13	12.39	
	F 6.34				
	6.36	8.22	12.18	12.43	
	\$ 6.51	\$ 8.36	\$ 12.30		
	6.54	8.39	12.33	12.53	
	6.58				
	\$ 7.10	8.51	12.45	1.04	
	\$ 7.22				
	\$ 7.28	\$ 9.04	\$ 1.00		
	7.31	9.07	1.03	1.18	
	F 7.34				
	7.39				
	\$ 7.53	\$ 9.23	\$ 1.18	1.29	
	F 8.01	9.32	1.26	1.36	
	F 8.06				
	8.10	9.38	1.32	1.42	
	F 8.12				
	8.22	9.48	1.42	1.52	
	\$ 8.28	\$ 9.51	\$ 1.45	\$ 1.55	
	8.31	9.55	1.49	1.59	
	\$ 8.38		\$ 1.58		
	8.40	10.05	2.00	2.09	
	\$ 8.50	\$ 10.15	\$ 2.11	\$ 2.18	
		10.25	\$ 2.26	2.22	
		10.28	2.29	2.25	
	A. M.	A. M.	P. M.	P. M.	
	621	13	15	25	

BANKS TO SLOPE

STATIONS	FIRST CLASS			
	19	75	033	
	DAILY	DAILY	DAILY	
Leave	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)	\$ 2.26	\$ 3.05	Y 4.39	-----
ROCKVILLE	2.36	3.15	4.48	-----
MARYSVILLE				-----
BANKS	2.41	3.20	4.53	-----
PERDIX				-----
COVE				-----
VIEW	2.47	3.26	4.59	-----
DUNCANNON	\$ 2.49			-----
AQUEDUCT				-----
LOSH'S RUN				-----
IROQUOIS	2.57	3.34	5.07	-----
NEWPORT	\$ 3.06			-----
PORT	3.09	3.41	5.13	-----
MILLERSTOWN				-----
THOMPSONTOWN	3.18	3.48	5.21	-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	\$ 3.31	4.00	5.32	-----
DENHOLM				-----
WALL	3.36	4.04	5.36	-----
HAWSTONE				-----
LEWISTOWN	\$ 3.49			-----
LEWIS	3.52	4.15	5.45	-----
GRANVILLE				-----
McVEYTOWN	\$ 4.05	4.27	5.56	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION	\$ 4.21			-----
JACKS	4.24	4.41	6.08	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	\$ 4.37	4.52	6.18	-----
WARRIOR RIDGE				-----
PETERSBURG	4.45	4.59	6.24	-----
BARREE				-----
SPRUCE	4.51	5.08	6.30	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	5.01	5.15	6.40	-----
TYRONE	\$ 5.05	\$ 5.18		-----
GRAZIER	5.09	5.22	6.43	-----
TIPTON				-----
BELLWOOD	\$ 5.18			-----
BELL	5.20	5.32	6.50	-----
ALTOONA	\$ 5.31	\$ 5.41	Y 7.00	-----
	\$ 5.50	5.45	7.04	-----
SLOPE	5.53	5.48	7.07	-----
Arrive	P. M.	P. M.	P. M.	
	19	75	33	

FIRST CLASS

	663 DAILY EX. SUN.	5 DAILY	*511 DAILY		
	P. M.	P. M.	P. M.		
	S 5.30	S 6.13			
	5.40	6.23			
	S 5.43				
	5.46	6.28			
	S 5.48				
	F 5.51				
	5.56	6.34			
	S 5.58				
	F 6.03				
	F 6.07				
	6.09	6.42			
	S 6.16				
	6.18	6.48			
	S 6.23				
	6.29	6.56			
	F 6.37				
	S 6.42				
	S 6.46	7.07			
	6.51	7.11			
	S 7.00	S 7.23			
		7.26			
		7.36			
		S 7.51			
		7.53			
		S 8.06			
		8.15			
		8.22			
		8.32			
		S 8.35	S 8.54		
		8.39	8.58		
		8.50	9.06		
		S 9.00	S 9.15		
		9.04			
		9.07			
	P. M.	P. M.	P. M.		
	663	5	511		

BANKS TO SLOPE

STATIONS	FIRST CLASS			
	◇71	●49	◇69	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
Leave				
HARRISBURG (Phila. Div.)	\$ 6.52	\$ 7.40	\$ 8.13	-----
ROCKVILLE	7.02	7.50	8.22	-----
MARYSVILLE				-----
BANKS	7.07	7.55	8.27	-----
PERDIX				-----
COVE				-----
VIEW	7.14	8.02	8.33	-----
DUNCANNON				-----
AQUEDUCT				-----
LOSH'S RUN				-----
IROQUOIS	7.22	8.10	8.41	-----
NEWPORT				-----
PORT	7.30	8.18	8.47	-----
MILLERSTOWN				-----
THOMPSONTOWN	7.39	8.27	8.55	-----
TUSCARORA				-----
PORT ROYAL				-----
MIFFLIN	7.50	8.38	9.06	-----
DENHOLM				-----
WALL	7.55	8.43	9.10	-----
HAWSTONE				-----
LEWISTOWN	\$ 8.05			-----
LEWIS	8.08	8.54	9.19	-----
GRANVILLE				-----
MEVEYTOWN	8.20	9.06	9.29	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION				-----
JACKS	8.34	9.19	9.41	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	8.46	9.30	9.51	-----
WARRIOR RIDGE				-----
PETERSBURG	8.53	9.37	9.57	-----
BARREE				-----
SPRUCE	8.59	9.43	10.03	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	9.09	9.53	10.13	-----
TYRONE				-----
GRAZIER	9.12	9.56	10.16	-----
TIPTON				-----
BELLWOOD				-----
BELL	9.22	10.05	10.24	-----
ALTOONA	\$ 9.32	\$ 10.15	\$ 10.33	-----
	9.36	10.19	10.37	-----
SLOPE	9.39	10.22	10.40	-----
Arrive				
	P. M.	P. M.	P. M.	
	71	49	69	

FIRST CLASS

	041	059	077	029	
	DAILY	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	P. M.	
	\$ 8.18	\$ 8.25	Y 8.30	\$ 9.12	
	8.28	8.34	8.40	9.21	
	8.33	8.39	8.45	9.26	
	8.40	8.46	8.52	9.32	
	8.48	8.54	9.00	9.40	
	8.55	9.02	9.08	9.47	
	9.03	9.11	9.17	9.55	
	9.14	9.22	9.28	10.06	
	9.18	9.26	9.33	10.10	
	9.28	9.36	9.44	10.20	
	9.39	9.47	9.56	10.31	
	9.52	10.00	10.09	10.43	
	10.02	10.11	10.20	10.53	
	10.08	10.17	10.27	10.59	
	10.14	10.23	10.33	11.05	
	10.24	10.33	10.43	11.15	
	10.27	10.36	10.46	11.18	
	10.35	10.45	10.55	11.28	
	\$ 10.45	\$ 10.55	\$ 11.05	\$ 11.36	
	10.49	10.59	11.09	11.40	
	10.52	11.02	11.12	11.43	
	P. M.	P. M.	P. M.	P. M.	
	41	59	77	29	

STATIONS	FIRST CLASS			
	◇31	◇65	●21	
	DAILY	DAILY	DAILY	
	P. M.	P. M.	P. M.	
HARRISBURG (Phila. Div.)	\$ 9.27	\$ 9.33	\$ 9.38	
ROCKVILLE	9.36	9.42	9.48	
MARYSVILLE				
BANKS	9.41	9.47	9.53	
PERDIX				
COVE				
VIEW	9.47	9.53	9.59	
DUNCANNON				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	9.55	10.01	10.07	
NEWPORT				
PORT	10.02	10.08	10.14	
MILLERSTOWN				
THOMPSONTOWN	10.10	10.16	10.22	
TUSCARORA				
PORT ROYAL				
MIFFLIN	10.21	10.27	10.33	
DENHOLM				
WALL	10.25	10.31	10.37	
HAWSTONE				
LEWISTOWN				
LEWIS	10.34	10.40	10.47	
GRANVILLE				
McVEYTOWN	10.45	10.51	10.58	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	10.57	11.03	11.10	
MAPLETON				
MILL CREEK				
HUNTINGDON	11.07	11.13	11.20	
WARRIOR RIDGE				
PETERSBURG	11.13	11.19	11.26	
PARREE				
SPRUCE	11.19	11.25	11.32	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	11.29	11.35	11.42	
TYRONE				
GRAZIER	11.32	11.38	11.45	
TIPTON				
BELLWOOD				
BELL	11.39	11.45	11.53	
ALTOONA	\$ 11.49	\$ 11.55	\$ 12.03	
	11.53	11.59	12.07	
SLOPE	11.56	12.02	12.10	
Arrive	P. M.	A. M.	A. M.	
	31	65	21	

FIRST CLASS

	◇23	◇67	◇39		
	DAILY	DAILY	DAILY		
	P. M.	P. M.	P. M.		
	\$ 10.15	\$ 11.24	\$ 11.52		
	10.25	11.34	12.02		
	10.30	11.39	12.07		
	10.36	11.46	12.14		
	10.44	11.54	12.22		
	10.50	12.01	12.30		
	10.58	12.09	12.38		
	11.09	12.20	12.49		
	11.13	12.24	12.53		
	\$ 11.26				
	11.30	12.34	1.03		
	11.41	12.45	1.14		
	11.54	12.58	1.27		
	\$ 12.05	1.09	1.38		
	12.16	1.15	1.44		
	12.22	1.21	1.50		
	12.32	1.31	2.00		
	\$ 12.36				
	12.40	1.34	2.03		
	12.50	1.42	2.11		
	\$ 1.00	\$ 1.53	\$ 2.21		
	1.04	1.58	2.26		
	1.07	2.01	2.29		
	A. M.	A. M.	A. M.		
	23	67	39		

Mid. Div. G. O. 306, in effect 8.01 A. M., 6-20-43.

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	022	16	50	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 3.24	\$ 3.35	\$ 3.40	
ROCKVILLE	3.14	3.25	3.30	
MARYSVILLE				
BANKS	3.09	3.20	3.25	
PERDIX				
COVE				
VIEW	3.01	3.12	3.17	
DUNCANNON				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	2.53	3.04	3.09	
NEWPORT				
PORT	2.46	2.57	3.03	
MILLERSTOWN				
THOMPSONTOWN	2.38	2.49	2.55	
TUSCARORA				
PORT ROYAL				
MIFFLIN	2.26	2.37	2.44	
DENHOLM				
WALL	2.22	2.33	2.40	
HAWSTONE				
LEWISTOWN				
LEWIS	2.12	2.23	2.30	
GRANVILLE				
MOVEYTOWN	2.01	2.12	2.19	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	1.48	1.59	2.07	
MAPLETON				
MILL CREEK				
HUNTINGDON	1.38	1.48	1.57	
WARRIOR RIDGE				
PETERSBURG	1.32	1.42	1.51	
BARREE				
SPRUCE	1.26	1.36	1.46	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	1.16	1.26	1.36	
TYRONE				
GRAZIER	1.13	1.23	1.33	
TIPTON				
BELLWOOD				
BELL	1.07	1.17	1.27	
ALTOONA	12.59	1.09	1.19	
	\$ 12.55	\$ 1.05	\$ 1.15	
SLOPE	12.52	1.02	1.12	
Leave	A. M.	A. M.	A. M.	
	DAILY 22	DAILY 16	DAILY 50	

FIRST CLASS

	◇66	◇60	◇38	◇36	
	A. M.	A. M.	A. M.	A. M.	
	\$ 3.58	\$ 4.18	\$ 4.23	\$ 4.43	
	3.48	4.08	4.13	4.33	
	3.43	4.03	4.08	4.28	
	3.35	3.55	4.00	4.20	
	3.27	3.47	3.52	4.12	
	3.21	3.41	3.46	4.06	
	3.13	3.33	3.38	3.58	
	3.01	3.21	3.27	3.46	
	2.57	3.17	3.23	3.42	
	2.47	3.07	3.13	3.32	
	2.36	2.56	3.02	3.21	
	2.23	2.43	2.50	3.08	
	2.13	2.33	2.40	2.58	
	2.07	2.27	2.34	2.52	
	2.01	2.21	2.28	2.46	
	1.51	2.11	2.18	2.36	
	1.48	2.08	2.15	2.33	
	1.42	2.02	2.09	2.27	
	1.34	1.54	2.01	2.19	
	\$ 1.30	\$ 1.50	\$ 1.57	\$ 2.15	
	1.27	1.47	1.54	2.12	
	A. M.	A. M.	A. M.	A. M.	
	DAILY 66	DAILY 60	DAILY 38	DAILY 36	

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	◇70	◇40	◇68	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 4.50	\$ 5.00	\$ 5.15	
ROCKVILLE	4.40	4.50	5.05	
MARYSVILLE				
BANKS	4.35	4.45	5.00	
PERDIX				
COVE				
VIEW	4.27	4.38	4.52	
DUNCANNON				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	4.19	4.30	4.44	
NEWPORT				
PORT	4.13	4.24	4.38	
MILLERSTOWN				
THOMPSONTOWN	4.05	4.16	4.30	
TUSCARORA				
PORT ROYAL				
MIFFLIN	3.54	4.05	4.19	
DENHOLM				
WALL	3.50	4.01	4.15	
HAWSTONE				
LEWISTOWN				
LEWIS	3.40	3.51	4.05	
GRANVILLE				
MoVEYTOWN	3.29	3.40	3.54	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	3.17	3.28	3.42	
MAPLETON				
MILL CREEK				
HUNTINGDON	3.07	3.18	3.32	
WARRIOR RIDGE				
PETERSBURG	3.01	3.12	3.26	
BARREE				
SPRUCE	2.56	3.07	3.21	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	2.46	2.57	3.11	
TYRONE				
GRAZIER	2.43	2.54	3.08	
TIPTON				
BELLWOOD				
BELL	2.37	2.48	3.02	
	2.29	2.40	2.54	
ALTOONA	\$ 2.25	\$ 2.36	\$ 2.50	
SLOPE	2.22	2.33	2.47	
Leave	A. M.	A. M.	A. M.	
	DAILY 70	DAILY 40	DAILY 68	

FIRST CLASS

	◇58	◇48	◇28	◇30	
	A. M.	A. M.	A. M.	A. M.	
-----	\$ 5.25	\$ 5.54	\$ 6.14	\$ 6.24	-----
-----	5.15	5.44	6.04	6.14	-----
-----	5.10	5.39	5.59	6.09	-----
-----	5.03	5.31	5.51	6.02	-----
-----	4.55	5.23	5.43	5.54	-----
-----	4.49	5.16	5.36	5.48	-----
-----	4.41	5.08	5.28	5.40	-----
-----	4.30	4.56	5.16	5.29	-----
-----	4.26	4.52	5.12	5.25	-----
-----	4.16	4.42	5.02	5.15	-----
-----	4.05	4.31	4.51	5.04	-----
-----	3.53	4.18	4.38	4.52	-----
-----	3.43	4.08	4.28	4.42	-----
-----	3.37	4.02	4.22	4.36	-----
-----	3.32	3.56	4.16	4.31	-----
-----	3.22	3.46	4.06	4.21	-----
-----	3.19	3.43	4.03	4.18	-----
-----	3.13	3.37	3.57	4.12	-----
-----	3.05	3.29	3.49	4.04	-----
-----	\$ 3.01	\$ 3.25	\$ 3.45	\$ 4.00	-----
-----	2.58	3.22	3.42	3.57	-----
	A. M.	A. M.	A. M.	A. M.	
	DAILY 58	DAILY 48	DAILY 28	DAILY 30	

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	◇76	●20	662	
	A. M.	A. M.	A. M.	
Arrive				
HARRISBURG (Phila. Div.)	Y 6.47	S 6.55	S 8.15	-----
ROCKVILLE	6.37	6.45	8.05	-----
MARYSVILLE			S 8.02	-----
BANKS	6.32	6.40	7.59	-----
PERDIX			F 7.55	-----
COVE			F 7.52	-----
VIEW	8.23	6.32	7.47	-----
DUNCANNON			S 7.45	-----
AQUEDUCT			F 7.38	-----
LOSH'S RUN			F 7.35	-----
IROQUOIS	6.15	6.24	7.33	-----
NEWPORT			S 7.25	-----
PORT	6.08	6.17	7.05	-----
MILLERSTOWN			S 6.59	-----
THOMPSONTOWN	6.00	6.09	S 6.52	-----
TUSCARORA			F 6.43	-----
PORT ROYAL			S 6.38	-----
MIFFLIN	5.48	5.57	S 6.34	-----
DENHOLM				-----
WALL	5.44	5.53	6.28	-----
HAWSTONE				-----
LEWISTOWN			S 6.18	-----
LEWIS	5.34	5.43	6.11	-----
GRANVILLE				-----
McVEYTOWN	5.23	5.32	F 6.00	-----
RYDE				-----
NEWTON HAMILTON				-----
MOUNT UNION			S 5.45	-----
JACKS	5.10	5.19	5.42	-----
MAPLETON				-----
MILL CREEK				-----
HUNTINGDON	4.59	5.09	S 5.30	-----
WARRIOR RIDGE				-----
PETERSBURG	4.53	5.03	5.21	-----
BARREE				-----
SPRUCE	4.47	4.57	5.15	-----
SPRUCE CREEK				-----
BIRMINGHAM				-----
FORGE	4.37	4.47	5.05	-----
TYRONE			S 5.02	-----
GRAZIER	4.34	4.44	4.51	-----
TIPTON				-----
BELLWOOD			S 4.45	-----
BELL	4.28	4.38	4.43	-----
ALTOONA	4.20	4.30	S 4.35	-----
	Y 4.16	S 4.26		-----
SLOPE	4.13	4.23		-----
Leave	A. M.	A. M.	A. M.	
	DAILY 76	DAILY 20	DAILY EX. SUN. 662	

FIRST CLASS

	◇64	◇78	42	682	
	A. M.	A. M.	A. M.	A. M.	
-----	\$ 7.05	\$ 7.55	\$ 9.15	-----	-----
-----	6.55	7.45	9.05	-----	-----
-----	6.50	7.40	9.00	-----	-----
-----	-----	-----	-----	-----	-----
-----	6.43	7.32	8.52	-----	-----
-----	-----	-----	-----	-----	-----
-----	6.35	7.24	8.44	-----	-----
-----	6.29	7.17	8.38	-----	-----
-----	6.21	7.09	8.30	-----	-----
-----	6.10	6.57	8.19	-----	-----
-----	6.06	6.53	8.15	-----	-----
-----	-----	-----	\$ 8.05	-----	-----
-----	5.56	6.43	8.02	-----	-----
-----	5.45	6.32	7.51	-----	-----
-----	-----	-----	-----	-----	-----
-----	5.33	6.19	7.39	-----	-----
-----	-----	-----	-----	-----	-----
-----	5.23	6.08	7.29	-----	-----
-----	-----	-----	-----	-----	-----
-----	5.17	6.02	7.23	-----	-----
-----	5.12	5.56	7.17	-----	-----
-----	5.02	5.46	7.07	-----	-----
-----	4.59	5.43	7.04	-----	-----
-----	4.58	5.37	6.58	-----	-----
-----	4.45	5.29	6.50	-----	-----
-----	\$ 4.41	\$ 5.25	\$ 6.42	\$ 9.00	-----
-----	4.38	5.22	6.39	8.57	-----
-----	A. M.	A. M.	A. M.	A. M.	-----
-----	DAILY 64	DAILY 78	DAILY 42	DAILY EX.SUN. 682	-----

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	02	510	032	
	P. M.	A. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 12.24		\$ 12.47	
ROCKVILLE	12.14		12.37	
MARYSVILLE				
BANKS	12.09		12.32	
PERDIX				
COVE				
VIEW	12.02		12.24	
DUNCANNON				
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	11.54		12.16	
NEWPORT				
PORT	11.48		12.10	
MILLERSTOWN				
THOMPSONTOWN	11.40		12.02	
TUSCARORA				
PORT ROYAL				
MIFFLIN	11.29		11.51	
DENHOLM				
WALL	11.25		11.47	
HAWSTONE				
LEWISTOWN				
LEWIS	11.15		11.37	
GRANVILLE				
MOVEYTOWN	11.04		11.26	
RYDE				
NEWTON HAMILTON				
MOUNT UNION				
JACKS	10.52		11.14	
MAPLETON				
MILL CREEK				
HUNTINGDON	10.42		11.04	
WARRIOR RIDGE				
PETERSBURG	10.36		10.58	
BARREE				
SPRUCE	10.31		10.52	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	10.21		10.42	
TYRONE		\$ 10.30		
GRAZIER	10.18	10.25	10.39	
TIPTON				
BELLWOOD				
BELL	10.12	10.18	10.33	
	10.04	\$ 10.10	10.25	
ALTOONA	\$ 10.00		\$ 10.21	
SLOPE	9.57		10.18	
Leave	A. M.	A. M.	A. M.	
	DAILY 2	DAILY 510	DAILY 32	

FIRST CLASS

	54	8	8	◇72	
	P. M.	A. M.	P. M.	P. M.	
-----	\$ 1.42	-----	\$ 3.50	\$ 2.45	-----
-----	1.32	-----	3.40	2.35	-----
-----	1.27	-----	3.35	2.30	-----
-----	-----	-----	-----	-----	-----
-----	1.19	-----	3.28	2.22	-----
-----	-----	-----	\$ 3.24	-----	-----
-----	1.11	-----	3.16	2.14	-----
-----	-----	-----	\$ 3.07	-----	-----
-----	1.04	-----	3.03	2.08	-----
-----	-----	-----	-----	-----	-----
-----	12.56	-----	2.35	2.00	-----
-----	-----	-----	-----	-----	-----
-----	12.45	-----	\$ 2.23	1.49	-----
-----	-----	-----	-----	-----	-----
-----	12.41	-----	2.13	1.45	-----
-----	-----	-----	-----	-----	-----
-----	\$ 12.30	-----	\$ 2.00	\$ 1.35	-----
-----	12.26	-----	1.54	1.32	-----
-----	-----	-----	-----	-----	-----
-----	12.15	-----	1.43	1.21	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	\$ 1.30	-----	-----
-----	12.08	-----	1.26	1.09	-----
-----	-----	-----	-----	-----	-----
-----	\$ 11.50	-----	\$ 1.15	12.59	-----
-----	-----	-----	-----	-----	-----
-----	11.41	-----	\$ 12.58	12.53	-----
-----	-----	-----	-----	-----	-----
-----	11.36	-----	12.51	12.48	-----
-----	-----	-----	-----	-----	-----
-----	11.26	-----	12.41	12.38	-----
-----	\$ 11.23	-----	\$ 12.37	-----	-----
-----	11.21	-----	12.28	12.35	-----
-----	-----	-----	-----	-----	-----
-----	-----	-----	\$ 12.21	-----	-----
-----	11.15	-----	12.18	12.29	-----
-----	11.07	-----	\$ 12.10	12.21	-----
-----	\$ 11.03	\$ 11.50	-----	\$ 12.17	-----
-----	11.00	11.47	-----	12.14	-----
-----	A. M.	A. M.	P. M.	P. M.	-----
-----	DAILY	DAILY	DAILY	DAILY	-----
-----	54	8	EX.SUN.	72	-----
-----	-----	-----	8	-----	-----

SLOPE TO BANKS

STATIONS	FIRST CLASS			
	24	74	46	
	P. M.	P. M.	P. M.	
Arrive				
HARRISBURG (Phila. Div.)	\$ 6.05	\$ 7.07	\$ 9.38	
ROCKVILLE	5.55	6.57	9.28	
MARYSVILLE				
BANKS	5.50	6.52	9.23	
PERDIX				
COVE				
VIEW	5.40	6.45	9.14	
DUNCANNON	\$ 5.35			
AQUEDUCT				
LOSH'S RUN				
IROQUOIS	5.25	6.38	9.06	
NEWPORT	\$ 5.16			
PORT	5.13	6.32	8.59	
MILLERSTOWN				
THOMPSONTOWN	4.54	6.24	8.50	
TUSCARORA				
PORT ROYAL	\$ 4.44			
MIFFLIN	\$ 4.40	6.13	\$ 8.38	
DENHOLM				
WALL	4.32	6.09	8.31	
HAWSTONE				
LEWISTOWN	\$ 4.19	\$ 5.59	\$ 8.20	
LEWIS	4.14	5.56	8.15	
GRANVILLE				
MoVEYTOWN	4.02	5.45	8.05	
RYDE				
NEWTON HAMILTON				
MOUNT UNION	\$ 3.49			
JACKS	3.46	5.33	7.52	
MAPLETON				
MILL CREEK				
HUNTINGDON	\$ 3.35	5.23	\$ 7.39	
WARRIOR RIDGE				
PETERSBURG	\$ 3.23	5.17	7.30	
BARREE				
SPRUCE	3.16	5.11	7.24	
SPRUCE CREEK				
BIRMINGHAM				
FORGE	3.06	5.01	7.14	
TYRONE	\$ 3.03		\$ 7.12	
GRAZIER	3.00	4.58	7.09	
TIPTON				
BELLWOOD				
BELL	2.54	4.52	7.03	
ALTOONA	2.46	4.44	6.55	
	\$ 2.42	\$ 4.40	\$ 6.50	
SLOPE	2.39	4.37	6.47	
Leave	P. M.	P. M.	P. M.	
	DAILY 24	DAILY 74	DAILY 46	

FIRST CLASS

	612	●18	652	52	
	P. M.	P. M.	P. M.	A. M.	
		\$ 11.29		\$ 2.28	
		11.19		2.18	
		11.13		2.13	
		11.05		2.04	
		10.57		1.56	
		10.48		1.49	
		10.38		1.39	
		10.26		1.28	
		10.22		1.23	
		10.10		\$ 1.12	
				1.07	
		9.58		12.56	
		9.45		12.43	
		\$ 9.33		\$ 12.31	
		9.25		12.20	
		9.19		12.14	
		9.09		12.04	
		\$ 9.06		\$ 12.01	
		9.03		11.57	
		8.55		11.51	
		8.47		11.43	
	\$ 8.00	\$ 8.35	\$ 11.00	\$ 11.33	
	7.57	8.32	10.57	11.30	
	P. M.	P. M.	P. M.	P. M.	
	DAILY EX.SUN. 612	DAILY 18	DAILY 652	DAILY 52	

BALD EAGLE AND BELLEFONTE BRANCHES

STATIONS		FIRST CLASS			
		873 SUN. ONLY	*871 DAILY EX.SUN.		
	Leave	A. M.	A. M.		
LOCK HAVEN...(Wpt. Div.)					
POST SDG.					
MILL HALL					
HALL					
BEECH					
EAGLEVILLE					
WOOD					
HOWARD					
SAND					
MILESBURG					
PLEASANT GAP (Wpt. Div.)		F 9.03	S 9.09		
FONT		9.14	9.24		
BELLEFONTE	Bellefonte	S 9.15	S 9.25		
MILESBURG	Branch				
UNIONVILLE					
JULIAN					
JULIAN (Bik. Sta.)					
PORT MATILDA					
BEAVER					
EAGLE					
PARK					
TYRONE					
	Arrive	A. M.	A. M.		
		873	871		

BALD EAGLE AND BELLEFONTE BRANCHES

STATIONS		FIRST CLASS			
		*870			
	Arrive	A. M.			
LOCK HAVEN...(Wpt. Div.)					
POST SDG.					
MILL HALL					
HALL					
BEECH					
EAGLEVILLE					
WOOD					
HOWARD					
SAND					
MILESBURG					
PLEASANT GAP (Wpt. Div.)		F 10.11			
FONT		10.01			
BELLEFONTE	Bellefonte	S 10.00			
MILESBURG	Branch				
UNIONVILLE					
JULIAN					
JULIAN (Bik. Sta.)					
PORT MATILDA					
BEAVER					
EAGLE					
PARK					
TYRONE					
	Leave	A. M.			
		DAILY EX.SUN. 870			

FIRST CLASS

	781 DAILY EX.SUN.	787 DAILY	*511 DAILY		
	A. M.	A. M.	P. M.		
			S 7.05		
			7.08		
	B. C. R. R. Train No. 5		F 7.11		
			7.14		
			7.20		
			F 7.22		
			7.27		
			S 7.31		
			7.36		
			7.43		
	\$ 11.00	\$ 11.28 11.37	S 8.01 8.10		
			F 8.18		
			F 8.25		
			8.27		
			F 8.35		
			8.40		
			8.44		
			8.51		
			S 8.54		
	A. M.	A. M.	P. M.		
	781	787	511		

EASTWARD

FIRST CLASS

	872	510	782	*786	
	A. M.	P. M.	P. M.	P. M.	
		S 12.55			
		12.52			
		S 12.49	B. C. R. R. Train No. 6		
		12.24			
		12.18			
		S 12.17			
		12.12			
		S 11.52			
		11.46			
		11.40			
	F 10.21				
	10.11				
	S 10.10	S 11.22	S 3.30	S 7.52	
		S 11.16		S 7.44	
		F 11.07			
		F 10.59			
		10.57			
		S 10.50			
		10.45			
		10.40			
		10.34			
		S 10.30			
	A. M.	A. M.	P. M.	P. M.	
	SUN. ONLY 872	DAILY 510	DAILY EX.SUN. 782	DAILY 786	

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

STATIONS	FIRST CLASS			
	776 DAILY EX.SUN.	780 SUN. ONLY	SUN. ONLY	DAILY EX. SUN.
	A. M.	A. M.	P. M.	P. M.
Leave	H. & B. T. Train No. 2	H. & B. T. Train No. 22	H. & B. T. Train No. 24	H. & B. T. Train No. 4
HUNTINGDON (H.&B.T.)..	S 9.00	S 9.40	S 3.50	S 9.45
LONG SIDING.....	9.04	9.44	3.54	9.49
MT. DALLAS.....	F 10.53	F 11.19		
LUTZVILLE (Mt. Dallas Br.)	F 11.04	F 11.27		
CREEK....(Bedford Branch)	11.15	11.38		
BEDFORD.....	S 11.18	S 11.41		
Arrive	A. M.	A. M.	P. M.	P. M.
	776	780		

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

STATIONS	FIRST CLASS			
	DAILY EX. SUN.	SUN. ONLY	779 SUN. ONLY	777 DAILY EX.SUN.
	A.M.	A.M.	P.M.	P.M.
Arrive	H. & B. T. Train No. 1	H. & B. T. Train No. 21	H. & B. T. Train No. 23	H. & B. T. Train No. 3
HUNTINGDON (H.&B.T.)..	S 8.05	S 9.10	S 3.18	S 6.20
LONG SIDING.....	7.59	9.04	3.14	6.13
MT. DALLAS.....			F 1.32	F 4.30
LUTZVILLE (Mt. Dallas Br.)			F 1.24	F 4.19
CREEK....(Bedford Branch)			1.13	4.08
BEDFORD.....			S 1.10	S 4.05
Leave	A.M.	A.M.	P. M.	P. M.
			779	777

Mid. Div. G. O. 306, in effect 8.01 A. M., 6-20-43.

EXTRA STOPS BY PASSENGER TRAINS

TRAIN No.	STOP AT	FOR
662	Denholm Coaling Station.....	Employees
623	Denholm Coaling Station.....	Employees
621	Denholm Coaling Station.....	Employees

U. S. MAIL WORK

STATIONS	WESTWARD					EASTWARD			
	623	13	15	19		42	8	24	
Marysville		†CD	†CD	†CD			†CD	†CD	
Duncannon						†CD			
Newport						†CD			
Millerstown		†CD	†CD	†CD			†CD		
Thompsontown		†CD		†CD			†CD		
Port Royal		†CD		†CD		†D	†CD		
Mifflin						†CD			
Hawstone								†CD	
Granville	†D	†CD		†CD					
McVeytown		†CD	†CD			†CD	†CD	†CD	
Newton Hamilton		†CD	†CD	†CD			†CD	†CD	
Mapleton		†CD	†CD	†CD		†CD	†CD	†CD	
Mill Creek	†CD		†CD	†CD			†CD	†CD	
Huntingdon						D			
Petersburg		†CD	†CD	†CD		†CD			
Barree							†CD	†CD	
Spruce Creek			†CD	†CD		†D	†CD	†CD	
Birmingham		†CD					†CD	†CD	
Tipton								†D	
Bellwood						†C			

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.

‡—Daily except Sundays and Holidays.

Note:—Letters and characters as used in this page have no reference to their application as provided for in Special Instruction ★1201 or 1202.

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

STATIONS	JC-5 (1)	TRS- 9 (1)	TRS- 5 (1)	M-9 (1)	LCL-3 (2)	LCL-5 (2)	LCL-1 (2)	VC-1 (1)	PG-1 (1)	VL-7 (1)	NL-1 (1)	AED- 3 (1)	PG-5 (4)	SW-1 (1)	ED-3 (1)	PF-1 (1)	VL-9 (1)	CE-1 (1)	PG-15 (1)	TRS- 15 (1)	VL-5 (1)	JC-7 (1)	Special (8)
	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.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
BANKS	1.00	1.45	2.00	4.00	5.30	6.00	8.00	8.30	9.15	9.30	9.45	10.00	2.00	3.00	5.00	5.45	6.00	6.15	6.45	7.30	8.15	11.30	11.50
ANTIS	6.00	6.15	7.00	1.00	9.00	10.00	11.15	12.40	1.15	1.30	2.00	1.55	6.00	7.00	8.55	9.45	10.00	11.30	12.30	11.45	1.00	5.00	2.30
SLOPE	7.30	7.45	8.30		10.15	11.15	12.15	1.30	2.15	2.30	3.00	3.30	7.00	8.15	9.45	11.00	11.15	12.30		1.45	2.30	6.30	3.15
	A.M.	A.M.	A.M.		A.M.	A.M.	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.	A.M.	A.M.	A.M.
RUNNING TIME	5.00	4.30	5.00	9.00	3.30	4.00	3.15	4.10	4.00	4.00	4.15	3.55	4.00	4.00	3.55	4.00	4.00	5.15	5.45	4.15	4.45	5.30	2.40
YARD TIME	1.30	1.30	1.30		1.15	1.15	1.00	.50	1.00	1.00	1.00	1.35	1.00	1.15	.50	1.15	1.15	1.00		2.00	1.30	1.30	.45

ARRANGED FREIGHT TRAIN SERVICE—WESTWARD

(The time shown conveys no Time-Table authority)

MAKE-UP

INTERDIVISIONAL RUNS

STATIONS	PG-7 (1)	WP-16 (1)	YA-6 (1)	XPG-1 (1)	JC-3 (1)	APG-1 (2)	PG-13 (1)	AN-3 (1)	SA-1 (1)	BA-13 (1)	CSB-1 (2)
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	P.M.	P.M.
LOCK HAVEN							7.15	10.35	10.40	1.30	6.45
BANKS											
ANTIS							11.00	3.00	4.00	4.30	9.00
SLOPE	7.00	8.00	11.30	4.00	5.00	6.00					
	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.
RUNNING TIME							3.45	4.25	5.20	3.00	2.15
YARD TIME											

(1) Daily. (2) Daily Except Monday. (3) Monday and Thursday. (4) Daily Except Saturday. (5) Saturday and Sunday. (6) Daily Except Tuesday.

(7) Daily Except Sunday.

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

STATIONS	NY-8 (1)	M-24 (1)	M-16 (3)	M-20 (1)	AC-10 (1)	PR-6 (1)	PG-6 (4)	M-10 (1)	LCL-2 (1)	WS- 10	AG-12 (1)	BL-34 (1)	PG-4 (1)	ED-2 (1)	P-16 (1)	SW-2 (1)	AD VL-2 (5)	PG-2 (6)	CMB (1)	PG-34 (3)	JA-2 (1)	VL-2 (1)	PG- 18 (3)
	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.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
SLOPE	1.00					2.30	2.35		3.15	3.30				4.45		5.40	6.25	7.30	8.15	9.00	10.00	10.10	10.30
ANTIS	2.00	1.30	1.30	2.00	2.30	4.30	4.00	3.00	4.45	5.00	3.30	4.00	4.00	6.00	5.00	6.40	7.15	9.00	9.15			11.00	12.01
BANKS	6.00	8.30	10.00	12.00	9.30	9.30	9.00	10.00	8.45	9.30	10.30	9.00	11.00	10.00	11.30	1.15	11.15	1.45	1.30			3.00	4.30
	A.M.	A.M.	A.M.	Noon	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.	P.M.	A.M.	A.M.	P.M.	P.M.
YARD TIME	1.00					2.00	1.25		1.30	1.30				1.30		1.00	.50	1.30	1.00			.50	1.30
RUN'ING TIME	4.00	7.00	8.30	10.00	7.00	5.00	5.00	7.00	4.00	4.30	7.00	5.00	7.00	4.30	6.30	4.05	4.00	4.45	4.15			4.00	4.30

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

(The time shown conveys no Time-Table authority)

INTERDIVISIONAL RUNS

STATION	FW-8 (1)	CE-2 (1)	PNE-2 (1)	NY-2 (1)	NS-2 (1)	SS-2 (5)	WP-16 (3)	ED-4 (1)	AK-8 (3)	YA-4 (3)	CS-8 (1)	SH-4 (5)	CE-8 (3)	WJ-8 (1)	PG-14 (3)	PNE-8 (1)	VL-8 (1)	PG-8 (2)	CG-8 (1)	WS-4 (1)	AH-16 (5)	CSB-2 (1)	RA-14 (1)	CSB-8 (1)	AN-16 (1)
	A.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.	A.M.	A.M.	P.M.	P.M.	P.M.
SLOPE	11.45	12.01	12.30	12.30	1.00	2.40	3.00	4.00	4.00	4.45	5.00	5.55	6.00	6.00	6.00	8.05	9.20	9.30	10.00	10.00					
ANTIS	12.45	1.00	1.30	1.30	2.30	6.00		5.00	5.15		6.00	12.01	7.00	7.30		9.00	9.15	9.30	11.00	12.01	3.15	11.45	9.00	9.80	11.30
BANKS	4.00	5.30	5.15	5.45	6.30	11.00		8.00	9.30		11.00	5.00	11.30	12.01		12.50	1.05	1.30	3.00	4.00					
LOCK HA.																					7.15	2.46	1.15	11.45	4.00
	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	A.M.	P.M.	A.M.
YARD TL	1.00	.59	1.00	1.00	1.30	3.20		1.00	1.15		1.00	6.00	1.00	1.30		.55	1.00	1.00	1.00	2.00					
BON. TL	3.15	4.30	4.00	4.15	4.00	5.00		3.00	4.15		5.00	5.00	4.30	4.30		3.50	3.50	4.00	4.00	4.00	4.00	3.00	4.15	2.15	4.30

- (1) Daily. (2) Daily Except Sunday. (3) Daily Except Monday. (4) Monday Only. (5) Daily Except Tuesday. (6) Daily except Sunday and Monday.
 (7) Daily Except Monday and Tuesday. (8) Daily Except Monday, Tuesday and Saturday. (9) Operates Saturday Only.

SPECIAL INSTRUCTIONS

Note—Five point star symbol (★) indicates Special Instructions of System application.

★1001. A rule referred to by number, unless otherwise specified, is a rule in the Operating, Signal and Interlocking Rules.

STANDARD TIME

★1101. Eastern Standard Time applies on this Division.

LETTERS AND CHARACTERS

★1201. The following letters and characters in schedules indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail or newspapers.
- G—Regular stop, Saturday only.
- H—Regular stop, Saturday only, to receive passengers.
- J—Regular stop, Saturday only, to discharge 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—schedule assigned to gas or gas-electric rail motor cars.
- *—Passenger train—schedule assigned to handle passenger and freight equipment.
- ◇—Passenger train—No train baggageman.
- ‡—Indicates train that will not be operated on specified dates or holidays shown on schedule pages.

1202.

- Q—Regular stop for mail, Mondays, also Dec. 26th, and Jan. 2nd.
- Y—Regular stop to receive or discharge passengers to or from Pittsburgh and beyond.
- Z—Reduce speed to 15 miles per hour for safe delivery of mail.
- Z¶—Reduce speed to 15 miles per hour for safe delivery of mail, Mondays, also Dec. 26th and Jan. 2nd.

COLOR SIGNALS

★1301. At the end of two main tracks where switch is not interlocked nor spring switch is in service, when the switch is set for trains to move in normal direction, switch lamp will display white disc (green light at night). When the switch is set against train movement in normal direction, switch lamp will display red disc (red light at night).

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

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

Aqueduct—at station.

Mill Creek—one mile west of station.

Ardenheim—three-fourths mile east of station.

Altoona—31st Street.

Eldorado—at station.

Hollidaysburg—at station.

Williamsburg—West of Station.

Bedford—Richard Street.

Roaring Spring—South of Station.

Philipsburg—within borough limits.

Curwensville—within borough limits.

Houtzdale—within borough limits.

Milesburg—within borough limits.

Engine whistles will not be used to sound crossing alarm within the limits of the following boroughs:

Huntingdon

Tyrone

Clearfield

Warning will be given by engine bell.

1502. At Tyrone station, flagmen of Passenger Trains will be recalled by electric bell instead of engine whistle.

1503. Rule 14-r will apply:

For trains intending to stop at water, coaling or cooling stations.

Eastbound trains intending to stop at Denholm will sound this signal at Lewis.

1504. Rule 14 (dc) — — — — o o and (ec) — — — — — o o in effect:

Tyrone—No. 5 track between Grazier and Tyrone.

Hollidaysburg and Petersburg Branch at Petersburg.

Morrison Cove Branch at Hollidaysburg.

Bedford Branch at Brook.

Clearfield Branch—Between Park and Vail.

Rule 14 (dc) — — — — o o in effect:

Denholm—Coaling track A.

Huntingdon—Icing track A.

Rule 14 (ec) — — — — — o o in effect:

Denholm—Coaling track H and pull-up track.

Huntingdon—Icing track C.

Bellefonte Branch, at Milesburg.

COMMUNICATING SIGNALS

★1601. When communicating signal is inoperative and cannot be put in working condition without detention, train may proceed after conductor and engineman have an understanding as to how train is to be operated.

TRAIN SIGNALS

1701. Referring to Rule 19:

Bellefonte Branch passenger trains moving backward between Bellefonte and Milesburg will not be required to remove markers from rear of train, nor to display regulation markers on front of engine. When night signals are required they must display a red light to rear.

USE OF SIGNALS

1801.

Reflectors illuminated by headlights are substituted for switch lamps at:

Hollidaysburg & Petersburg Branch:

Facing point switches in main tracks, Hollidaysburg to Petersburg.

Frankstown:

Crossovers between Nos. 1 and 2 tracks.

Advance Yard to No. 1 track.

Hollidaysburg:

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

Spur connecting with J. B. Condron side track.

Clearfield Branch:

Maple to Vail.

1802. At the following locations, switch lamps are not lighted—Third paragraph, Rule 27, not in effect.

Bedford Branch.

Clearfield Branch:

Between Maple and Grampian.

Martinsburg Branch.

Morrison Cove Branch.

Moshannon Branch.

Mt. Dallas Branch.

1803. When a pusher engine is assisting a train, coupled behind the cabin car, and the flagman that protects the rear end of the train is riding in the cabin car, the requirements as to the use of fusees should be met by throwing the fusees off between the cabin car and pusher engine on the track the train is using, and not dropping them between that track and an adjoining track.

SUPERIORITY OF TRAINS

★1901. 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

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

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions	Zones
X	X	X	Altoona, Passenger Crew Dispatcher's Office.	Pittsburgh Williamsport Philadelphia	A,B,C,D. A,B,C. A.
X	X	X	Altoona Asst. Yd. Mas. Office, South	Philadelphia	A.
X	X	X	Foreman's Office Altoona Freight Station.		
X	X	X	Altoona, Asst. Yard Master's Office, Scales		
X	X	X	Altoona, Asst. Yard Mast'r Office, Furnace		
X	X	X	Altoona, Crew Clerk's Office, Rose	Pittsburgh Eastern Conemaugh Monongahela Pan Handle	A,B,C,D. A. A,B. A,C. A.
X	X	X	Altoona, Asst. Yard Master's Office, Homer		
X	X	X	Altoona, Brush East'bd		
X	X	X	East Altoona, Engine Dispatcher's Office.	Pittsburgh Eastern Conemaugh Monongahela Williamsport Philadelphia Wilkes-Barre Pan Handle	A,B,C,D. A. A,B. A,C. A,B,C,D. A. A. A.
X	X	X	East Altoona, Asst. Yard Master's Office, Farm.	Pittsburgh	C.
X	X	X	Tyrone, Yard Master's Office.	Philadelphia Williamsport Wilkes-Barre	A. A,B,C,D. A.
X	X	X	Osceola Mills, Yard Office.	Williamsport Wilkes-Barre	A,B,C,D. A.
X	X	X	Osceola Mills, Engine House.	Williamsport Wilkes-Barre	A,B,C,D. A.
X	X	X	Clearfield, Freight Sta.		
X	X	X	Huntingdon, Oil House Office.	Philadelphia	A.
X	X		Mount Union, Agent's Office, Freight Station		
X	X	X	Lewistown, Yard Office.	Philadelphia Wilkes-Barre Williamsport	A. A,B,C,D,E,F. C.
X	X	X	Bellefonte, Yard Office.	Williamsport	WR,A,B,C,D.
			Saxton, H. & B. T. Engine House.	Middle	C.

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions	Zones
			Bellefonte, B. C. R. R. Yard Office.	Middle	E.
X	X	X	State Line, Engine House	W.M.R.R.	

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

GENERAL ORDER ZONES

★2101. General Order Zones on this Division are as follows:

ZONE A—Banks to Bell, including Lewistown and Milroy Branches.

ZONE B—Bell to Slope, both inclusive, and Hollidaysburg and Petersburg Branches.

ZONE C—Clover Creek, Springfield, Canoe Creek, Bedford, Mt. Dallas, Morrison Cove, Martinsburg and Bloomfield Branches.

ZONE D—Clearfield Branch north of Park, Moshannon, Goss Run, Little Muddy Run, Muddy Run, and Fairbrook Branches.

ZONE E—Bald Eagle, Snow Shoe, Bellefonte Branches, and Clearfield Branch south of Park.

TRACK ASSIGNMENTS

2201. Single Track

Track	Between	And
Hollidaysburg & Petersburg Branch	Wye	Eldorado
Morrison Cove Branch	Holly	Brook
Bedford Branch	Brook	State
Mt. Dallas Branch	Dunnings Creek Jct.	Mt. Dallas
Bald Eagle Branch	Lock Haven Sand	Wood Park
Bellefonte Branch	Milesburg	Font
Clearfield Branch	Tyrone	Curwensville
Moshannon Branch	Osceola Mills	Ram

2202.

Two or More Tracks

Current of traffic is as follows:

MAIN LINE	No. 5 Track	No. 4 Track	No. 3 Track	No. 2 Track	No. 1 Track	No. A Track
Banks to View		West'd Frt.	East'd Frt.	West'd Pggr.	East'd Pggr.	
View to Tunnel		West'd Pggr.	West'd Frt.	East'd Frt.	East'd Pggr.	
Tunnel to Forge			West'd Pggr.	West'd Frt.	East'd Pggr.	
Forge to Tyrone		West'd Frt.	West'd Pggr.	East'd Pggr.	East'd Frt.	
Tyrone to Grazier	East'd Frt. & Pggr.	West'd Frt.	West'd Pggr.	East'd Pggr.	East'd Frt.	
Grazier to Antis		West'd Frt.	West'd Pggr.	East'd Pggr.	East'd Frt.	
Antis to Alto		West'd Pggr.	East'd Pggr.			
Alto to Slope		West'd Pggr.	East'd Pggr.	West'd Frt.	East'd Frt.	East'd Frt.
Bald Eagle Branch Wood to Sand				West'd	East'd	
Hollidaysburg & Petersburg Branch Pete to Holly				West'd	East'd	
Holly to Hollidaysburg		West'd			East'd	
Hollidaysburg to Wye		West'd	East'd	West'd	East'd	
Eldorado to Alto				West'd	East'd	

NOTE—Tracks are numbered from south to north.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Directions	Controlled By	Reverse Movements on Permission From	Note
Denholm Coaling Station A	Wall	Denholm	Eastward	Wall	Wall	
H	Denholm	Wall	Westward	Mifflin	Mifflin	
Huntingd'n Icing Station A	Deer	Huntingd'n	Eastward	Huntingdon	Huntingdon	(1)
C	Huntingdon	Deer	Westward	Huntingdon	Huntingdon	(1)
Altoona No. 1	Alto	South	Eastward	A.Y.M. South	AYM South	
No. 1	South	Rose	Eastward	AYM-Brush	AYM Brush	
A	Alto	South	Eastward	AYM South	AYM South	
No. 2	Rose	Alto	Westward	AYM-Rose	AYM-Rose	
Approach	Bell	E. Ed Homer Rec. Yard	Westward	AYM-Homer or Rose	AYM-Homer or Rose	
Pull-Up	E. Ed Homer Rec. Yard	Bell	Eastward	Bell	Bell	
No. 1	Rose	Antis	Eastward	Antis	Antis	
No. 2	Antis	Rose	Westward	Antis	Antis	(4)
Hollidaysburg Eastward	Holly	Jct. No. 2 Track	Eastward	Wye	Wye	(2)
Westward	Frankstown	Holly	Westward	Wye	Wye	(3)

- (1) Rule 105-b will not apply.
- (2) Route—Holly to East end Eastward Classification yard (No. 12 track) Eastward Receiving Yard and Continuation thereof.
- (3) Route—Frankstown to Brick Office (No. 6 track) westward receiving yard, No. 14 track Westward Classification yard.
- (4) Eastward movements may be made between Rose and House on verbal authority of operator at Antis.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Lewistown No. 5	Lewistown	Lewis	Lewis	
Mt. Union A	Jacks	West End of Siding	Jacks	
No. 4	Track Scale W. of Frt. Sta.	Jacks	Jacks	
Huntingdon No. 5	Huntingdon	Deer	Huntingdon	
Tyrone No. 5	Forge	Tyrone	Grazier	
No. 1	Vail	East Tyrone Scale	Park	
No. 8	E. Tyrone Scale	17th St.	Park	
Altoona No. 3 Power	Alto	Slope	Alto	
No. 9	Alto	Slope	Alto	
South Runner	Farm	South	AYM-South	
Middle Runner	Farm	South	AYM-Brush & South	
No. 12	Homer Hump	E. End Homer Rec. Yard	AYM-Homer & Rose	
No. 31	Homer	Rose	AYM-Homer & Rose	
No. 4	Rose	Works	AYM-Rose Westbound	
No. 5	Brush	7th St.	Works	
Lead to Cabin Tracks	Brush	Rose	AYM-Rose & South	
No. 1 Cabin	Brush	Rose	Rose & South	
Psgr. Station No. 1	9th St.	Alto	Alto	
Fairbrook Branch	Tyrone	End of Branch	Grazier	
Moshannon Branch	Ram	End of Branch	Mills	1
Trout Run Branch	Jct. Moshannon Branch	End of Branch	Mills	1
Big Run Branch	Jct. Moshannon Branch	End of Branch	Mills	1
Moshannon & Clearfield Branch	Coal Run Jct.	End of Branch	Mills	1

(1) When Mills is closed, controlled by Park.

Track	Between	And	Controlled by	Note
Beaver Branch	Jct. M&C Branch	End of Branch	Mills	1
Ednie Branch	Jct. M&C Branch	End of Branch	Mills	1
Coal Run Branch	Coal Run Jct.	End of Branch	Mills	1
Morgan Run Branch	Jct. Coal Run Branch	End of Branch	Mills	1
Burley Branch	Jct. Coal Run Branch	End of Branch	Mills	1
Goss Run Branch	Goss Run Jct.	End of Branch	Mills	1
Houtzdale Branch	Houtzdale	End of Branch	Mills	1
Amesville Branch	Amesville Jct.	End of Branch	Mills	1
Amesville No. 2 Branch	Jct. Amesville Branch	End of Branch	Mills	1
Amesville No. 3 Branch	Jct. Amesville Branch	End of Branch	Mills	1
Muddy Run Branch	Smoke Run	End of Branch	Mills	1
Little Muddy Run Branch	Smoke Run	End of Branch	Mills	1
Janesville Branch	Jct. Little Muddy Run Bch.	End of Branch	Mills	1
Smoke Run Branch	Jct. Muddy Run Branch	End of Branch	Mills	1
Banian Branch	Jct. Moshannon Branch	End of Branch	Mills	1
Betz Branch	Betz Jct.	End of Branch	Mills	1
Mapleton Branch	Jct. Clearfield Branch	End of Branch	Mills	1
Philipsburg Branch	Philipsburg	End of Branch	Mills	1
Sanford Branch	Jct. Clearfield Branch	End of Branch	Mills	1
Graham Branch	Jct. Clearfield Branch	End of Branch	Mills	1
Liveright Branch	Jct. Clearfield Branch	End of Branch	Mills	1
Clearfield Branch	Curwensville	Grampian	Mills	1
Clearfield Branch No. 2 Track	0.1 mi. South of M. P. 21	Summit	Mills	1

(1) When Mills is closed, controlled by Park.

Track	Between	And	Controlled by	Notes
Snow Shoe Branch	Snow Shoe Int.	End of Branch	Milesburg	
Lewistown & Milroy Branches	Lewistown	End of Branch	Lewis	
Morrison Cove Branch	Brook	End of Branch	Wye	
Martinsburg Branch	Martinsburg Jct.	End of Branch	Wye	
Springfield Branch	Ganister	End of Branch	Wye	

Altoona Passenger Station:

Track 2 is a storage track.

2205. Passenger trains as specified will use tracks as follows unless interlocking signals otherwise indicate:

Train	Use Track No.	From	To	To Pass
64 72	1 1	Grazier Grazier	Forge Forge	No. 662 No. 8

MOVEMENT OF TRACK CARS

2301. Rules 80 to 80f inclusive will apply on all main tracks, Except:

Clearfield Branch.
Moshannon Branch.
Bedford Branch.
Morrison Cove Branch.
Mt. Dallas Branch.

★2302. Track cars will not operate spring switches.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—Altoona.

2402. Rule S-83.

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

At Bellefonte this information may be given verbally by Signalman at Milesburg.

2403. Rule D-83.

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

2408. Switch tenders are stationed at and have charge of main track switches as indicated:

.....
.....

2409. Signalman in charge of main track hand operated switches:

Julian.
Beaver.
Beech.

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

Between Slope and Alto-tracks A, 1 and 2.

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between Wye and Frank.

★2415. Spring Switches located.....

2422. While pusher engines are assisting eastward trains over grade at Dix, trainmen must be in position to give signals and to assist in holding the train when necessary to get the slack.

After pusher engine has assisted train over the grade, pusher engine will cut off in the following manner, if the train is in motion:

Close the angle cock on the cabin car, then open knuckle on cabin car, leaving angle cock on front end of engine or rear, as the case may be, open. Trainmen will then cut the air hose between cabin car and engine, which will result in an emergency application of brakes being made on pusher engine stopping same.

Hose cutting devices are furnished on cabin cars, and care should be taken to see that hose is cut and not allowed to pull apart.

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

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

MAIN LINE:

Between Banks and Slope.

BALD EAGLE BRANCH:

Between Park and Sand.

Between Wood and Lock Haven.

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

MAIN LINE:

Between Tunnel and Spruce—No. 1 track.

Between Tunnel and Forge—No. 2 track.

Between Tyrone and Grazier—No. 3 track.

Between Works and Slope—No. 3 track.

CLEARFIELD BRANCH:

South of Park.

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between Wye and Eldorado.

BALD EAGLE BRANCH:

Between Wood and Sand—Nos. 1 and 2 tracks.

2427. Referring to Rule 9: The N. Y. C. grade crossing at Betz Junction protected by stop boards and distant signals fixed in caution position. 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.

2428. 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 Block Operator or Train Dispatcher from telephone located at signal bridge and be governed by his instructions.

If unable to establish communication, train may proceed governed by signal indication.

2429. At Altoona passenger station, Enginemen of eastward and westward trains using No. 1, 2, 3 or 4 track 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.

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

2431. 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:

Train Shed, Altoona Passenger Station.

Overhead Water Plugs.

Signal bridges.

Spruce Creek Tunnel.

Over-head bridge No. 153.58 at Mifflin.

TROUT RUN BRANCH:

Coal Tipple 2.06 (Dushan No. 3 Coll.)

LITTLE MUDDY RUN BRANCH:

Coal Tipple 2.82 (Clyde No. 28 Coll.)

BEDFORD BRANCH:

Leap Ganister Rock Co., side track south of Madley, Tipple.

MT. DALLAS BRANCH:

Over-head bridge No. 2.32, 1.5 Miles North of Cliffs.

CRISMAN BRANCH:

Quaker Sales Co. Stone Tipple.

2432. Rear and helping engines, cutting off northward Clearfield Branch Freight trains will be detached at Summit.

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

2433. In using the Wye at Osceola Mills Engine House, engines will enter the South Leg and leave by the North Leg.

2434. The Middle Division Time Table and Special Instructions is authority for movement of trains and use of tracks on that part of the Williamsport Division between Lock Haven and the division board located .7 of mile east of Mill Hall, Bald Eagle Branch.

2435. P. R. R. engines and trains may use H. & B. T. R. R. main track between Huntingdon 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.

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

2436. Normal position of switch at Holly—for movement from No. 3 to No. 1 track.

Normal position of hand operated facing point switch leading from No. 1 Eastward Main Track to Eastward Receiving Tracks Nos. 8 to 12 inclusive, located 250 feet west of HOLLY Block Limit Station, will be for movement from No. 1 Eastward Main Track to Yard. Switch lamp will display Green indication when in normal position and Red for through movement on No. 1 Eastward Main Track.

At Brookes Mills, switch will be kept set for movements to and from Bedford Branch.

Switch leading from Martinsburg Branch to the Wye will be kept set for south leg of Wye.

2437. At Altoona, Station Master is authorized to instruct Conductor verbally to run as a Passenger Extra. Conductor will instruct Engineman.

2438. 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.

2439. From time to time changes will be made in the method of operation of outlying hand thrown switches and cross-overs as follows:

Main track switch with derail connection: Connected with one lever at main switch, which will unlock and operate switch and derail.

Crossover between main track and siding, where there is no turnout within 200 feet of siding end of crossover: Switches can be unlocked and operated by levers located at each end of crossover.

Crossover between main tracks and between main track and siding, where there is a turnout within 200 feet of siding end of crossover: A lever located in center of crossover must first be thrown to unlock switches then the switches can be operated by throwing lever located at each end of crossover.

Electrically Locked Hand Switches: Before these switches can be thrown, the block operator controlling same must be requested to release the lock.

The pipe connections operating derails on branches, will be removed, and separate levers installed for operating derails.

At a number of locations, derails have been removed. Clearance point designated by a ten inch yellow stripe, painted outside, on head, web, and base of both rails.

★2440. After each actuation of a dragging equipment detector, the train crew must examine the entire train and advise the signalman when this has been done before proceeding.

★2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with Rules 14 (1) and 30. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by Rules 14 (1) and 30.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by Rule 103a.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is safe for vehicles or pedestrians to cross the track, the trainman will say "all right" and beckon to cross.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

★2451. (For Automatic Highway Crossing Signals.)

Electric light indicators are in service on or adjacent to instrument cases of flashing light signals and crossing bells protecting road crossings.

Indicator light will be displayed when train is operating the flashing light signals or crossing bells. Absence of indicator light indicates commercial power has failed and that signals or bells will be entirely dependent upon storage battery.

If indicator light is not displayed as train approaches crossing, prompt report must be made to Superintendent.

2452. Blue Ball, General Refractories Siding—

Highway Crossing Signals must be operated by cut in button located on relay case.

Movements must not be made over crossing until highway traffic is under control.

Cars must not be stored on operating circuit between yellow marker posts.

2453. Trains or engines must stop, and a member of crew must be stationed on the crossing to stop all highway travel before giving signal to engineman to proceed over following crossings:

Duncannon Old Line:

All crossings.

Newport:

U. S. Traffic Route No. 34—Market Street (Old Line).

Lewistown:

Main Street, U. S. Traffic Route No. 22.

U. S. Traffic Route No. 22—1917 feet west of Chestnut St.

U. S. Traffic Route No. 22—Furnace Branch Siding.

Reedsville:

U. S. Traffic Route No. 322—East of Reedsville.

Mount Union:

Jefferson Street, except between 4.30 P. M. to 12.30 A. M.,
daily except Sunday.

Washington Street.

Mill Creek:

U. S. Traffic Route No. 22—Bridgeport Siding.

Tyrone:

Pennsylvania Avenue.

Roaring Spring:

First crossing south of station.

Mt. Dallas:

Crossing, 1.7 miles south over Everett-Saxton Co. side track.

Claysburg:

U. S. Traffic Route No. 220—General Refractories Co. Siding.

Curry:**Canoe Creek Branch:**

Crossing 3158 feet north of Canoe Creek Junction.

Clover Creek Branch:

Crossing over Basalt Trap Rock Co's. siding, one-half mile
from Clover Creek Junction.

Hollidaysburg and Petersburg Branch:

Crossing at West end of bridge, St. Clair Lime and Stone
siding.

Bellefonte:

Lamb Street, except between 8.00 A. M. to 4.00 P. M. daily
High Street.

Water Street.

Clearfield, Kurtz siding:

Traffic Route No. 322.

Coal Run Junction:

Traffic Route No. 53.

Big Run Branch:

Traffic Route No. 53—South of Junction.

Amesville No. 1 Branch:

Traffic Route No. 53—1 mile west of Moshannon.

Moshannon Branch:

Traffic Route No. 53— $\frac{1}{2}$ mile north of Madera.

Philipsburg Branch:

Traffic Route No. 250—North of junction in Philipsburg
borough.

Philipsburg:

Maple Street.

Pine Street.

Presquisle Street.

Snow Shoe Int.:

U. S. Traffic Route No. 220.

★2475. Gas-electric rail motor cars and gasoline rail motor cars must not use sand in automatic block system territory, except to avoid accidents. When these cars are used as trailers or are being towed, they must be placed only at end of train. If handled by passenger train, should not consist of more than 15 cars. If handled by freight train, should not consist of more than 35 cars.

MOVEMENT BY TRAIN ORDERS

2501.

YARDS AND YARD INSTRUCTIONS

2601. Yards indicated by yard limit boards located at:

Tyrone—Branch only	Brookes Mills
Bellefonte	Mt. Dallas
Osceola Mills	Bedford
Philipsburg	State Line
Clearfield	
Curwensville	

★2602. In the application of Rule S93—Yard Engines will display a red light to the rear at night.

2603. 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.

2604. 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.

SPEEDS

★2701.

Speed Table

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

2702. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED

PASSENGER TRAINS AND FREIGHT TRAINS

GENERAL

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.	Pgr.	Frt.
Main Line	Miles per Hour									
Banks to View			50	50	50	50	70	50	70	50
View to Tunnel			70	50	50	50	50	50	70	50
Tunnel to Forge					70	50	50	50	70	50
Forge to Antis			50	50	70	50	70	50	50	50
Antis to Alto			70	50	70	50				
Alto to Slope			70	50	70	50	50	50	50	50
NOTE:—Freight trains other than Arranged Service, including trains consisting primarily of petroleum products loaded in tank cars—all tracks—40 miles per hr.										
Bald Eagle Branch										
Park to Sand	60	45								
Sand to Wood							45	45	60	45
Wood to Lock Haven	60	45								
NOTE—Freight trains with Mineral Freight—all tracks 40 miles per hour.										
Snow Shoe Branch	20	20								
Bellefonte Branch	30	30								
Clearfield Branch										
Tyrone to Park	35	25								
Park to Grampian	30	30								
Moshannon Branch	25	25								
Moshannon & Clearfield Branch	25	25								

	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Frl.	Pgr.	Frl.	Pgr.	Frl.	Pgr.	Frl.	Pgr.	Frl.
Hollidaysburg & Petersburg Branch	Miles per Hour									
Pete to Holly							30	30	30	30
Holly to Wye			30	30	30	30	30	30	30	30
Wye to Eldorado	30	30								
Eldorado to Alto							30	30	30	30
Springfield Branch	20	20								
Morrison Cove Branch										
Holly to Brookes Mills	30	30								
Brookes Mills to Curry	25	25								
Martinsburg Branch	25	25								
Bedford Branch	30	30								
Mt. Dallas Branch	25	25								
Milroy Branch	25	25								
All Other Branches	15	15								

VARIOUS

MAIN LINE		Miles per Hour
Circus Trains		30
Wreck Trains Boom trailing		50
Boom forward		40
Work Trains—on straight track—Boom trailing		30
—on straight track—Boom forward		20
—on curves		20

	Miles per Hour
Revenue Trains handling machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., moving on own wheels—see Special Instructions ★3601	
—on straight track.....	30
—on curves.....	20
Snow Plows in service.....	25
Snow Flangers in service.....	20
Note—When operating over territory other than Main Line, conform to maximum speeds for freight trains in such territory but not exceeding the speed indicated above.	
Track Cars—unless otherwise restricted.....	20
—when hauling track cars or trailers.....	15
—hand cars operated under Rules 80 to 80f inclusive.....	8
—through crossovers and turnouts, and over highways and railroad crossings.....	5
Engines scooping water.....	55
2703. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED TURNOUTS	
Spring Switches—trailing movement.....	15
—facing movement.....	30
Non-interlocked turnouts — diverging movements, except I-1, M-1, Q-1, and T-1, engines over No. 8 crossovers and turnouts.....	15
Maximum speed of I-1, M-1, Q-1, T-1, and heavier class engines through No. 8 crossovers and turnouts.....	10
No. 8 crossovers and turnouts located as follows:	
Altoona:	
24th Street Engine Yard:	
All switches south of A track.	
Alto:	
All switches east end of engine yard south of A track.	
9th Street:	
Freight station yard.	
Works:	
Crossovers and connections between westward freight track and eastward passenger track.	
South:	
Connections at west end eastward receiving yard.	
West end of local yard east of South.	
Connections to M. W. Yard.	
Connections to New Transfer yard.	

Brush:

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

Connections to power track between Brush and Rose.

Scales:

All switches at west end of eastward classification yard.

Connections at east end of local yard.

Wreck train track and eastbound car repair yard.

Rose:

Hill track east of Rose.

Slip switch at overhead bridge.

Connection No. 31 track to ladder track.

Farm:

Connection to high transfer wharf.

Connections east end of tracks 25 to 29.

Furnace:

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

Connections and crossovers east end loaded receiving yard.

Homer:

Connections and crossovers west end empty receiving yard.

Connections at east and west ends of car repair yard.

Connections at east and west ends of empty classification yard.

East Altoona:

Connections to coal storage tracks.

All switches in enginehouse territory.

Huntingdon:

North and South end of H. & B. T. Yard.

Lewistown:

West end No. 12 track, Lewistown Yard.

West end No. 7 track, Lewistown Yard.

Mifflin:

Mifflin Station west of No. 6 Crotch 11°.

Hollidaysburg:

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

2704. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED

Curves

Main Line	Miles per Hour
First Curve east of Perdix, Tracks No. 1 and 2.....	60
0.8 mile east of Duncannon.....	40
West of Millerstown, west portion of curve between a point 2,400 feet west of M. P. 138 and M. P. 139, Nos. 1 and 4 tracks.....	60
0.3 mile east of Thompsontown, Nos. 1 and 4 tracks.....	60
Tuscarora, Tracks 1 and 4.....	65
0.5 mile east of Mifflin.....	40
1.4 miles west of Mifflin.....	40
First curve west of Wall, Nos. 1 and 4 tracks.....	60
0.1 mile east of Lewistown.....	40

	Miles per Hour
West of Lewistown Sta. Nos. 1 & 4 tracks	60
1.5 miles west of Granville, Nos. 1 and 4 tracks	60
1.0 mile west of Ryde	50
Mapleton Station, Nos. 1 and 4 tracks	60
Second curve west of Ardenheim	50
Warrior Ridge—First curve east of—tracks 1 and 4	60
Warrior Ridge—First curve west of—tracks 1 and 4	65
Warrior Ridge—Second curve west of—tracks 1 and 4	65
Petersburg Station Nos. 1 and 4 tracks	65
0.5 mile east of Spruce Creek tunnel on No. 1 track	45
Spruce Creek Tunnel—First curve west of—No. 3 track ..	60
Spruce Tower Curve—Nos. 1, 2 and 3 tracks	50
Between Spruce Creek and Tyrone Stations	40
Hollidaysburg and Petersburg Branch	
Goodman	25
1200 feet west of Covedale	25
Nineteenth Street, Altoona	20
Nineteenth Street, Altoona—I-1, M-1, Q-1 and T-1 engines in backward motion	10
Morrison Cove Branch	
First curve south of Holly	20
Between a point 250 feet north of M. P. 10 from Altoona and a point 1600 feet north of Reservoir Station	20
Clearfield Branch	
Curve north of Van Scoyoc Siding	20
Big Fill Curve	15
Between Maple and Bridge No. 21.94	20
Between M. P. 36 and 37	20
North end of Bridge No. 38.35	15
Philipsburg:	
New York Central Railroad Grade Crossing	20
Bald Eagle Branch	
Curve at M. P. 30	50
Curve at M. P. 34	45
First curve west of Sand	45
Second curve east of Sand, No. 1 track	45
Second curve east of M. P. 39 on No. 1 track	45
First curve east of M. P. 44	45
Curve at M. P. 45	45
First curve west of M. P. 54	50
Bellefonte Branch	
Curve at Bellefonte Station	15
Curve at Morris Branch Jct.	15
Curve between Milesburg Station and Bridge 31.08	15
Bedford Branch	
Curve at Dunnings Creek Jct.	15

2705. MAXIMUM SPEEDS—UNLESS OTHERWISE SPECIFIED

Bridges

LOCATION Hollidaysburg and Petersburg Branch	CLASS OF ENGINES										
	D	E	F	G	H	I	K	L	M	Q	T
	MILES PER HOUR										
	Track										
0.69—West of Petersburg... 1 & 2	30	30	30	30	30	25	30	30	30	30	30
0.72—West of Petersburg... 1	30	30	30	30	30	15	30	30	20	20	20
0.72—West of Petersburg... 2	30	30	30	30	30	20	30	30	30	30	30
0.90—West of Petersburg... 1 & 2	30	30	30	30	30	20	30	30	30	30	30
11.51—East of Mt. Etna.... 1	30	30	30	30	30	15	30	30	25	25	25
11.51—East of Mt. Etna.... 2	30	30	30	30	30	25	30	30	30	30	30
20.19—Ganister..... 1	30	30	30	30	30	20	30	30	30	30	30
24.37—Horrell..... 2	30	30	30	30	30	25	30	30	30	30	30
Bald Eagle Branch:											
6.17—West end Eagle Siding.....	60	60	60	60	60	45	60	60	55	55	55

2706. MAXIMUM SPEEDS—UNLESS OTHERWISE RESTRICTED

Engines

Class	Miles per Hour	
	Forward	Backward
A.....	15	15
B.....	20	20
C.....	20	20
D.....	70	25
E.....	70	25
G.....	70	25
H.....	50	25
I.....	50	25
K.....	70	25
L.....	50	25
M.....	70	25
N.....	35	20
Q.....	70	25
T.....	70	25
Gas-electric rail motor cars.....	40	40
Gasoline rail motor cars.....	40	25

MAXIMUM SPEED FOR ENGINES WHEN RUNNING FORWARD LIGHT

Passenger engines.....	50
Freight engines.....	40

2707. MAXIMUM SPEEDS RESTRICTED

Main Line	LOCATION	Tracks	Miles per Hour
Approaching signal located on bracket pole west of Alto governing eastward movements			15
10th Street, Altoona to Works.....		3 & 4	40
Between Antis and Rose.....		1 & 2	30
Between Bell and a point 8115 feet West....		Pull-Up	30
Between Grazier and Forge.....		5	15
Between Forge and Tunnel eastward mineral freight trains.....		1 & 2	25
Between Forge and Tunnel, eastward arranged service, freight trains.....		1 & 2	35
Between Deer and Huntingdon.....		A-C	30
Lewistown:			
Main St. crossing, U. S. Traffic Route No. 22.			12
Hollidaysburg and Petersburg Branch:			
Speed over connections between Frankstown and Hollidaysburg Stations.....		1-3 & 2-4	20
Hollidaysburg-Newry Street Crossing.....		1-3 & 2-4	15
Bedford Branch:			
Bedford, Richard Street Crossing.....			10
Hyndman, within Borough limits.....			10
Slip Rock 2.3 miles south of Barclay.....			15
Bald Eagle Branch:			
At distant signal No. 300 located 3315 feet west of Milesburg Block Station unless Clear Signal is displayed—Eastward freight trains.....			30
At distant signals located 3328 feet west of Wood, No. 1 track—Eastward freight trains.....			30
At distant signals located 3442 feet west of Wood, No. 2 track, unless Clear Signals are displayed—Eastward freight trains.....			30
Clearfield Branch:			
Curwensville within Borough limits.....			6
Clearfield within Borough limits.....			12
Between Summit and Mills, Freight Trains Northward....			20
Between Tyrone and east end of main track switch at 14th Street.....			25
Moshannon Branch:			
Houtzdale within Borough limits.....			12
Milroy Branch:			
Milroy Wye.....			6

2708. Referring to Rule 76. When necessary to clear the main track, engines with any main or side rods disconnected may be moved to a terminal at not exceeding the following speeds:

CLASS OF ENGINES	MILES PER HOUR
N1s-C1-I1s	8
All others	15

If engines with any main or side rods disconnected while on the main track, have interference between crossheads or guide and front crank pin, on account of front wheels getting out of register, enginemen must notify the Superintendent and receive instructions for further movement.

When it is necessary to move a light engine with any main rod or side rods disconnected, from a terminal to another point, the Master Mechanic or Road Foreman of Engines will notify the Superintendent the speed permitted before the engine is dispatched and the latter will then issue the necessary instructions.

2709. When engines of the L-1s or I-1s types have the front sections of parallel rods removed, the main rods must also be removed, and both crossheads blocked in the extreme forward position by the bolts in the guide provided for that purpose, before the engine is moved. When it is necessary to remove either one of the main rods on these classes of engines the crosshead from which the rod is removed must also be blocked in the extreme forward position before the engine is moved.

2710. Dead locomotives of a design having two or three pairs of drivers and no trucks, may be moved only at speeds not exceeding twenty miles per hour. Dead locomotives of a design having four pairs of drivers and no trucks, shall be restricted to speeds not exceeding twenty-five miles per hour.

Two or more such dead locomotives in the same train shall be separated by one or more cars.

A locomotive from which any of the wheels have been removed must not be accepted for movement, on its own wheels, in a revenue train.

2711. Trains consisting entirely of passenger equipment, carrying United States or State Troops, will conform to the speed restrictions applicable to passenger trains; if such trains contain any freight equipment, they will conform to the speed restrictions applicable to freight trains.

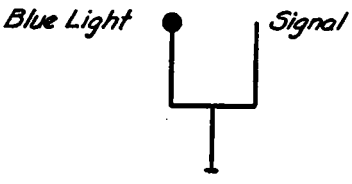
2713. Snow plows must stop before meeting or passing a passenger train on adjacent track and must not exceed 4 miles per hour passing a passenger train or a passenger station.

FIXED SIGNALS

2801. Signal aspects not standard in service:

Alto Interlocking—Block Station.

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



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

Name—Signal Mast Bracket Marker.

ASPECTS			NAME	INDICATION
A	B	C		
			STOP-SIGNAL	STOP
			STOP-AND-PROCEED	STOP, THEN PROCEED AT RESTRICTED SPEED
			RESTRICTING	PROCEED AT RESTRICTED SPEED
			SLOW-APPROACH	PROCEED PREPARED TO STOP AT NEXT SIGNAL SLOW SPEED WITHIN INTERLOCKING LIMITS
			PERMISSIVE-BLOCK	BLOCK OCCUPIED; FOR PASSENGER TRAINS STOP; FOR TRAINS OTHER THAN PASSENGER TRAINS, PROCEED PREPARED TO STOP SHORT OF TRAIN AHEAD
			CLEAR-BLOCK	PROCEED; MEDIUM SPEED WITHIN INTERLOCKING LIMITS. OUTSIDE INTERLOCKING LIMITS PROCEED, MANUAL BLOCK CLEAR

R = RED Y = YELLOW G = GREEN

NOTE:-

- A - IN SERVICE, GOVERNING EASTWARD MOVEMENTS FROM H.&B.T.R.R AT HUNTINGDON
- B - IN SERVICE AT "PORT MATILDA"
- C - IN SERVICE AT "MILESBURG"

CAB SIGNALS

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

MAIN LINE

With current of traffic:

TRACKS	BETWEEN	AND
1, 2, 3, 4	Banks	Tunnel
1, 2, 3	Tunnel	Forge
1, 2, 3, 4	Forge	Antis
3, 4	Antis	Alto

Against current of traffic:

2	Forge	Tunnel
3	Works	Alto

SECONDARY TRACKS:

In assigned direction:

1, 2	Antis	Rose
------	-------	------

Against assigned direction:

Pull Up	Bell	Point 8115 feet West of Bell
---------	------	------------------------------

2852. Cutting-in sections located:

MAIN LINE:

For Westward trains:

Slope—Tracks Nos. 3 and 4 from Westward Home signals to Block Signals 2373 on Eastward Home Signal Bridge.

For Eastward trains:

Alto—From a point 245 feet west of block signal on 9th St. bridge governing eastward movements on No. 3 track, to the signal.

Rose—Interlocking—From interlocking signal 880 ft. east of Tower on No. 1 track to a point 320 ft. west thereof.

Hollidaysburg and Petersburg Branch:

Pete Interlocking—From a point 2000 feet west of signal P-18, governing movements on No. 1 track, to the signal.

★2853. Required departure tests of engines and trains must be made before entering territory in which the use of cab signals is prescribed.

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 Grazier Block Station, extending eastward two hundred feet.

2856. Engines dispatched from points in Cab Signal territory to Central Penna. 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 Osceola Mills, Southport, Northumberland or Wilkes-Barre must have Cab Signals cut out in Tyrone Yard.

Engines dispatched from Osceola Mills, Southport, Northumberland or Wilkes-Barre must make Departure Test and have Cab Signal equipment cut in before departure.

MANUAL BLOCK SYSTEM

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

LOCATION BRANCHES	BETWEEN	AND
Hollidaysburg and Petersburg	Pete	Wye
Morrison Cove	Holly	Brook
Bedford	Brook	State
Mt. Dallas	Creek	Dallas
Clearfield	Park	Curwensville
Moshannon	Mills	Ram
Bald Eagle	Park	Lock Haven
Bellefonte	Milesburg	Font

2902. Rule 316 will apply:

MAIN LINE:

For movements against the current of traffic.

CLEARFIELD BRANCH:

Southward between Summit and Park.

Northward between Summit and Mills.

2903. Rule 317 will apply:

On single track portions of the Division, also between Pete and Wye and against current of traffic, except where Rule 316 applies.

2904. Hand signals will be used by Signalman Wye to give block indication as provided by Rule 361a.

Eastward trains on No. 1 track.

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

AUTOMATIC BLOCK SYSTEM

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

Between Tyrone and Grazier No. 5 track.

" Alto and Slope track A and Nos. 1, 2, 3 and 4 tracks.

HOLLIDAYSBURG AND PETERSBURG BRANCH:

Between Alto and Eldorado No. 1 and 2 tracks.

" Eldorado and Wye.

CLEARFIELD BRANCH:

South of Park.

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

Main Line between Banks and Tunnel No. 1, 2, 3 and 4 tracks.

" " " Tunnel and Forge No. 1, 2 and 3 tracks.

" " " Forge and Antis No. 1, 2, 3 and 4 tracks.

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

Secondary track:

Antis to Rose Nos. 1 and 2 tracks.

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

3016. Rule 515—following exceptions authorized:

.....

INTERLOCKING

3101.

ENGINE AND OTHER EQUIPMENT RESTRICTIONS

3201. Equipment as designated must not be permitted on tracks, bridges, etc., named.

	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons
	B	C	E	G	H	I	K	L	M	N	
DUNCANNON: Old Line except running track to Freight Station.....		C				C			C	C	C
BAILEY: Station siding.....		C				C	C	C	C	C	C
NEWPORT: Public delivery tracks, except stock yard track..... F. M. Snyder trestle.....		C B		B		C B		B	C B	C B	C B
MILLERSTOWN: Public delivery tracks..... Lead to Sechrist's Mill.....		C C				C C		C	C C	C C	C C
VAN DYKE: Silica Brick Co.....		DC	B	B		BC		BC	BC	BC	BC
PORT ROYAL Breyer Ice Cream Co..... Freight Station tracks.....		C C				C C	C	C C	C C	C C	C C
MIFFLIN: Commons Yard, except track west of passenger station, leading from No. 5 track..... Yard track and switches east of passenger station..... W. H. Manbeck trestles.....		C C B				C C B	C B	C B	C C B	C C B	C C B
DENHOLM: Circle, Hill and coal storage tracks.....		C				C	C	C	C	C	C
HAWSTONE: Hill track.....		BC	B	B		BC	BC	BC	BC	BC	BC
HORNINGFORD: Mifflin Sand Co.....		C	C	C		C	C	C	C	C	C
McVEYTOWN: H. O. Andrews & Son.....		BC	BC	BC		BC	BC	BC	BC	BC	BC
VINEYARD: Penna. Glass Sand Co. Hatfield Plant.....		BC	BC	BC		BC	BC	BC	BC	BC	BC
MT. UNION: Tracks east of Franklin St..... Freight Station track..... E. A. Beaver Co..... Harblson Walker.....		C C C BC	C C C BC	C C C BC		C C C BC	C C C BC	C C C BC	C C C BC	C C C BC	C C C BC
MAPLETON: Siding, West of Bridge St..... Bridgeport siding at tool house curve.....		C C	C C	C C		C C	C C	C C	C C	C C	C C
HUNTINGDON: Junata Supply Co..... Penna. Edison siding..... Penna. Edison trestle..... H. & B. T. station tracks..... J. C. Blair..... Suplee-Wills-Jones..... Freight Station tracks..... Huntingdon Specialty Co..... Radiator Corp.....		BC C C C D C C C C	BC C C C D C C C C	BC C C C D C C C C		BC C C C D C C C C	BC C C C D C C C C	BC C C C D C C C C	BC C C C D C C C C	BC C C C D C C C C	BC C C C D C C C C
WARRIOR RIDGE: Penna. Edison.....		BC	B	B		BC	BC	BC	BC	BC	BC
PETERSBURG: Station track.....		C				C	C	C	C	C	C
BARREE: Baldridge Siding.....		D				D			D	D	D

	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons
	B	C	E	G	H	I	K	L	M	N	
UNION FURNACE:											
American Lime & Stone.....		C				C	C	C	C	C	C
Station track.....		C				C	C	C	C	C	C
TYRONE FORGE:											
Tyrone Lime & Stone.....		C				C	C	C	C	C	C
TYRONE:											
Wilson Chemical.....		C	C	C		C	C	C	C	C	C
ALTOONA TERRITORY:											
Junata side track.....		C	C	C	C	C	C	C	C	C	C
Peoples Natural Gas Co., 1st St.....		C	C	C	C	C	C	C	C	C	C
C. W. Marks Brewery, 5th St.....		C	C	C	C	C	C	C	C	C	C
Shaffer Stores Co., 7th St.....		C	C	C	C	C	C	C	C	C	C
Leonard Miller, 8th St.....		C	C	C	C	C	C	C	C	C	C
East Side Coal & Supply Co., 8th St.....		C	C	C	C	C	C	C	C	C	C
William Conroy, 10th St.....	C	C	C	C	C	C	C	C	C	C	C
Pintach Gas, 9th St.....		C	C	C	C	C	C	C	C	C	C
L. B. Mackey, 10th St.....		C	C	C	C	C	C	C	C	C	C
General Bullders Supply Co. (1 & 2) 17th St.....	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC
Standard Sanitary Mfg. Co., 16th St.....		C	C	C	C	C	C	C	C	C	C
Sears Roebuck Co., 17th St.....		C	C	C	C	C	C	C	C	C	C
Spur Distributing Co., 18th St.....		C	C	C	C	C	C	C	C	C	C
Armour & Co., 18th St.....		C	C	C	C	C	C	C	C	C	C
City Ice and Beverage Co., 18th St.....		C	C	C	C	C	C	C	C	C	C
Abelson Iron & Metal Co., 18th St.....		C	C	C	C	C	C	C	C	C	C
Citizen's Ice Co., 18th St.....		C	C	C	C	C	C	C	C	C	C
Curry-Canan Co., (1&2) 19th Street.....		C	C	C	C	C	C	C	C	C	C
Filer's Storage Co., 19th St.....		C	C	C	C	C	C	C	C	C	C
City Ice and Beverage Co., 19th St.....		C	C	C	C	C	C	C	C	C	C
Buley-Patterson Co., 19th St.....		C	C	C	C	C	C	C	C	C	C
Altoona City, 20th St.....		C	C	C	C	C	C	C	C	C	C
National Biscuit Co., 26th St.....		C	C	C	C	C	C	C	C	C	C
Schwarzenbach-Huber Co., 26th St.....		C	C	C	C	C	C	C	C	C	C
Atlantic Refining Co., 27th St.....		C	C	C	C	C	C	C	C	C	C
National Biscuit Co., and Loose-Wiles Biscuit Co., 27th St.....		C	C	C	C	C	C	C	C	C	C
Friehofer's Baking Co., 28th Street.....		C	C	C	C	C	C	C	C	C	C
Altoona Iron Co. (2&3) 30th Street.....	CR	CR	CR	CR	CR	CR	CR	CR	CR	CR	CR
Blair Ice & Cold Storage Co., 30th St.....		C	C	C	C	C	C	C	C	C	C
Altoona & Logan Valley Elec. Ry., (1 & 2).....		C	C	C	C	C	C	C	C	C	C
Independent Oil Co., 32nd St.....	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC
United Home Dressed Meat Co.....	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC	BC
Swift & Co., 19th St.....		C				C	C	C	C	C	C
Standard Supply & Equipment Co., 21st St.....		C				C	C	C	C	C	C
John McGinley, 21st St.....		C				C	C	C	C	C	C
Rescue Mission, 21st St.....		C				C	C	C	C	C	C
Altoona Pipe & Supply Co., 21st St.....		C				C	C	C	C	C	C
J. C. Ivory & Son, 31st St.....		C				C	C	C	C	C	C
Geo. Reighard, 31st St.....		C				C	C	C	C	C	C
Altoona Iron Co. (No. 1) 30th Street.....		C	C			C	C	C	C	C	C
Altoona Packing Co., Canan's Crossing.....	B	B	B	B	B	B	B	B	B	B	B
A. L. Anderson & Bro., South Altoona.....		C				C	C	C	C	C	C
Atlantic Refining Co., west of Canan's Crossing.....		C				C	C	C	C	C	C
Glass Casket Co.....		C				C	C	C	C	C	C
Eldorado Milling Co., Canan's Crossing.....	B	B	B	B	B	B	B	B	B	B	B
Freedom Oil Co., Altoona Public Track.....		C				C	C	C	C	C	C
Gulf Refining Co., Canan's Crossing.....		C				C	C	C	C	C	C
Eldorado Public Delivery Track.....		C				C	C	C	C	C	C
Central Penna. Oil Co., South Altoona.....		C				C	C	C	C	C	C

	CLASS OF ENGINES											Engines with Tender Capacity of over 15,000 Gallons
	B	C	E	G	H	I	K	L	M	N		
ALTOONA TERRITORY: Cont.												
Sun Oil Co., East of Canan's Crossing.....		C				C	C	C	C	C	C	C
American Oil Co., East of Canan's Crossing.....		C				C	C	C	C	C	C	C
Penna. Edison (No. 1) 18th Street.....						C	C	C	C	C	C	C
Penna. Edison (No. 2) 20th Street.....						C	C	C	C	C	C	C
Sinclair Refining Co., Kettle Street.....		C	C	C		C	C	C	C	C	C	C
BALD EAGLE BRANCH:												
MILL HALL:												
Clinton Co. Fire Brick, lumber side track.....		C	C			C	C	C		C	C	C
Sylvania Products Co.....						C			C	C	C	C
N.Y.C. Junction track.....									C	C		C
BEECH CREEK:												
Freight Station.....									C	C		C
HOWARD:												
Sheffield Farms.....									C	C		C
Freight Station.....									C	C		C
Valley View Lime Co.....							C		C	C		C
White Rock Quarry Co.....							C		C	C		C
MOUNT EAGLE:												
Sand side track.....									C	C		C
Freight Station.....									C	C		C
MILESBURG:												
Storage track.....									C	C		C
Old scale track.....									C	C		C
JULIAN:												
Freight Station.....									C	C		C
PORT MATILDA:												
McFeeley Brick Co.....		C				C			C	C		C
Clay Sliding.....		C				C		C	C	C		C
TYRONE:												
West Virginia Pulp & Paper Co.....		C	C	C		C	C	C	C	C		C
East Tyrone Wye.....									C	C		C
14th St. Coal Yard at Wash- ington Ave.....	C	C	C	C	C	C	C	C	C	C		C
13th St. Coal Yard at Wash- ington Ave.....	C	C	C	C	C	C	C	C	C	C		C
Bayer-Gillam Bros.....	C	C	C	C	C	C	C	C	C	C		C
Mosers Side Track.....		C	C			C	C	C	C	C		C
All Freight Station tracks.....		C	C	C		C	C	C	C	C		C
BELLEFONTE BRANCH:												
BELLEFONTE:												
Titan Metal Co.....		C	C			C	C	C	C	C		C
Wagners Side Track.....		C	C			C	C	C	C	C		C
Mussers Side Track.....		C	C			C	C	C	C	C		C
Back Track, Passenger Sta- tion.....		C				C			C	C		C
Sheffields Farms.....		C				C			C	C		C
All Other Side Tracks.....		C	C			C	C	C	C	C		C
MILROY BRANCH.....												
NAGINEY:												
Bethlehem Mines Corp. bridge at west end of loaded track.....		B	B	B		B	B	B	B	B		B
YEAGERTOWN:												
Yeagertown trestle.....		BC	B	B		BC	BC	BC	BC	BC		BC
BURNHAM												
Logan Iron & Steel Co. trestle.....		BC	B	B		BC	BC	BC	BC	BC		BC
Logan Iron & Steel Co., Round the Mill track.....	C	C	C	C	C	C	C	C	C	C		C
LEWISTOWN:												
Mt. Rock trestle.....	C	BC	BC	BC	C	BC	BC	BC	BC	BC		BC
LEWISTOWN BRANCH:												
LEWISTOWN TO CHESTNUT STREET.....												
M. H. Wiker trestle.....		BC	B	B		BC	B	B	BC	BC		BC
C. A. Hoffman trestle.....		BC	B	B		BC	B	B	BC	BC		BC

	CLASS OF ENGINES										Engines with Tender Capacity of over 15,000 Gallons
	B	C	E	G	H	I	K	L	M	N	
HOLLIDAYSBURG & PETERS- BRANCH:											
WILLIAMSBURG:											
West Virginia Pulp & Paper Co. trestles.....	B	B	B	B		B	B	B	B	B	B
Penna. Edison Co.....	B	B	B	B		B	B	B	B	B	B
GANISTER:											
St. Clair Limestone Co.....	BC					BC			BC	BC	BC
HOLLIDAYSBURG:											
McLanahan Stone Machinery Co. track.....	C	C	C	C	C	C	C	C	C	C	C
Blair County Oil & Supply Co.....	C	C	C	C	C	C	C	C	C	C	C
Thermo Ice & Coal Co.....	C	C	C	C	C	C	C	C	C	C	C
DUNCANVILLE:											
W. P. Appleyard trestle.....	BC	BC	BC	BC		BC	BC	BC	BC	BC	BC
Swope trestle and siding.....	BC	BC	BC	BC	C	BC	BC	BC	BC	BC	BC
All other individual sidings ..	C	C	C	C		C	C	C	C	C	C
MORRISON COVE BRANCH:											
LOOP:											
Coal trestle.....	B	BC	B	B	B	BC	BC	BC	BC	BC	BC
ROARING SPRING:											
D. M. Bare Paper Co. trestle Coal trestle.....	B	B	B	B	B	B	B	B	B	B	B
BEDFORD BRANCH.....											
Cessna station track	C	C	C	C		C	C	C	C	C	C
MT. DALLAS BRANCH.....											
	C					C	C	C	C	C	C
CLOVER CREEK BRANCH....											
	C					C	C	C	C	C	C
SPRINGFIELD BRANCH.....											
	C					C	C	C	C	C	C
CANOE CREEK BRANCH.....											
	C					C	C	C	C	C	C
CLEARFIELD AND CONNEC- TING BRANCHES.....											
	C					C	C	C	C	C	C
MOSHANNON AND CON- NECTING BRANCHES.....											
	C					C	C	C	C	C	C
SNOW SHOE AND CONNEC- TING BRANCHES AND SIDINGS.....											
	C					C	C	C	C	C	C
FAIRBROOK BRANCH.....											
	C					C	C	C	C	C	C
WESTERN MARYLAND RR:											
State Line to Cumberland.	B	B	B	B	B	B	B	B	B	B	B

Note—Letters indicate use prohibited account:

B—Bridge

C—Curve

D—Clearance

R—Rail

★3252. MP-54 and MP-54c coaches; MPB-54, MPB-54b and MPB-54c combined passenger and baggage cars; MPBM-54 passenger, baggage and mail cars; and MBM-62 baggage cars, must not be hauled between heavier steel cars or between heavier steel cars and the engine.

★3253. Cabin cars, other than those having two four-wheel trucks, must not be moved in passenger trains.

★3254. Cars utilizing acetylene, butane, propane or other compressed inflammable gas for cooking, lighting, or other purposes, must not be accepted for movement unless the pintsch or acetylene gasses have been drained from the permanent containers on cars so equipped, or unless the portable containers with other types of gasses have been removed.

★3255. Cars seventy feet or more in length, not equipped with pivoted head couplers, must not be coupled to cabin car when moved in trains.

★3256. Freight cars equipped for passenger train service must have steam heat line, air signal line, steel wheels, E7 safety valve, three-position retaining valve, and air brake cylinder—10" minimum diameter.

On account of braking arrangement, when passenger trains have class X-29, or other types of freight cars equipped for passenger train service, they must have passenger equipment cars in proportion to freight cars, not less than:

1 passenger to 1 freight, when lading is between 25,000 and 50,000 pounds.

2 passenger to 1 freight, when lading is between 50,000 and 75,000 pounds.

3 passenger to 1 freight, when lading is between 75,000 and 100,000 pounds.

For two such passenger equipped freight cars, the lading of which is less than 25,000 pounds each, at least one regular passenger equipment car must be included in the make-up of the train.

1 empty passenger equipped freight car to equal 1 passenger car.

The weight of lading in a car in express service loaded with mixed freight normally does not exceed 25,000 pounds—occasional carload shipments exceed 50,000 pounds in which case the weight should be ascertained from the Railway Express Agent.

When the make-up of a passenger train is such that the number of allowable loaded freight cars exceeds the limit above prescribed, the train must be operated under the regulations and speed restrictions which apply to freight trains, as well as the use of retaining valves on grades as required by the Brake and Train Air Signal Instructions No. 99-B-1.

★3257. A car having air brakes inoperative must not be the rear car of a passenger train unless authorized by the Superintendent.

PERSONAL INJURIES

★3401. Emergency calls for surgeons will have preference over other business, except train orders and power emergency calls.

Employees injured on company property or while on company business, will be treated by the nearest physician named in the following, without cost, throughout the disability. If hospital

attention is necessary, they should be sent, if practicable, to one of the hospitals named in the following.

Passenger or others injured on company property will receive first attention by the Medical Examiner or Company Surgeon, without cost; at points where it is impossible to obtain their services, the company will be responsible for the cost of reasonable surgical attention by an outside surgeon for the the first services rendered, subsequent attention will be determined by direction of proper official.

3402. MEDICAL EXAMINERS AND COMPANY SURGEONS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Mifflin	W. H. BANKS, M. D.,..... Mifflintown, Pa.....	Bell 40-X
Lewistown	S. W. SWIGART, M. D.,..... 9 S. Main St.....	Bell 2313
Mt. Union	W. J. CAMPBELL, M. D.,..... 100 E. Penna. Ave.....	{ Bell 34 PRR-Jacks
Huntingdon ..	F. R. HUTCHINSON, M. D.,.... 803 Washington St.....	Bell 363-J
	{ W. S. MUSSER, M. D.,..... 1051 Logan Ave.....	Bell 51
Tyrone	W. L. LOWRIE, M. D.,..... 902 Washington Ave.....	Bell 65
	{ FRANK PATTERSON, M. D.,....	Bell 613-J
Philipsburg....	J. K. HENDERSON, M. D.,..... 217 E. Presqueisle St.....	{ Res. Bell 286-M Bell 286-J
Snow Shoe.....	E. H. HARRIS, M. D.,.....	Bell 21-R-3
	{ S. W. HURST, M. D.,..... 9th Ave. & 12th St.	P.R.R. 106
	A. S. KECH, M. D.,.....	
Altoona.....	1221 12th Ave.....	Bell 2-9127
	J. D. FINDLEY.....	Bell 4679 Res.
	1121 13th Ave.....	Bell 2-7737
	C. E. SNYDER, M. D.	
	1201 6th Ave.....	Bell 2-2798

3403.

LOCATION OF HOSPITALS

LOCATION	NAME AND ADDRESS	TELEPHONE NUMBER
Lewistown	LEWISTOWN HOSPITAL..... Highland Ave.....	Bell 855
Huntingdon ...	J. C. BLAIR MEMORIAL HOSP..	Bell 90
Tyrone	COMMUNITY AMBULANCE 123 W. 10th St.....	Call City Opr.
Philipsburg....	PHILIPSBURG STATE HOSPITAL	Bell 205
Clearfield	CLEARFIELD HOSPITAL Turnpike Ave.....	Bell 483
Bellefonte	BELLEFONTE HOSPITAL..... Willowbank St.....	Bell 180
Altoona	THE ALTOONA HOSPITAL..... Howard Ave. & 7th St.....	Bell 5156
Roaring Spring	THE NASON HOSPITAL..... Park Ave.....	Bell 80
Cumberland ...	ALLEGHENY HOSPITAL..... 215 Decatur St.....	Bell 1463

3404. FIRST AID BOXES AND STRETCHERS.

First Aid Boxes, location of:

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.

USE OF TELEPHONES

★3501. Employees using telephones in connection with train movements must satisfy themselves that they are in communication with proper persons.

Persons using telephones must yield the line promptly for train movements.

If telephones fail, trainmen will use any means of communication to avoid delay.

When used for block operations, transmitting train orders or making any arrangement pertaining to the movement of their trains, the conductor, engineman or driver must personally receive all orders on the telephone and make all verbal arrangements pertaining to the movement of his train, but neither is relieved of any responsibility as prescribed by Rule 106.

Verbal arrangements and instructions in regard to trains being clear of, or desiring to occupy certain tracks, etc. must be repeated by the person receiving the information.

GENERAL INSTRUCTIONS

★3601. Machinery of rotary or swinging type such as cranes, derricks, steam shovels, etc., whether loaded on cars or moving on own wheels, must not be moved in revenue trains unless form CT-310 covering the specific movement is attached, one to each side of the car on which it is loaded or one to each side of the machine when moving on own wheels, and form CT-310-A is attached to the billing.

When such shipments are set off for repairs that may affect the requirements of the A.A.R. Loading Rules, they must not again be moved except upon authority of the Superintendent, and not until proper inspection has been made and billing endorsed by agent or yardmaster "Re-inspected at..... and loaded as per A.A.R. Loading Rules". Conductors when setting off such shipments for repairs must notify the proper officer that it is rotary type machinery.

In all movements of such rotary or swinging type machinery on own wheels in revenue trains the boom end must trail, except that when necessary the Superintendent may authorize movement with boom end forward, in which event the authority will include any additional speed restrictions that may be required.

When cranes are shipped on their own wheels, all coal must be removed from the coal bunkers, and all water removed from the boilers and reservoirs. When boom is detached the light end of crane should trail. Where trucks are secured to body with keyed or nutted center pin, key or nut should be removed from pin on trailing end.

When pivoted machinery, equipped with swinging booms of which a part may swing or extend outward, is moved from one service point to another in work trains, boom anchors and cables must be in place and locking devices fastened. When such equipment is moved during the progress of work on or about main tracks, stops must be in use to prevent fouling adjacent tracks, and crane operator must be in cab.

Boom must be securely anchored, with center lock in place, and crane operator must be in cab while train movements are being made on adjacent tracks.

★3602. To provide against possible accident to railroad property, and insure the safe passage of heavy machinery or implements at grade crossings, special provision should be made to protect such movement over the tracks.

Agents and foremen should keep closely in touch with such matters and give the Track Supervisor advance information to enable him to make proper arrangements with the owners or those in charge of the equipment to insure full protection is afforded while tracks are to be crossed.

★3605. Trainmen must not pass over container cars while cars are in motion.

★3606. Trainmen riding in cabin cars must make frequent observations of air brake gauge to see that brake pipe pressure is normal. If gauge indicates brake pipe pressure is not normal, arrangements must be made to stop train and ascertain cause.

3607. AIR BRAKES

Instruction 5-A of 99-B-1, modified as follows:

(5-a Freight cars in Passenger Trains) Must be equipped with a safety valve applied to the brake cylinder, or the brake cylinder pipe, except in emergency cases cars may be operated without this safety valve and the Engineman in charge of the train notified to operate his train brakes under normal operating conditions in such a manner so as to avoid a brake cylinder pressure in excess of 60 lbs., at speeds less than 25 miles per hour. The safety valve when applied must be removed when car returns to freight service.

Paragraph 19 of 99-B-1 Amplified as follows:

When attaching or detaching helping locomotives in passenger or freight train service, an application and release test of the train brakes must be made from the locomotive in charge of the train. Inspectors or trainmen will note that the rear brakes of train apply and then signal for a release, noting that the rear brakes release. Helping locomotives may be detached from rear of train without making the brake test.

3608. Special instructions for controlling freight trains with power brakes on descending grades:

Clearfield Branch:

Between Osceola Mills and Tyrone, car limit, 75 cars.

Snow Shoe Branch:

Between Rhoads and Gum Stump.

Switch backs Nos. 1, 2, 3 and 4 car limit, 30 cars.

3609. Instructions supplementing Air Brake and Train Air Signal Instruction Book 99-B-1.

The air brake equipment on all cars of freight trains dispatched for movement over these grades must be tested and repaired in accordance with instructions contained in 99-B-1. Terminal test must be made before trains depart from Osceola Mills and Snow Shoe, also at Summit and Rhoads when makeup of the train is changed. When no change is made in makeup at Summit and Rhoads, a road test of train brakes will be sufficient. After the terminal test has been completed and before starting, it must be known that the brake pipe pressure is being restored as indicated by brake pipe gauge pointer on the pusher locomotive or by the cabin gauge if pusher is not used. In the absence of a pusher or cabin gauge the brake must be applied and released to insure that no angle cocks have been closed. Retaining valves must be turned up after brake test is completed and before train is started.

Pressure retaining valves and their piping must be tested and put in serviceable condition to retain brake cylinder pressure before descending any of the above grades.

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. Brake pipe pressure of 95 to 100 lbs. must be used on all loaded freight trains. Hauling locomotives on these grades must be equipped with cross compound pump, duplex pump governor, and M-3-A brake pipe feed valve.

If at any time descending these grades the brake pipe pressure is not maintained at or above 70 lbs. the train must be brought to a stop until maximum brake pipe pressure can be regained.

Thirty (30) per cent of the pressure retaining valves must be turned to proper position for service on the front end of all empty trains. Mixed trains of fifty (50) per cent. or more of loaded cars will be classed as loaded trains. If loaded cars are on the rear of train all pressure retaining valves will be turned to proper position for service, if loaded cars are on the front end of train, the pressure retaining valves will be turned to proper position for service on all loaded cars, and on as many of the empty cars as conditions require.

On all other descending grades the minimum number of pressure retaining valves to be turned to proper position for service will be as follows: For loaded trains of ten (10) or more cars, thirty (30) per cent; for empty trains of ten (10) or more cars, ten (10) per cent. The number of retaining valves to be increased when conditions require it.

Freight trains with pusher engines, when making a road test of the entire train, the engineman operating the brakes, upon receiving proper signal, will give one blast of the engine whistle and apply the brakes for test. The rear pusher engineman, upon seeing that the brakes apply, will whistle for the release of the brakes. The hauler engineman, upon receiving this signal will release the brakes. The rear pusher engineman, upon seeing that brakes release, will again give two blasts of the engine whistle, after which the train is ready to proceed.

3610. The following schedule running time between points on grades must be established and the speeds prescribed for various grades must not be exceeded:

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

16 miles per hour on grades from	1.5 %	to	2 %
10 " " " " " "	2 %	to	2.5 %
8 " " " " " "	2.5 %	to	3 %
6 " " " " " "	3 %	to	4 %

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

16 miles per hour on grades from	1.5 %	to	2 %
15 " " " " " "	2 %	to	2.5 %
12 " " " " " "	2.5 %	to	3 %
9 " " " " " "	3 %	to	4 %

The speeds for various grades are defined separately between Mile Posts or Block Stations. In the event of trains stopping between these points the number of minutes delayed must be added to the minimum time.

Clearfield Branch:

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to End of Big Fill North end of Big Fill to a point 1.2 mile south of Gardner....	1.98	2.5	10 7	14
Point 1.2 miles south of Gardner to Vail.....	.11 to 1.98	3.5	13.125	16
	2.2 to 2.86	3.8	9.1	25
Total.....		9.8		55

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
Summit to north end of Big Fill.....	1.98	2.5	16	10
North End of Big Fill to a point 1.2 miles south of Gardner....	.11 to 1.98	3.5	16	14
Point 1.2 miles south of Garnder to Vail.....	2.2 to 2.86	3.8	12	19
Total.....		9.8		43

Snow Shoe Branch:

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 switch.....	2.27-2.16-2.09	2.46	12	13
From No. 4 switch to 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

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

	Grade	Dist. Miles	Miles Per Hr.	Mins.
From Rhoads to No. 4 Switch.....	2.27-2.16-2.09	2.46	15	10
From No. 4 switch to No. 3 switch.....	2.0-2.18	1.09	15	5
From No. 3 switch to No. 2 switch.....	2.0	.61	15	3
From No. 2 switch to 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

Enginemen of eastward freight trains from Altoona and Dix, southward freight and circus trains on the Bedford Branch will instruct the brakeman as to number of retainers they wish used and the manner in which they wish them operated between Altoona and Petersburg, Dix and Holters, Buffalo Mills and Hyndman.

When retaining valves are in service, the following speeds must not be exceeded:

Between Antis and Petersburg—25 M. P. H.

Between Buffalo Mills and Hyndman—25 M. P. H.

Between Dix and Holters—25 M. P. H.

3611. Back-up hose must be used when shifting cars at Altoona passenger station.

3613. Freight trains leaving coaling or watering stations 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.

3614. Not more than three (3) persons including the Engineman and Fireman, will be permitted to ride on engines of passenger trains, and not more than four (4) persons, including the Engineman, Fireman and Trainmen, will be permitted to ride on engines of freight trains; unless otherwise authorized by the Superintendent.

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

3616. The following instructions will govern the handling of Gasoline and Gas Electric Motor Cars by switching crews.

A. MECHANICAL DRIVE CARS: It must be definitely determined before coupling to the car that transmission gears are in neutral. This applies to both the reverse gear and the transmission gear.

B. BEFORE CAR IS MOVED, it must be definitely determined that the brakes have released properly.

C. GAS ELECTRIC CARS: Extreme care must be exercised in coupling and while braking, and it must be definitely determined that the brakes are released before the car is moved.

D. EITHER GASOLINE OR GAS-ELECTRIC CARS, whenever possible, should be moved under their own power.

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

3618. 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.

3619. Certain Pullman cars and coaches are equipped with a folding type vestibule step and operate in conjunction with the vestibule trap door. When the trap door is closed, steps are

folded. When the trap door is open, steps are down, in position for use. Vestibule trap door must not be opened or closed while cars are in motion as the steps will not clear bridges, platforms, etc., when in the process of being raised or lowered.

3620. Huntingdon Icing Station: 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. Upon arrival at Huntingdon these forms and waybills must be at the head end of train for prompt delivery to the Foreman of the Icing Station located at the east end of the platform.

Eastward trains performing work at the Icing Station or at any of the sidings between Deer and Huntingdon must inform the signalman at Huntingdon when work has been completed and train is ready to move.

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 operator at Wall will carefully look for such reports and immediately relay them by telephone to the Icing Station at Huntingdon, as well as to the Train Dispatcher in Altoona. At Huntingdon, waybills for cars which require icing, must be on the head end of train for prompt delivery to the Foreman of the Icing Station located at the east end of platform.

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 Director, telephone 462 or 551.

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

3621. Hot Boxes on Passenger and Freight Trains:

Facilities for repairing hot boxes on passenger trains are provided as follows:

Cooling hose, sponging material, etc., Bailey, Thompsontown ($\frac{1}{4}$ mile west, north side), Denholm, Ryde Water Station, Huntingdon, (opposite engine house), Warrior Ridge Water Station.

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—

Port Matilda Block Station.
Snow Shoe Int.

CLEARFIELD BRANCH—

Osceola Enginehouse.
Clearfield.

3622. 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.

3624. Emergency Water Stations:

Ryde.
Cove.

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

3627. On sidings equipped with concrete bumping blocks a reasonable amount of space must be maintained between the bumping block and the car next to it, to relieve the strain on draft gear that results from coupling to a car standing solidly against bumping block.

3629. Defective hose removed enroute must be tagged to show train number, initial and number of car or engine, date and place of removal. Enginemen to send hose from engine to enginehouse foremen. Conductors to send hose from passenger equipment cars to foremen car inspectors at terminal; from freight cars to be delivered to first available car inspector who will furnish a new one. Freight conductors must carry as part of their equipment a supply of form M. P. 401—Conductors Report of Repairs Made and Material Applied to Foreign and Individual Freight Cars by Train and Engine Crews—and use these forms as directed thereon.

3630. INSTRUCTIONS COVERING BLACKOUTS.

When instructed to blackout, the following must be complied with:

LOCOMOTIVE OPERATION:

Moving engines will operate headlight on dim. Engines not equipped with dimmer control shall substitute white hand lamp in place of head light and back-up light. Standing engines must put headlight out.

Storm curtains, when a part of locomotive equipment, must be drawn.

All engine cab lights out except those necessary for operation.

Have fire in shape, so the minimum firing will be necessary.

Stoker fired engines will have fire door and slide closed.

Hand fired engines will have openings of fire door kept to necessary minimum.

Shaking of grates prohibited during this period except in emergency.

All hand lamps must be concealed from view and reflection.

PASSENGER TRAIN OPERATION:

Train crews will notify passengers of blackout.

All window shades will be pulled down.

Trains will be operated with a minimum number of lights.

All vestibule lights will be extinguished on all cars.

Operate only one circuit in coaches.

Operate only one circuit in parlor cars.

Operate only floor lights in Pullman Cars.

Marker lights will remain lighted.

Electric illuminated signs on rear of trains will be extinguished during this period.

Dead-head equipment will have all lights extinguished except markers.

Trainmen's lamps to be concealed from outside view and reflection.

Flagman will function normally with minimum use of fusees.

Windows in mail, baggage and dining cars shall be covered, or lights-extinguished.

FREIGHT TRAIN OPERATION:

Marker lights will remain lighted.

Trainmen's lamps to be concealed from outside view and reflection.

Flagman will function normally with minimum use of fusees.

All cabin car lights will be extinguished.

Lids and doors on cabin car stoves shall be kept closed.

Fire in stoves shall be controlled to prevent flame and sparks from stack.

YARD OPERATION:

All hand lamps to be extinguished.

Lights to be extinguished in cabin cars.

Cabin car stove fires to be controlled and all lids and openings closed.

Yard engines will have all lights extinguished in yard service.

GENERAL:

Flash lights shall only be used in emergency.

Smoking and lighting matches and lighters outside of blacked out buildings and cars prohibited during blackout.

[illegible]

GENERAL ORDERS.

THE PENNSYLVANIA RAILROAD—EASTERN REGION MIDDLE DIVISION

**GENERAL ORDER NO. 301 ZONE A
GENERAL ORDER NO. 301 ZONE B
GENERAL ORDER NO. 301 ZONE C
GENERAL ORDER NO. 301 ZONE D
GENERAL ORDER NO. 301 ZONE E**

Altoona, Pa., November 25, 1942.

EFFECTIVE 6.01 A. M., SUNDAY, DECEMBER 6, 1942.

Time Table No. 3 and Special Instructions to Time Table No. 3 takes effect 6.01 A. M., Sunday, December 6, 1942, and contains the necessary instructions issued in the General Orders up to and including:

**NO. 203 ZONE A
NO. 203 ZONE B
NO. 202 ZONE C
NO. 202 ZONE D
NO. 202 ZONE E**

All of which must be removed from bulletin boards.

Each employe must carefully examine Time Table No. 3 and Special Instructions to Time Table No. 3 to see that his copy is complete, with all schedule pages properly lined up, and note the changes.

Employes must turn in old Time Tables to Bulletin Board Attendant after Time Table No. 3 takes effect.

(a) MAIN LINE:

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

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

(b) HOLLIDAYSBURG & PETERSBURG BRANCHES:

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

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

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

This General Order is printed in Time Table No. 3 and will not be issued in sticker form.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD EASTERN REGION
MIDDLE DIVISION**

**GENERAL ORDER NO. 302 ZONE A
GENERAL ORDER NO. 302 ZONE B
GENERAL ORDER NO. 302 ZONE C
GENERAL ORDER NO. 302 ZONE D
GENERAL ORDER NO. 302 ZONE E**

Altoona, Pa., January 30, 1943.

EFFECTIVE AT ONCE:

MAIN LINE:

TYRONE:

Signal prescribed by Rule 14-1, — — o —, will not be prolonged or repeated approaching public crossing just west of Tyrone Station.

Special Instruction 1501, Time Table No. 3—amplified.

LEWISTOWN:

Withdraw S. W. Swigart, M. D., from list of Company Surgeons.

Special Instruction 3402, Time Table No. 3—modified.

EFFECTIVE 10.01 A.M., MONDAY, FEBRUARY 1, 1943:

BALD EAGLE BRANCH:

HOWARD:

Fixed signal governing Eastward movements on No. 1 track, located 2221 feet East of Howard—moved west 700 feet.

EFFECTIVE 10.01 A.M., WEDNESDAY, FEBRUARY 3, 1943:

MILL HALL:

Hand operated switch, facing for Westward movements, equipped with pipe connected derail, located 220 feet East of M.P. 51, leading to Sheffield Farms siding, protected by fixed signal 521—IN SERVICE.

EFFECTIVE 10.01 A.M., WEDNESDAY, FEBRUARY 3, 1943:

HOLLIDAYSBURG AND PETERSBURG BRANCH:

FRANKSTOWN:

Hand operated facing point crossover located 1591 feet west of M.P. 29, connecting No. 1 and No. 2 tracks, moved east 1123 feet.

Block Limit Station FRANK, governing westward movements on No. 2 track, moved east 305 feet.

EFFECTIVE 12.01 A.M., SUNDAY, FEBRUARY 7, 1943:

TIME TABLE AUTHORITY:

Charactered stops changed from "F" to "S" as follows:

TRAIN NO.	STATION	TRAIN NO.	STATION
662	Losh's Run	511	Eagleville
663	Losh's Run	511	Unionville
510	Julian	511	Julian
510	Unionville	511	Port Matilda
511	Mill Hall		

"S" stop, train 663 at Thompsonstown, 6.29 P.M.—added.

"F" stop, train 621 at Denholm—withdrawn.

Employees will correct their Time Tables accordingly, using ink.

EXTRA STOPS BY PASSENGER TRAINS—ADDED

TRAIN NO.	STOP AT	FOR
662	Denholm Coaling Station	Employees
623	Denholm Coaling Station	Employees
621	Denholm Coaling Station	Employees

Page 33 of Time Table No. 3 revised to show these Extra Stops, also revision of U. S. Mail work has been printed in sticker form as a part of this General Order and must be pasted over corresponding page in Time Table No. 3.

H. G. HOSTETTER,
Superintendent.

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

GENERAL ORDER NO. 303 ZONE A

Altoona, Pa., March 18, 1943.

EFFECTIVE AT ONCE:

MAIN LINE:

All U. S. Mail work on train No. 42 discontinued, except delivery at Huntingdon.

Catch and delivery service at Petersburg, Train No. 13, discontinued.

Employees will correct Page 33, Time Table No. 3 accordingly, using ink.

LEWISTOWN:

H. C. Cassidy, M. D., address 139 East Market St., Telephone Office 4121 Bell, Residence 2718 Bell, appointed Company Surgeon.

C. B. McClain, M. D., address Lewistown Hospital, Telephone Office 855 Bell, Residence 4733 Bell, appointed Company Surgeon.

Special Instruction 3402, Time Table No. 3—amplified.

EFFECTIVE 10.01 A.M., TUESDAY, MARCH 23, 1943:

MAIN LINE:

BETWEEN TUNNEL AND SPRUCE:

Fixed Signal, located 460 feet east of Spruce, governing eastward movements on No. 2 track, out of service.

Fixed Signal No. 2134, located 2600 feet east of Mile Post 214, governing eastward movements on No. 1 Track, out of service.

Fixed Signal, located 640 feet west of Spruce, governing westward movements on No. 2 Track, out of service.

Interlocking Signal, located 170 feet east of Spruce, governing westward movements on No. 1 Track, out of service.

Home Signal, located 460 feet east of Spruce, governing westward movements on No. 1 Track, in service.

Cab Signal Rules 295 to 298, inclusive, are in effect for movement against current of traffic on No. 1 Track, between Tunnel and Spruce.

Special Instruction 2851, Time Table No. 3—amplified.

EFFECTIVE 10.01 A.M., THURSDAY, MARCH 25, 1943:

MAIN LINE:

BARREE:

Fixed Signals No. 2120 and 2121, located 200 feet west of Barree, governing movements on Nos. 1, 2, 3, and 4 Tracks, out of service.

H. G. HOSTETTER,
Superintendent.

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

**GENERAL ORDER NO. 304 ZONE A
GENERAL ORDER NO. 303 ZONE B
GENERAL ORDER NO. 303 ZONE C
GENERAL ORDER NO. 303 ZONE D
GENERAL ORDER NO. 303 ZONE E**

Altoona, Pa., April 26, 1943.

EFFECTIVE AT ONCE:

Maximum speed for freight trains, consisting of 50% or more tank cars loaded petroleum products, is 40 miles per hour, unless otherwise restricted.

Special Instruction 2702, Time Table No. 3—changed.

MAIN LINE:

BAILEY:

Station Track, hand operated trailing point switch, located in No. 1 Track, moved west 665 feet.

Restriction for all class engines—removed.

Special Instruction 3201, Time Table No. 3—modified.

BALD EAGLE BRANCH:

MILESBURG:

New 40 car capacity storage track, connected to Milesburg Siding, located 2200 feet east of Mile Post 30—in service.

LOCK HAVEN:

C. W. Seasholtz Industrial Track, connected to Post Siding, located 600 feet west of Mile Post 54—out of service.

BELLEFONTE BRANCH:

Restriction for all class engines on main track—removed.

BELLEFONTE:

Restriction for engines with tender capacity of over 15,000 gallons on back track, Passenger Station—removed.

Special Instruction 3201, Time Table No. 3—modified.

H. G. HOSTETTER,
Superintendent.

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

**GENERAL ORDER NO. 305 ZONE A
GENERAL ORDER NO. 304 ZONE B
GENERAL ORDER NO. 304 ZONE C
GENERAL ORDER NO. 304 ZONE D
GENERAL ORDER NO. 304 ZONE E**

Altoona, Pa., May 6, 1943.

EFFECTIVE 12.01 A. M., SATURDAY, MAY 15, 1943.

Operating Rules 75, 75b, and D-151 changed.

Coupons of changes in Rules 75, 75b, and D-151 accompanying this general order must be pasted over corresponding rules in Book of Operating, Signal and Interlocking Rules, effective September 28, 1941.

In the application of Rule 75, the zone numbering of general orders is discontinued with this general order; the next general order issued, if present time-table is in effect, will be No. 306.

In the application of the third paragraph of Rule D-151, the maximum authorized speed of passenger trains shall be 50 miles per hour, and for freight trains 40 miles per hour.

H. G. HOSTETTER,
Superintendent.

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

GENERAL ORDER NO. 307

Applies in Zones A and E.

Altoona, Pa., July 9, 1943.

EFFECTIVE AT ONCE:

MAIN LINE—

RYDE—

No. 2 station track extended 490 feet. Capacity 29 cars.

UNION FURNACE—

Restrictions for all class engines on Station Track—removed.

Restrictions for all class engines on American Lime and Stone Company Industrial Track, except tracks leading to Stone Plant—removed.

Special Instruction 3201, Time Table No. 3—modified.

BALD EAGLE BRANCH:

HOWARD—

Trailing point hand operated switch in No. 1 track at east end Howard Siding, moved west 1128 feet.

Car capacity Howard Siding, 68 cars.

Page 8, Time Table No. 3, changed.

H. G. HOSTETTER,
Superintendent.

**THE PENNSYLVANIA RAILROAD—EASTERN REGION
MIDDLE DIVISION
GENERAL ORDER NO. 308**

Applies in all Zones.

Altoona, Pa., August 6, 1943.

EFFECTIVE 12.01 A. M., SUNDAY, AUGUST 15, 1943:

General Rules K, M, N, P and R changed.

General Rules S, T, U, V, W, X, and Y annulled.

Rule 293A new.

Coupons of changes in Rules, annulled Rules and new Rule accompanying this General Order must be pasted over corresponding rules, pages 7, 8, 9 and 58, in Book of Operating, Signal and Interlocking Rules, C. T. 400, effective September 28, 1941.

**H. G. HOSTETTER,
Superintendent.**

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

GENERAL ORDER NO. 309

Applies in Zones A and E.

Altoona, Pa., September 11, 1943.

EFFECTIVE AT ONCE:

MAIN LINE:

HUNTINGDON:

Withdraw F. R. Hutchinson, M. D., from list of Company Surgeons. Special Instruction 3402, Time Table No. 3—modified.

EFFECTIVE 10.01 A.M., WEDNESDAY, SEPTEMBER 15, 1943:

MAIN LINE:

WALL:

Interlocking Signal, located 274 feet west of Westward home signal bridge, governing westward movements on "A" track—moved East 274 feet.

DENHOLM:

Rules 501 to 512, inclusive, are in effect between Wall and Denholm on secondary track "A". Reverse movements by train order.

Hand operated switches substituted for Ball Switches leading from "B" and "C" tracks to "A" track. Normal position of switches are for movements on "A" track.

Special Instruction 2203, Time Table No. 3—changed.

Special Instruction 3001, Time Table No. 3—amplified.

BALD EAGLE BRANCH:

JULIAN:

Fixed Signal, located 53 feet west of Julian Block Station, governing eastward main track movements, will also govern movements to siding.

Interlocking Signal, located 346 feet east of Julian Block Station, governing westward movements from siding—in service.

SNOW SHOE INTERSECTION:

Spring Switch, located at west end of Milesburg Siding—in service.

Normal position of Spring Switch is for main track. Westward movements from siding may trail through Spring Switch.

Spring Switch is marked by disc with white background and black letters "SS".

Switch lamp will display green light in both directions when switch is in normal position, and red light in both directions when switch is in reverse position or not properly set.

When trailing movement through spring switch is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

After passing with proper authority a Stop-Signal, Rule 292; a Stop-and-Proceed Signal, Rule 291; a Caution-Signal, Rule 285-A, or a Yellow Distant Switch Indicator protecting a spring switch; movement shall not be made over the switch until it has been operated by hand to the proper position and switch points have been examined by a member of the crew, unless a green light is displayed on the switch lamp. The switch must be restored to normal position after movement is completed.

Special Instruction 2415, Time Table No. 3—amplified.

MILESBURG:

Standpipe, located between siding and main track, east end of Milesburg Siding—in service.

H. G. HOSTETTER,
Superintendent.

GUARD THE SUPPLY LINES

RAILROAD MEN

Alert!

HEAD CLEAR

EYES OPEN

MOUTH SHUT

Attention to
AMERICAN RAILROADS

LIFE-LINE OF THE NATION

