

*F. S. Lybarger*  
**PENNSYLVANIA SYSTEM**

**EASTERN REGION**

*Fireman Bed Branch*

**EASTERN PENNSYLVANIA DIVISION**

*3921*

**MIDDLE DIVISION**

**TIME TABLE No. 5**

*In Effect 12.01 A. M., Sunday, April 30, 1922*

**FOR THE GOVERNMENT OF EMPLOYES ONLY**

**EASTERN TIME**

**C. S. KRICK,**  
General Manager

**J. C. JOHNSON,**  
Gen'l Supt. Transportation

**G. LeBOUTILLIER,**  
General Superintendent

**J. E. BURRELL,**  
Sup't Pass. Transportation

**WM. ELMER,**  
Superintendent

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2024

# PENNSYLVANIA SYSTEM

EASTERN REGION

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EASTERN PENNSYLVANIA DIVISION

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## MIDDLE DIVISION

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### Time Table No. 5

*In Effect 12.01 A. M., SUNDAY, APRIL 30, 1922*

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FOR THE GOVERNMENT OF EMPLOYES ONLY

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Eastern Standard Time

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**C. S. KRICK,**  
General Manager.

**J. C. JOHNSON,**  
General Sup't Transportation.

**G. LeBOUTILLIER,**  
General Superintendent.

**J. E. BURRELL,**  
Supt. Pass. Transportation.

**WM. ELMER,**  
Superintendent.

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**PASSENGER, BLOCK AND INTERLOCKING STATIONS,  
EMERGENCY WHISTLES AND DISTANCES  
MAIN LINE**

WESTWARD.				EASTWARD.				
Station Signals.	Distance between Stations.	Distance from Harrisburg		Distance from Altoona.	Distance between Stations.	Block Stations.	Interlocking Stations.	Emergency Whistles
<b>H</b>			----- HARRISBURG -----	130.8	0.4		I	
<b>HG</b>	0.4	0.4	HG—BLOCK STATION	130.4	1.0	<b>HG</b>	I	
	1.0	1.4	---MACLAY STREET---	129.4	2.3			
	2.3	3.7	----- LUCKNOW -----	127.1	1.6			
<b>RJ</b>	1.6	5.3	----- ROCKVILLE -----	125.5	0.9	<b>RJ</b>	I	
<b>PR</b>	0.9	6.2	PR—BLOCK STATION	124.6	1.0	<b>PR</b>	I	
	1.0	7.2	----- MARYSVILLE -----	123.6	1.4			
<b>NC</b>	1.4	8.6	NC—BLOCK STATION	122.2	1.1	<b>NC</b>	I	
	1.1	9.7	----- PERDIX -----	121.1	1.0			
	1.0	10.7	----- COVE -----	120.1	2.6			
	2.6	13.3	----- COVALLEN -----	117.5	1.0			
<b>JO</b>	1.0	14.3	JO—BLOCK STATION	116.6	0.5	<b>JO</b>	I	
	0.5	14.8	----- DUNCANNON -----	116.0	1.1			
	1.1	15.9	---JUNIATA BRIDGE---	114.9	2.1			
	2.1	18.0	----- AQUEDUCT -----	112.8	1.8			
	1.8	19.8	----- LOSH'S RUN -----	111.0	1.4			
	1.4	21.2	----- IROQUOIS -----	109.6	0.1			
<b>BD</b>	0.1	21.3	BD—BLOCK STATION	109.5	1.6	<b>BD</b>	I	
	1.6	22.9	----- BAILEY -----	107.9	4.5			
	4.5	27.4	----- NEWPORT -----	103.4	1.4			
<b>MS</b>	1.4	28.8	MS—BLOCK STATION	102.0	1.9	<b>MS</b>	I	
	1.9	30.7	----- OLD FERRY -----	100.1	2.0			
	2.0	32.7	---MILLERSTOWN---	98.1	0.4			
<b>RK</b>	0.4	33.1	RK—BLOCK STATION	97.7	2.7	<b>RK</b>	I	
	2.7	35.8	----- DURWARD -----	95.0	1.9			
	1.9	37.7	---THOMPSONTOWN---	93.1	3.1			
	3.1	40.8	----- VANDYKE -----	90.0	0.2			
<b>VE</b>	0.2	41.0	VE—BLOCK STATION	89.8	2.0	<b>VE</b>	I	
	2.0	43.0	----- TUSCARORA -----	87.8	1.1			
	1.1	44.1	----- MEXICO -----	86.7	2.1			
	2.1	46.2	----- PORT ROYAL -----	84.6	2.6			
<b>M</b>	2.6	48.8	M—BLOCK STATION	82.0	0.2	<b>M</b>	I	
	0.2	49.0	----- MIFFLIN -----	81.8	1.6			
<b>NA</b>	1.6	50.6	NA—BLOCK STATION	80.2	1.0	<b>NA</b>	I	
<b>CB</b>	1.0	51.6	----- DENHOLM -----	79.2	0.8			
<b>MI</b>	0.8	52.4	MI—BLOCK STATION	78.4	3.5	<b>MI</b>	I	
	3.5	55.9	----- HAWSTONE -----	74.9	1.6			
	1.6	57.5	----- SHAWNEE -----	73.3	3.1			
	3.1	60.6	----- LEWISTOWN -----	70.2	0.1			
<b>J</b>	0.1	60.7	J—BLOCK STATION	70.1	1.1	<b>J</b>	I	
<b>RW</b>	1.1	61.8	RW—BLOCK STATION	69.0	2.6	<b>RW</b>	I	
	2.6	64.4	----- GRANVILLE -----	66.4	1.5			
	1.5	65.9	----- ANDERSON -----	64.9	2.4			
	2.4	68.3	----- LONGFELLOW -----	62.5	0.1			
<b>LF</b>	0.1	68.4	LF—BLOCK STATION	62.4	1.1	<b>LF</b>	I	
	1.1	69.5	----- HORNINGFORD -----	61.3	3.0			
	3.0	72.5	----- McVEY TOWN -----	58.3	4.2			
	4.2	76.7	----- RYDE -----	54.1	2.1			
	2.1	78.8	----- VINEYARD -----	52.0	0.7			
<b>VF</b>	0.7	79.5	VF—BLOCK STATION	51.3	3.0	<b>VF</b>	I	

## MAIN LINE

WESTWARD				EASTWARD				
Station Signals.	Distance between Stations.	Distance from Harrisburg.		Distance from Altoona.	Distance between Stations.	Block Stations.	Interlocking Stations.	Emergency Whistles
	3.0	82.5	NEWTON HAMILTON	48.3	2.6			
	2.6	85.1	----MOUNT UNION----	45.7	1.1			
<b>MU</b>	1.1	86.2	<b>MU</b> —BLOCK STATION	44.6	2.2	<b>MU</b>	I	
	2.2	88.4	----MAPLETON----	42.4	2.6			
<b>JC</b>	2.6	91.0	<b>JC</b> —BLOCK STATION	39.8	0.6	<b>JC</b>	I	
	0.6	91.6	----MILL CREEK----	39.2	3.2			
	3.2	94.8	----ARDENHEIM----	36.0	2.2			
<b>HU</b>	2.2	97.0	----HUNTINGDON----	33.8	0.1			
<b>GC</b>	0.1	97.1	<b>GC</b> —BLOCK STATION	33.7	1.4	<b>GC</b>	I	
<b>HM</b>	1.4	98.5	<b>HM</b> —BLOCK STATION	32.3	2.7	<b>HM</b>	I	
	2.7	101.2	---WARRIOR RIDGE---	29.6	2.1			
	2.1	103.3	----PETERSBURG----	27.5	0.2			
<b>PG</b>	0.2	103.5	<b>PG</b> —BLOCK STATION	27.3	3.1	<b>PG</b>	I	
	3.1	106.6	-----BARREE-----	24.2	2.2			
<b>SC</b>	2.2	108.8	<b>SC</b> —BLOCK STATION	22.0	0.4	<b>SC</b>	I	
	0.4	109.2	---SPRUCE CREEK---	21.6	1.6			
	1.6	110.8	---UNION FURNACE---	20.0	0.2			
<b>QY</b>	0.2	111.0	<b>QY</b> —BLOCK STATION	19.8	1.7	<b>QY</b>	I	
	1.7	112.7	---SHOENBERGER---	18.1	1.4			
	1.4	114.1	----BIRMINGHAM----	16.7	1.5			
<b>FR</b>	1.5	115.6	<b>FR</b> —BLOCK STATION	15.2	1.0	<b>FR</b>	I	
<b>A</b>	1.0	116.6	---TYRONE---	14.2	1.2			
<b>RM</b>	1.2	117.8	<b>RM</b> —BLOCK STATION	13.0	2.6	<b>RM</b>	I	
	2.6	120.4	----TIPTON----	10.4	2.6			
<b>BQ</b>	2.6	123.0	<b>BQ</b> —BLOCK STATION	7.8	1.0	<b>BQ</b>	I	
	1.0	124.0	----BELLWOOD----	6.8	0.7			
<b>DI</b>	0.7	124.7	<b>DI</b> —BLOCK STATION	6.1	2.1	<b>DI</b>	I	W
<b>EF</b>	2.1	126.8	<b>EF</b> —BLOCK STATION	4.0	1.8	<b>EF</b>	I	W
	1.8	128.1	---EAST ALTOONA---	2.7	1.4			
<b>GD</b>	1.4	129.5	<b>GD</b> —BLOCK STATION	1.3	0.7	<b>GD</b>	I	W
<b>RO</b>	0.7	130.2	<b>RO</b> —INTERLOCKING	0.6	0.6		I	W
<b>FG</b>	0.6	130.8	----ALTOONA----			<b>FG</b>	I	W
		Distance from Altoona.		Distance from BO Block Station.				
<b>FG</b>			----ALTOONA----	0.9	0.3	<b>FG</b>	I	W
<b>JK</b>	0.3	0.3	<b>JK</b> —BLOCK STATION	0.6	0.6	<b>JK</b>	I	W
<b>BO</b>	0.6	0.9	<b>BO</b> —BLOCK STATION			<b>BO</b>	I	W

Emergency whistles are also located at RV, 14th, 9th and 4th Street switch towers, Altoona.

NA Block Station governs movements on Nos. 3 and 4 tracks.

## Hollidaysburg and Petersburg Branch

WESTWARD				EASTWARD				
Station Signals.	Distance between Stations.	Distance from Petersburg		Distance from Altoona.	Distance between Stations.	Block Stations	Interlocking Stations.	Emergency Whistles
			-----PETERSBURG-----	38.9	0.2			
<b>PG</b>	0.2	0.2	PG-BLOCK STATION	38.7	2.8	<b>PG</b>	I	
	2.8	3.0	-----NEFF-----	35.9	2.0			
	2.0	5.0	-----ALEXANDRIA-----	33.9	0.5			
<b>AF</b>	0.7	6.2	ALFARATA	32.7	0.8	<b>AF</b>	I	
	0.8	7.0	-----WATER STREET-----	31.9	2.0			
	2.0	9.0	-----GOODMAN-----	29.9	1.5			
<b>BS</b>	1.5	10.5	BS-BLOCK STATION	28.4	0.2	<b>BS</b> Δ		
	0.2	10.7	-----BLAIRFOUR-----	28.2	0.7			
	0.7	11.4	-----MOUNT ETNA-----	27.5	2.0			
	2.0	13.4	-----CARLIM-----	25.5	0.6			
	0.6	14.0	-----COVEDALE-----	24.9	1.1			
<b>KZ</b>	1.1	15.1	CLOVER CREEK JCT.	23.8	2.2	<b>KZ</b>	I	
	2.2	17.3	-----WILLIAMSBURG-----	21.6	2.1			
<b>SJ</b>	2.1	19.4	GANISTER	19.5	1.1	<b>SJ</b>	I	
	1.1	20.5	-----POINT VIEW-----	18.4	2.0			
	2.0	22.5	-----FLOWING SPRING-----	16.4	0.4			
	0.4	22.9	-----CANOE CREEK JCT.-----	16.0	0.6			
<b>HL</b>	0.6	23.5	HL-BLOCK STATION	15.4	0.5	<b>HL</b> Δ		
	0.5	24.0	-----HORRELL-----	14.9	1.7			
	1.7	25.7	-----REESE-----	13.2	0.4			
	0.4	26.1	-----UPPER REESE-----	12.8	1.5			
	1.5	27.6	-----WHITE BRIDGE-----	11.3	0.8			
<b>F</b>	0.8	28.4	-----FRANKSTOWN-----	10.5	2.7	<b>F</b>	I	
<b>WI</b>	2.7	31.1	WI-BLOCK STATION	7.8	0.1	<b>WI</b>	I	
	0.1	31.2	-----HOLLIDAYSBURG-----	7.7	1.1			
<b>SN</b>	1.1	32.3	NEW PORTAGE JCT.	6.6	0.5	<b>SN</b>	I	
	0.5	32.8	-----SUNBROOK-----	6.1	0.6			
	0.6	33.4	-----SPRING MEADOW-----	5.5	2.2			
<b>EL</b>	2.2	35.6	-----ELDORADO-----	3.3	1.2	<b>EL</b>	I	
	1.2	36.8	-----SOUTH ALTOONA-----	2.1	0.7			
	0.7	37.5	-----29th STREET-----	1.4	1.1			
<b>JK</b>	1.1	38.6	JK-BLOCK STATION	0.3	0.3	<b>JK</b>	I	W
<b>FG</b>	0.3	38.9	-----ALTOONA-----			<b>FG</b>	I	W

## Morrison's Cove Branch.

NORTHWARD			SOUTHWARD					
Station Signals	Distance between Stations	Distance from Henrietta		Distance from Hollidaysburg	Distance between Stations	Block Stations	Interlocking Stations	Emergency Whistles
<b>HR</b>			-----HENRIETTA-----	19.5	1.5	<b>HR</b>		
	1.5	1.5	-----PAGE-----	18.0	0.8			
	0.8	2.3	MATTHEW'S SUMMIT	17.2	1.0			
	1.0	3.3	-----CURRY-----	16.2	0.7			
	0.7	4.0	-----BOSSLER-----	15.5	1.4			
<b>MJ</b>	1.4	5.4	MARTINSBURG JCT.	14.1	1.7	<b>MJ</b>		
	1.7	7.1	-----PECK-----	12.4	0.7			
	0.7	7.8	-----ERB-----	11.7	0.9			
<b>RS</b>	1.9	9.7	RS-BLOCK STATION	9.8	0.1	<b>RS</b>		
	0.1	9.8	-----ROARING SPRING-----	9.7	0.9			
	0.9	10.7	-----RODMAN-----	8.8	1.2			
	1.2	11.9	-----McKEE-----	7.6	0.8			
<b>BM</b>	0.8	12.7	BROOKES MILLS	6.8	2.1	<b>BM</b>		
	2.1	14.8	-----KLADDER-----	4.7	1.7			
	1.7	16.5	-----RESERVOIR-----	3.0	1.7			
	1.7	18.2	-----LOOP-----	1.3	1.2			
<b>WI</b>	1.2	19.4	WI-BLOCK STATION	0.1	0.1	<b>WI</b>	I	
	0.1	19.5	-----HOLLIDAYSBURG-----					



## Bedford Branch

NORTHWARD			SOUTHWARD					
Station Signals	Distance from Cumberland	Distance between Stations		Distance from Brookes Mills	Distance between Stations	Block Stations	Interlocking Stations	Emergency Whistles
<b>BM</b>	68.4	1.5	--- BROOKES MILLS ---	.....	.....	<b>BM</b>		
	66.9	4.6	--- EAST FREEDOM ---	1.5	1.5			
<b>CB</b>	62.3	1.0	--- CLAYSBURG ---	6.1	4.6	<b>CB</b>		
	61.3	2.0	--- SPROUL ---	7.1	1.0			
	59.3	1.0	--- QUEEN ---	9.1	2.0			
<b>IM</b>	58.3	3.1	SUMMIT P'S'NG S'D'G	10.1	1.0			
	55.2	2.4	--- IMLER ---	13.2	3.1	<b>IM</b>		
	52.8	2.4	--- OSTERBURG ---	15.6	2.4			
<b>RD</b>	50.4	2.2	--- REYNOLDSDALE ---	18.0	2.4	<b>RD</b>		
	48.2	1.8	--- FISHERTOWN ---	20.2	2.2			
<b>CS</b>	46.4	0.5	CESSNAPASSING S'D'G	22.0	1.8			
	45.9	1.5	--- CESSNA ---	22.5	0.5	<b>CS</b>		
	44.4	1.8	--- SMITHS CROSSING ---	24.0	1.5			
	42.6	1.4	--- HUGHES ---	25.8	1.8			
	41.2	2.6	--- YOUNTS ---	27.2	1.4			
<b>DC</b>	38.6	0.6	--- CHALYBEATE ---	29.8	2.6			
	38.0	1.1	DUNNINGS CR'K JCT.	30.4	0.6	<b>DC</b>		
	36.9	2.9	--- BEDFORD ---	31.5	1.1			
	34.0	2.0	--- WOLFSBURG ---	34.4	2.9			
<b>MC</b>	32.0	3.0	--- NAPIER ---	36.4	2.0			
	29.0	2.2	--- MANN'S CHOICE ---	39.4	3.0	<b>MC</b>		
	26.8	3.0	--- SULPHURSPRINGS ---	41.6	2.2			
<b>BU</b>	23.8	1.4	--- BUFFALO MILLS ---	44.6	3.0	<b>BU</b>		
	22.4	2.3	--- BARD ---	46.0	1.4			
	20.1	2.5	--- MADLEY ---	48.3	2.3			
<b>OU</b>	17.6	2.7	--- FOSSILVILLE ---	50.8	2.5	<b>OU</b>		
	14.9	1.0	--- WILLS CREEK ---	53.5	2.7			
	13.9	0.8	--- HYNDMAN ---	54.5	1.0			
	13.1	4.1	--- BARCLAY P'S'G S'D'G ---	55.3	0.8			
	9.0	2.5	--- COOKS MILL ---	59.4	4.1			
<b>SL</b>	6.5	6.5	--- STATE LINE ---	61.9	2.5	<b>SL</b>		
	.....	.....	--- CUMBERLAND ---	68.4	6.5			

## Mt. Dallas Branch

NORTHWARD			SOUTHWARD					
Station Signals	Distance from D. C. Jct.	Distance between Stations		Distance from Mt. Dallas	Distance between Stations	Block Stations	Interlocking Stations	Emergency Whistles
<b>DC</b>	.....	.....	DUNNINGS CR'K JCT.	6.9	0.5	<b>DC</b>		
	0.5	0.5	--- CLIFFS ---	6.4	2.1			
	2.6	2.1	--- HARTLEY ---	4.3	1.0			
	3.6	1.0	--- LUTZVILLE ---	3.3	1.6			
	5.2	1.6	--- ASHCOM ---	1.7	1.7			
<b>MD</b>	6.9	1.7	--- MT. DALLAS ---	.....	.....	<b>MD</b>		

STATIONS	17	19	35		
	LE DAILY	LE DAILY	LE DAILY		
	A. M.	A. M.	A. M.		
HARRISBURG-----	\$ 1.10	\$ 1.35	\$ 2.00		
MACLAY STREET-----	1.16	1.41	2.06		
LUCKNOW-----					
ROCKVILLE-----	1.22	1.47	2.12		
MARYSVILLE-----					
NO-BLOCK STATION-----	1.27	1.52	2.17		
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----	1.35	2.00	2.25		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----	1.44	2.09	2.34		
BAILEY-----					
NEWPORT-----	1.52	2.17	2.41		
OLD FERRY-----					
MILLERSTOWN-----	1.58	2.23	2.47		
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----	2.07	2.32	2.56		
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----	2.16	2.41	3.05		
DENHOLM-----					
HAWSTONE-----	2.25	2.50	3.14		
SHAWNEE-----					
LEWISTOWN-----	2.31	2.56	3.20		
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----	2.40	3.05	3.29		
HORNINGFORD-----					
McVEY TOWN-----	2.46	3.11	3.34		
RYDE-----					
VINEYARD-----	2.53	3.18	3.41		
NEWTON HAMILTON-----					
MOUNT UNION-----	3.02	3.27	3.49		
MAPLETON-----					
MILL CREEK-----	3.10	3.35	3.57		
ARDENHEIM-----					
HUNTINGDON-----	3.17	3.42	4.03		
WARRIOR RIDGE-----					
PETERSBURG-----	3.25	3.50	4.11		
BARREE-----					
SPRUCE CREEK-----	3.33	3.58	4.18		
UNION FURNAOE-----					
SHOENBERGER-----	3.39	4.04	4.24		
BIRMINGHAM-----					
TYRONE-----	3.45	4.10	4.31		
TIPTON-----					
BELLWOOD-----	3.57	4.22	4.44		
EAST ALTOONA-----					
ALTOONA-----	\$ 4.10	\$ 4.35	\$ 4.57		
	A. M.	A. M.	A. M.		
	<b>17</b>	<b>19</b>	<b>35</b>		
	AR.DAILY	AR.DAILY	AR.DAILY		

WESTWARD

		91	37	11	95	6201	3
		LE DAILY EX. MON.	LE DAILY	LE DAILY	LE DAILY EX. MON.	LE DAILY EX. SUN.	LE DAILY
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		E 2.30	\$ 2.51	E 2.56	E 3.10		\$ 3.25
		2.36	2.57	3.01	3.16		F 3.31
		2.42	3.03	3.07	3.22		3.37
							\$ 3.41
		2.48	3.08	3.12	3.28		3.44
		2.56	3.15	3.20	3.36		\$ 3.52
		3.05	3.23	3.29	3.45		4.01
		3.13	3.30	3.35	3.53		\$ 4.09
		3.20	3.36	3.41	4.00		4.16
		3.29	3.44	3.49	4.09		4.24
							\$ 4.31
		3.38	3.53	3.58	4.19		\$ 4.36
		3.47	4.02	4.06	4.28		4.44
		3.54	4.08	4.12	4.35		\$ 4.53
							F 5.01
		4.03	4.17	4.20	4.44		5.07
		4.08	4.22	4.25	4.51		\$ 5.13
		4.15	4.29	4.32	4.58		F 5.22
							\$ 5.30
		4.24	4.37	4.40	5.07		\$ 5.37
							\$ 5.44
		4.32	4.44	4.47	5.15		\$ 5.51
							F 5.58
		4.39	4.50	E 4.55	5.23	\$ 5.59	\$ 6.06
						\$ 6.08	
		4.48	4.59	5.05	5.32	\$ 6.10	\$ 6.21
							\$ 6.28
		4.56	5.07	5.12	5.40		\$ 6.34
							\$ 6.40
		5.03	5.13	5.18	5.47		\$ 6.45
							\$ 6.49
		5.10	5.20	E 5.27	5.54		\$ 6.59
							F 7.09
		5.22	5.33	5.42	6.07		\$ 7.19
		E 5.35	D 5.46	E 5.56	E 6.20		\$ 7.35
		A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
		91	37	11	95	6201	3
		AR DAILY EX. MON.	AR DAILY	AR DAILY	AR DAILY EX. MON.	AR DAILY EX. SUN.	AR DAILY

STATIONS	57	97	13		
	LE. DAILY EX. SUN.	LE. DAILY EX. MON.	LE. DAILY		
	A. M.	A. M.	A. M.		
HARRISBURG-----	\$ 4.30	E 4.53	E 7.50		
MACLAY STREET-----	F 4.35	4.59	7.56		
LUCKNOW-----					
ROCKVILLE-----	4.41	5.05	8.02		
MARYSVILLE-----	\$ 4.46				
NC-BLOCK STATION-----	4.49	5.11	8.07		
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----	\$ 4.58	5.19	8.15		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----	5.07	5.28	8.24		
BAILEY-----					
NEWPORT-----	\$ 5.17	5.36	8.31		
OLD FERRY-----					
MILLERSTOWN-----	\$ 5.25	5.42	8.37		
DURWARD-----					
THOMPSONTOWN-----	\$ 5.33				
VANDYKE-----	\$ 5.38	5.51	8.46		
TUSCARORA-----					
MEXICO-----	\$ 5.44				
PORT ROYAL-----	\$ 5.49				
MIFFLIN-----	\$ 6.01	6.00	8.55		
DENHOLM-----	\$ 6.06				
HAWSTONE-----	\$ 6.12	6.09	9.03		
SHAWNEE-----					
LEWISTOWN-----	\$ 6.26	6.17	9.09		
GRANVILLE-----	F 6.33				
ANDERSON-----					
LONGFELLOW-----	6.39	6.26	9.17		
HORNINGFORD-----					
McVEY TOWN-----	\$ 6.45	6.33	9.22		
RYDE-----	\$ 6.51				
VINEYARD-----	G 6.56	6.41	9.29		
NEWTON HAMILTON-----	\$ 7.02				
MOUNT UNION-----	\$ 7.09	6.50	9.37		
MAPLETON-----	F 7.16				
MILL CREEK-----	F 7.22	6.58	9.45		
ARDENHEIM-----					
HUNTINGDON-----	\$ 7.36	7.06	9.52		
WARRIOR RIDGE-----	\$ 7.43				
PETERSBURG-----	\$ 7.48	7.15	10.00		
BARRE-----					
SPRUCE CREEK-----	\$ 7.58	7.23	10.07		
UNION FURNACE-----	\$ 8.04				
SHOENBERGER-----	8.07	7.30	10.13		
BIRMINGHAM-----					
TYRONE-----	\$ 8.23	7.37	10.19		
TIPTON-----					
BELLWOOD-----	\$ 8.42	7.51	10.30		
EAST ALTOONA-----	\$ 8.51				
ALTOONA-----	\$ 9.00	E 8.05	E 10.43		
	A. M.	A. M.	A. M.		
	57	97	13		
	AR. DAILY EX. SUN.	AR. DAILY EX. MON.	AR. DAILY		

	<b>601</b>	<b>41</b>	<b>6205</b>	<b>15</b>	<b>25</b>	<b>511</b>	
	LE. DAILY	LE. DAILY	LE. DAILY EX. SUN.	LE. DAILY	LE. DAILY	LE. DAILY	
	A. M.	A. M.	P. M.	A. M.	P. M.	P. M.	
.....	\$ 8.00	\$ 8.05	.....	\$11.45	\$ 1.03	.....	.....
.....	8.05	\$ 8.10	.....	11.50	1.08	.....	.....
.....	.....	\$ 8.15	.....	.....	.....	.....	.....
.....	8.10	\$ 8.19	.....	11.55	1.14	.....	.....
.....	<b>Z</b> 8.14	\$ 8.24	.....	.....	.....	.....	.....
.....	8.17	8.27	.....	12.00	1.19	.....	.....
.....	.....	F 8.29	.....	.....	.....	.....	.....
.....	.....	\$ 8.32	.....	.....	.....	.....	.....
.....	.....	\$ 8.37	.....	.....	.....	.....	.....
.....	\$ 8.25	\$ 8.41	.....	\$12.08	1.27	.....	.....
.....	.....	\$ 8.45	.....	.....	.....	.....	.....
.....	.....	\$ 8.49	.....	.....	.....	.....	.....
.....	.....	F 8.53	.....	.....	.....	.....	.....
.....	8.34	\$ 8.57	.....	12.17	1.35	.....	.....
.....	.....	F 9.00	.....	.....	.....	.....	.....
.....	\$ 8.42	\$ 9.09	.....	\$12.26	1.42	.....	.....
.....	.....	F 9.14	.....	.....	.....	.....	.....
.....	8.49	\$ 9.18	.....	12.34	1.48	.....	.....
.....	.....	F 9.24	.....	.....	.....	.....	.....
.....	.....	\$ 9.28	.....	.....	.....	.....	.....
.....	8.57	\$ 9.33	.....	12.42	1.56	.....	.....
.....	.....	F 9.37	.....	.....	.....	.....	.....
.....	.....	\$ 9.44	.....	.....	.....	.....	.....
.....	.....	\$ 9.49	.....	.....	.....	.....	.....
.....	\$ 9.08	\$ 9.57	.....	\$12.52	2.05	.....	.....
.....	<b>G</b> 9.13	\$10.02	.....	.....	.....	.....	.....
.....	9.18	\$10.09	.....	1.02	2.13	.....	.....
.....	.....	F 10.13	.....	.....	.....	.....	.....
.....	\$ 9.26	\$10.22	.....	\$ 1.11	2.19	.....	.....
.....	.....	\$10.29	.....	.....	.....	.....	.....
.....	.....	F 10.32	.....	.....	.....	.....	.....
.....	9.36	F 10.37	.....	1.22	2.27	.....	.....
.....	.....	F 10.40	.....	.....	.....	.....	.....
.....	9.40	\$10.46	.....	1.26	2.32	.....	.....
.....	.....	\$10.52	.....	.....	.....	.....	.....
.....	9.47	F 10.57	.....	1.33	2.39	.....	.....
.....	.....	\$11.04	.....	.....	.....	.....	.....
.....	\$ 9.56	\$11.10	.....	\$ 1.42	2.47	.....	.....
.....	.....	\$11.16	.....	.....	.....	.....	.....
.....	10.05	\$11.22	.....	1.51	2.54	.....	.....
.....	.....	F 11.27	.....	.....	.....	.....	.....
.....	\$10.13	\$11.34	\$12.40	\$ 1.59	3.00	.....	.....
.....	.....	\$11.42	\$12.47	.....	.....	.....	.....
.....	10.22	\$11.48	\$12.52	2.09	3.08	.....	.....
.....	.....	\$11.55	.....	.....	.....	.....	.....
.....	10.29	\$12.00	.....	2.16	3.15	.....	.....
.....	.....	\$12.05	.....	.....	.....	.....	.....
.....	10.35	F 12.09	.....	2.21	3.21	.....	.....
.....	.....	\$12.13	.....	.....	.....	.....	.....
.....	\$10.44	\$12.20	.....	\$ 2.31	\$ 3.29	\$ 4.08	.....
.....	.....	\$12.29	.....	.....	.....	.....	.....
.....	\$10.59	\$12.38	.....	\$ 2.46	3.44	4.20	.....
.....	.....	\$12.46	.....	.....	.....	.....	.....
.....	\$11.15	\$12.55	.....	\$ 3.01	\$ 3.58	\$ 4.35	.....
.....	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	.....
.....	<b>601</b>	<b>41</b>	<b>6205</b>	<b>15</b>	<b>25</b>	<b>511</b>	.....
.....	AR. DAILY	AR. DAILY	AR. DAILY EX. SUN.	AR. DAILY	AR. DAILY	AR. DAILY	.....

STATIONS	6207	665	27	5
	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	P. M.	P. M.	P. M.	P. M.
HARRISBURG-----		\$ 1.15	\$ 2.45	\$ 3.45
MACLAY STREET-----		\$ 1.20	2.50	3.51
LUCKNOW-----		\$ 1.25		
ROCKVILLE-----		\$ 1.29	2.56	3.57
MARYSVILLE-----		\$ 1.34		
NC-BLOCK STATION-----		1.37	3.02	4.02
PERDIX-----		\$ 1.39		
COVE-----		\$ 1.42		
COVALLEN-----	F	1.47		
DUNCANNON-----	\$	1.51	3.09	4.10
JUNIATA BRIDGE-----	\$	1.55		
AQUEDUCT-----	F	1.59		
LOSH'S RUN-----	F	2.03		
IROQUOIS-----	F	2.07	3.17	4.19
BAILEY-----	F	2.11		
NEWPORT-----	\$	2.20	3.24	4.26
OLD FERRY-----	F	2.25		
MILLERSTOWN-----	\$	2.29	3.30	4.32
DURWARD-----	F	2.34		
THOMPSONTOWN-----	\$	2.38		
VANDYKE-----	F	2.43	3.39	4.41
TUSCARORA-----	F	2.47		
MEXICO-----	\$	2.50		
PORT ROYAL-----	\$	2.55		
MIFFLIN-----	\$	3.01	3.48	4.50
DENHOLM-----	\$	3.07		
HAWSTONE-----	\$	3.14	3.56	4.59
SHAWNEE-----	F	3.18		
LEWISTOWN-----	\$	3.24	4.02	5.05
GRANVILLE-----	\$	3.31		
ANDERSON-----	F	3.35		
LONGFELLOW-----	F	3.39	4.11	5.14
HORNINGFORD-----	F	3.42		
McVEY TOWN-----	\$	3.48	4.16	5.19
RYDE-----	\$	3.54		
VINEYARD-----	\$	3.59	4.23	5.26
NEWTON HAMILTON-----	\$	4.06		
MOUNT UNION-----	\$	4.12	4.31	5.34
MAPLETON-----	\$	4.19		
MILL CREEK-----	\$	4.26	4.38	5.42
ARDENHEIM-----	F	4.32		
HUNTINGDON-----	\$	3.50	\$ 4.37	4.45
WARRIOR RIDGE-----	\$	3.57	\$ 4.50	5.49
PETERSBURG-----	\$	4.02	\$ 5.03	4.53
BARREE-----	\$	5.09		5.57
SPRUCE CREEK-----	\$	5.14	5.00	6.04
UNION FURNACE-----	\$	5.18		
SHOENBERGER-----	F	5.23	5.06	6.10
BIRMINGHAM-----	\$	5.28		
TYRONE-----	\$	5.35	5.12	6.17
TIPTON-----	F	5.44		
BELLWOOD-----	\$	5.53	5.23	6.30
EAST ALTOONA-----	\$	6.02		
ALTOONA-----	\$	6.10	\$ 5.35	\$ 6.43
	P. M.	P. M.	P. M.	P. M.
	<b>6207</b>	<b>665</b>	<b>27</b>	<b>5</b>
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY

	<b>1</b>	<b>667</b>	<b>21</b>	<b>6295</b>	<b>29</b>	<b>33</b>
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	\$ 3.50	\$ 5.25	\$ 6.10	\$ 6.25	\$ 6.55	\$ 7.15
.....	3.55	\$ 5.30	6.16	\$ 6.30	7.00	7.21
.....	Y 4.00	\$ 5.35	.....	\$ 6.35	.....	.....
.....	4.03	\$ 5.39	6.22	\$ 6.39	7.05	7.27
.....	.....	\$ 5.44	.....	\$ 6.44	.....	.....
.....	4.07	5.46	6.27	6.47	7.10	7.33
.....	.....	\$ 5.49	.....	\$ 6.49	.....	.....
.....	.....	\$ 5.52	.....	\$ 6.52	.....	.....
.....	.....	\$ 5.57	.....	F 6.56	.....	.....
.....	\$ 4.15	\$ 6.02	6.34	\$ 7.01	7.17	7.43
.....	.....	\$ 6.05	.....	\$ 7.04	.....	.....
.....	.....	\$ 6.09	.....	\$ 7.08	.....	.....
.....	.....	\$ 6.13	.....	\$ 7.12	.....	.....
.....	4.24	F 6.16	6.42	F 7.15	7.25	7.53
.....	.....	\$ 6.19	.....	F 7.18	.....	.....
.....	\$ 4.33	\$ 6.27	6.49	\$ 7.26	7.32	8.02
.....	.....	F 6.32	.....	.....	.....	.....
.....	4.40	\$ 6.36	6.55	.....	7.37	8.10
.....	.....	F 6.41	.....	.....	.....	.....
.....	.....	\$ 6.45	.....	.....	.....	.....
.....	F 4.49	\$ 6.51	7.04	Ar. MS Block Station 7.28 P. M.	7.45	8.20
.....	.....	F 6.54	.....		.....	.....
.....	.....	\$ 6.58	.....		.....	.....
.....	\$ 4.56	\$ 7.02	.....		.....	.....
.....	\$ 5.03	\$ 7.08	.....	.....	.....	.....
.....	G 5.08	\$ 7.17	\$ 7.14	.....	7.54	\$ 8.32
.....	\$ 5.14	\$ 7.22	.....	.....	.....	.....
.....	.....	\$ 7.29	7.23	.....	8.02	8.42
.....	.....	F 7.34	.....	.....	.....	.....
.....	\$ 5.24	\$ 7.41	H 7.30	.....	8.08	\$ 8.51
.....	G 5.30	\$ 7.48	.....	.....	.....	.....
.....	.....	F 7.51	.....	.....	.....	.....
.....	G 5.37	F 7.55	7.38	.....	8.16	9.03
.....	.....	F 7.58	.....	.....	.....	.....
.....	\$ 5.43	\$ 8.04	7.43	.....	8.21	R 9.09
.....	G 5.49	\$ 8.10	.....	.....	.....	.....
.....	.....	F 8.15	7.50	.....	8.28	9.18
.....	G 5.59	\$ 8.40	.....	.....	.....	.....
.....	\$ 6.05	\$ 8.46	7.58	.....	8.36	\$ 9.28
.....	F 6.11	\$ 8.53	.....	.....	.....	.....
.....	.....	\$ 8.59	8.05	.....	8.43	9.38
.....	.....	F 9.05	.....	.....	.....	.....
.....	\$ 6.24	\$ 9.11	H 8.12	.....	8.48	\$ 9.47
.....	.....	\$ 9.18	.....	.....	.....	.....
.....	\$ 6.34	\$ 9.23	8.21	.....	8.55	9.59
.....	.....	\$ 9.29	.....	.....	.....	.....
.....	6.41	\$ 9.34	8.28	.....	9.02	10.07
.....	.....	\$ 9.38	.....	.....	.....	.....
.....	6.46	\$ 9.42	8.33	.....	9.07	10.14
.....	B 6.49	\$ 9.46	.....	.....	.....	.....
.....	\$ 6.57	\$ 9.53	\$ 8.40	.....	9.13	\$10.22
.....	.....	F 10.01	.....	.....	.....	.....
.....	\$ 7.12	\$10.09	8.54	.....	9.24	10.37
.....	.....	\$10.18	.....	.....	.....	.....
.....	\$ 7.26	\$10.27	\$ 9.08	.....	9.36	\$10.52
.....	P. M.	P. M.	P. M.	A. M.	P. M.	P. M.
.....	<b>1</b>	<b>667</b>	<b>21</b>	<b>6295</b>	<b>29</b>	<b>33</b>
.....	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY

HARRISBURG TO ALTOONA

STATIONS	53	31	7	23
	LE DAILY	LE DAILY	LE DAILY	LE DAILY
	P. M.	P. M.	P. M.	P. M.
HARRISBURG-----	\$ 8.19	\$ 9.00	\$10.20	\$10.38
MACLAY STREET-----	8.24	9.05	10.26	10.43
LUCKNOW-----				
ROCKVILLE-----	8.29	9.10	10.32	10.49
MARYSVILLE-----				
NC-BLOCK STATION-----	8.34	9.15	10.37	10.55
PERDIX-----				
COVE-----				
COVALLEN-----				
DUNCANNON-----	8.41	9.22	10.45	11.02
JUNIATA BRIDGE-----				
AQUEDUCT-----				
LOSH'S RUN-----				
IROQUOIS-----	8.49	9.30	10.54	11.10
BAILEY-----				
NEWPORT-----	8.56	9.37	11.01	11.17
OLD FERRY-----				
MILLERSTOWN-----	9.02	9.43	11.07	11.23
DURWARD-----				
THOMPSONTOWN-----				
VANDYKE-----	9.10	9.51	11.15	11.31
TUSCARORA-----				
MEXICO-----				
PORT ROYAL-----				
MIFFLIN-----	9.19	10.00	11.24	11.40
DENHOLM-----				
HAWSTONE-----	9.27	10.08	11.33	11.48
SHAWNEE-----				
LEWISTOWN-----	9.33	10.14	11.39	11.54
GRANVILLE-----				
ANDERSON-----				
LONGFELLOW-----	9.41	10.22	11.48	12.02
HORNINGFORD-----				
McVEY TOWN-----	9.46	10.27	11.53	12.07
RYDE-----				
VINEYARD-----	9.53	10.34	12.00	12.14
NEWTON HAMILTON-----				
MOUNT UNION-----	10.01	10.42	12.09	12.22
MAPLETON-----				
MILL CREEK-----	10.08	10.49	12.16	12.29
ARDENHEIM-----				
HUNTINGDON-----	10.14	10.55	12.22	12.35
WARRIOR RIDGE-----				
PETERSBURG-----	10.22	11.03	12.30	12.43
BARREE-----				
SPRUCE CREEK-----	10.29	11.10	12.37	12.51
UNION FURNACE-----				
SHOENBERGER-----	10.34	11.15	12.42	12.56
BIRMINGHAM-----				
TYRONE-----	10.40	11.21	12.49	1.03
TIPTON-----				
BELLWOOD-----	10.51	11.32	1.02	1.16
EAST ALTOONA-----				
ALTOONA-----	\$11.04	11.45	\$ 1.15	\$ 1.29
	P. M.	P. M.	A. M.	A. M.
	<b>53</b>	<b>31</b>	<b>7</b>	<b>23</b>
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY



	<b>39</b>	<b>•6293</b>	<b>9</b>				
	LE DAILY	LE DAILY	LE DAILY				
	P. M.	P. M.	P. M.				
.....	\$11.05	\$11.15	\$11.59	.....			
.....	11.10	\$11.20	12.05	.....			
.....		F11.25		.....			
.....	11.16	\$11.29	12.10	.....			
.....		\$11.34		.....			
.....	11.21	11.37	12.16	.....			
.....		F11.39		.....			
.....		F11.42		.....			
.....		F11.46		.....			
.....	11.29	\$11.51	12.24	.....			
.....		F11.54		.....			
.....		F11.58		.....			
.....		F12.02		.....			
.....	11.37	F12.05	12.33	.....			
.....		F12.08		.....			
.....	11.44	\$12.15	12.41	.....			
.....		F12.20		.....			
.....	11.50	\$12.24	12.47	.....			
.....		F12.29		.....			
.....		\$12.33		.....			
.....	11.58	F12.39	12.56	.....			
.....		F12.43		.....			
.....		F12.46		.....			
.....		\$12.50		.....			
.....	12.07	\$12.55	\$ 1.08	.....			
.....	12.15		1.20	.....			
.....	12.21		\$ 1.28	.....			
.....	12.29		1.39	.....			
.....	12.34		1.45	.....			
.....	12.41		1.53	.....			
.....	12.49		\$ 2.03	.....			
.....	12.56		2.13	.....			
.....	1.02		\$ 2.22	.....			
.....	1.11		2.34	.....			
.....	1.19		2.42	.....			
.....	1.24		2.49	.....			
.....	1.31		\$ 2.58	.....			
.....	1.44		3.14	.....			
.....	\$ 1.58		\$ 3.30	.....			
	A. M.	A. M.	A. M.				
	<b>39</b>	<b>6293</b>	<b>9</b>				
	AR.DAILY	AR.DAILY	AR.DAILY				

STATIONS	4	38	42		
	AR.DAILY	AR.DAILY	AR.DAILY		
	A. M.	A. M.	A. M.		
HARRISBURG-----	\$ 3.20	\$ 3.32	\$ 4.20		
MACLAY STREET-----	3.14	3.27	4.15		
LUCKNOW-----					
ROCKVILLE-----	3.08	3.21	4.09		
MARYSVILLE-----					
NO-BLOCK STATION-----	3.02	3.16	4.04		
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----	2.53	3.08	3.56		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----	2.45	3.01	3.48		
BAILEY-----					
NEWPORT-----	2.37	2.54	3.41		
OLD FERRY-----					
MILLERSTOWN-----	2.31	2.48	3.35		
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----	2.22	2.39	3.26		
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----	2.12	2.30	3.17		
DENHOLM-----					
HAWSTONE-----	2.03	2.21	3.08		
SHAWNEE-----					
LEWISTOWN-----	1.57	2.16	3.02		
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----	1.47	2.07	2.53		
HORNINGFORD-----					
McVEY TOWN-----	1.42	2.02	2.48		
RYDE-----					
VINEYARD-----	1.34	1.54	2.40		
NEWTON HAMILTON-----					
MOUNT UNION-----	1.26	1.47	2.33		
MAPLETON-----					
MILL CREEK-----	1.18	1.39	2.25		
ARDENHEIM-----					
HUNTINGDON-----	\$ 1.10	1.33	2.19		
WARRIOR RIDGE-----					
PETERSBURG-----	1.00	1.25	2.11		
BARREE-----					
SPRUCE CREEK-----	12.51	1.18	2.04		
UNION FURNACE-----					
SHOENBERGER-----	12.45	1.13	1.59		
BIRMINGHAM-----					
TYRONE-----	\$12.38	1.07	1.53		
TIPTON-----					
BELLWOOD-----	\$12.24	12.58	1.44		
EAST ALTOONA-----					
ALTOONA-----	\$12.11	\$12.48	\$ 1.34		
	A. M.	A. M.	A. M.		
	4	38	42		
	LE.DAILY	LE.DAILY	LE.DAILY		

	<b>50</b>	<b>22</b>	<b>40</b>	<b>28</b>	<b>32</b>	<b>•6292</b>	
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
.....	\$ 4.30	\$ 4.53	\$ 5.05	\$ 5.35	\$ 6.15	\$ 7.25	.....
.....	4.25	4.48	5.00	5.30	6.10	\$ 7.19	.....
.....						\$ 7.15	.....
.....	4.19	4.42	4.54	5.24	6.04	\$ 7.12	.....
.....						\$ 7.08	.....
.....	4.14	4.37	4.49	5.19	5.59	7.05	.....
.....						\$ 7.03	.....
.....						\$ 7.00	.....
.....						\$ 6.55	.....
.....	4.06	4.29	4.41	5.11	5.51	\$ 6.51	.....
.....						\$ 6.48	.....
.....						\$ 6.44	.....
.....						F 6.40	.....
.....	3.58	4.22	4.33	5.04	5.43	F 6.37	.....
.....						F 6.34	.....
.....	3.51	4.15	4.26	4.57	5.36	\$ 6.28	.....
.....						F 6.22	.....
.....	3.45	4.09	4.20	4.51	5.30	\$ 6.18	.....
.....						F 6.12	.....
.....						\$ 6.08	.....
.....	3.36	4.00	4.11	4.42	5.21	F 6.02	.....
.....						F 5.59	.....
.....						\$ 5.56	.....
.....						\$ 5.51	.....
.....	3.26	3.51	4.01	4.33	5.11	\$ 5.45	.....
.....	3.17	3.43	3.52	4.24	5.02		.....
.....							.....
.....	3.11	3.38	3.46	4.19	4.57		.....
.....							.....
.....	3.02	3.29	3.37	4.10	4.47		.....
.....	2.57	3.24	3.32	4.05	4.42		.....
.....							.....
.....	2.49	3.16	3.24	3.57	4.34		.....
.....	2.42	3.09	3.17	3.50	4.26		.....
.....							.....
.....	2.34	3.01	3.09	3.42	4.18		.....
.....	2.28	2.55	3.03	3.36	4.11		.....
.....							.....
.....	2.20	2.47	2.55	3.28	4.02		.....
.....	2.13	2.40	2.48	3.21	3.55		.....
.....							.....
.....	2.08	2.35	2.43	3.16	3.49		.....
.....	2.02	2.29	2.37	3.10	3.43		.....
.....							.....
.....	1.53	2.20	2.28	3.01	3.34		.....
.....	\$ 1.48	\$ 2.10	\$ 2.18	2.51	\$ 3.24		.....
.....							.....
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	
	<b>50</b>	<b>22</b>	<b>40</b>	<b>28</b>	<b>32</b>	<b>6292</b>	
	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	

STATIONS	662	20	30	34
	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY	AR.DAILY
	A. M.	A. M.	A. M.	A. M.
HARRISBURG-----	\$ 9.00	\$ 9.08	\$ 9.35	\$10.35
MACLAY STREET-----	\$ 8.54	9.03	9.30	10.29
LUCKNOW-----	F 8.49			
ROCKVILLE-----	\$ 8.46	8.57	9.24	10.23
MARYSVILLE-----	\$ 8.42			
NO-BLOCK STATION-----	8.39	8.52	9.19	10.17
PERDIX-----	\$ 8.36			
COVE-----	\$ 8.33			
OOVALLEN-----	F 8.28			
DUNCANNON-----	\$ 8.24	M 8.43	9.11	10.09
JUNIATA BRIDGE-----	\$ 8.20			
AQUEDUCT-----	F 8.16			
LOSH'S RUN-----	F 8.12			
IROQUOIS-----	F 8.09	8.35	9.04	10.01
BAILEY-----	F 8.05			
NEWPORT-----	\$ 7.59	\$ 8.27	8.57	9.52
OLD FERRY-----	F 7.53			
MILLERSTOWN-----	\$ 7.49	8.20	8.51	9.45
DURWARD-----	F 7.43			
THOMPSONTOWN-----	\$ 7.39			
VANDYKE-----	\$ 7.33	8.11	8.42	9.35
TUSCARORA-----	F 7.30			
MEXICO-----	\$ 7.27			
PORT ROYAL-----	\$ 7.22			
MIFFLIN-----	\$ 7.16	8.01	8.33	9.25
DENHOLM-----	\$ 7.11			
HAWSTONE-----	\$ 7.04	7.52	8.25	9.15
SHAWNEE-----	F 7.00			
LEWISTOWN-----	\$ 6.56	\$ 7.46	8.20	\$ 9.09
GRANVILLE-----	\$ 6.47			
ANDERSON-----	F 6.44			
LONGFELLOW-----	\$ 6.40	7.36	8.11	8.58
HORNINGFORD-----	F 6.37			
McVEYTOWN-----	\$ 6.31	7.31	8.06	8.53
RYDE-----	\$ 6.24			
VINEYARD-----	\$ 6.20	7.24	7.59	8.45
NEWTON HAMILTON-----	\$ 6.14			
MOUNT UNION-----	\$ 6.08	\$ 7.16	7.52	\$ 8.36
MAPLETON-----	\$ 6.02			
MILL CREEK-----	\$ 5.56	7.07	7.45	8.26
ARDENHEIM-----	F 5.50			
HUNTINGDON-----	\$ 5.45	\$ 7.00	7.39	\$ 8.18
WARRIOR RIDGE-----	\$ 5.37			
PETERSBURG-----	\$ 5.33	6.50	7.31	8.08
BARREE-----	\$ 5.27			
SPRUCE CREEK-----	\$ 5.22	6.43	7.24	8.01
UNION FURNACE-----	\$ 5.18			
SHOENBERGER-----	F 5.14	6.37	7.19	7.55
BIRMINGHAM-----	\$ 5.11			
TYRONE-----	\$ 5.06	\$ 6.30	7.13	\$ 7.48
TIPTON-----	F 4.56			
BELLWOOD-----	\$ 4.50	6.18	7.04	7.35
EAST ALTOONA-----	\$ 4.43			
ALTOONA-----	\$ 4.37	\$ 6.08	6.55	\$ 7.25
	A. M.	A. M.	A. M.	A. M.
	662	20	30	34
	LE.DAILY EX.SUN.	LE.DAILY	LE.DAILY	LE.DAILY

	<b>600</b>	<b>6202</b>	<b>2</b>	<b>26</b>	<b>6204</b>	<b>8</b>	
	AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY	
	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	
.....	\$11.55	.....	\$12.45	\$ 1.25	.....	\$ 2.50	.....
.....	\$11.49	.....	12.40	1.19	.....	2.44	.....
.....	\$11.44	.....	.....	.....	.....	.....	.....
.....	\$11.41	.....	12.34	1.14	.....	2.39	.....
.....	\$11.37	.....	.....	.....	.....	.....	.....
.....	11.34	.....	12.29	1.09	.....	2.32	.....
.....	F 11.31	.....	.....	.....	.....	.....	.....
.....	\$11.28	.....	.....	.....	.....	.....	.....
.....	F 11.23	.....	.....	.....	.....	.....	.....
.....	\$11.19	.....	12.21	1.01	.....	\$ 2.23	.....
.....	\$11.15	.....	.....	.....	.....	.....	.....
.....	F 11.11	.....	.....	.....	.....	.....	.....
.....	F 11.07	.....	.....	.....	.....	.....	.....
.....	F 11.04	.....	12.13	12.54	.....	F 2.14	.....
.....	F 11.00	.....	.....	.....	.....	.....	.....
.....	\$10.54	.....	12.06	12.47	.....	\$ 2.06	.....
.....	F 10.47	.....	.....	.....	.....	.....	.....
.....	\$10.43	.....	12.00	12.41	.....	1.57	.....
.....	F 10.37	.....	.....	.....	.....	.....	.....
.....	\$10.34	.....	.....	.....	.....	.....	.....
.....	F 10.28	.....	11.51	12.33	.....	1.48	.....
.....	F 10.25	.....	.....	.....	.....	.....	.....
.....	\$10.22	.....	.....	.....	.....	.....	.....
.....	\$10.18	.....	.....	.....	.....	.....	.....
.....	\$10.12	.....	11.42	12.24	.....	\$ 1.37	.....
.....	\$10.06	.....	.....	.....	.....	.....	.....
.....	\$ 9.59	.....	11.34	12.15	.....	1.27	.....
.....	F 9.55	.....	.....	.....	.....	.....	.....
.....	\$ 9.49	.....	11.29	12.10	.....	\$ 1.20	.....
.....	\$ 9.38	.....	.....	.....	.....	.....	.....
.....	F 9.35	.....	.....	.....	.....	.....	.....
.....	F 9.31	.....	11.20	12.01	.....	1.09	.....
.....	F 9.28	.....	.....	.....	.....	.....	.....
.....	\$ 9.22	.....	11.15	11.56	.....	1.04	.....
.....	\$ 9.15	.....	.....	.....	.....	.....	.....
.....	\$ 9.11	.....	11.08	11.49	.....	12.56	.....
.....	\$ 9.05	.....	.....	.....	.....	.....	.....
.....	\$ 8.59	.....	11.01	11.42	.....	\$12.47	.....
.....	\$ 8.52	.....	.....	.....	.....	.....	.....
.....	\$ 8.46	.....	10.53	11.34	.....	12.38	.....
.....	F 8.41	.....	.....	.....	.....	.....	.....
.....	\$ 8.35	\$ 9.35	10.47	\$11.27	\$12.12	\$12.30	.....
.....	\$ 8.27	F 9.27	.....	.....	\$12.05	.....	.....
.....	\$ 8.23	\$ 9.23	10.39	11.17	\$12.01	12.20	.....
.....	\$ 8.17	.....	.....	.....	.....	.....	.....
.....	\$ 8.12	.....	10.32	11.10	.....	12.11	.....
.....	\$ 8.08	.....	.....	.....	.....	.....	.....
.....	F 8.04	.....	10.27	11.05	.....	12.06	.....
.....	\$ 8.01	.....	.....	.....	.....	N12.03	.....
.....	\$ 7.56	.....	10.21	\$10.58	.....	\$11.58	.....
.....	\$ 7.47	.....	.....	.....	.....	.....	.....
.....	\$ 7.41	.....	10.12	L10.48	.....	\$11.47	.....
.....	\$ 7.33	.....	.....	.....	.....	.....	.....
.....	\$ 7.27	.....	\$10.02	\$10.38	.....	\$11.35	.....
.....	A. M.	A. M.	A. M.	A. M.	P. M.	A. M.	.....
.....	<b>600</b>	<b>6202</b>	<b>2</b>	<b>26</b>	<b>6204</b>	<b>8</b>	.....
.....	LE DAILY	LE DAILY EX. SUN.	LE DAILY	LE DAILY	LE DAILY EX. SUN.	LE DAILY	.....

STATIONS	510	44			
	AR. DAILY	AR. DAILY			
	P. M.	P. M.			
HARRISBURG-----		\$ 3.27			
MACLAY STREET-----		3.22			
LUCKNOW-----					
ROCKVILLE-----		3.16			
MARYSVILLE-----					
NO-BLOCK STATION-----		3.11			
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----		3.03			
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----		2.56			
BAILEY-----					
NEWPORT-----		2.49			
OLD FERRY-----					
MILLERSTOWN-----		2.43			
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----		2.34			
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----		2.25			
DENHOLM-----					
HAWSTONE-----		2.17			
SHAWNEE-----					
LEWISTOWN-----		2.12			
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----		2.03			
HORNINGFORD-----					
McVEYTOWN-----		1.58			
RYDE-----					
VINEYARD-----		1.51			
NEWTON HAMILTON-----					
MOUNT UNION-----		1.44			
MAPLETON-----					
MILL CREEK-----		1.37			
ARDENHEIM-----					
HUNTINGDON-----		1.31			
WARRIOR RIDGE-----					
PETERSBURG-----		1.23			
BARREE-----					
SPRUCE CREEK-----		1.16			
UNION FURNACE-----					
SHOENBERGER-----		1.11			
BIRMINGHAM-----					
TYRONE-----	\$12.27	1.05			
TIPTON-----					
BELLWOOD-----	12.14	12.56			
EAST ALTOONA-----					
ALTOONA-----	\$12.05	\$12.47			
	P. M.	P. M.			
	510	44			
	LE. DAILY	LE. DAILY			

	<b>666</b>	<b>624</b>	<b>•24</b>	<b>•6294</b>	<b>608</b>	<b>46</b>
	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	\$ 6.17	\$ 6.40	\$ 6.45	\$ 9.10	\$10.20	\$ 9.18
.....	\$ 6.11	6.35	6.40	\$ 9.04	\$10.14	9.13
.....	\$ 6.04	.....	.....	F 8.59	\$10.09	.....
.....	\$ 6.00	6.29	6.34	F 8.55	F10.06	9.07
.....	\$ 5.55	.....	.....	\$ 8.49	\$10.01	.....
.....	5.52	6.24	6.29	8.45	9.58	9.02
.....	F 5.49	.....	.....	F 8.42	F 9.55	.....
.....	\$ 5.46	.....	.....	\$ 8.37	\$ 9.51	.....
.....	\$ 5.40	.....	.....	F 8.31	F 9.46	.....
.....	\$ 5.36	6.15	6.22	\$ 8.25	\$ 9.41	8.54
.....	\$ 5.31	.....	.....	\$ 8.19	\$ 9.36	.....
.....	\$ 5.27	.....	.....	F 8.12	F 9.30	.....
.....	\$ 5.22	.....	.....	F 8.06	F 9.25	.....
.....	F 5.18	6.07	6.15	F 8.02	F 9.22	8.47
.....	\$ 5.15	.....	.....	F 7.57	F 9.18	.....
.....	\$ 5.08	\$ 5.59	6.08	\$ 7.50	\$ 9.12	8.40
.....	F 5.02	.....	.....	.....	F 9.05	.....
.....	\$ 4.58	5.52	6.02	.....	\$ 9.01	8.34
.....	F 4.52	.....	.....	.....	F 8.55	.....
.....	\$ 4.48	.....	.....	.....	F 8.51	.....
.....	\$ 4.41	5.43	5.53	Lv. MS Block Station 7.45 P. M.	F 8.45	8.25
.....	\$ 4.36	.....	.....		F 8.41	.....
.....	\$ 4.33	.....	.....		\$ 8.38	.....
.....	\$ 4.28	.....	.....		\$ 8.33	.....
.....	\$ 4.22	\$ 5.32	5.44	.....	\$ 8.27	8.16
.....	\$ 4.15	.....	.....	.....	\$ 8.21	.....
.....	\$ 4.08	5.22	5.36	.....	\$ 8.14	8.07
.....	F 4.04	.....	.....	.....	F 8.10	.....
.....	\$ 3.58	\$ 5.15	5.31	.....	\$ 8.04	\$ 8.01
.....	\$ 3.48	.....	.....	.....	\$ 7.55	.....
.....	F 3.44	.....	.....	.....	F 7.50	.....
.....	\$ 3.40	5.04	5.22	.....	F 7.45	7.49
.....	F 3.37	.....	.....	.....	F 7.41	.....
.....	\$ 3.31	4.59	5.17	.....	\$ 7.35	7.44
.....	\$ 3.24	.....	.....	.....	F 7.28	.....
.....	\$ 3.19	4.52	5.10	.....	F 7.24	7.37
.....	\$ 3.13	.....	.....	.....	\$ 7.18	.....
.....	\$ 3.07	\$ 4.43	5.03	.....	\$ 7.12	7.30
.....	\$ 3.00	.....	.....	.....	\$ 7.05	.....
.....	\$ 2.53	4.34	4.56	.....	\$ 6.59	7.23
.....	F 2.47	.....	.....	.....	\$ 6.53	.....
.....	\$ 2.42	\$ 4.26	4.50	.....	\$ 6.48	\$ 7.15
.....	\$ 2.32	.....	.....	.....	\$ 6.39	.....
.....	\$ 2.27	4.16	4.42	.....	\$ 6.34	7.05
.....	\$ 2.20	.....	.....	.....	\$ 6.28	.....
.....	\$ 2.15	4.09	4.35	.....	\$ 6.23	6.58
.....	\$ 2.10	.....	.....	.....	\$ 6.18	.....
.....	F 2.05	4.03	4.30	.....	F 6.14	6.52
.....	\$ 2.02	N 4.01	.....	.....	\$ 6.11	.....
.....	\$ 1.57	\$ 3.56	\$ 4.24	.....	\$ 6.05	\$ 6.45
.....	\$ 1.49	.....	.....	.....	\$ 5.57	.....
.....	\$ 1.43	\$ 3.42	4.13	.....	\$ 5.51	6.33
.....	\$ 1.36	.....	.....	.....	\$ 5.44	.....
.....	\$ 1.30	\$ 3.30	\$ 4.04	.....	\$ 5.38	\$ 6.23
.....	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	<b>666</b>	<b>624</b>	<b>24</b>	<b>6294</b>	<b>608</b>	<b>46</b>
.....	LE.DAILY EX.SUN.	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY

STATIONS	6208	•18	•610	64
	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY	AR.DAILY
	P. M.	P. M.	A. M.	A. M.
HARRISBURG		\$11.23	\$ 1.00	\$ 1.30
MACLAY STREET		11.18	\$12.54	1.25
LUCKNOW				
ROCKVILLE		11.12	12.47	1.19
MARYSVILLE			\$12.43	
NC-BLOCK STATION		11.07	12.40	1.14
PERDIX				
COVE				
COVALLEN				
DUNCANNON		10.59	\$12.29	1.06
JUNIATA BRIDGE				
AQUEDUOT				
LOSH'S RUN				
IROQUOIS		10.51	12.18	12.58
BAILEY				
NEWPORT		10.44	\$12.09	12.50
OLD FERRY				
MILLERSTOWN		10.38	F 12.01	12.44
DURWARD				
THOMPSONTOWN			F 11.52	
VANDYKE		10.29	F 11.46	12.35
TUSCARORA			F 11.42	
MEXICO			F 11.39	
PORT ROYAL			\$11.35	
MIFFLIN		10.20	\$11.28	12.26
DENHOLM			\$11.21	
HAWSTONE		10.12	\$11.13	12.16
SHAWNEE			F 11.10	
LEWISTOWN		10.07	\$11.04	\$12.10
GRANVILLE			F 10.56	
ANDERSON				
LONGFELLOW		9.58	F 10.49	11.59
HORNINGFORD				
McVEY TOWN		9.53	\$10.42	11.53
RYDE			F 10.34	
VINEYARD		9.46	F 10.29	11.46
NEWTON HAMILTON			\$10.23	
MOUNT UNION		9.39	\$10.17	\$11.36
MAPLETON			\$10.10	
MILL CREEK		9.31	\$10.04	11.28
ARDENHEIM			F 9.58	
HUNTINGDON	\$ 8.25	9.25	\$ 9.53	\$11.17
WARRIOR RIDGE	F 8.17		\$ 9.44	
PETERSBURG	\$ 8.13	9.17	\$ 9.39	11.08
BARREE			F 9.33	
SPRUCE CREEK		9.10	\$ 9.28	11.01
UNION FURNACE			\$ 9.24	
SHOENBERGER		9.05		10.55
BIRMINGHAM			\$ 9.17	
TYRONE		8.59	\$ 9.12	\$10.47
TIPTON				
BELLWOOD		8.50	\$ 8.59	10.36
EAST ALTOONA			\$ 8.51	
ALTOONA		\$ 8.40	\$ 8.45	\$10.25
	P. M.	P. M.	P. M.	P. M.
	6208	18	610	64
	LE DAILY EX SUN.	LE DAILY	LE DAILY	LE DAILY



		6	88	16			
		AR.DAILY	AR.DAILY	AR.DAILY			
		A. M.	A. M.	A. M.			
		\$ 1.50	E 1.55	\$ 2.25			
		1.44	1.50	2.20			
		1.39	1.44	2.14			
		1.34	1.38	2.09			
		1.26	1.30	2.01			
		1.18	1.22	1.54			
		1.09	1.14	1.47			
		1.02	1.08	1.41			
		12.51	12.59	1.32			
		12.40	12.49	1.23			
		12.30	12.39	1.15			
		12.24	12.33	1.10			
		12.13	12.24	1.01			
		12.07	12.19	12.56			
		11.59	12.11	12.48			
		11.51	12.03	12.41			
		11.42	11.55	12.33			
		11.33	11.48	12.27			
		11.24	11.39	12.19			
		11.17	11.32	12.12			
		11.11	11.26	12.07			
		11.03	11.20	12.01			
		10.51	11.10	11.52			
		\$10.40	E11.00	C11.42			
		P. M.	P. M.	P. M.			
		6	88	16			
		LE DAILY	LE DAILY	LE DAILY			

STATIONS	6251	6201	6253	
	LE. DAILY EX. SUN.	LE. DAILY EX. SUN.	LE. DAILY EX. SUN.	
	A. M.	A. M.	A. M.	
PETERSBURG-----		\$ 6.10		
NEFF-----		F 6.15		
ALEXANDRIA-----		\$ 6.19		
ALFARATA-----		\$ 6.22		
WATER STREET-----		\$ 6.25		
GOODMAN-----		\$ 6.30		
BLAIRFOUR-----		\$ 6.34		
MOUNT ETNA-----		\$ 6.37		
CARLIM-----		F 6.42		
COVEDALE-----		\$ 6.45		
CLOVER CREEK JOT-----		6.48		
WILLIAMSBURG-----		\$ 6.53		
GANISTER-----		\$ 6.58		
POINT VIEW-----		F 7.01		
FLOWING SPRING-----		\$ 7.06		
CANOE CREEK JOT-----		7.07		
HORRELL-----		\$ 7.10		
REESE-----		F 7.14		
UPPER REESE-----		F 7.16		
WHITE BRIDGE-----		\$ 7.20		
FRANKSTOWN [E. D. T.]-----		\$ 7.23		
HOLLIDAYSBURG [E. D. T.]--	\$ 5.50	\$ 7.30	\$ 8.55	
NEW PORTAGE JOT [E. D. T.]	\$ 5.55	\$ 7.34	\$ 9.00	
SUNBROOK-----	F 5 57	F 7.36	F 9.02	
SPRING MEADOW-----	\$ 5.59	F 7.38	F 9.04	
ELDORADO [E. D. T.]-----	\$ 6.06	\$ 7.43	\$ 9.08	
SOUTH ALTOONA-----	\$ 6.11	\$ 7.47	\$ 9.12	
29TH STREET-----	\$ 6.16	\$ 7.50	\$ 9.15	
JK-BLOCK STATION-----	6.21	7.53	9.18	
ALTOONA-----	\$ 6.23	\$ 7.55	\$ 9.20	
	A. M.	A. M.	A. M.	
	6251	6201	6253	
	AR. DAILY EX. SUN.	AR. DAILY EX. SUN.	AR. DAILY EX. SUN.	

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

Where E. D. T. is shown, it refers to end of double track.  
See list of Block Stations on pages 107 and 108.

6203	6371	6255	6205	6257	6373	6207	6209
LE. DAILY EX. SUN.	LE. DAILY	LE. DAILY EX. SUN.	LE. DAILY EX. SUN.	LE. DAILY	LE. DAILY	LE. DAILY	LE. DAILY EX. SUN.
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$12.52			\$ 4.02	
			F12.58			F 4.08	
			\$ 1.03			\$ 4.13	
			\$ 1.08			F 4.16	
			\$ 1.09			\$ 4.19	
			F 1.13			F 4.24	
			F 1.17			F 4.28	
			\$ 1.20			\$ 4.31	
			F 1.25			F 4.36	
			\$ 1.28			\$ 4.39	
			1.30			4.41	
\$ 8.50			\$ 1.35			\$ 4.47	\$ 5.35
\$ 8.55			\$ 1.40			\$ 4.53	\$ 5.43
F 8.58			F 1.43			F 4.56	F 6.43
\$ 9.03			\$ 1.48			\$ 5.01	\$ 6.48
9.04			1.49			5.02	6.49
F 9.07			\$ 1.52			\$ 5.05	\$ 6.52
F 9.11			F 1.56			F 5.09	F 6.56
F 9.13			F 1.58			F 5.11	F 6.58
F 9.17			F 2.02			F 5.15	F 7.02
\$ 9.20			\$ 2.05			\$ 5.18	\$ 7.05
\$ 9.26	\$10.16	\$12.30	\$ 2.11	\$ 4.51	\$ 5.19	\$ 5.25	\$ 7.11
\$ 9.29	\$10.20	\$12.34	\$ 2.14	\$ 4.55	\$ 5.23	\$ 5.29	\$ 7.14
F 9.31		F12.36	F 2.16	F 4.57		F 5.31	F 7.16
\$ 9.33		F12.38	\$ 2.18	\$ 4.59		F 5.33	\$ 7.18
\$ 9.38	10.26	\$12.43	\$ 2.23	\$ 5.03	5.29	\$ 5.38	\$ 7.23
\$ 9.42		\$12.47	\$ 2.27	\$ 5.07		\$ 5.42	\$ 7.27
\$ 9.45	10.29	\$12.50	\$ 2.30	\$ 5.10	5.32	\$ 5.45	\$ 7.30
9.48		12.53	2.33	5.13		5.48	7.33
\$ 9.50	\$10.33	\$12.55	\$ 2.35	\$ 5.15	\$ 5.36	\$ 5.50	\$ 7.35
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
6203	6371	6255	6205	6257	6373	6207	6209
AR. DAILY EX. SUN.	AR. DAILY	AR. DAILY EX. SUN.	AR. DAILY EX. SUN.	AR. DAILY	AR. DAILY	AR. DAILY	AR. DAILY EX. SUN.

No. 6250 is superior by direction to No. 6253, Eldorado to New Portage Junction.

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

No. 6254 is superior by direction to No. 6373, Eldorado to New Portage Junction.

No. 6208 is superior by direction to No. 6209, Hollidaysburg to Frankstown.

26 Hollidaysburg and Petersburg Branch

STATIONS	6200	6202	6372
	LE. DAILY EX. SUN.	LE. DAILY EX. SUN.	LE. DAILY
	A. M.	A. M.	A. M.
ALTOONA-----	\$ 4.58	\$ 7.38	\$ 8.10
JK-BLOCK STATION-----	5.00	7.40	
29TH STREET-----	\$ 5.02	\$ 7.43	8.13
SOUTH ALTOONA-----	\$ 5.05	\$ 7.46	
ELDORADO [E. D. T.]-----	F 5.08	\$ 7.50	8.16
SPRING MEADOW-----	\$ 5.12	\$ 7.55	
SUNBROOK-----	F 5.14	F 7.57	
NEW PORTAGE JOT. [E. D. T.]	\$ 5.16	\$ 7.59	\$ 8.21
	\$ 5.26		
HOLLIDAYSBURG [E. D. T.]--	\$ 5.30	\$ 8.05	\$ 8.25
FRANKSTOWN [E. D. T.]-----	\$ 5.36	\$ 8.11	
WHITE BRIDGE-----	F 5.39	F 8.14	
UPPER REESE-----	F 5.42	F 8.17	
REESE-----	\$ 5.45	F 8.19	
HORRELL-----	\$ 5.49	F 8.23	
CANOE CREEK JOT.-----	5.52	8.26	
FLOWING SPRING-----	\$ 5.53	\$ 8.27	
POINT VIEW-----	F 5.57	F 8.31	
GANISTER-----	\$ 6.00	\$ 8.35	
	\$ 7.00		
WILLIAMSBURG-----	\$ 7.10	\$ 8.42	
CLOVER CREEK JOT.-----		8.47	
COVEDALE-----		\$ 8.49	
CARLIM-----		F 8.51	
MOUNT ETNA-----		\$ 8.56	
BLAIRFOUR-----		F 8.58	
GOODMAN-----		F 9.02	
WATER STREET-----		\$ 9.07	
ALFARATA-----		F 9.10	
ALEXANDRIA-----		\$ 9.13	
NEFF-----		F 9.18	
PETERSBURG-----		\$ 9.23	
	A. M.	A. M.	A. M.
	6200 AR.DAILY EX.SUN.	6202 AR.DAILY EX.SUN.	6372 AR.DAILY

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

# EASTWARD

<b>6250</b>	<b>6204</b>	<b>6252</b>	<b>6374</b>	<b>6206</b>	<b>6254</b>	<b>6256</b>	<b>6208</b>
LE DAILY	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY EX. SUN.
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
\$ 8.35	\$10.22	\$ 1.05	\$ 4.02	\$ 4.32	\$ 5.00	\$ 6.20	\$ 6.30
8.37	10.24	1.07	.....	4.34	5.02	6.22	6.32
\$ 8.40	\$10.26	\$ 1.10	4.05	\$ 4.37	\$ 5.05	\$ 6.25	\$ 6.35
\$ 8.43	\$10.29	\$ 1.13	.....	\$ 4.40	\$ 5.08	\$ 6.28	\$ 6.38
\$ 8.47	\$10.32	\$ 1.17	4.09	\$ 4.43	\$ 5.12	\$ 6.32	\$ 6.42
F 8.51	F10.36	\$ 1.22	.....	\$ 4.47	F 5.16	\$ 6.36	F 6.47
F 8.53	F10.38	F 1.24	.....	F 4.49	F 5.18	F 6.38	F 6.49
\$ 8.55	\$10.40	\$ 1.26	\$ 4.14	\$ 4.51	\$ 5.20	\$ 6.40	\$ 6.51
\$ 8.58	\$10.44	\$ 1.31	\$ 4.18	\$ 4.55	\$ 5.23	\$ 6.43	\$ 6.55
.....	\$10.50	.....	.....	\$ 5.01	.....	.....	\$ 7.01
.....	F 10.52	.....	.....	F 5.04	.....	.....	F 7.04
.....	F 10.55	.....	.....	F 5.07	.....	.....	F 7.07
.....	\$10.57	.....	.....	\$ 5.10	.....	.....	F 7.09
.....	F 11.01	.....	.....	\$ 5.14	.....	.....	\$ 7.13
.....	11.03	.....	.....	5.16	.....	.....	7.16
.....	\$11.05	.....	.....	\$ 5.17	.....	.....	F 7.17
.....	F 11.10	.....	.....	F 5.22	.....	.....	F 7.21
.....	\$11.14	.....	.....	\$ 5.25	.....	.....	\$ 7.25
.....	\$11.21	.....	.....	\$ 5.30	.....	.....	\$ 7.32
.....	11.25	.....	.....	.....	.....	.....	7.37
.....	\$11.28	.....	.....	.....	.....	.....	\$ 7.39
.....	F 11.30	.....	.....	.....	.....	.....	\$ 7.41
.....	\$11.34	.....	.....	.....	.....	.....	\$ 7.46
.....	\$11.36	.....	.....	.....	.....	.....	\$ 7.48
.....	F 11.40	.....	.....	.....	.....	.....	F 7.52
.....	\$11.44	.....	.....	.....	.....	.....	\$ 7.57
.....	F 11.47	.....	.....	.....	.....	.....	F 8.00
.....	\$11.51	.....	.....	.....	.....	.....	\$ 8.03
.....	F 11.55	.....	.....	.....	.....	.....	F 8.08
.....	\$12.01	.....	.....	.....	.....	.....	\$ 8.13
A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
<b>6250</b>	<b>6204</b>	<b>6252</b>	<b>6374</b>	<b>6206</b>	<b>6254</b>	<b>6256</b>	<b>6208</b>
AR DAILY	AR DAILY EX. SUN.	AR DAILY EX. SUN.	AR DAILY	AR DAILY EX. SUN.	AR DAILY EX. SUN.	AR DAILY EX. SUN.	AR DAILY EX. SUN.

No. 6250 is superior by direction to No. 6253, Eldorado to New Portage Junction.

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

No. 6254 is superior by direction to No. 6373, Eldorado to New Portage Junction.

No. 6208 is superior by direction to No. 6209, Hollidaysburg to Frankstown.

28 DUNCANSVILLE BRANCH—WESTWARD

STATIONS	Distance from New Portage Junction	Distance between Stations	6221		Block Station
			LE. DAILY EX. SUN.	A. M.	
NEW PORTAGE JCT.-----			\$ 5.17		SN DV
DUNCANSVILLE-----	0.9	0.9	\$ 5.21		
			A. M.		
			6221 AR. DAILY EX. SUN.		

SPRINGFIELD BRANCH—NORTHWARD

STATIONS	Distance from Oremineia	Distance between Stations	6231		6233		Block Stations
			LE. DAILY EX. SUN.	A. M.	LE. DAILY EX. SUN.	P. M.	
OREMINEA-----			\$ 6.28		\$ 6.13		OR
MORRELL-----	2.3	2.3	\$ 6.37		\$ 6.22		
ROYER-----	3.5	1.2	\$ 6.41		\$ 6.26		
MOYSTON-----	5.0	1.5	\$ 6.45		\$ 6.30		SJ
WERTZ-----	6.2	1.2	\$ 6.49		\$ 6.34		
GANISTER-----	8.1	1.9	\$ 6.54		\$ 6.40		
			A. M.		P. M.		
			6231 AR. DAILY EX. SUN.		6233 AR. DAILY EX. SUN.		

STATIONS	Distance from Duncansville	Distance between Stations	6222		Block Stations
			LE. DAILY EX. SUN	A. M.	
DUNCANSVILLE-----	0.9	0.9	\$ 5.22		1 DV SN
NEW PORTAGE JCT.-----			\$ 5.26		
			A. M.		
			6222 AR. DAILY EX. SUN.		

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

Rule 317a is in effect on the Duncansville Branch.

See list of Block Stations on page 108.

SPRINGFIELD BRANCH—SOUTHWARD

STATIONS	Distance from Ganister	Distance between Stations	6230		6232		Block Stations
			LE. DAILY EX. SUN	A. M.	LE. DAILY EX. SUN.	P. M.	
GANISTER-----			\$ 6.00		\$ 5.45		S J
WERTZ-----	1.9	1.9	\$ 6.05		\$ 5.51		
MOYSTON-----	3.1	1.2	\$ 6.09		\$ 5.55		
ROYER-----	4.6	1.5	\$ 6.14		\$ 6.00		1 OR
MORRELL-----	5.8	1.2	\$ 6.19		\$ 6.04		
OREMINEA-----	8.1	2.3	\$ 6.26		\$ 6.11		
			A. M.		P. M.		
			6230 AR. DAILY EX. SUN.		6232 AR. DAILY EX. SUN.		

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

Rule 317a is in effect on the Springfield Branch.

See list of Block Stations on page 108.

STATIONS	6251	6253	6371	
	LE DAILY EX. SUN.	LE DAILY EX. SUN.	LE DAILY	
	A. M.	A. M.	A. M.	
HENRIETTA-----	S 4.40	S 7.48		
PAGE-----	S 4.45	F 7.52		
MATTHEWS' SUMMIT-----	F 4.48	F 7.54		
CURRY-----	S 4.50	S 7.57		
BOSSLER-----	F 4.53	F 8.00		
MARTINSBURG JOT.-----	4.57	8.04		
PECK-----	F 5.07	F 8.15		
	S 5.11	F 8.19		
ERB-----	S 5.14	F 8.21		
ROARING SPRING-----	S 5.20	S 8.30		
RODMAN-----	F 5.23	F 8.33		
McKEE-----	S 5.26	S 8.37		
BROOKES MILLS-----	S 5.29	S 8.40	\$10.01	
KLADDER-----	S 5.34	F 8.44	Q10.05	
RESERVOIR-----	S 5.38	S 8.47	10.08	
LOOP-----	S 5.42	S 8.51		
HOLLIDAYSBURG-----	S 5.50	S 8.55	\$10.16	
	A. M.	A. M.	A. M.	
	<b>6251</b>	<b>6253</b>	<b>6371</b>	
	AR.DAILY	AR.DAILY	AR.DAILY	
	EX.SUN	EX.SUN.		

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

Rule 317a is in effect on the Morrison's Cove Branch.  
See list of Block Stations on pages 108 and 109.



	<b>6255</b>	<b>6257</b>	<b>6373</b>				
	LE DAILY EX SUN	LE DAILY	LE DAILY				
	A. M.	P. M.	P. M.				
.....	\$11.25	\$ 3.45	.....				
.....	F11.29	F 3.49	.....				
.....	F11.31	F 3.51	.....				
.....	\$11.34	\$ 3.54	.....				
.....	F11.36	F 3.57	.....				
.....	11.40	4.01	.....				
.....	F11.52	F 4.12	.....				
.....	F11.56	F 4.16	.....				
.....	F11.58	F 4.18	.....				
.....	\$12.06	\$ 4.26	.....				
.....	F12.07	F 4.29	.....				
.....	\$12.11	\$ 4.32	.....				
.....	\$12.13	\$ 4.35	\$ 5.04				
.....	F12.17	\$ 4.39	Q 5.08				
.....	F12.21	\$ 4.43	5.11				
.....	\$12.25	\$ 4.47	.....				
.....	\$12.30	\$ 4.51	\$ 5.19				
	P. M.	P. M.	P. M.				
	<b>6255</b>	<b>6257</b>	<b>6373</b>				
	AR DAILY EX SUN	AR DAILY	AR DAILY				

No. 6253 is superior by direction to No. 6250.

No. 6373 is superior by direction to No. 6254.

STATIONS	6372	6250	6252	
	LE.DAILY	LE.DAILY	LE.DAILY EX.SUN	
	A. M.	A. M.	P. M.	
HOLLIDAYSBURG-----	\$ 8.25	\$ 8.58	\$ 1.31	.....
LOOP-----		\$ 9.02	\$ 1.35	.....
RESERVOIR-----	8.32	F 9.06	F 1.39	.....
KLADDER-----	P 8.35	F 9.09	F 1.43	.....
BROOKES MILLS-----	\$ 8.40	\$ 9.14	\$ 1.47	.....
McKEE-----		\$ 9.17	\$ 1.50	.....
RODMAN-----		F 9.20	F 1.53	.....
ROARING SPRING-----		\$ 9.24	\$ 1.58	.....
ERB-----		F 9.31	\$ 2.05	.....
PECK-----		F 9.34	\$ 2.08	.....
MARTINSBURG JOT.-----		F 9.39	F 2.12	.....
		F 9.51	F 2.24	.....
BOSSLER-----		F 9.55	\$ 2.28	.....
CURRY-----		\$ 9.58	\$ 2.34	.....
MATTHEWS' SUMMIT-----		F 10.02	F 2.39	.....
PAGE-----		F 10.06	\$ 2.44	.....
HENRIETTA-----		\$ 10.10	\$ 2.50	.....
	A. M.	A. M.	P. M.	
	<b>6372</b>	<b>6250</b>	<b>6252</b>	
	AR.DAILY	AR.DAILY	AR.DAILY EX.SUN.	

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

	<b>6374</b>	<b>6254</b>	<b>6256</b>			
	LE DAILY	LE DAILY EX SUN.	LE DAILY EX SUN.			
	P. M.	P. M.	P. M.			
.....	\$ 4.18	\$ 5.23	\$ 6.43	.....		
.....	\$ 4.22	\$ 5.28	\$ 6.48	.....		
.....	4.26	\$ 5.32	\$ 6.52	.....		
.....	\$ 4.30	\$ 5.36	\$ 6.56	.....		
.....	\$ 4.35	\$ 5.40	\$ 7.01	.....		
.....		\$ 5.43	\$ 7.04	.....		
.....		F 5.47	F 7.08	.....		
.....		\$ 5.52	\$ 7.13	.....		
.....		F 5.59	F 7.21	.....		
.....		F 6.02	F 7.24	.....		
.....		F 6.06	F 7.28	.....		
.....		F 6.18	F 7.40	.....		
.....		F 6.22	F 7.44	.....		
.....		F 6.26	F 7.48	.....		
.....		F 6.29	F 7.51	.....		
.....		F 6.33	F 7.55	.....		
.....		\$ 6.38	\$ 8.00	.....		
	P. M.	P. M.	P. M.			
	<b>6374</b>	<b>6254</b>	<b>6256</b>			
	AR DAILY	AR DAILY EX SUN.	AR DAILY EX SUN.			

No. 6253 is superior by direction to No. 6250.

No. 6373 is superior by direction to No. 6254.

STATIONS	Distance from Martinsburg	Distance between Stations	6271	6273
			LE DAILY EX. SUN. A. M.	LE DAILY EX. SUN. A. M.
MARTINSBURG			\$ 5.02	\$ 8.10
MARTINSBURG JOT.	0.7	0.7	F 5.07	F 8.15
			A. M.	A. M.
			6271 AR.DAILY EX. SUN.	6273 AR.DAILY EX. SUN.

MARTINSBURG BRANCH

STATIONS	Distance from Martinsburg Junction	Distance between Stations	6270	6272
			LE DAILY EX. SUN. A. M.	LE DAILY EX. SUN. A. M.
MARTINSBURG JOT.			4.57	8.04
MARTINSBURG	0.7	0.7	\$ 5.00	\$ 8.08
			A. M.	A. M.
			6270 AR.DAILY EX. SUN.	6272 AR.DAILY EX. SUN.

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

Rule 317a is in effect on Martinsburg Branch.

See list of Block Stations on page 109.

The track from Martinsburg Junction to Martinsburg and return is operated as a block.

The block on Martinsburg Branch includes both legs of the Y. Trains must not enter nor leave this block without permission from signalman controlling same, and must report after clearing the block.

Passenger trains from Martinsburg will back their train from Martinsburg to Martinsburg Junction, except No. 6277 and 6285. No. 6276 and 6284 will back train from Martinsburg Junction to Martinsburg.

The switch leading from Martinsburg Branch to the Y will be kept set for south leg of Y.

<b>6275</b>	<b>6277</b>	<b>6279</b>	<b>6281</b>	<b>6283</b>	<b>6285</b>		Block Stations
LE.DAILY	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.		
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
\$ 9.45	\$11.47	\$ 2.18	\$ 4.07	\$ 6.12	\$ 7.34	.....	:MJ
F 9.51	F11.52	F 2.24	F 4.12	F 6.18	F 7.40	.....	
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
<b>6275</b>	<b>6277</b>	<b>6279</b>	<b>6281</b>	<b>6283</b>	<b>6285</b>		
AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.		

EASTWARD

<b>6274</b>	<b>6276</b>	<b>6278</b>	<b>6280</b>	<b>6282</b>	<b>6284</b>		Block Stations
LE.DAILY	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.	LE.DAILY	LE.DAILY EX.SUN.	LE.DAILY EX.SUN.		
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
F 9.39	F11.40	F 2.12	4.01	F 6.06	F 7.28	.....	:MJ
S 9.42	S11.43	S 2.15	S 4.04	S 6.09	S 7.31	.....	
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		
<b>6274</b>	<b>6276</b>	<b>6278</b>	<b>6280</b>	<b>6282</b>	<b>6284</b>		
AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.	AR.DAILY	AR.DAILY EX.SUN.	AR.DAILY EX.SUN.		

36 Bedford Branch—Brookes Mills to State Line

STATIONS	6376	6372		
	LE DAILY	LE DAILY		
	A. M.	A. M.		
BROOKES MILLS-----		\$ 8.40		
EAST FREEDOM-----		\$ 8.44		
CLAYSBURG-----		\$ 8.53		
SPROUL-----		\$ 8.56		
QUEEN-----		\$ 9.00		
SUMMIT PASSING SIDING-----		9.02		
IMLER-----		\$ 9.07		
OSTERBURG-----		\$ 9.13		
REYNOLDSDALE-----		\$ 9.20		
FISHERTOWN-----		\$ 9.26		
CESSNA PASSING SIDING-----		9.29		
CESSNA-----		\$ 9.31		
SMITHS CROSSING-----		F 9.35		
HUGHES-----		F 9.39		
YOUNTS-----		F 9.43		
CHALYBEATE-----		F 9.49		
DUNNINGS CREEK JCT.-----	9.48	9.51		
BEDFORD-----	\$ 9.51	\$10.00		
WOLFSBURG-----		\$10.06		
NAPIER-----		F 10.10		
MANNS CHOICE-----		\$10.16		
SULPHUR SPRINGS-----		F 10.20		
BUFFALO MILLS-----		\$10.28		
BARD-----		F 10.32		
MADLEY-----		F 10.36		
FOSSILVILLE-----		\$10.41		
WILLS CREEK-----		F 10.45		
HYNDMAN-----		\$10.48		
BARCLAY PASSING SIDING-----		10.49		
COOKS MILL-----		F 10.56		
STATE LINE-----		\$11.03		
CUMBERLAND-----		\$11.20		
	A. M.	A. M.		
	6376	6372		
	AR DAILY	AR DAILY		

Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified

Rule 317a is in effect on Bedford Branch.

See list of Block Stations on pages 109 and 110.

	<b>6374</b>	<b>6378</b>					
	LE DAILY	LE DAILY					
	P. M.	P. M.					
.....	S 4.35	.....					
.....	S 4.39	.....					
.....	S 4.50	.....					
.....	S 4.53	.....					
.....	S 4.58	.....					
.....	5.00	.....					
.....	S 5.05	.....					
.....	S 5.10	.....					
.....	S 5.15	.....					
.....	S 5.20	.....					
.....	5.23	.....					
.....	S 5.25	.....					
.....	F 5.29	.....					
.....	F 5.33	.....					
.....	F 5.36	.....					
.....	F 5.41	.....					
.....	5.43	9.18					
.....	S 5.54	S 9.21					
.....	S 6.00	.....					
.....	F 6.04	.....					
.....	S 6.11	.....					
.....	F 6.15	.....					
.....	S 6.22	.....					
.....	F 6.26	.....					
.....	F 6.30	.....					
.....	S 6.35	.....					
.....	F 6.39	.....					
.....	S 6.42	.....					
.....	6.43	.....					
.....	F 6.51	.....					
.....	S 6.58	.....					
.....	S 7.15	.....					
	P. M.	P. M.					
	<b>6374</b>	<b>6378</b>					
	AR DAILY	AR DAILY					

38 Bedford Branch—State Line to Brookes Mills

STATIONS	6371	6375		
	AR.DAILY	AR.DAILY		
	A. M.	A. M.		
BROOKES MILLS-----	\$ 10.01			
EAST FREEDOM-----	\$ 9.56			
CLAYSBURG-----	\$ 9.47			
SPROUL-----	\$ 9.41			
QUEEN-----	\$ 9.37			
SUMMIT PASSING SIDING---	9.35			
IMLER-----	\$ 9.30			
OSTERBURG-----	\$ 9.25			
REYNOLDSDALE-----	\$ 9.20			
FISHERTOWN-----	\$ 9.15			
CESSNA PASSING SIDING---	9.11			
CESSNA-----	\$ 9.10			
SMITHS CROSSING-----	F 9.05			
HUGHES-----	F 9.01			
YOUNTS-----	F 8.57			
CHALYBEATE-----	\$ 8.51			
DUNNINGS CREEK JCT.---	8.49	10.11		
BEDFORD-----	\$ 8.47	\$ 10.07		
WOLFSBURG-----	F 8.36			
NAPIER-----	F 8.32			
MANNS CHOICE-----	\$ 8.27			
SULPHUR SPRINGS-----	F 8.23			
BUFFALO MILLS-----	\$ 8.18			
BARD-----	F 8.13			
MADLEY-----	F 8.09			
FOSSILVILLE-----	\$ 8.04			
WILLS CREEK-----	F 7.67			
HYNDMAN-----	\$ 7.55			
BARCLAY PASSING SIDING---	7.51			
COOKS MILL-----	F 7.45			
STATE LINE-----	\$ 7.40			
CUMBERLAND-----	\$ 7.23			
	A. M.	A. M.		
	<b>6371</b>	<b>6375</b>		
	LE DAILY	LE DAILY		

Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified

Engines of Nos. 6375 and 6377 will run backward Bedford to Mt. Dallas and will be turned at Mt. Dallas.



	<b>6373</b>	<b>6377</b>					
	AR.DAILY	AR.DAILY					
	P. M.	P. M.					
.....	S 5.04	.....	.....	.....	.....	.....	.....
.....	S 4.59	.....	.....	.....	.....	.....	.....
.....	S 4.50	.....	.....	.....	.....	.....	.....
.....	S 4.44	.....	.....	.....	.....	.....	.....
.....	S 4.41	.....	.....	.....	.....	.....	.....
.....	4.39	.....	.....	.....	.....	.....	.....
.....	S 4.34	.....	.....	.....	.....	.....	.....
.....	S 4.28	.....	.....	.....	.....	.....	.....
.....	S 4.19	.....	.....	.....	.....	.....	.....
.....	S 4.14	.....	.....	.....	.....	.....	.....
.....	4.11	.....	.....	.....	.....	.....	.....
.....	S 4.10	.....	.....	.....	.....	.....	.....
.....	F 4.06	.....	.....	.....	.....	.....	.....
.....	F 4.02	.....	.....	.....	.....	.....	.....
.....	F 3.58	.....	.....	.....	.....	.....	.....
.....	S 3.52	.....	.....	.....	.....	.....	.....
.....	3.50	3.59	.....	.....	.....	.....	.....
.....	S 3.48	S 3.55	.....	.....	.....	.....	.....
.....	F 3.26	.....	.....	.....	.....	.....	.....
.....	F 3.21	.....	.....	.....	.....	.....	.....
.....	S 3.15	.....	.....	.....	.....	.....	.....
.....	F 3.11	.....	.....	.....	.....	.....	.....
.....	S 3.06	.....	.....	.....	.....	.....	.....
.....	F 3.01	.....	.....	.....	.....	.....	.....
.....	F 2.57	.....	.....	.....	.....	.....	.....
.....	S 2.52	.....	.....	.....	.....	.....	.....
.....	F 2.45	.....	.....	.....	.....	.....	.....
.....	S 2.42	.....	.....	.....	.....	.....	.....
.....	2.38	.....	.....	.....	.....	.....	.....
.....	F 2.32	.....	.....	.....	.....	.....	.....
.....	S 2.27	.....	.....	.....	.....	.....	.....
.....	S 2.10	.....	.....	.....	.....	.....	.....
	P. M.	P. M.					
	<b>6373</b>	<b>6377</b>					
	LE DAILY	LE DAILY					

## MT. DALLAS BRANCH—SOUTHWARD

STATIONS	6376	6378		
	LE DAILY	LE DAILY		
	A. M.	P. M.		
MT. DALLAS-----	\$ 9.39	\$ 9.03	.....	.....
ASHCOM-----	F 9.37	F 9.07	.....	.....
LUTZVILLE-----	F 9.40	F 9.10	.....	.....
HARTLEY-----	F 9.42	F 9.12	.....	.....
CLIFFS-----	F 9.47	F 9.17	.....	.....
DUNNINGS CREEK JCT.-----	9.48	9.18	.....	.....
	A. M.	P. M.		
	6376	6378		
	AR DAILY	AR DAILY		

## MT. DALLAS BRANCH—NORTHWARD

STATIONS	6375	6377		
	AR DAILY	AR DAILY		
	A. M.	P. M.		
MT. DALLAS-----	\$10.43	\$ 4.31	.....	.....
ASHCOM-----	F 10.28	F 4.16	.....	.....
LUTZVILLE-----	F 10.28	F 4.11	.....	.....
HARTLEY-----	F 10.19	F 4.07	.....	.....
CLIFFS-----	F 10.13	F 4.01	.....	.....
DUNNINGS CREEK JCT.-----	10.11	3.59	.....	.....
	A. M.	P. M.		
	6375	6377		
	LE DAILY	LE DAILY		

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

Rule 317a is in effect on Mt. Dallas Branch.

See list of Block Stations on page 110.

Engines of Nos. 6375 and 6377 will run backward Bedford to Mt. Dallas and will be turned at Mt. Dallas.

Northward

## TIPTON BRANCH

Southward

Distance between Stations	Distance from Tipton	STATIONS AND SIDINGS	Distance from End of Tipton Branch	Distance between Stations	Block Stations
3.5	3.5	TIPTON --END TIPTON BR'CH--	3.5	3.5	†

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

Rule 317a is in effect on Tipton Branch.

The track from Tipton to end Tipton Branch and return is operated as a block.

See list of Block Stations on page 108.

Westward

## BLOOMFIELD BRANCH

Eastward

Distance between Stations	Distance from Roaring Spring	STATIONS AND SIDINGS	Distance from End of Bloomfield Branch	Distance between Stations	Block Stations
3.0	3.0	ROARING SPRING	3.2	3.0	RS
0.2	3.2	ORE HILL END BLOOMF'LD BR.	0.2	0.2	

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

Rule 317a is in effect on Bloomfield Branch.

The track from Roaring Spring to end Bloomfield Branch and return is operated as a block.

See list of Block Stations on page 109.

Southward

## CLOVER CREEK BRANCH

Northward

Distance between Stations	Distance from Clover Creek Junction	STATIONS AND SIDINGS	Distance from End of Clover Creek Branch	Distance between Stations	Block Stations
2.7	2.7	CLOVER CREEK JOT.	2.8	2.7	KZ
0.1	2.8	CALCITE END CLOVER CR'K BR.	0.1	0.1	

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

Rule 317a is in effect on Clover Creek Branch.

The track from Clover Creek Junction to end Clover Creek Branch and return is operated as a block.

See list of Block Stations on page 108.

Northward		CANOE CREEK BRANCH			Southward
Distance between Stations	Distance from Canoe Creek Junction	STATIONS AND SIDINGS	Distance from End of Canoe Creek Branch	Distance between Stations	Block Stations
1.0	1.0	--CANOE CREEK JCT.--	2.6	1.0	CO
1.4	2.4	JCT. CRISSMAN BR. Y	1.6	1.4	
		---MOORE'S MILLS---	0.2	0.2	
0.2	2.6	END CANOE CR'K BR.			

Northward		CRISSMAN BRANCH			Southward
Distance between Stations	Distance from Crissman Jct.	STATIONS AND SIDINGS	Distance from End of Crissman Brch.	Distance between Stations	Block Stations
1.3	1.3	JCT. CRISSMAN BR. Y	1.3	1.3	
		---END CRISSMAN BR.---			

Northward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified

Rule 317a is in effect on Canoe Creek Branch and Crissman Branch.

The track from Canoe Creek Junction to end Canoe Creek Branch and to end Crissman Branch and return, is operated as a block.

See list of Block Stations on page 108.

### EXTRA STOPS BY PASSENGER TRAINS

When No. 34 fails to connect with No. 600 at Altoona, it will make an S stop at Bellwood.

No. 46 failing to connect with No. 608 at Lewistown will make B stops between Lewistown and Harrisburg for passengers from west or south of Altoona, all local passengers to be discharged at first stop after passing No. 608.

No. 21 failing to connect with No. 667 at Mifflin will make B stops between Mifflin and Altoona for passengers from east of Harrisburg, all local passengers to be discharged at first stop after passing No. 667.

Train No.	Stop At	For
6201	KZ	Signalmen

44 ARRANGED AMERICAN RY. EXP. AND MILK TRAIN SERVICE

These Trains Run as Passenger Extras and May Run Ahead of Time Shown at Stations When it Can Be Done Without Missing Any Work

WESTWARD

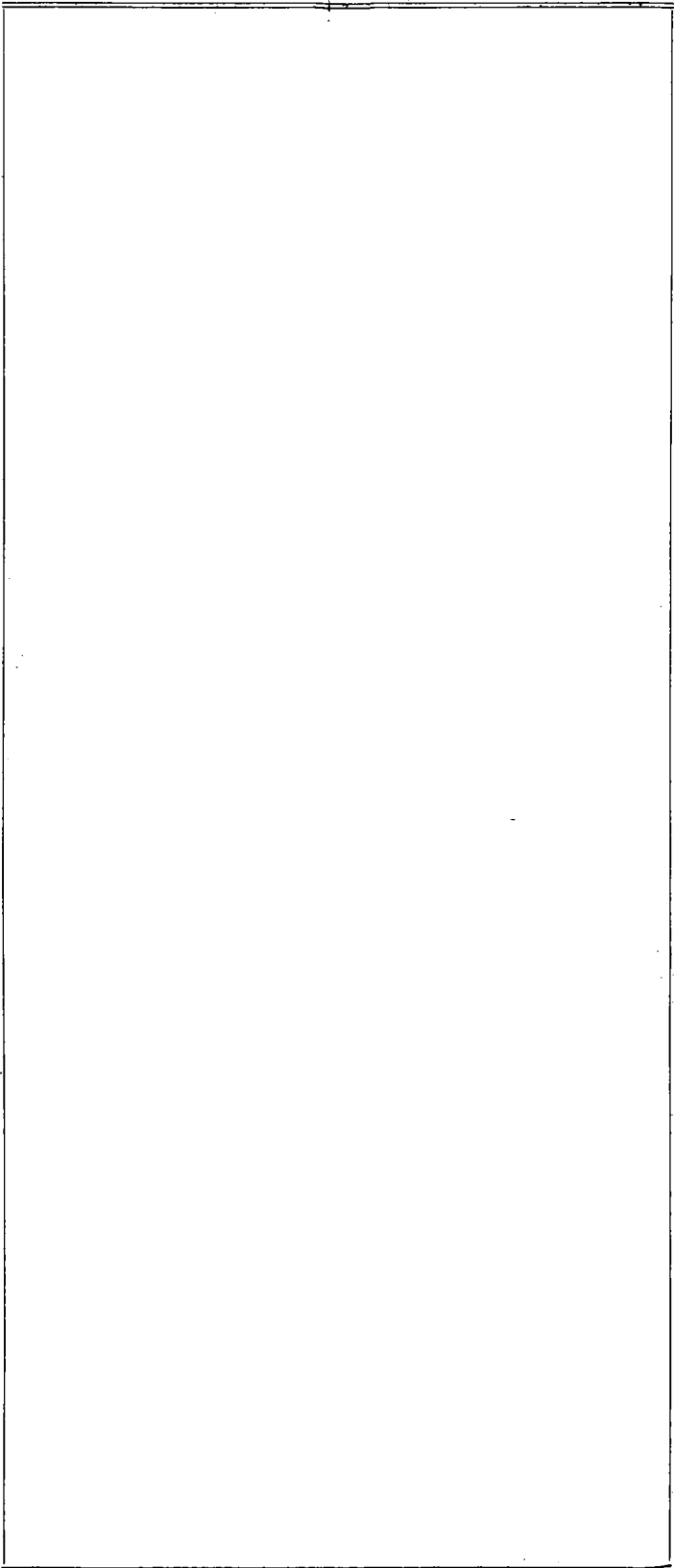
STATIONS	Pa-89				
	LE. DAILY EX. MON.				
	P. M.				
HARRISBURG-----	E 3.35				
MACLAY STREET-----					
LUCKNOW-----					
ROCKVILLE-----					
MARYSVILLE-----					
NC-BLOCK STATION-----					
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----					
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----					
BAILEY-----					
NEWPORT-----					
OLD FERRY-----					
MILLERSTOWN-----					
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----					
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----	4.40				
DENHOLM-----					
HAWSTONE-----					
SHAWNEE-----					
LEWISTOWN-----					
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----					
HORNINGFORD-----					
McVEYTOWN-----					
RYDE-----					
VINEYARD-----					
NEWTON HAMILTON-----					
MOUNT UNION-----					
MAPLETON-----					
MILL CREEK-----					
ARDENHEIM-----					
HUNTINGDON-----	E 6.00				
WARRIOR RIDGE-----					
PETERSBURG-----					
BARREE-----					
SPRUCE CREEK-----					
UNION FURNAOE-----					
SHOENBERGER-----					
BIRMINGHAM-----					
TYRONE-----	E 7.10				
TIPTON-----					
BELLWOOD-----					
EAST ALTOONA-----					
ALTOONA-----	E 7.45				
	P. M.				
	Pa-89				
	AR. DAILY EX. MON.				

**ARRANGED AMERICAN RY. EXP. AND MILK TRAIN SERVICE 45**

These Trains Run as Passenger-Extras and May Run Ahead of Time Shown at Stations When It Can Be Done Without Missing Any Work

**EASTWARD**

		<b>48</b>					
		AP DAILY					
		P. M.					
		E 6.00					
		E 5.25					
		E 4.50					
		E 4.20					
		E					
		E					
		E 3.37					
		E 3.16					
		E 2.21					
		E 1.23					
		P. M.					
		<b>48</b>					
		LE DAILY					





# SUNDAY TRAINS.

STATIONS	17	19	35		
	LE DAILY	LE DAILY	LE DAILY		
	A. M.	A. M.	A. M.		
HARRISBURG-----	\$ 1.10	\$ 1.35	\$ 2.00		
MACLAY STREET-----	1.16	1.41	2.06		
LUCKNOW-----					
ROCKVILLE-----	1.22	1.47	2.12		
MARYSVILLE-----					
NC-BLOCK STATION-----	1.27	1.52	2.17		
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----	1.35	2.00	2.25		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IBOQUOIS-----	1.44	2.09	2.34		
BAILEY-----					
NEWPORT-----	1.52	2.17	2.41		
OLD FERRY-----					
MILLERSTOWN-----	1.58	2.23	2.47		
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----	2.07	2.32	2.56		
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----	2.16	2.41	3.05		
DENHOLM-----					
HAWSTONE-----	2.25	2.50	3.14		
SHAWNEE-----					
LEWISTOWN-----	2.31	2.56	3.20		
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----	2.40	3.05	3.29		
HORNINGFORD-----					
McVEYTOWN-----	2.46	3.11	3.34		
RYDE-----					
VINEYARD-----	2.53	3.18	3.41		
NEWTON HAMILTON-----					
MOUNT UNION-----	3.02	3.27	3.49		
MAPLETON-----					
MILL CREEK-----	3.10	3.35	3.57		
ARDENHEIM-----					
HUNTINGDON-----	3.17	3.42	4.03		
WARRIOR RIDGE-----					
PETERSBURG-----	3.25	3.50	4.11		
BARREE-----					
SPRUCE CREEK-----	3.33	3.58	4.18		
UNION FURNACE-----					
SHOENBERGER-----	3.39	4.04	4.24		
BIRMINGHAM-----					
TYRONE-----	3.45	4.10	4.31		
TIPTON-----					
BELLWOOD-----	3.57	4.22	4.44		
EAST ALTOONA-----					
ALTOONA-----	\$ 4.10	\$ 4.35	\$ 4.57		
	A. M.	A. M.	A. M.		
	17	19	35		
	AR DAILY	AR DAILY	AR DAILY		

# WESTWARD

	91	37	11	95	3	671
	LE.DAILY EX. MON.	LE.DAILY	LE.DAILY	LE.DAILY EX. MON.	LE.DAILY	LE.SUN. ONLY.
	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	E 2.30	\$ 2.51	E 2.56	E 3.10	\$ 3.25	\$ 4.35
.....	2.36	2.57	3.01	3.16	F 3.31	F 4.40
.....	2.42	3.03	3.07	3.22	3.37	4.45
.....	2.48	3.08	3.12	3.28	\$ 3.41	\$ 4.49
.....					3.44	4.52
.....	2.56	3.15	3.20	3.36	\$ 3.52	\$ 5.00
.....	3.05	3.23	3.29	3.45	4.01	5.09
.....	3.13	3.30	3.35	3.53	\$ 4.09	\$ 5.17
.....	3.20	3.36	3.41	4.00	4.16	\$ 5.25
.....						\$ 5.33
.....	3.29	3.44	3.49	4.09	4.24	\$ 5.38
.....						\$ 5.44
.....					\$ 4.31	\$ 5.49
.....	3.38	3.53	3.58	4.19	\$ 4.36	\$ 6.01
.....	3.47	4.02	4.06	4.28	4.44	\$ 6.06
.....	3.54	4.08	4.12	4.35	\$ 4.53	\$ 6.26
.....					F 5.01	
.....	4.03	4.17	4.20	4.44	5.07	6.37
.....	4.08	4.22	4.25	4.51	\$ 5.13	\$ 6.44
.....						\$ 6.50
.....	4.15	4.29	4.32	4.58	F 5.22	6.55
.....	4.24	4.37	4.40	5.07	\$ 5.30	
.....					\$ 5.37	\$ 7.05
.....					\$ 5.44	
.....	4.32	4.44	4.47	5.15	\$ 5.51	7.14
.....	4.39	4.50	E 4.55	5.23	F 5.58	
.....					\$ 6.06	\$ 7.24
.....					F 6.13	
.....	4.48	4.59	5.05	5.32	\$ 6.21	7.33
.....	4.56	5.07	5.12	5.40	\$ 6.28	
.....					\$ 6.34	\$ 7.41
.....					\$ 6.40	\$ 7.47
.....	5.03	5.13	5.18	5.47	\$ 6.45	7.50
.....					\$ 6.49	
.....	5.10	5.20	E 5.27	5.54	\$ 6.59	\$ 8.00
.....					F 7.09	
.....	5.22	5.33	5.42	6.07	\$ 7.19	\$ 8.14
.....	E 5.35	D 5.46	E 5.56	E 6.20	\$ 7.35	\$ 8.22
.....						\$ 8.30
.....	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.
.....	91	37	11	95	3	671
.....	AR.DAILY EX. MON.	AR.DAILY	AR.DAILY	AR.DAILY EX. MON.	AR.DAILY	AR.SUN. ONLY.

STATIONS	97	6301	13		
	LE. DAILY EX. MON.	LE. SUN. ONLY.	LE. DAILY		
	A. M.	A. M.	A. M.		
HARRISBURG-----	E 4.53		E 7.50		
MACLAY STREET-----	4.59		7.56		
LUCKNOW-----					
ROCKVILLE-----	5.05		8.02		
MARYSVILLE-----					
NC-BLOCK STATION-----	5.11		8.07		
PERDIX-----					
COVE-----					
OOVALLEN-----					
DUNCANNON-----	5.19		8.15		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----	5.28		8.24		
BAILEY-----					
NEWPORT-----	5.36		8.31		
OLD FERRY-----					
MILLERSTOWN-----	5.42		8.37		
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----	5.51		8.46		
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----	6.00		8.55		
DENHOLM-----					
HAWSTONE-----	6.09		9.03		
SHAWNEE-----					
LEWISTOWN-----	6.17		9.09		
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----	6.26		9.17		
HORNINGFORD-----					
McVEYTOWN-----	6.33		9.22		
RYDE-----					
VINEYARD-----	6.41		9.29		
NEWTON HAMILTON-----					
MOUNT UNION-----	6.50		9.37		
MAPLETON-----					
MILL CREEK-----	6.58		9.45		
ARDENHEIM-----					
HUNTINGDON-----	7.06	\$ 7.28	9.52		
WARRIOR RIDGE-----		\$ 7.35			
PETERSBURG-----	7.15	\$ 7.40	10.00		
BARREE-----					
SPRUCE CREEK-----	7.23		10.07		
UNION FURNACE-----					
SHOENBERGER-----	7.30		10.13		
BIRMINGHAM-----					
TYRONE-----	7.37		10.19		
TIPTON-----					
BELLWOOD-----	7.51		10.30		
EAST ALTOONA-----					
ALTOONA-----	E 8.05		E 10.43		
	A. M.	A. M.	A. M.		
	<b>97</b>	<b>6301</b>	<b>13</b>		
	AR. DAILY EX. MON.	AR. SUN. ONLY.	AR. DAILY		



STATIONS	27	5	1		
	LE DAILY	LE DAILY	LE DAILY		
	P. M.	P. M.	P. M.		
HARRISBURG-----	\$ 2.45	\$ 3.45	\$ 3.50		
MACLAY STREET-----	2.50	3.51	3.55		
LUCKNOW-----					
ROCKVILLE-----	2.56	3.57	4.03		
MARYSVILLE-----					
NC-BLOCK STATION-----	3.02	4.02	4.07		
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----	3.09	4.10	\$ 4.15		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----	3.17	4.19	4.24		
BAILEY-----					
NEWPORT-----	3.24	4.26	\$ 4.33		
OLD FERRY-----					
MILLERSTOWN-----	3.30	4.32	4.40		
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----	3.39	4.41	F 4.49		
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----			\$ 4.56		
MIFFLIN-----	3.48	4.50	\$ 5.03		
DENHOLM-----			5.08		
HAWSTONE-----	3.56	4.59	\$ 5.14		
SHAWNEE-----					
LEWISTOWN-----	4.02	5.05	\$ 5.24		
GRANVILLE-----			G 5.30		
ANDERSON-----					
LONGFELLOW-----	4.11	5.14	5.37		
HORNINGFORD-----					
McVEY TOWN-----	4.16	5.19	\$ 5.43		
RYDE-----			5.49		
VINEYARD-----	4.23	5.26	5.53		
NEWTON HAMILTON-----			5.59		
MOUNT UNION-----	4.31	5.34	\$ 6.05		
MAPLETON-----					
MILL CREEK-----	4.38	5.42	6.16		
ARDENHEIM-----					
HUNTINGDON-----	4.45	5.49	\$ 6.24		
WARRIOR RIDGE-----					
PETERSBURG-----	4.53	5.57	\$ 6.34		
BARREE-----					
SPRUCE CREEK-----	5.00	6.04	6.41		
UNION FURNACE-----					
SHOENBERGER-----	5.06	6.10	6.46		
BIRMINGHAM-----			B 6.49		
TYRONE-----	5.12	6.17	\$ 6.57		
TIPTON-----					
BELLWOOD-----	5.23	6.30	\$ 7.12		
EAST ALTOONA-----					
ALTOONA-----	\$ 5.35	\$ 6.43	\$ 7.26		
	P. M.	P. M.	P. M.		
	27	5	1		
	AR DAILY	AR DAILY	AR DAILY		



STATIONS	7	23	39	•6293	
	LE. DAILY	LE. DAILY	LE. DAILY	LE. DAILY	
	P. M.	P. M.	P. M.	P. M.	
HARRISBURG-----	\$10.20	\$10.38	\$11.05	\$11.15	.....
MACLAY STREET-----	10.26	10.43	11.10	\$11.20	.....
LUCKNOW-----				F11.25	.....
ROCKVILLE-----	10.32	10.49	11.16	\$11.29	.....
MARYSVILLE-----				\$11.34	.....
NC-BLOCK STATION--	10.37	10.55	11.21	11.37	.....
PERDIX-----				F11.39	.....
COVE-----				F11.42	.....
COVALLEN-----				F11.46	.....
DUNCANNON-----	10.45	11.02	11.29	\$11.51	.....
JUNIATA BRIDGE-----				F11.54	.....
AQUEDUCT-----				F11.58	.....
LOSH'S RUN-----				F12.02	.....
IROQUOIS-----	10.54	11.10	11.37	F12.05	.....
BAILEY-----				F12.08	.....
NEWPORT-----	11.01	11.17	11.44	\$12.15	.....
OLD FERRY-----				F12.20	.....
MILLERSTOWN-----	11.07	11.23	11.50	\$12.24	.....
DURWARD-----				F12.29	.....
THOMPSONTOWN-----				\$12.33	.....
VANDYKE-----	11.15	11.31	11.58	F12.39	.....
TUSCARORA-----				F12.43	.....
MEXICO-----				F12.46	.....
PORT ROYAL-----				\$12.50	.....
MIFFLIN-----	11.24	11.40	12.07	\$12.55	.....
DENHOLM-----					.....
HAWSTONE-----	11.33	11.48	12.15		.....
SHAWNEE-----					.....
LEWISTOWN-----	11.39	11.54	12.21		.....
GRANVILLE-----					.....
ANDERSON-----					.....
LONGFELLOW-----	11.48	12.02	12.29		.....
HORNINGFORD-----					.....
McVEY TOWN-----	11.53	12.07	12.34		.....
RYDE-----					.....
VINEYARD-----	12.00	12.14	12.41		.....
NEWTON HAMILTON-----					.....
MOUNT UNION-----	12.09	12.22	12.49		.....
MAPLETON-----					.....
MILL CREEK-----	12.16	12.29	12.56		.....
ARDENHEIM-----					.....
HUNTINGDON-----	12.22	12.35	1.02		.....
WARRIOR RIDGE-----					.....
PETERSBURG-----	12.30	12.43	1.11		.....
BARREE-----					.....
SPRUCE CREEK-----	12.37	12.51	1.19		.....
UNION FURNACE-----					.....
SHOENBERGER-----	12.42	12.56	1.24		.....
BIRMINGHAM-----					.....
TYRONE-----	12.49	1.03	1.31		.....
TIPTON-----					.....
BELLWOOD-----	1.02	1.16	1.44		.....
EAST ALTOONA-----					.....
ALTOONA-----	\$ 1.15	\$ 1.29	\$ 1.58		.....
	A. M.	A. M.	A. M.	A. M.	
	7	23	39	6293	
	AR. DAILY	AR. DAILY	AR. DAILY	AR. DAILY	



	<b>9</b>						
	LE DAILY						
	P. M.						
	\$ 11.59						
	12.05						
	12.10						
	12.16						
	12.24						
	12.33						
	12.41						
	12.47						
	12.56						
	\$ 1.08						
	1.20						
	\$ 1.28						
	1.39						
	1.45						
	1.53						
	\$ 2.03						
	2.13						
	\$ 2.22						
	2.34						
	2.42						
	2.49						
	\$ 2.58						
	3.14						
	\$ 3.30						
	A. M.						
	<b>9</b>						
	AR DAILY						

STATIONS	4	38	42		
	AR. DAILY	AR. DAILY	AR. DAILY		
	A. M.	A. M.	A. M.		
HARRISBURG-----	\$ 3.20	\$ 3.32	\$ 4.20		
MACLAY STREET-----	3.14	3.27	4.15		
LUCKNOW-----					
ROCKVILLE-----	3.08	3.21	4.09		
MARYSVILLE-----					
NO-BLOCK STATION-----	3.02	3.16	4.04		
PERDIX-----					
COVE-----					
OOVALLEN-----					
DUNCANNON-----	2.53	3.08	3.56		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH.S RUN-----					
IROQUOIS-----	2.45	3.01	3.48		
BAILEY-----					
NEWPORT-----	2.37	2.54	3.41		
OLD FERRY-----					
MILLERSTOWN-----	2.31	2.48	3.35		
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----	2.22	2.39	3.26		
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----	2.12	2.30	3.17		
DENHOLM-----					
HAWSTONE-----	2.03	2.21	3.08		
SHAWNEE-----					
LEWISTOWN-----	1.57	2.16	3.02		
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----	1.47	2.07	2.53		
HORNINGFORD-----					
McVEY TOWN-----	1.42	2.02	2.48		
RYDE-----					
VINEYARD-----	1.34	1.54	2.40		
NEWTON HAMILTON-----					
MOUNT UNION-----	1.26	1.47	2.33		
MAPLETON-----					
MILL CREEK-----	1.18	1.39	2.25		
ARDENHEIM-----					
HUNTINGDON-----	\$ 1.10	1.33	2.19		
WARRIOR RIDGE-----					
PETERSBURG-----	1.00	1.25	2.11		
BARREE-----					
SPRUCE CREEK-----	12.51	1.18	2.04		
UNION FURNACE-----					
SHOENBERGER-----	12.45	1.13	1.59		
BIRMINGHAM-----					
TYRONE-----	\$12.38	1.07	1.53		
TIPTON-----					
BELLWOOD-----	\$12.24	12.58	1.44		
EAST ALTOONA-----					
ALTOONA-----	\$12.11	\$12.48	\$ 1.34		
	A. M.	A. M.	A. M.		
	4	38	42		
	LE. DAILY	LE. DAILY	LE. DAILY		



STATIONS	20	30	34	600
	AR. DAILY	AR. DAILY	AR. DAILY	AR. DAILY
	A. M.	A. M.	A. M.	A. M.
HARRISBURG-----	\$ 9.08	\$ 9.35	\$10.35	\$11.55
MACLAY STREET-----	9.03	9.30	10.29	\$11.49
LUCKNOW-----				\$11.44
ROCKVILLE-----	8.57	9.24	10.23	\$11.41
MARYSVILLE-----				\$11.37
NC-BLOCK STATION-----	8.52	9.19	10.17	11.34
PERDIX-----				F11.31
COVE-----				\$11.28
COVALLEN-----				F11.23
DUNCANNON-----	\$ 8.43	9.11	10.09	\$11.19
JUNIATA BRIDGE-----				\$11.15
AQUEDUCT-----				F11.11
LOSH'S RUN-----				F11.07
IROQUOIS-----	8.35	9.04	10.01	F11.04
BAILEY-----				F11.00
NEWPORT-----	\$ 8.27	8.57	9.52	\$10.54
OLD FERRY-----				F10.47
MILLERSTOWN-----	8.20	8.51	9.45	\$10.43
DURWARD-----				F10.37
THOMPSON TOWN-----				\$10.34
VANDYKE-----	8.11	8.42	9.35	F10.28
TUSCARORA-----				F10.25
MEXICO-----				\$10.22
PORT ROYAL-----				\$10.18
MIFFLIN-----	8.01	8.33	9.25	\$10.12
DENHOLM-----				\$10.06
HAWSTONE-----	7.52	8.25	9.15	\$ 9.59
SHAWNEE-----				F 9.55
LEWISTOWN-----	\$ 7.46	8.20	\$ 9.09	\$ 9.49
GRANVILLE-----				\$ 9.38
ANDERSON-----				F 9.35
LONGFELLOW-----	7.36	8.11	8.58	F 9.31
HORNINGFORD-----				F 9.28
McVEY TOWN-----	7.31	8.06	8.53	\$ 9.22
RYDE-----				\$ 9.15
VINEYARD-----	7.24	7.59	8.45	\$ 9.11
NEWTON HAMILTON-----				\$ 9.05
MOUNT UNION-----	\$ 7.16	7.52	\$ 8.36	\$ 8.59
MAPLETON-----				\$ 8.52
MILL CREEK-----	7.07	7.45	8.26	\$ 8.46
ARDENHEIM-----				F 8.41
HUNTINGDON-----	\$ 7.00	7.39	\$ 8.18	\$ 8.35
WARRIOR RIDGE-----				\$ 8.27
PETERSBURG-----	6.50	7.31	8.08	\$ 8.23
BARREE-----				\$ 8.17
SPRUCE CREEK-----	6.43	7.24	8.01	\$ 8.12
UNION FURNACE-----				\$ 8.08
SHOENBERGER-----	6.37	7.19	7.55	F 8.04
BIRMINGHAM-----				\$ 8.01
TYRONE-----	\$ 6.30	7.13	\$ 7.48	\$ 7.56
TIPTON-----				\$ 7.47
BELLWOOD-----	6.18	7.04	7.35	\$ 7.41
EAST ALTOONA-----				\$ 7.33
ALTOONA-----	\$ 6.08	6.55	\$ 7.25	\$ 7.27
	A. M.	A. M.	A. M.	A. M.
	20	30	34	600
	LE. DAILY	LE. DAILY	LE. DAILY	LE. DAILY

		<b>6302</b>	<b>2</b>	<b>26</b>	<b>8</b>	<b>510</b>	<b>44</b>
		AR.SUN. ONLY.	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY
		A. M.	P. M.	P. M.	P. M.	P. M.	P. M.
			\$12.45	\$ 1.25	\$ 2.50		\$ 3.27
			12.40	1.19	2.44		3.22
			12.34	1.14	2.39		3.16
			12.29	1.09	2.32		3.11
			12.21	1.01	\$ 2.23		3.03
			12.13	12.54	F 2.14		2.56
			12.06	12.47	\$ 2.05		2.49
			12.00	12.41	1.57		2.43
			11.51	12.33	1.48		2.34
			11.42	12.24	\$ 1.37		2.25
			11.34	12.15	1.27		2.17
			11.29	12.10	\$ 1.20		2.12
			11.20	12.01	1.09		2.03
			11.15	11.56	1.04		1.58
			11.08	11.49	12.56		1.51
			11.01	11.42	\$12.47		1.44
			10.53	11.34	12.38		1.37
		\$10.40	10.47	\$11.27	\$12.30		1.31
		F10.33					
		\$10.28	10.39	11.17	12.20		1.23
			10.32	11.10	12.11		1.16
			10.27	11.05	12.06		1.11
			10.21	\$10.58	\$11.58	\$12.27	1.05
			10.12	L10.48	\$11.47	12.14	12.56
			\$10.02	\$10.38	\$11.35	\$12.06	\$12.47
		A. M.	A. M.	A. M.	A. M.	P. M.	P. M.
		<b>6302</b>	<b>2</b>	<b>26</b>	<b>8</b>	<b>510</b>	<b>44</b>
		LE.SUN. ONLY.	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY	LE.DAILY

STATIONS	604	624	•24		
	AR.SUN. ONLY.	AR.DAILY	AR.DAILY		
	P. M.	P. M.	P. M.		
HARRISBURG-----	\$ 6.17	\$ 6.40	\$ 6.45		
MACLAY STREET-----	\$ 6.11	6.35	6.40		
LUCKNOW-----	\$ 6.04				
ROCKVILLE-----	\$ 6.00	6.29	6.34		
MARYSVILLE-----	\$ 5.55				
NC-BLOCK STATION-----	5.52	6.24	6.29		
PERDIX-----	F 5.49				
COVE-----	\$ 5.46				
COVALLEN-----	\$ 5.40				
DUNCANNON-----	\$ 5.36	6.15	6.22		
JUNIATA BRIDGE-----	\$ 5.31				
AQUEDUCT-----	\$ 5.27				
LOSH'S RUN-----	\$ 5.22				
IROQUOIS-----	F 5.18	6.07	6.15		
BAILEY-----	\$ 5.15				
NEWPORT-----	\$ 5.08	\$ 5.59	6.08		
OLD FERRY-----	F 5.02				
MILLERSTOWN-----	\$ 4.58	5.52	6.02		
DURWARD-----	F 4.52				
THOMPSONTOWN-----	\$ 4.48				
VANDYKE-----	\$ 4.41	5.43	5.53		
TUSCARORA-----	\$ 4.36				
MEXICO-----	\$ 4.33				
PORT ROYAL-----	\$ 4.28				
MIFFLIN-----	\$ 4.22	\$ 5.32	5.44		
DENHOLM-----	\$ 4.15				
HAWSTONE-----	\$ 4.08	5.22	5.36		
SHAWNEE-----	F 4.04				
LEWISTOWN-----	\$ 3.58	\$ 5.15	5.31		
GRANVILLE-----	\$ 3.48				
ANDERSON-----	F 3.44				
LONGFELLOW-----	\$ 3.40	5.04	5.22		
HORNINGFORD-----	F 3.37				
McVEY TOWN-----	\$ 3.31	4.59	5.17		
RYDE-----	\$ 3.24				
VINEYARD-----	\$ 3.19	4.52	5.10		
NEWTON HAMILTON-----	\$ 3.13				
MOUNT UNION-----	\$ 3.07	\$ 4.43	5.03		
MAPLETON-----	\$ 3.00				
MILL CREEK-----	\$ 2.53	4.34	4.56		
ARDENHEIM-----	F 2.47				
HUNTINGDON-----	\$ 2.42	\$ 4.26	4.50		
WARRIOR RIDGE-----	\$ 2.32				
PETERSBURG-----	\$ 2.27	4.16	4.42		
BARREE-----	\$ 2.20				
SPRUOE CREEK-----	\$ 2.15	4.09	4.35		
UNION FURNACE-----	\$ 2.10				
SHOENBERGER-----	F 2.05	4.03	4.30		
BIRMINGHAM-----	\$ 2.02	N 4.01			
TYRONE-----	\$ 1.57	\$ 3.56	\$ 4.24		
TIPTON-----	\$ 1.49				
BELLWOOD-----	\$ 1.43	\$ 3.42	4.13		
EAST ALTOONA-----	\$ 1.36				
ALTOONA-----	\$ 1.30	\$ 3.30	\$ 4.04		
	P. M.	P. M.	P. M.		
	604	624	24		
	LE.SUN. ONLY	LE.DAILY	LE.DAILY		

	•6294	608	46	6306	•18	•610	64
	AR.DAILY	AR.DAILY	AR.DAILY	AR.SUN. ONLY.	AR.DAILY	AR.DAILY	AR.DAILY
	P. M.	P. M.	P. M.	P. M.	P. M.	A. M.	A. M.
.....	\$ 9.10	\$10.20	\$ 9.18	.....	\$11.23	\$ 1.00	\$ 1.30
.....	\$ 9.04	\$10.14	9.13	.....	11.18	\$12.54	1.25
.....	F 8.59	\$10.09	.....	.....	.....	.....	.....
.....	F 8.55	F10.06	9.07	.....	11.12	12.47	1.19
.....	S 8.49	\$10.01	.....	.....	.....	\$12.43	.....
.....	8.45	9.58	9.02	.....	11.07	12.40	1.14
.....	F 8.42	F 9.55	.....	.....	.....	.....	.....
.....	S 8.37	S 9.51	.....	.....	.....	.....	.....
.....	F 8.31	F 9.46	.....	.....	.....	.....	.....
.....	\$ 8.25	\$ 9.41	8.54	.....	10.59	\$12.29	1.06
.....	\$ 8.19	\$ 9.36	.....	.....	.....	.....	.....
.....	F 8.12	F 9.30	.....	.....	.....	.....	.....
.....	F 8.06	F 9.25	.....	.....	.....	.....	.....
.....	F 8.02	F 9.22	8.47	.....	10.51	12.18	12.58
.....	F 7.57	F 9.18	.....	.....	.....	.....	.....
.....	S 7.50	S 9.12	8.40	.....	10.44	\$12.09	12.50
.....	.....	F 9.05	.....	.....	.....	.....	.....
.....	.....	S 9.01	8.34	.....	10.38	F12.01	12.44
.....	.....	F 8.55	.....	.....	.....	.....	.....
.....	.....	F 8.51	.....	.....	.....	F11.52	.....
.....	Lv. MS Block Station 7.45 P.M.	F 8.45	8.25	.....	10.29	F11.46	12.35
.....	.....	F 8.41	.....	.....	.....	F11.42	.....
.....	.....	S 8.38	.....	.....	.....	F11.39	.....
.....	.....	S 8.33	.....	.....	.....	\$11.35	.....
.....	.....	S 8.27	8.16	.....	10.20	\$11.28	12.26
.....	.....	S 8.21	.....	.....	.....	\$11.21	.....
.....	.....	S 8.14	8.07	.....	10.12	\$11.13	12.16
.....	.....	F 8.10	.....	.....	.....	F11.10	.....
.....	.....	S 8.04	\$ 8.01	.....	10.07	\$11.04	\$12.10
.....	.....	S 7.55	.....	.....	.....	F10.56	.....
.....	.....	F 7.50	.....	.....	.....	.....	.....
.....	.....	F 7.45	7.49	.....	9.58	F10.49	11.59
.....	.....	F 7.41	.....	.....	.....	.....	.....
.....	.....	S 7.35	7.44	.....	9.53	\$10.42	11.53
.....	.....	F 7.28	.....	.....	.....	F10.34	.....
.....	.....	F 7.24	7.37	.....	9.46	F10.29	11.46
.....	.....	S 7.18	.....	.....	.....	\$10.23	.....
.....	.....	S 7.12	7.30	.....	9.39	\$10.17	\$11.36
.....	.....	S 7.05	.....	.....	.....	\$10.10	.....
.....	.....	S 6.59	7.23	.....	9.31	\$10.04	11.28
.....	.....	S 6.53	.....	.....	.....	F 9.58	.....
.....	.....	S 6.48	\$ 7.15	\$ 8.02	9.25	\$ 9.53	\$11.17
.....	.....	S 6.39	.....	F 7.54	.....	\$ 9.44	.....
.....	.....	S 6.34	7.05	\$ 7.50	9.17	\$ 9.39	11.08
.....	.....	S 6.28	.....	.....	.....	F 9.33	.....
.....	.....	S 6.23	6.58	.....	9.10	\$ 9.28	11.01
.....	.....	S 6.18	.....	.....	.....	\$ 9.24	.....
.....	.....	F 6.14	6.52	.....	9.05	.....	10.55
.....	.....	S 6.11	.....	.....	.....	\$ 9.17	.....
.....	.....	S 6.05	\$ 6.45	.....	8.59	\$ 9.12	\$10.47
.....	.....	S 5.57	.....	.....	.....	.....	.....
.....	.....	S 5.51	6.33	.....	8.50	\$ 8.59	10.36
.....	.....	S 5.44	.....	.....	.....	\$ 8.51	.....
.....	.....	S 5.38	\$ 6.23	.....	\$ 8.40	\$ 8.45	\$10.25
.....	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.
.....	6294	608	46	6306	18	610	64
.....	LE DAILY	LE DAILY	LE DAILY	LE SUN. ONLY.	LE DAILY	LE DAILY	LE DAILY

STATIONS	6	88	16		
	AR.DAILY	AR.DAILY	AR.DAILY		
	A. M.	A. M.	A. M.		
HARRISBURG-----	\$ 1.50	E 1.55	\$ 2.25		
MACLAY STREET-----	1.44	1.50	2.20		
LUCKNOW-----					
ROCKVILLE-----	1.39	1.44	2.14		
MARYVILLE-----					
NC-BLOCK STATION-----	1.34	1.38	2.09		
PERDIX-----					
COVE-----					
COVALLEN-----					
DUNCANNON-----	1.26	1.30	2.01		
JUNIATA BRIDGE-----					
AQUEDUCT-----					
LOSH'S RUN-----					
IROQUOIS-----	1.18	1.22	1.54		
BAILEY-----					
NEWPORT-----	1.09	1.14	1.47		
OLD FERRY-----					
MILLERSTOWN-----	1.02	1.08	1.41		
DURWARD-----					
THOMPSONTOWN-----					
VANDYKE-----	12.51	12.59	1.32		
TUSCARORA-----					
MEXICO-----					
PORT ROYAL-----					
MIFFLIN-----	12.40	12.49	1.23		
DENHOLM-----					
HAWSTONE-----	12.30	12.39	1.15		
SHAWNEE-----					
LEWISTOWN-----	12.24	12.33	1.10		
GRANVILLE-----					
ANDERSON-----					
LONGFELLOW-----	12.13	12.24	1.01		
HORNINGFORD-----					
McVEY TOWN-----	12.07	12.19	12.56		
RYDE-----					
VINEYARD-----	11.59	12.11	12.48		
NEWTON HAMILTON-----					
MOUNT UNION-----	11.51	12.03	12.41		
MAPLETON-----					
MILL CREEK-----	11.42	11.55	12.33		
ARDENHEIM-----					
HUNTINGDON-----	11.33	11.48	12.27		
WARRIOR RIDGE-----					
PETERSBURG-----	11.24	11.39	12.19		
BARREE-----					
SPRUCE CREEK-----	11.17	11.32	12.12		
UNION FURNACE-----					
SHOENBERGER-----	11.11	11.26	12.07		
BIRMINGHAM-----					
TYRONE-----	11.03	11.20	12.01		
TIPTON-----					
BELLWOOD-----	10.51	11.10	11.52		
EAST ALTOONA-----					
ALTOONA-----	\$10.40	E11.00	C11.42		
	P. M.	P. M.	P. M.		
	6	88	16		
	LE.DAILY	LE.DAILY	LE.DAILY		





STATIONS	6325	6301	6303	
	LE.SUN. ONLY.	LE.SUN. ONLY.	LE.SUN. ONLY.	
	A. M.	A. M.	A. M.	
PETERSBURG-----		\$ 7.40		
NEFF-----		F 7.45		
ALEXANDRIA-----		\$ 7.49		
ALFARATA-----		F 7.52		
WATER STREET-----		\$ 7.55		
GOODMAN-----		F 7.59		
BLAIRFOUR-----		F 8.03		
MOUNT ETNA-----		\$ 8.06		
CARLIM-----		F 8.10		
COVEDALE-----		\$ 8.13		
OLOVER CREEK JCT.-----		8.15		
WILLIAMSBURG-----		\$ 8.20		
GANISTER-----		\$ 8.26	\$ 9.30	
POINT VIEW-----		F 8.29	F 9.33	
FLOWING SPRING-----		\$ 8.34	\$ 9.38	
CANOE CREEK JCT.-----		8.35	9.39	
HORRELL-----		F 8.38	F 9.42	
REESE-----		F 8.42	F 9.46	
UPPER REESE-----		F 8.44	F 9.48	
WHITE BRIDGE-----		F 8.47	F 9.51	
FRANKSTOWN [E. D. T.]-----		\$ 8.50	\$ 9.54	
HOLLIDAYSBURG [E. D. T.]--	\$ 6.37	\$ 8.56	\$10.01	
NEW PORTAGE JCT. [E. D. T.]	\$ 6.41	\$ 9.00	\$10.05	
SUNBROOK-----	F 6.43	F 9.02	F 10.07	
SPRING MEADOW-----	F 6.45	F 9.04	\$10.09	
ELDORADO [E. D. T.]-----	\$ 6.49	\$ 9.08	\$10.13	
SOUTH ALTOONA-----	\$ 6.52	\$ 9.12	\$10.17	
29TH STREET-----	\$ 6.55	\$ 9.15	\$10.20	
JK-BLOCK STATION-----	6.58	9.18	10.23	
ALTOONA-----	\$ 7.00	\$ 9.20	\$10.25	
	A. M.	A. M.	A. M.	
	<b>6325</b>	<b>6301</b>	<b>6303</b>	
	AR.SUN. ONLY.	AR.SUN. ONLY.	AR.SUN. ONLY.	

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

See list of Block Stations on pages 107 and 108.

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

	<b>6371</b>	<b>6257</b>	<b>6373</b>	<b>6207</b>	<b>6305</b>		
	LE DAILY	LE DAILY	LE DAILY	LE DAILY	LE SUN. ONLY.		
	A. M.	P. M.	P. M.	P. M.	P. M.		
				\$ 4.02			
				F 4.08			
				\$ 4.13			
				F 4.16			
				\$ 4.19			
				F 4.24			
				F 4.28			
				\$ 4.31			
				F 4.36			
				\$ 4.39			
				4.41			
				\$ 4.47			
				\$ 4.53	\$ 6.21		
				F 4.56	F 6.26		
				\$ 5.01	\$ 6.31		
				5.02	6.32		
				\$ 5.05	\$ 6.35		
				F 5.09	\$ 6.39		
				F 5.11	F 6.42		
				F 5.15	F 6.46		
				\$ 5.18	\$ 6.50		
	\$10.16	\$ 4.51	\$ 5.19	\$ 5.25	\$ 6.57		
	\$10.20	\$ 4.55	\$ 5.23	\$ 5.29	\$ 7.01		
		F 4.57		F 5.31	F 7.03		
		\$ 4.59		F 5.33	\$ 7.05		
	10.26	\$ 5.03	5.29	\$ 5.38	\$ 7.10		
		\$ 5.07		\$ 5.42	\$ 7.14		
	10.29	\$ 5.10	5.32	\$ 5.45	\$ 7.17		
		5.13		5.48	7.20		
	\$10.33	\$ 5.15	\$ 5.36	\$ 5.50	\$ 7.22		
	A. M.	P. M.	P. M.	P. M.	P. M.		
	<b>6371</b>	<b>6257</b>	<b>6373</b>	<b>6207</b>	<b>6305</b>		
	AR.DAILY	AR.DAILY	AR.DAILY	AR.DAILY	AR.SUN. ONLY.		

No. 6250 is superior by direction to No. 6301, Eldorado to New Portage Junction.

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

No. 6304 is superior by direction to No. 6257, Eldorado to New Portage Junction.

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

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

STATIONS	6300	6372	6250	
	LE. SUN. ONLY.	LE. DAILY	LE. DAILY	
	A. M.	A. M.	A. M.	
ALTOONA -----	\$ 7.42	\$ 8.10	\$ 8.35	.....
JK-BLOCK STATION-----	7.44	.....	8.37	.....
29TH STREET-----	\$ 7.46	8.13	\$ 8.40	.....
SOUTH ALTOONA-----	\$ 7.49	.....	\$ 8.43	.....
ELDORADO [E. D. T.]-----	\$ 7.52	8.16	\$ 8.47	.....
SPRING MEADOW-----	\$ 7.55	.....	F 8.5	.....
SUNBROOK-----	F 7.57	.....	F 8.53	.....
NEW PORTAGE JOT. [E. D. T.]	\$ 7.59	\$ 8.21	\$ 8.55	.....
HOLLIDAYSBURG [E. D. T.] --	\$ 8.03	\$ 8.25	\$ 8.58	.....
FRANKSTOWN [E. D. T.]-----	\$ 8.10	.....	.....	.....
WHITE BRIDGE-----	F 8.13	.....	.....	.....
UPPER REESE-----	F 8.16	.....	.....	.....
REESE-----	\$ 8.18	.....	.....	.....
HORRELL-----	\$ 8.22	.....	.....	.....
CANOE CREEK JOT.-----	8.25	.....	.....	.....
FLOWING SPRING-----	\$ 8.26	.....	.....	.....
POINT VIEW-----	F 8.31	.....	.....	.....
GANISTER-----	\$ 8.36	.....	.....	.....
WILLIAMSBURG-----	.....	.....	.....	.....
CLOVER CREEK JOT.-----	.....	.....	.....	.....
COVEDALE-----	.....	.....	.....	.....
CARLIM-----	.....	.....	.....	.....
MOUNT ETNA-----	.....	.....	.....	.....
BLAIRFOUR-----	.....	.....	.....	.....
GOODMAN-----	.....	.....	.....	.....
WATER STREET-----	.....	.....	.....	.....
ALFARATA-----	.....	.....	.....	.....
ALEXANDRIA-----	.....	.....	.....	.....
NEFF-----	.....	.....	.....	.....
PETERSBURG-----	.....	.....	.....	.....
	A. M.	A. M.	A. M.	
	<b>6300</b>	<b>6372</b>	<b>6250</b>	
	AR. SUN. ONLY.	AR. DAILY	AR. DAILY	

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

	<b>6302</b> LE.SUN. ONLY.	<b>6374</b> LE.DAILY	<b>6304</b> LE.SUN. ONLY.	<b>6306</b> LE.SUN. ONLY.	<b>6328</b> LE.SUN. ONLY.		
	A. M.	P. M.	P. M.	P. M.	P. M.		
.....	\$ 8.40	\$ 4.02	\$ 4.32	\$ 6.12	\$ 6.38	.....	.....
.....	8.42	.....	4.34	6.14	6.40	.....	.....
.....	\$ 8.45	4.05	\$ 4.37	\$ 6.17	\$ 6.43	.....	.....
.....	\$ 8.48	.....	\$ 4.40	\$ 6.20	\$ 6.46	.....	.....
.....	\$ 8.51	4.09	\$ 4.43	\$ 6.24	\$ 6.49	.....	.....
.....	F 8.54	.....	\$ 4.46	F 6.27	F 6.52	.....	.....
.....	F 8.56	.....	F 4.48	F 6.29	F 6.54	.....	.....
.....	\$ 8.58	\$ 4.14	\$ 4.50	\$ 6.31	\$ 6.56	.....	.....
.....	\$ 9.04	\$ 4.18	\$ 4.54	\$ 6.35	\$ 7.00	.....	.....
.....	\$ 9.11	.....	\$ 5.01	\$ 6.40	.....	.....	.....
.....	F 9.14	.....	F 5.04	F 6.42	.....	.....	.....
.....	F 9.18	.....	F 5.07	F 6.45	.....	.....	.....
.....	F 9.21	.....	\$ 5.10	F 6.47	.....	.....	.....
.....	F 9.25	.....	\$ 5.14	\$ 6.51	.....	.....	.....
.....	9.28	.....	5.17	6.54	.....	.....	.....
.....	\$ 9.29	.....	\$ 5.18	\$ 6.55	.....	.....	.....
.....	F 9.34	.....	F 5.23	F 6.59	.....	.....	.....
.....	\$ 9.39	.....	\$ 5.28	\$ 7.02	.....	.....	.....
.....	\$ 9.45	.....	.....	\$ 7.08	.....	.....	.....
.....	9.50	.....	.....	7.12	.....	.....	.....
.....	\$ 9.52	.....	.....	\$ 7.14	.....	.....	.....
.....	F 9.54	.....	.....	\$ 7.17	.....	.....	.....
.....	\$ 9.59	.....	.....	\$ 7.22	.....	.....	.....
.....	F 10.02	.....	.....	F 7.24	.....	.....	.....
.....	F 10.06	.....	.....	F 7.28	.....	.....	.....
.....	\$ 10.11	.....	.....	\$ 7.33	.....	.....	.....
.....	F 10.14	.....	.....	F 7.36	.....	.....	.....
.....	\$ 10.17	.....	.....	\$ 7.39	.....	.....	.....
.....	F 10.22	.....	.....	F 7.44	.....	.....	.....
.....	\$ 10.28	.....	.....	\$ 7.50	.....	.....	.....
	A. M.	P. M.	P. M.	P. M.	P. M.		
	<b>6302</b> AR.SUN. ONLY.	<b>6374</b> AR.DAILY	<b>6304</b> AR.SUN. ONLY.	<b>6306</b> AR.SUN. ONLY.	<b>6328</b> AR.SUN. ONLY.		

No. 6250 is superior by direction to No. 6301, Eldorado to New Portage Junction.

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

No. 6304 is superior by direction to No. 6257, Eldorado to New Portage Junction.

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

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

SPRINGFIELD BRANCH

STATIONS	Distance from Oremineea	Distance between Stations	6303		
			LE SUN. ONLY.		
			A. M.		
OREMINEA-----			\$ 9.04	.....	.....
MORRELL-----	2.3	2.3	\$ 9.13	.....	.....
ROYER-----	3.5	1.2	\$ 9.17	.....	.....
MOYSTON-----	5.0	1.5	\$ 9.21	.....	.....
WERTZ-----	6.2	1.2	\$ 9.25	.....	.....
GANISTER-----	8.1	1.9	\$ 9.30	.....	.....
			A. M.		
			6303		
			AR. SUN. ONLY.		

SPRINGFIELD BRANCH

STATIONS	Distance from Ganister	Distance between Stations	6300		
			LE SUN. ONLY.		
			A. M.		
GANISTER-----			\$ 8.36	.....	.....
WERTZ-----	1.9	1.9	\$ 8.41	.....	.....
MOYSTON-----	3.1	1.2	\$ 8.45	.....	.....
ROYER-----	4.6	1.5	\$ 8.50	.....	.....
MORRELL-----	5.8	1.2	\$ 8.55	.....	.....
OREMINEA-----	8.1	2.3	\$ 9.02	.....	.....
			A. M.		
			6300		
			AR. SUN. ONLY.		

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

Rule 317a is in effect on the Springfield Branch.

See list of Block Stations on page 108.

# NORTHWARD

	<b>6305</b>						Block Stations
	LE. SUN. ONLY.						
	P. M.						
.....	\$ 5.55	.....	.....	.....	.....	.....	<b>↑OR</b>
.....	\$ 6.04	.....	.....	.....	.....	.....	
.....	\$ 6.08	.....	.....	.....	.....	.....	
.....	\$ 6.12	.....	.....	.....	.....	.....	<b>SJ</b>
.....	\$ 6.16	.....	.....	.....	.....	.....	
.....	\$ 6.21	.....	.....	.....	.....	.....	
	P. M.						
	<b>6305</b>						
	AR. SUN. ONLY.						

# SOUTHWARD

	<b>6304</b>						Block Stations
	LE. SUN. ONLY.						
	P. M.						
.....	\$ 5.28	.....	.....	.....	.....	.....	<b>SJ</b>
.....	\$ 5.34	.....	.....	.....	.....	.....	
.....	\$ 5.38	.....	.....	.....	.....	.....	
.....	\$ 5.42	.....	.....	.....	.....	.....	<b>↑OR</b>
.....	\$ 5.46	.....	.....	.....	.....	.....	
.....	\$ 5.52	.....	.....	.....	.....	.....	
	P. M.						
	<b>6304</b>						
	AR. SUN. ONLY.						

STATIONS	6325	6371	6257	
	LE.SUN. ONLY	LE.DAILY	LE.DAILY	
	A. M.	A. M.	P. M.	
HENRIETTA-----	\$ 5.25		\$ 3.45	
PAGE-----	\$ 5.30		F 3.49	
MATTHEWS' SUMMIT-----	F 5.33		F 3.51	
CURRY-----	\$ 5.36		\$ 3.54	
BOSSLER-----	F 5.39		F 3.57	
MARTINSBURG JOT:-----	5.43		4.01	
	F 5.55		F 4.12	
PECK-----	\$ 5.59		F 4.16	
ERB-----	\$ 6.01		F 4.18	
ROARING SPRING-----	\$ 6.10		\$ 4.26	
RODMAN-----	F 6.13		F 4.29	
McKEE-----	\$ 6.17		\$ 4.32	
BROOKES MILLS-----	\$ 6.20	\$10.01	\$ 4.35	
KLADDER-----	\$ 6.24	Q10.05	\$ 4.39	
RESERVOIR-----	F 6.28	10.08	\$ 4.43	
LOOP-----	\$ 6.32	F10.12	\$ 4.47	
HOLLIDAYSBURG-----	\$ 6.37	\$10.16	\$ 4.51	
	A. M.	A. M.	P. M.	
	<b>6325</b>	<b>6371</b>	<b>6257</b>	
	AR.SUN. ONLY.	AR.DAILY	AR.DAILY	

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

Rule No. 317a is in effect on the Morrison's Cove Branch.

See list of Block Stations on pages 108 and 109.



	<b>6373</b>						
	<b>LN.DAILY</b>						
	<b>P. M.</b>						
	<b>S 5.04</b>						
	<b>Q 5.08</b>						
	<b>5.11</b>						
	<b>S 5.19</b>						
	<b>P. M.</b>						
	<b>6373</b>						
	<b>AR.DAILY</b>						

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## MORRISON'S COVE BRANCH

STATIONS	6372	6250	6374	
	LE DAILY	LE DAILY	LE DAILY	
	A. M.	A. M.	P. M.	
HOLLIDAYSBURG-----	\$ 8.25	\$ 8.58	\$ 4.18	.....
LOOP-----		\$ 9.02	\$ 4.22	.....
RESERVOIR-----	8.32	F 9.06	4.26	.....
KLADDER-----	P 8.35	F 9.09	\$ 4.30	.....
BROOKES MILLS-----	\$ 8.40	\$ 9.14	\$ 4.35	.....
McKEE-----		\$ 9.17		.....
RODMAN-----		F 9.20		.....
ROARING SPRING-----		\$ 9.24		.....
ERB-----		F 9.31		.....
PECK-----		F 9.34		.....
MARTINSBURG JOT.-----		F 9.39		.....
		F 9.51		.....
BOSSLER-----		F 9.55		.....
CURRY-----		\$ 9.58		.....
MATTHEWS' SUMMIT-----		F 10.02		.....
PAGE-----		F 10.06		.....
HENRIETTA-----		\$ 10.10		.....
	A. M.	A. M.	P. M.	
	<b>6372</b>	<b>6250</b>	<b>6374</b>	
	AR DAILY	AR DAILY	AR DAILY	

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

	<b>6328</b> LE.SUN. ONLY.						
	P. M.						
.....	\$ 7.00	.....	.....	.....	.....	.....	.....
.....	\$ 7.06	.....	.....	.....	.....	.....	.....
.....	\$ 7.09	.....	.....	.....	.....	.....	.....
.....	\$ 7.13	.....	.....	.....	.....	.....	.....
.....	\$ 7.18	.....	.....	.....	.....	.....	.....
.....	\$ 7.21	.....	.....	.....	.....	.....	.....
.....	F 7.25	.....	.....	.....	.....	.....	.....
.....	\$ 7.29	.....	.....	.....	.....	.....	.....
.....	\$ 7.36	.....	.....	.....	.....	.....	.....
.....	\$ 7.38	.....	.....	.....	.....	.....	.....
.....	F 7.42	.....	.....	.....	.....	.....	.....
.....	\$ 7.54	.....	.....	.....	.....	.....	.....
.....	\$ 7.58	.....	.....	.....	.....	.....	.....
.....	\$ 8.02	.....	.....	.....	.....	.....	.....
.....	\$ 8.05	.....	.....	.....	.....	.....	.....
.....	\$ 8.09	.....	.....	.....	.....	.....	.....
.....	\$ 8.15	.....	.....	.....	.....	.....	.....
	P. M.						
	<b>6328</b> AR.SUN. ONLY.						

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MARTINSBURG BRANCH

STATIONS	Distance from Martinsburg	Distance between Stations	6331	6275	
			LE.SUN. ONLY.	LE.DAILY	
			A. M.	A. M.	
MARTINSBURG-----			\$ 5.50	\$ 9.45	.....
MARTINSBURG JOT.-----	0.7	0.7	F 5.55	F 9.51	.....
			A. M.	A. M.	
			6331	6275	
			AR.SUN. ONLY.	AR.DAILY	

MARTINSBURG BRANCH

STATIONS	Distance from Martinsburg Junction	Distance between Stations	6330	6274	
			LE.SUN. ONLY.	LE.DAILY	
			A. M.	A. M.	
MARTINSBURG JOT.-----			5.43	F 9.39	.....
MARTINSBURG-----	0.7	0.7	\$ 5.46	\$ 9.42	.....
			A. M.	A. M.	
			6330	6274	
			AR.SUN. ONLY.	AR.DAILY	

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

Rule 317a is in effect on Martinsburg Branch.

See list of Block Stations on page 109.

The track from Martinsburg Junction to Martinsburg and return is operated as a block and controlled as follows:

The block on the Martinsburg Branch includes both legs of the Y. Trains must not enter nor leave this block without permission from the signalman controlling same, and must report after clearing the block.

Passenger trains from Martinsburg will back their train from Martinsburg to Martinsburg Junction, except No. 6281 and 6333. No. 6280 and 6332 will back train from Martinsburg Junction to Martinsburg.

The switch leading from Martinsburg Branch to the Y will be kept set for the south leg of the Y.

**WESTWARD**

	<b>6281</b> LE.DAILY	<b>6333</b> LE.SUN. ONLY.					Block Stations
	P. M.	P. M.					
.....	S 4.07	S 7.49	.....	.....	.....	.....	tMJ
.....	F 4.12	S 7.54	.....	.....	.....	.....	
	P. M.	P. M.					
	<b>6281</b> AR.DAILY	<b>6333</b> AR.SUN. ONLY.					

**EASTWARD**

	<b>6280</b> LE.DAILY	<b>6332</b> LE.SUN. ONLY.					Block Stations
	P. M.	P. M.					
.....	F 4.01	F 7.42	.....	.....	.....	.....	tMJ
.....	S 4.04	S 7.45	.....	.....	.....	.....	
	P. M.	P. M.					
	<b>6280</b> AR.DAILY	<b>6332</b> AR.SUN. ONLY.					

76 Bedford Branch—Brookes Mills to State Line

STATIONS	6376	6372	6374
	LE. DAILY	LE. DAILY	LE. DAILY
	A. M.	A. M.	P. M.
BROOKES MILLS-----	\$ 8.40	\$ 4.35	.....
EAST FREEDOM-----	\$ 8.44	\$ 4.39	.....
CLAYSBURG-----	\$ 8.53	\$ 4.50	.....
SPROUL-----	\$ 8.56	\$ 4.53	.....
QUEEN-----	\$ 9.00	\$ 4.58	.....
SUMMIT PASSING SIDING-----		9.02	5.00
IMLER-----	\$ 9.07	\$ 5.05	.....
OSTERBURG-----	\$ 9.13	\$ 5.10	.....
REYNOLDSDALE-----	\$ 9.20	\$ 5.15	.....
FISHERTOWN-----	\$ 9.26	\$ 5.20	.....
CESSNA PASSING SIDING-----		9.29	5.23
CESSNA-----	\$ 9.31	\$ 5.25	.....
SMITHS CROSSING-----	F 9.35	F 5.29	.....
HUGHES-----	F 9.39	F 5.33	.....
YOUNTS-----	F 9.43	F 5.36	.....
CHALYBEATE-----	F 9.49	F 5.41	.....
DUNNINGS CREEK JCT.-----	9.48	9.51	5.43
BEDFORD-----	\$ 9.51	\$10.00	\$ 5.54
WOLFSBURG-----	\$10.06	\$ 6.00	.....
NAPIER-----	F 10.10	F 6.04	.....
MANNS CHOICE-----	\$10.16	\$ 6.11	.....
SULPHUR SPRINGS-----	F 10.20	F 6.15	.....
BUFFALO MILLS-----	\$10.28	\$ 6.22	.....
BARD-----	F 10.32	F 6.26	.....
MADLEY-----	F 10.36	F 6.30	.....
FOSSILVILLE-----	\$10.41	\$ 6.35	.....
WILLS CREEK-----	F 10.45	F 6.39	.....
HYNDMAN-----	\$10.48	\$ 6.42	.....
BARCLAY PASSING SIDING-----	10.49	6.43	.....
COOKS MILLS-----	F 10.56	F 6.51	.....
STATE LINE-----	\$11.03	\$ 6.58	.....
CUMBERLAND-----	\$11.20	\$ 7.15	.....
	A. M.	A. M.	P. M.
	<b>6376</b>	<b>6372</b>	<b>6374</b>
	AR. DAILY	AR. DAILY	AR. DAILY

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

Rule 317a is in effect on Bedford Branch.

See list of Block Stations on pages 109 and 110.

	<b>6378</b>						
	LE DAILY						
	P. M.						
.....							
.....							
.....							
.....							
.....							
.....							
.....							
.....							
	9.18						
	\$ 9.21						
.....							
.....							
.....							
.....							
.....							
.....							
.....							
.....							
.....							
	P. M.						
	<b>6378</b>						
	AR DAILY						

78 Bedford Branch—State Line to Brookes Mills

STATIONS	6371	6375	6373
	AR.DAILY	AR.DAILY	AR.DAILY
	A. M.	A. M.	P. M.
BROOKES MILLS-----	\$ 10.01	.....	\$ 5.04
EAST FREEDOM-----	\$ 9.56	.....	\$ 4.59
CLAYSBURG-----	\$ 9.47	.....	\$ 4.50
SPROUL-----	\$ 9.41	.....	\$ 4.44
QUEEN-----	\$ 9.37	.....	\$ 4.41
SUMMIT PASSING SIDING--	9.35	.....	4.39
IMLER-----	\$ 9.30	.....	\$ 4.34
OSTERBURG-----	\$ 9.25	.....	\$ 4.28
REYNOLDSDALE-----	\$ 9.20	.....	\$ 4.19
FISHERTOWN-----	\$ 9.15	.....	\$ 4.14
CESSNA PASSING SIDING--	9.11	.....	4.11
CESSNA-----	\$ 9.10	.....	\$ 4.10
SMITHS CROSSING-----	F 9.05	.....	F 4.06
HUGHES-----	F 9.01	.....	F 4.02
YOUNTS-----	F 8.57	.....	F 3.58
CHALYBEATE-----	\$ 8.51	.....	\$ 3.52
DUNNINGS CREEK JCT.----	8.49	10.11	3.50
BEDFORD-----	\$ 8.47	\$10.07	\$ 3.48
WOLFSBURG-----	F 8.36	.....	F 3.26
NAPIER-----	F 8.32	.....	F 3.21
MANNS CHOICE-----	\$ 8.27	.....	\$ 3.15
SULPHUR SPRINGS-----	F 8.23	.....	F 3.11
BUFFALO MILLS-----	\$ 8.18	.....	\$ 3.06
BARD-----	F 8.13	.....	F 3.01
MADLEY-----	F 8.09	.....	F 2.57
FOSSILVILLE-----	\$ 8.04	.....	\$ 2.52
WILLS CREEK-----	F 7.57	.....	F 2.45
HYNDMAN-----	\$ 7.55	.....	\$ 2.42
BARCLAY PASSING SIDING--	7.51	.....	2.38
COOKS MILLS-----	F 7.45	.....	F 2.32
STATE LINE-----	\$ 7.40	.....	\$ 2.27
CUMBERLAND-----	\$ 7.23	.....	\$ 2.10
	A. M.	A. M.	P. M.
	<b>6371</b>	<b>6375</b>	<b>6373</b>
	LE.DAILY	LE.DAILY	LE.DAILY

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

Engines of Nos. 6375 and 6377 will run backward Bedford to Mt. Dallas and will be turned at Mt. Dallas.





80 MT. DALLAS BRANCH—SOUTHWARD

STATIONS	6376	6378		
	LE.DAILY	LE.DAILY		
	A. M.	P. M.		
MT. DALLAS-----	S 9.33	S 9.03	.....	.....
ASHCOM-----	F 9.37	F 9.07	.....	.....
LUTZVILLE-----	F 9.40	F 9.10	.....	.....
HARTLEY-----	F 9.42	F 9.12	.....	.....
CLIFFS-----	F 9.47	F 9.17	.....	.....
DUNNINGS CREEK JOT.-----	9.48	9.18	.....	.....
	A. M.	P. M.		
	6376	6378		
	AR.DAILY	AR.DAILY		

MT. DALLAS BRANCH—NORTHWARD

STATIONS	6375	6377		
	AR.DAILY	AR.DAILY		
	A. M.	P. M.		
MT. DALLAS-----	\$10.43	\$ 4.31	.....	.....
ASHCOM-----	F10.28	F 4.16	.....	.....
LUTZVILLE-----	F10.23	F 4.11	.....	.....
HARTLEY-----	F10.19	F 4.07	.....	.....
CLIFFS-----	F10.13	F 4.01	.....	.....
DUNNINGS CREEK JOT.-----	10.11	3.59	.....	.....
	A. M.	P. M.		
	6375	6377		
	LE.DAILY	LE.DAILY		

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

Rule 317a is in effect on Mt. Dallas Branch.

See list of Block Stations on page 110.

Engines of Nos. 6375 and 6377 will run backward Bedford to Mt. Dallas and will be turned at Mt. Dallas.

### EXTRA STOPS BY PASSENGER TRAINS

When No. 34 fails to connect with No. 600 at Altoona, it will make an S stop at Bellwood.

No. 46 failing to connect with No. 608 at Lewistown will make B stops between Lewistown and Harrisburg for passengers from west or south of Altoona, all local passengers to be discharged at first stop after passing No. 608.

No. 21 failing to connect with No. 667 at Mifflin will make B stops between Mifflin and Altoona for passengers from east of Harrisburg, all local passengers to be discharged at first stop after passing No. 667.

Train No.	Stop At	For
6801	KZ	Signalmen



# Special Instructions

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

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

**Study the Special Instructions and note all changes.**

## TRAIN RULES

### STANDARD TIME

**1** The 75th Meridian, or Eastern time, is the standard and will be transmitted to all points at 12.00 Noon and 12.00 Midnight, daily, at which time clocks must be adjusted to show correct time.

Rule No. 1 is modified accordingly.

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

## TIME TABLE

### Symbols

**2** The following symbols will be used as indicated by Rule 5, .@, @, ©, ©, etc.

### Letters and Characters

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

- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- C—Regular stop to receive passengers.
- D—Regular stop to discharge passengers.
- E—Regular stop for express, mail, milk or newspapers.
- F—Stop on signal to receive or discharge passengers.
- G—Stop on signal to receive or discharge passengers, daily, except Saturday and Sunday.
- H—Stop on signal to discharge passengers from east and south of Harrisburg, and to receive passengers for points west of Altoona.
- J—Stop on signal to discharge passengers from Altoona and beyond.
- K—Stop on signal to receive passengers for Philadelphia and beyond.
- L—Stop on signal to receive passengers for Harrisburg and beyond.
- M—Stop on signal to discharge passengers from Altoona and beyond and receive passengers for Philadelphia and beyond.
- N—Stop on signal to discharge passengers from west of Altoona and take on passengers for Harrisburg and beyond.
- P—Stop on signal to receive passengers for south of Brookes Mills.
- Q—Stop on signal to discharge passengers from south of Brookes Mills.

- R—Stop on signal to discharge passengers from Harrisburg and points east.  
 S—Regular stop.  
 X—Reduce speed to 25 miles per hour for safe delivery of mail or newspapers.  
 Y—Regular stop for employes.  
 Z—Stop on signal to receive passengers for Tyrone and beyond.  
 ⊕—See instructions on page 100—No. 176.  
 ‡—Unattended Block Station.  
 ●—No baggage service.  
 †—P. B. M. Car.  
 ⊙—See instructions on pages 43 and 81.  
 △—Closed Block Station.

## SIGNAL RULES

### VISIBLE SIGNALS

#### Color Signals

- 4 Rule 10. Paragraph (b) Green changed to Yellow. } As specified in the following paragraphs.  
 Paragraph (c) White changed to Green. }

When not so specified in the following paragraphs the colors White and Green will continue in use as prescribed by the Rules.

Rules 19, 19-a, 19-b, and portions of diagrams in connection therewith illustrating the display of markers—  
 Green changed to Yellow.

#### Block Signals and Interlocking Signals and Hand Signals In Connection Therewith:

White changed to Green.

Green changed to Yellow.

Color used in position light signals will not be changed.

#### Switch Lamps:

Green Lights, Green Banners and Green Discs changed to Yellow.

White Lights changed to Green.

#### Distant Switch Signals:

White Lights changed to Green.

Green Lights changed to Yellow.

#### Slow Boards:

Green Boards changed to Yellow.

Green Lights changed to Yellow.

#### Crossing Gates:

Where a light is displayed to an approaching train—  
 Green Lights changed to Yellow.

#### Track Tanks:

Green Lights, Green Banners and Green Discs changed to Yellow.

Rules affected by these changes are modified in accordance therewith.

5 When derails are equipped with switch lamps the following indications will be given:

When set in position to derail, lamp will show purple both day and night.

When set in proceed position, lamp will show yellow both day and night.

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

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

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

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

10 Locations of Track Troughs are indicated by targets and lamps as follows:

Approaching end of trough indicated by white target and lunar white light, leaving end by yellow target and yellow light.

Target and light indications are the same when running with or against current of traffic.

Track troughs at Bailey, No. 1 and No. 4 tracks, Narrows, No. 4 track, Mapleton, No. 4 track and Bellwood, No. 3 track have target and lamp located in middle of trough, with white target and lunar white light in either direction,

When troughs are out of service, Enginemen will be notified.

#### Hand, Flag and Lamp Signals

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

#### AUDIBLE SIGNALS

##### 15 Engine Whistle Signals

— — — — o o (old line Newport, No. 5 track between J and RW, No. A and 4 yard tracks between MU and Mount Union, No. 5 track between GC and HM, between FR and RM, and between BQ and Bellwood). Flagman return from west.

16 — — — — — o o (old line Newport, No. 5 track between J and RW, No. A and 4 yard track between MU and Mount Union, No. 5 track between GC and HM between FR and RM and between BQ and Bellwood) Flagman return from east.

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

18 — — o o o When Enginemen of passenger trains intend to stop for water, or for any other purpose, station stops excepted, they will give this signal when passing the last interlocking station before reaching point where stop is to be made, and the Signalman will immediately notify the Train Dispatcher. Rule No. 14 is amplified accordingly

19 Rule 14m will not apply to trains making S stops at stations.

#### Communicating Signals

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

21 One sound, when train is running, is a signal from the conductor to the engineman that the brakes are sticking.

The engineman will answer as prescribed by rule 14g, after which the conductor will repeat the signal. The engineman will then attempt to release the brakes by making a fifteen pound brake pipe reduction and a proper release. If brakes do not release, the conductor will signal the engineman to stop.

22 Six sounds when train is running is a signal to the Engineman to provide more steam for heating the train. Rule 16 is amplified accordingly

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

24 Three sounds when train is moving indicate to stop at next passenger station. Rule 16d is modified accordingly.

25 When passing a signal to the Engineman in accordance with Rule 16d, it must be understood that the signal is not complete until the Trainman, who is giving it, has heard the Engineman's answer, as provided in Rule 14h.

It is the duty of the Trainman giving this signal to place himself in such position that the engine whistle can be heard distinctly. In many cases it will be found necessary to give the signal from the platform of a car with the vestibule door open in order that the Engineman's answer can be heard.

### **EMERGENCY WHISTLES OR HORN SIGNALS AT INTERLOCKINGS.**

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

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

Three short sounds: Whistle test.

Four short sounds: Call for signal maintainer.

### **TRAIN SIGNALS**

30 By day—Marker Lamps, unlighted, will be displayed to indicate the rear of all trains, with the following exceptions:

Engines running light or assisting at rear of train; freight trains with a car, other than a cabin car, on rear of the train, and trains of foreign roads, will display yellow flags.

Marker lamps on engines will not be regarded as day signals.

Rules 19, 19a and 19b are modified accordingly.

31 Passenger trains operating with a cabin car on the rear will not display the top light.

Rules 19, 19a and 19b are modified accordingly.

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

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

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

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



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

**38** When rules require the headlight to be displayed, electric headlights on engines will be dimmed :

- (a) In yards.
- (b) At meeting points or when on sidings.
- (c) Approaching stations at which stops are to be made or where trains are receiving or discharging passengers.
- (d) When stopped.
- (e) On double or more track portions of the road when approaching trains running in opposite direction.
- (f) When approaching a block station where a train order signal is displayed.

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

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

**41** At Altoona Station, in the event of markers not going through, flagmen of through passenger trains will not take down their markers until relieved by connecting division flagman after which markers must be changed in such a manner that there will always be at least one marker properly displayed.

This to apply at all times when it is necessary to display night signals.

On through passenger trains on which there is shifting to be done from the rear while night signals are being used, outbound Flagman will not display his marker on the right hand side of westward trains nor the left hand side of eastward trains until the shift is completed, to avoid obstructing the Yard Engineman's view.

When changing markers on through passenger trains having observation car on the rear, the inbound crew will make the change of markers in order not to disturb passengers occupying the observation platform.

Passenger trains terminating at Altoona, markers must not be removed until train has arrived in station.

## USE OF SIGNALS

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

**51** Rule 14m will not apply to trains making S stops at stations.

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

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

54 Trains approaching Denholm Coaling Station on any track, except Nos. 1 and 4, and not intending to stop, will sound their whistle, as prescribed by Rule 14-1—two long and two short sounds—as a warning to men working about the tracks.

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

Huntingdon Yard Limits.

Altoona “ “ except 31st Street Crossing.

Hollidaysburg “ “ except road crossing at Frankstown.

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

## SUPERIORITY OF TRAINS

60 All trains scheduled in this Time-table are first class.

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

## BULLETIN BOARDS

65 Bulletin Boards are located as follows :

HARRISBURG—	{ Passenger Trainmen's Room. Engine House No. 1. Engine House No. 2. Asst. Train Master's Office, Maclay St. Yard Master's Office, GI.
ENOLA—	{ Engine House. Yard Master's Office, MQ. West End Yard Master's Office.
NEWPORT—	Supervisor's Office.
MIFFLIN—	{ Ass't Freight Train Master's Office. Engine House.
DENHOLM—	Yard Master's Office.
MOUNT UNION—	Agent's Office, Freight Station.
HUNTINGDON—	{ Yard Master's Office. Engine House.
TYRONE—	{ Yard Master's Office, AC. Yard Master's Office, East Tyrone. Engine House, East Tyrone.
EAST ALTOONA—	{ Engine Dispatcher's Office. Yard Master's Office, ND.
ALTOONA—	{ Yard Master's Office, WJ. Yard Master's Office, RV. Yard Master's Office, GD. Yard Master's Office, RO. Station Master's Office. Engine House. Yard Master's Office, JK.
HOLLIDAYSBURG—	{ Yard Master's Office. Engine House.
BEDFORD—	Baggage Room.
STATE LINE—	Yard Master's Office.

## GENERAL ORDERS

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

Enginemen, conductors and flagmen, in freight service, except employes working in Altoona or Hollidaysburg Yard and on the Branches, will be required to qualify for running over H. & B. T. tracks between Huntingdon and south end of yard also over Tyrone Division between Tyrone and Vail and will be furnished with H. & B. T. R. R. and Tyrone Division Terminal Time Tables.

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

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

Employes who are not required to qualify for running over any portion of a connecting division will not sign for General Orders nor be furnished with a time table issued by such division.

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

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

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

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

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

## MOVEMENT OF TRAINS

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

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

**77** The following has been adopted as Rule 99, of the Book of Rules, superseding present Rule 99 :

When a train stops under circumstances in which it may be overtaken by another train, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes, and when necessary, in addition, displaying lighted fuses.

When signal 14-(d), 14-(da), 14-(e) or 14+(ea), has been given to the flagman, and safety to the train will permit, he may return. When the conditions require he will leave the torpedoes and a lighted fuse.

The front of the train must be protected in the same way, when necessary, by the fireman.

When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take such action as may be necessary to insure full protection. By night, or by day, when the view is obscured, lighted fuses must be thrown off at proper intervals.

When day signals cannot be plainly seen, owing to weather or other conditions, night signals must also be used.

Conductors and enginemen are responsible for the protection of their trains.

Flagman's signals :

Day Signals—A red flag.  
Torpedoes and fuses.

Night Signals—A red light.  
A white light.  
Torpedoes and fuses.

Present rule 99a to be continued in use.

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

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

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

**81** A train overtaking another train, which is stalled or requires assistance from any cause, will, in the absence of other instructions, after a proper understanding with the train involved, render such assistance as may be necessary, and both crews will be held to strict accountability in case of failure to promptly observe this rule.

The engine of a passenger train must be cut loose from its train before rendering assistance to another passenger train composed of either wooden or wooden and steel equipment mixed.

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

When an engine is assisting from the rear, it must, in all cases, be coupled to the train it is assisting.

Eastward freight trains stopped by automatic signals at Cove or Perdix, before proceeding, will telephone signalman for instructions.

**82** When a westward passenger train is stopped at Tyrone and requires assistance in starting, the engine following

from FR for that purpose will stop not less than 100 feet in the rear of the train and sound the whistle signal provided for by Rule 14a—1 short sound—which must be answered with the same signal by the engine of the passenger train, after which the helping engine will assist promptly.

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

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

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

**85** When a train is being delayed at or near a Block Station the signalman will promptly advise the superintendent.

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

**87** Conductors of eastward freight trains must ask promptly for the helping engine from Marysville yard when they stall at NC.

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

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

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

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

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

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

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

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

**95** At the east end of Hollidaysburg Yard, westward engines with cabins should use the plug track when it is necessary to move east of F Tower in order to get signal to proceed westward, and under no conditions use the furnace siding to make this movement.

**96** At Huntingdon when westward freight trains stop east of Fourth street crossing, the train must be stopped with engine east of Signal Bridge.

**97** Enginemen on eastward freight trains from Altoona will instruct the brakemen as to number of retainers they wish used and in the manner in which they wish them operated between Altoona and Huntingdon. Brakemen will fol-

low the instructions they receive from the enginemen in regard to these retainers.

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

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

100 The south or eastward track on old line from MS Block Station to east end of the old line east of Newport must be kept clear for use as a running track.

101 No. 5 track between J and RW is controlled by signalman at RW. Trains will use this track by receiving proper signal at J or RW and trains must not enter No. 5 track between J and RW without permission from signalman at RW. A train leaving No. 5 track between these points must report when clear.

102 "A" track and No. 4 yard track between MU Block Station and east end of Mount Union yard will be used as a running track. Eastward movements from MU will be governed by signal at MU. All other movements both eastward and westward will be made under the direction of signalman at MU and permission must be obtained from the signalman at MU for use of this track. Trains using this track must approach all switches carefully expecting to find them occupied.

The yard tracks will be numbered from north side and used as follows:

No. 1 for empty gondolas and hoppers.

No. 2 for empty box cars.

No. 3 for loaded cars.

Nos. 5, 6 and 7 for classifying.

Street crossings at Mount Union must not be blocked by trains or cars except when in motion.

Jefferson and Washington Streets Crossings will be protected from 2.00 P. M. to 10.00 P. M. daily, except Sunday. At all other times train crews must protect them when moving or shifting.

103 No. 5 track between GC and HM is controlled by signalman at GC; trains will use this track by receiving proper signal at GC or HM, but must not go beyond the switch at east end of yard to continue on No. 5 track without permission from signalman at GC, and must run carefully approaching the switch leading to the freight station siding expecting to find track occupied at that point by shifting engine. Trains must not enter No. 5 track between GC and HM, without permission from signalman at GC. A train leaving No. 5 track between these points must report when clear.

104 Engines and trains can use main track between Huntingdon and South End of Long Siding Yard H. & B. T. R. R. only upon orders from Dispatcher at Saxton, and must report to Dispatcher when clear of main track. For movements within the Yard Limits, Rule 93 will apply.

105 No. 5 track between FR and RM is controlled by the Yard Master. Trains will use this track by receiving the proper signal at FR or RM, and will approach switches at west leg of the Y prepared to stop if switches are not seen to be properly set, and must run carefully passing Tyrone station when Tyrone Division passenger trains are receiving or discharging passengers.

Passenger trains to and from Tyrone Division or using yard track between "RM" and "FR" will be governed by hand signals from Yard Master at west end of yard and from Switchman at east end of yard.

106 No. 5 track between BQ and Bellwood freight station is controlled by signalman at BQ. Westward trains having work at Bellwood may use this track by receiving proper signal at BQ.

Trains setting off cars will place them on No. 6 yard track unless otherwise directed.

107 Five minute fuses will be used by trainmen, and ten minute fuses by track watchmen.

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

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

109 At Denholm, when an eastward freight train consists of a sufficient number of cars that there would be a possibility of fouling the switches at MI when taking the slack, they must arrange with signalman at MI before doing so.

110 Flagmen of westward freight trains moving between DI and WJ, Altoona Yard, at night, will turn the marker on engineman's side half way between red and yellow, which will throw the light out of the range of vision of the engineman of helping engine and enable him to see the cabin platform more readily when coupling to a moving train.

111 Pittsburgh Division crews delivering trains into the Eastward Receiving Yard at Hollidaysburg, when cutting off their cabins will allow same to drop by gravity into the receiving yard, in order to clear the running track and ladder for following movements.

### **M. W. MOTOR CARS**

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

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

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

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

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

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

When M. W. Motor Cars are approaching road crossings at grade, the trackman's whistle must be sounded before reaching the crossing, and the Motor Cars should approach all such crossings prepared to stop.

M. W. Motor Cars must not exceed a speed of 20 miles per hour.

### **HAND CARS, HAND TRUCKS AND PONY TRUCKS**

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

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

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

## MOVEMENT BY TRAIN ORDERS

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

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

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

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

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

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

## 127 YARDS AND YARD INSTRUCTIONS

Mifflin	Hollidaysburg
Denholm	Brookes Mills
Lewistown	Roaring Spring
Mount Union (old line only)	Henrietta
Huntingdon	Mt. Dallas
Tyrone	Bedford
Altoona	State Line

Yard limits are defined by yard limit boards.

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

129 No. 3 track between RO and FG and between JK and BO will be used in either direction as indicated by signal.

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



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

**132** The agents at Duncannon, Newport and Mount Union will have the authority of Yard Master in their respective territories.

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

**134** If westward freight trains starting from the advance tracks at GD and RO, Altoona Yard have only two pushing engines, both are permitted to use steam, but if there are more than two pushing engines, only two are permitted to use steam until the rear end of train passes Ninth Street Bridge, after which all engines will use steam.

**135** Within Denholm Yard Limits between NA and MI movements may be made on the Yard Tracks A, B, C, D, E, F, G and H, and pull up track, in either direction by getting permission from Telegraph Operator at CB.

## STARTING TRAINS

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

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

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

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

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

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

When necessary to take the slack to start the train, the front engineman will do so, after having first given the whistle signal to apply brakes. If not successful in starting the train after having taken the slack with the front engine the rear engineman will take the slack, after having given the whistle signal to apply brakes. When there are two engines on the front end of a train, the leading engineman only

will take the slack, and when there are two helpers on the rear the rear engineman only will take the slack. In starting the train under either of the above conditions, the engineman next to the train will not use steam until necessary to supplement the other engine. Enginemen must use care and good judgment to avoid damage to the train.

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

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

### LOCOMOTIVE TOOL EQUIPMENT

144 The following tools and supplies will be furnished to locomotives on this Division :

	KIND OF SERVICE				KIND OF SERVICE		
	Pass.	Freight	Shifting		Pass.	Freight	Shifting
Brooms .....	1	1	1	Knuckles, Tender			
Boards, Coal (sets)				Coupler .....	1	1	-
(a) .....	1	1	1	Knuckles, Emer-			
Bucket, Tank ....	1	1	1	gency .....	1	1	-
Boxes, First Aid .	1	1	1	Lamps, Front			
Cans, Oil and				Classification...	2	a	-
Grease, 12 lbs.				Lamps, Rear End			
combined .....	1	1	1	Marker .....	2	2	a
Cans, Extra				Lamps, Red Hand	1	1	1
Grease Re-				Lamps, White			
ceptacles .....	1	1	-	Hand .....	1	1	1
Cans, Oil 6 lbs.				Levers, Shaking			
Cylinder .....	1	1	1	Grate .....	1	1	1
Cans, Oil 2 lbs.				Picks, Coal .....	1	1	1
Hand .....	1	1	1	Pokers .....	1	1	1
Chisels, 12 inch .	1	1	1	Scrapers .....	1	1	1
Clamps, Valve				Shovels .....	2	2	1
Stem (b) .....	1	1	-	Torches .....	1	1	1
Coolers, Water...	1	1	1	Torpedoes .....	6	6	6(a)
Cups, Drinking(c)	-	-	-	Wrenches, Alli-			
Flags, Green .....	2	a	-	gator No. 4½....	1	1	-
Flags, Red .....	1	1	1	Wrenches, Grease			
Flags, White .....	2	a	-	Cup .....	1	1	1
Flags, Yellow....	2	2	(a)	Wrenches, Mon-			
Fusees .....	3	3a	3(a)	key, 12 in. ....	1	1	1
Hose, Steam Heat				Wrenches, Mon-			
for Cars (d)....	1	-	-	key, 18 in. ....	1	1	1
Hammers, Com-							
bination .....	1	1	-				

(a) Where required.

(b) Valve stem clamps will not be furnished to locomotives with set screws in valve rod guides nor locomotives with Walschart valve gear.

(c) Each Engineman and each Fireman will be given a tin cup for his personal use.

(d) Steam heat season only.

## HANDLING LOCOMOTIVES

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

When starting a train, either freight or passenger, at a terminal, care must be exercised to prevent wheels from slipping. The cylinder cocks must be opened and allowed to remain open until all the water of condensation has passed through the cylinders, and until dry steam appears at the cylinder cocks.

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

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

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

**148** Enginemen when taking charge of locomotives prior to leaving terminal must make a test of the glass water gauge in the following manner:

Blow it out by shutting the top valve and opening the drain valve, leaving the bottom valve open and allowing the steam and water to blow out until glass is clear of mud, then shut the bottom valve and open top valve, allowing steam and water to blow out until glass is clear.

The water glass is an extra appliance used as an auxiliary to the gauge cocks and should never be relied upon.

**149** Enginemen will carefully inspect ash pans before leaving terminal and if they are not properly closed or if the lids on poker holes are not closed or are lost off, the matter should be reported to the Foreman before taking the engine out.

## HANDLING OF DEAD ENGINES IN TRAINS

150 All engines equipped with side rods must have them applied, when hauled "dead" in trains. Suitable washers of wooden blocks clamped together with bolts must be used on main rod bearings when necessary to keep the side rods in place.

All engines and tenders hauled "dead" in trains must have the air brakes cut in and operative.

Engines and tenders equipped with the Westinghouse ET, or New York LT brake, must have the safety valve on the distributing valve, or control valve, adjusted to not less than 25 pounds or more than 30 pounds.

Engines and tenders equipped with the automatic and straight air combined must have the safety valve in brake cylinder pipe adjusted to not less than 25 pounds or more than 30 pounds.

Engines equipped with Westinghouse ET, or New York LT brakes, or with straight air, must have positive stops applied to handles of automatic and independent valves to secure these handles in running position.

Engines and tenders equipped with high speed brake without the straight air, must have the high speed reducing valve set to reduce the brake cylinder pressure to not less than 25 pounds or more than 30 pounds, or must have a safety valve applied to the brake cylinders or the brake cylinder pipe set to not less than 25 pounds or more than 30 pounds.

Engines and tenders equipped with only the automatic brake must have a safety valve applied to the brake cylinders or the brake cylinder pipe set to not less than 25 pounds or more than 30 pounds.

Engines fitted with power brakes other than air must be equipped with an air train line and connections.

When an engine is handled "dead" it must be accompanied by an attendant. In case engines are handled in groups, one attendant will answer the purpose for each group, not exceeding three engines.

Delivering line shall be responsible for slid flat spots  $2\frac{1}{2}$ " or over in length, or if there are two or more adjoining spots, each 2" or over in length on driving tires, trailing tires, engine truck and tender truck wheels.

Owners shall be responsible for any special application of safety valves as required in paragraphs from third to eight inclusive.

The lubrication of the engines shall be taken care of by the attendant accompanying the shipment and the owners shall be responsible for any damage to engines resulting from parts heating.

The owner shall be responsible for any parts of engine or tender failing in fair usage while in transit. The delivering line shall be responsible for any damage due to unfair usage.

Engines shall be provided with handbrakes, chains or suitable blocking for the purpose of securing engine and tender while standing in yards or on sidings.

Engine must be moved headed forward, except as provided in the following paragraph, unless otherwise instructed by the Superintendent.

A dead freight engine with engine truck removed must not be hauled in regular freight trains, but may be hauled in a work train, at a speed not to exceed fifteen miles per hour, to the nearest terminal where repairs can be made. Whenever possible, on engines which are equipped with an engine truck equalizer, the equalizing beam should be blocked, thereby giving better distribution of weight on the spring rigging without making the boxes and front frames any more rigid than necessary. When the equalizing beam goes through the saddle casting, this should be done by blocking between the beam and the casting; when it does

not, the front end of the beam should be chained up to a railroad tie or other support thrown across the front frames.

A passenger engine, except of the D-16 type, with the engine truck removed may be moved under steam or in a work train, at a speed not to exceed fifteen miles per hour, to the nearest terminal where repairs can be made. A D-16 type engine cannot be moved, either dead or under steam, with the engine truck removed.

A freight engine under steam, with engine truck removed, may proceed at a speed not to exceed fifteen miles per hour, to the nearest terminal where repairs can be made.

## COAL AND WATER

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

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

### 155 REGULAR WATER STATIONS

#### TRACK TROUGHS—

Bailey—Nos. 1, 2, 3 and 4 tracks.

Narrows—Nos. 1, 2, 3 and 4 tracks.

Mapleton—Nos. 1, 2, 3 and 4 tracks.

Bellwood—Nos. 2 and 3 tracks.

#### WATER PLUGS—

Bailey—Nos. 1, 2, 3 and 4 tracks.

Denholm—Nos. 1, 2, 3, 4 and coaling tracks.

Ryde—Nos. 1, 2, 3 and 4 tracks.

Warrior Ridge—Nos. 1, 2, 3 and 4 tracks.

Tipton—Nos. 1, 2, 3 and 4 tracks.

### 156 ALL OTHER WATER STATIONS ARE IRREGULAR

**157** At irregular water and coaling stations, taking water or coal will be considered as work under the provisions of Rule 302-a.

**158** When two engines are hauling a train, the one next to the train will drop the scoop as soon as it reaches the trough and the leading engine when half way over.

When there is one engine on the front end of a train and one on the rear as a pusher, the front engine will drop the scoop one-third of the way over and the pusher as soon as it reaches the trough.

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

**160** When necessary for an engine to stop at an irregular coaling station the engineman must advise the Superintendent in advance, giving the reasons for so doing.

**161** Work train engines will take coal at the most convenient time and at the most convenient coaling station herein designated, clearing first class trains according to rule.

**162** Engines of preference freight trains will not take coal enroute or stop for water, unless it is absolutely necessary, in which case the engineman must notify the Superintendent in advance giving reasons for so doing. Rule 302a will apply.

**163** Freight trains stopping at Denholm for coal, water, etc., will stop so that no portion of the engine will be under the coal wharf when coupled to the train.

**164** Eastward Freight Trains when taking water at Cove must stop train west of crossing at west end of station platform.

**165** Enginemen, when taking charge of their locomotives at terminals, will include in the examination of boiler and machinery, the condition of fire on the grates and the quality or grade of coal on the tender; and when the fire is found to

be bad or in dirty condition, or exception is taken to the kind of coal, it must be taken up with the enginehouse foreman or his representative for attention prior to departure from enginehouse tracks.

**166** Coal must not be dumped from a coal tipple to an engine while a passenger train is passing on an adjoining track. Tenders must not be overloaded and the necessary trimming of the coal on the tender must be done to prevent its falling off in transit.

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

**167** When a westward freight train stops for water at Alexandria, stop must be made east of Wolverton's Crossing, about one-fourth mile east of Alexandria Station and engine cut off so as not to obstruct any of the four crossings between that point and the water plug.

**170 REGULAR COALING STATIONS ARE LOCATED AS FOLLOWS:**

DENHOLM—Slow freight engines.

EAST ALTOONA—Freight engines.

ALTOONA—Passenger engines.

HOLLIDAYSBURG—Freight engines and shifting engines.

**171 IRREGULAR COALING STATIONS ARE LOCATED AS FOLLOWS:**

Huntingdon.

**TRACK ASSIGNMENTS**

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

<b>Eastward Passenger</b>	<b>Westward Passenger</b>
No. 3 track JK to EF.	No. 2 track NC to JO.
No. 2 track EF to FR.	No. 4 track JO to SC.
No. 1 track SC to NC.	No. 3 track FR to EF.
	No. 4 track EF to BO.

**Eastward and Westward Passenger and Freight**  
No. 3 BO to RO.

**Passenger and Freight**

<b>EASTWARD</b>	<b>WESTWARD</b>
No. 1 track FR to SC.	No. 3 track SC to FR.

<b>Eastward Freight</b>	<b>Westward Freight</b>
No. 1 and A tracks BO to JK.	No. 4 track NC to JO.
No. 1 track EF to FR.	No. 3 track JO to SC.
No. 2 track SC to JO.	No. 4 track FR to EF.
No. 3 track JO to NC.	No. 2 track JK to BO.

**Eastward and Westward Freight**

No. 2 track between FR and SC.

**176** Passenger Trains as specified will use Tracks as follows, unless Interlocking Signals otherwise indicate.

Nos. 57 and 671 will use yard track at Mifflin to be passed by No. 97.

No. 665 will use siding east of Huntingdon station to be passed by No. 27.

No. 667 will use yard track at Mifflin to be passed by No. 21 and will use Old Line Siding west of VF to be passed by No. 29.

No. 46 will use No. 2 track LF to RW to pass No. 608.

**177** Freight Trains will use Tracks as follows, unless otherwise ordered or Interlocking Signals otherwise indicate.

**EASTWARD.**

No. 5 track at RM when destined to or having work at Tyrone.

No. 5 track at HM when destined to or having work at Huntingdon.

No. A and No. 4 yard track MU when having work at Mount Union.

No. 5 track at RW when having work at Lewistown.  
Old line track at MS when having work at Newport.

#### WESTWARD.

No. 5 track at J when having work at Lewistown.

No. 5 track at GC when destined to or having work at Huntingdon.

No. 5 track at FR when destined to or having work at Tyrone.

No. 5 track at BQ when destined to or having work at Bellwood.

#### OTHER ASSIGNED TRACKS AND SIDINGS

##### WESTWARD.

**178 PETERSBURG**—The track south of and adjacent to No. 2 track Petersburg Branch will be used as a westward siding.

**179 ALFARATA**—The track south of and adjacent to No. 2 track will be used as a westward siding.

**180 CARLIM**—The track between Nos. 1 and 2 tracks from east end to middle switches will be used as a westward siding.

**181 HORRELL**—The track between Nos. 1 and 2 tracks from east end to middle switches will be used as a westward siding.

##### EASTWARD.

**182 HORRELL**—The track between Nos. 1 and 2 tracks from west end to middle switches will be used as an eastward siding.

**183 GANISTER**—The track north of and adjacent to No. 1 track will be used as an eastward siding.

**184 CARLIM**—The track between Nos. 1 and 2 tracks from west end to middle switches will be used as an eastward siding.

**185 ALFARATA**—The track north of and adjacent to No. 1 track will be used as an eastward siding.

**186 PETERSBURG**—The track north of and adjacent to No. 1 track Petersburg Branch will be used as an eastward siding.

#### BLOCK SIGNAL RULES

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

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

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

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

COLOR.	OCCASION FOR USE.	INDICATION.	NAME.
(b) Yellow.	Next Signal is at Stop.	Proceed prepared to Stop at next Signal.	Caution Signal.

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

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

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

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

**191** Rule 661 and the Note to Rule 504 are modified as follows:

**Rule 661:**

"Trains or engines must be run to, but not beyond a signal indicating Stop; except as provided in rule 663 and except that when the 'Stop and Proceed' indication is displayed at a position-light home interlocking signal, the train, after having stopped, may proceed, running with caution, expecting to find a train ahead, broken rail or obstruction."

**Note to Rule 504:**

"Permission to pass an automatic home block signal at Stop does not apply to other home block signals or interlocking signals; except when the indication 'Stop and Proceed' is displayed at a position-light home interlocking signal, as provided in modified Rule 661."

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

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

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

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

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

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

**195** In addition to conforming to the rules relative to opening a closed Block Station, the following special instructions must be observed:

**SIGNALMEN:**

A signalman at an open Block Station, located on either side of a closed Block Station, will not permit a train to proceed in the direction of the closed Block Station after the time specified for the latter to be open, until Rule 339 has been complied with, unless otherwise instructed by the Superintendent.

**ENGINEMEN AND TRAINMEN:**

Trains that are in an extended block at the time specified for an intermediate closed Block Station to be opened, must not accept a "Proceed" signal at the latter Block



Station until after having reported to the Signalman at that point and identified their train to him. If the Signalman is not on duty, the train will not proceed without instructions from the Superintendent.

### MANUAL BLOCK SYSTEM

**203** Rules 301 to 375, inclusive, are in effect as follows, except that rules 302a, 317a and 318a, will apply only on portions of the Division as specified in paragraphs Nos. 204, 205 and 206.

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

Tipton Branch between Tipton and end Tipton Branch.

Hollidaysburg and Petersburg Branch between PG and WI.

Clover Creek Branch between KZ and end Clover Creek Branch.

Canoe Creek Branch between Canoe Creek Jct. and end Canoe Creek Branch, and end Crissman Branch.

Springfield Branch between Ganister and Oreminea.

Morrison's Cove Branch between WI and Henrietta.

Bloomfield Branch between Roaring Spring and end Bloomfield Branch.

Martinsburg Branch between Martinsburg Jct. and Martinsburg.

Bedford Branch between Brookes Mills and State Line.

Mt. Dallas Branch between Dunning's Creek Jct. and Mt. Dallas.

Duncansville Branch between SN and Duncansville.

And for movements against the current of traffic:

Main Line between NC and FG.

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

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

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

**206** Rule 318a will apply  
Between PG and F.

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

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

Rule 320 is amplified accordingly.

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

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

**213** Unattended block stations are designated by the following signals:

Day signal—Letters indicating block station call.

Night signal—A red and a yellow light 12 inches apart in a horizontal line directly over the block station call.

These signals will not be used at regular block stations that are unattended during a portion of the day only.

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

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

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

Rule 365 is modified accordingly.

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

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

**217** In manual block territory, crossover switches operated by hand will be equipped from time to time with facing point locks operated by hand lever. The hand lever operating the facing point locks will be secured with a switch lock which must be kept locked. To operate a crossover equipped as above, the hand lever operating the facing point locks must first be thrown, as the operation of this lever turns the switch lights so as to display danger, after which the hand switches may be operated in the usual manner. After the use of the crossover is completed, the hand switches must be closed and locked after which the lever operating the facing point locks must be restored and locked in normal position.

Hand operated switches in main track shall from time to time be equipped with facing point locks operated by separate ground levers located at main track switch, derails to be operated by lock lever.

**218** A work train after fulfilling its running order will report arrival to the Signalman, who will arrange for the display of stop signals at both ends of the block before giving permission for the work train to enter working limits.

The same arrangement must be made before reoccupying main track after reporting clear.

Extra freight trains may be allowed to enter the block when so occupied under stop signal authorized by train order after receiving a copy of the order held by the work train.

**219** Referring to Rule No. 93: On single track within yard limits where Manual Block System Rules are in effect, Signalmen may permit trains other than passenger trains to make shifting or other yard movements in either direction under permissive signal ahead of trains other than passenger trains that have been admitted to the block under permissive signal, and Signalman may admit trains other than passenger trains to the block under permissive signal while such shifting or other yard movements are being made. Rule 317-A is modified accordingly.

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

## CONTROLLED MANUAL BLOCK SYSTEM.

**221** Controlled Manual Block System Rules 401 to 475 inclusive, except rule 417, are in effect as follows:

Between connection to Aetna Siding and MU on No. 1 track.

Between SC and FR on No. 2 track.

Between SN and EL,

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

Between EL and SN automatic block system is in service for following movements in either direction. Rule 417-A is modified accordingly.

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

Rule 420 is amplified accordingly.

## AUTOMATIC BLOCK SYSTEM

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

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

“ “ “ SC and FR No. 1 and 3 tracks.

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

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

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

HOLLIDAYSBURG AND PETERSBURG BRANCH.

Between JK and EL No. 1 and 2 tracks.

“ EL and SN Main track.

“ SN and WI No. 's 1, 2, 3 and 4 tracks.

Rule 302a will apply at all Interlocking Stations.

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

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

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

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

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

**230** When a passenger train is stopped by an automatic signal, it will proceed at once without waiting for a signal from the Conductor.

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

Hand operated switches in main track shall from time to time be equipped with facing point locks operated by separate ground levers located at main track switch, derails to be operated by lock lever.

**232** Crossover switches operated by hand within automatic block signal limits will be equipped with switch lamps displaying green lights and white targets when the switches are locked with the facing point locks, red lights and red targets will be displayed when the switches are unlocked.

**233** In automatic territory when a train clears a block between block signals, conductor or engineman must report clear to the signalman, except that the flagman may, when authorized by the conductor or engineman, report when clear. A train must not enter a block between block signals without permission from the signalman, and after receiving such permission may proceed as prescribed by Rule No. 504.

The signalman will not permit a train to enter a block at a hand operated switch between block signals without permission from the Superintendent if there is a train between the switch where the train is to enter the block and the next station in the rear where a signalman is located, or if such a movement has been authorized.

When a train has been given permission to enter a block at a hand operated switch between block signals, the signalman in the rear must know that it has entered the block before admitting any other train to the block, either at his station or any intermediate point.

A train that has been given permission to enter a block at a hand operated switch between block stations must inform the signalman at the next block in the rear when the main track switch is set for the movement and the signalman will then consider that the train has entered the block.

Rule 503-C is modified accordingly.

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

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

## INTERLOCKING RULES

**240** That part of Rule No. 601 under "Home Interlocking Signals" is amplified as follows, to provide for the use of purple for the night stop indication of Dwarf Signals:

Signal	Occasion for Use	Indication	Name
Color	The Signal Will be Displayed When	For Enginemen and Trainmen	As Used in Rules
(z) Purple (Dwarf only)	Route is Not Clear	Stop	Stop Signal
(a) Red	Route is Not Clear	Stop	Stop Signal
(b) Yellow	Route is Not Clear	Proceed with Caution	Caution Signal
(c) Green	Route is Clear	Proceed	Clear Signal

Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train, and the indications are given by position.

Horizontal as the equivalent of (z) or (a) Stop.

Diagonal, midway between (z) or (a) Stop and (c) Proceed, as the equivalent of (b) Proceed with Caution.

Vertical or nearly vertical, as the equivalent of (c) Proceed.

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

A train must not, without permission, proceed on a signal known to have been displayed for a preceding movement except when moving from engine house No. 3 to track A at Altoona where signal will not be changed between engines.

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

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

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

**243** Block signalman or train directors at offices where levermen are employed, when giving instructions to levermen regarding the movement of a train, will do so in a clear and distinct manner, and the leverman before taking any action will repeat back to the signalman or train director the instructions received.

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

Rule 616 is modified accordingly.

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

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

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

**248** Enginemen are forbidden to sand rails unnecessarily within the limits of interlockings. When sand is necessary it must be used in the smallest quantities and over the shortest possible section of track.

## BLOCK STATIONS IN MANUAL BLOCK TERRITORY HOLLIDAYSBURG AND PETERSBURG BRANCH

Block Station	Character of Service	Signalman in control during period specified when unattended.
EL.....	Regular Block Station	
SN.....	Regular Block Station	
WI.....	Regular Block Station	
F.....	Regular Block Station	
HL.....	Closed Block Station	
SJ.....	Regular Block Station 6.00 A. M. to 10.00 P. M. Unattended 10.00 P. M. to 6.00 A. M.	F-10.00 P. M. to 6.00 A. M.
		(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)
KZ.....	Regular Block Station 7.00 A. M. to 11.00 P. M. Unattended 11.00 P. M. to 7.00 A. M.	F-11.00 P. M. to 6.00 A. M. SJ-6.00 A. M. to 7.00 A. M.
		(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)

Block Station	Character of Service	Signalman in control during period specified when unattended.
BS . . . . .	Closed Block station	
AF . . . . .	Unattended Block Station	{ KZ—7.00 A. M. to 11.00 P. M. F—11.00 P. M. to 6.00 A. M. SJ—6.00 A. M. to 7.00 A. M.
PG . . . . .	Regular Block Station	

### DUNCANSVILLE BRANCH

SN . . . . .	Regular Block Station	
DV . . . . .	Unattended Block Station	SN—Continuously.

### CANOE CREEK BRANCH

(The track from Canoe Creek Junction to end Canoe Creek Branch and to end Crissman Branch and return is operated as a block.)

CO . . . . .	Unattended Block Station	{ SJ—6.00 A. M. to 10.00 P. M. F—10.00 P. M. to 6.00 A. M.
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### SPRINGFIELD BRANCH

SJ . . . . .	Regular Block Station 6.00 A. M. to 10.00 P. M.	{ F—10.00 P. M. to 6.00 A. M.
	Unattended 10.00 P. M. to 6.00 A. M.	

(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)

OR . . . . .	Unattended Block Station	{ SJ—6.00 A. M. to 10.00 P. M. F—10.00 P. M. to 6.00 A. M.
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### CLOVER CREEK BRANCH

(The track from Clover Creek Junction to end Clover Creek Branch and return is operated as a block.)

KZ . . . . .	Regular Block Station 7.00 A. M. to 11.00 P. M.	{ F—11.00 P. M. to 6.00 A. M. SJ—6.00 A. M. to 7.00 A. M.
	Unattended 11.00 P. M. to 7.00 A. M.	

(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)

### TIPTON BRANCH

(The track from Tipton to end of Tipton Branch and return is operated as a block.)

TIPTON..	Unattended Block Station	RM—Continuously.
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### MORRISON'S COVE BRANCH

WI . . . . .	Regular Block Station	
BM . . . . .	Regular Block Station 5.00 A. M. to 9.00 P. M. Unattended 9.00 P. M. to 5.00 A. M.	{ WI—9.00 P. M. to 5.00 A. M.

(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)

RS . . . . .	Regular Block Station 7.30 A. M. to 3.30 P. M., daily except Sunday. Closed 3.30 P. M. to 7.30 A. M., daily; also on Sundays from 7.30 A. M. to 3.30 P. M.
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(When closed from 3.30 P. M. to 7.30 A. M., and on Sundays from 7.30 A. M. to 3.30 P. M., the signal governing northward movements, which indicates position of facing point switch, will be lighted when night signals are necessary.)

**Block  
Station****Character of Service****Signalman in control  
during period specified  
when unattended.**

MJ . . . . .	Unattended Block Station	}	RS—7.30 A. M. to 3.30 P. M., daily except Sunday.
			BM—5.00 A. M. to 7.30 A. M., and 3.30 P. M. to 9.00 P. M., daily; also on Sundays from 7.30 A. M. to 3.30 P. M.
			WI—9.00 P. M. to 5.00 A. M., daily.
HR . . . . .	Unattended Block Station	}	RS—7.30 A. M. to 3.30 P. M., daily except Sunday.
			BM—5.00 A. M. to 7.30 A. M., and 3.30 to 9.00 P. M., daily; also on Sundays from 7.30 A. M. to 3.30 P. M.
			WI—9.00 P. M. to 5.00 A. M., daily.

**MARTINSBURG BRANCH****(The track from Martinsburg Junction to Martinsburg and return is operated as a block.)**

MJ . . . . .	Unattended Block Station	}	RS—7.30 A. M. to 3.30 P. M., daily except Sunday.
			BM—5.00 to 7.30 A. M., 3.30 P. M. to 9.00 P. M., daily; also on Sunday from 7.30 A. M. to 3.30 P. M.
			WI—9.00 P. M. to 5.00 A. M., daily.

**BLOOMFIELD BRANCH****The track from Roaring Spring to end Bloomfield Branch and return is operated as a block.)**

RS . . . . .	Regular Block Station 7.30 A. M. to 3.30 P. M., daily except Sunday. Closed 3.30 P. M. to 7.30 A. M., daily; also on Sundays from 7.30 A. M. to 3.30 P. M.	}	BM—3.30 P. M. to 9.00 P. M. and 5.00 to 7.30 A. M., daily; also Sundays 7.30 A. M. to 3.30 P. M.
			WI—9.00 P. M. to 5.00 A. M., daily.

**BEDFORD BRANCH**

BM . . . . .	Regular Block Station 5.00 A. M. to 9.00 P. M. Unattended 9.00 P. M. to 5.00 A. M.	}	WI—9.00 P. M. to 5.00 A. M.
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**(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)**

CB . . . . .	Regular Block Station 8.35 A. M. to 5.40 P. M. daily, except Sunday. Closed 5.40 P. M. to 8.35 A. M. daily, except Saturday and Sunday nights. Unattended from 5.40 P. M. Saturday to 8.35 A. M. Monday.	}	DC—5.40 P. M. to 10.00 P. M. Saturdays, 6.00 A. M. to 10.00 P. M. Sundays, and 6.00 A. M. to 8.35 A. M. Mondays.
			SL—10.00 P. M. to 6.00 A. M., Saturday and Sunday nights.

**(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)**

IM . . . . .	Regular Block Station 8.40 A. M. to 5.40 P. M. daily, except Sunday. Closed 5.40 P. M. to 8.40 A. M. daily, also on Sundays from 8.40 A. M. to 5.40 P. M.
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Block Station	Character of Service	Signalman in control during period specified when unattended.
RD	Regular Block Station 8.45 A. M. to 5.45 P. M. daily, except Sunday. Closed 5.45 P. M. to 8.45 A. M. daily, except Saturday and Sunday nights. Unattended from 5.45 P. M. Saturday to 8.45 A. M. Monday.	DC—5.45 P. M. to 10.00 P. M. Saturdays, 6.00 A. M. to 10.00 P. M. Sundays and 6.00 A. M. to 8.45 A. M. Mondays. SL—10.00 P. M. to 6.00 A. M., Saturday and Sunday nights.

(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)

CS	Regular Block Station 8.45 A. M. to 5.50 P. M. daily, except Sunday. Closed 5.50 P. M. to 8.45 A. M. daily, also on Sundays from 8.45 A. M. to 5.50 P. M.	
DC	Regular Block Station 6.00 A. M. to 10.00 P. M., Unattended 10.00 P. M. to 6.00 A. M.	SL—10.00 P. M. to 6.00 A. M.

(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent. See note.)

MC	Regular Block Station 8.10 A. M. to 5.10 P. M. daily, except Sunday. Closed 5.10 P. M. to 8.10 A. M. daily, also on Sundays from 8.10 A. M. to 5.10 P. M.	
BU	Unattended Block Station	DC—6.00 A. M. to 10.00 P. M. SL—10.00 P. M. to 6.00 A. M.
OU	Unattended Block Station	DC—6.00 A. M. to 10.00 P. M. SL—10.00 P. M. to 6.00 A. M.
SL	Regular Block Station— Open continuously	

### MT. DALLAS BRANCH

DC	Regular Block Station 6.00 A. M. to 10.00 P. M., Unattended 10.00 P. M. to 6.00 A. M.	SL—10.00 P. M. to 6.00 A. M.
MD	Regular Block Station 8.00 A. M. to 10.00 P. M. daily, except Sunday. Unattended 10.00 P. M. to 8.00 A. M. daily, also on Sundays from 8.00 A. M. to 10.00 P. M.	DC—6.00 A. M. to 8.00 A. M. daily, also on Sundays 8.00 A. M. to 10.00 P. M. SL—10.00 P. M. to 6.00 A. M.

(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)

**Note**—At DC Block Station the top arm of the northward home signal governs movements to Bedford Branch; the bottom arm is a square end blade and governs movements to Mt. Dallas Branch. When in clear position it will indicate the condition of the block, but when in caution position a hand signal must be displayed by the Signalman to give the block indication. The switches will be operated by the Signalman from 6.00 A. M. to 10.00 P. M.





## SPEED REGULATIONS

**249** Minimum running time for passenger trains in either direction between NC Block Station and Altoona is 2 hours and 5 minutes.

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

Top arm or light	- - -	Authorized speed
Bottom arm or light	- - -	30 miles per hour
Dwarf signals	- - -	15 miles per hour

When the top arm or light is displayed at caution or permissive, the speed must be reduced, if necessary, to conform to interlocking and block signal rules. When the bottom arm or light is displayed at caution or permissive, or dwarf signal is displayed at caution, train must "Proceed at low speed prepared to stop" within interlocking limits.

Rules affected by these changes are modified in accordance therewith.

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

**252** All movements on tracks Nos. A, 1 and 2 between eastbound home signal bridge at JK Block Station and 4th Street, Altoona Yard, must be made at a speed not exceeding 15 miles per hour.

**253** Engines moving over the slip switch leading from track A to No. 3 engine house at 17th street, Altoona, must not exceed a speed of 6 miles per hour. Movements over the other switches at this point must be made at a speed not exceeding 15 miles per hour.

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

CLASS	P'sgr trains forward.	Freight trains forward.	Light forward.	Backward Light or with trains
A.....	..	15	15	15
B except B-7.....	..	20	20	20
B-7.....	..	10	10	10
C.....	..	20	20	20
CC-1.....	..	25	25	25
D.....	70	50	50	30
E.....	70	50	50	30
F.....	60	50	50	30
G.....	70	50	50	25
H-3 and 5 } H-6 and 6a }	45	45	30	25
H-6b.....	50	50	50	30
H-8 and 9.....	60	50	50	30
HH-1.....	25	25	25	20
I.....	40	40	25	25
J.....	70	50	50	30
K.....	70	50	50	30
L....	60	50	50	30

**255** Class I-1s engines, when used on Petersburg Branch, must not exceed a speed of 15 miles per hour between Petersburg and Mount Etna, and 25 miles an hour between Mount Etna and Frankstown.

**256** Except where otherwise restricted, the maximum speed of passenger trains is 70 miles per hour. Freight trains and troop trains consisting entirely of freight equipment or of mixed passenger and freight equipment 50 miles per hour. In every case the movement of troop trains made up in the manner above specified will be regulated by the speed conditions applicable to freight trains as indicated in Time Table Rule No. 254.

The movement of troop trains consisting entirely of passenger equipment will be regulated by the speed conditions applicable to passenger trains.

When electrically equipped Multiple Unit cars are moved deadhead in trains over a route other than that on which they normally are used, a speed of 20 miles per hour must not be exceeded.

This restriction is intended to protect against damage to motor armature and motor axle bearings, with which trainmen and car inspectors are not generally familiar. If the MU cars are attended throughout the entire trip by an employe properly qualified on electrical equipment, or if it is known that the motors have been removed from such MU cars before deadhead movement is made, this restriction will not be applied.

**257** Locomotive cranes equipped with four wheels and of short wheel base, such as commonly used in and around yards for industrial purposes, must be moved in slow freight trains and then only at a safe speed.

**258** Trains must not exceed 60 miles per hour when scooping water from track trough.

**259** Eastward Freight Trains must not exceed a speed of 25 miles per hour at any point between EF Block Station and PG Block Station.

**260** A train with steam derrick will not exceed 30 miles per hour with boom trailing; 20 miles per hour with boom forward and will further reduce speed where regulations require it.

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

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

**263** Trains must not exceed the following speed:

TERRITORY	TRACES	MILES PER HOUR
10th Street, Altoona, to GD .....	3 & 4	40
Approaching Automatic Signal 2345, east of GD	4	60
EF to RM .....	1	50
DI to BQ .....	2,3 & 4	60
RM to Tyrone .....	1 & 2	60
Approaching Automatic Signal 2096, west of PG	1 & 2	60
Approaching Automatic Signal 2091, at PG .....	3 & 4	60
Ryde to McVeytown .....	2	50

**264** Trains must not exceed the speed indicated below, on curves. The restricted track is marked by white posts at beginning and end of curve:

CURVES	MILES PER HOUR	TIME BETWEEN POSTS (SECONDS)
0.8 mile east of Duncannon .....	40	36
0.5 mile east of Mifflin. ....	40	25
1.4 miles west of Mifflin .....	40	18
0.1 mile east of Lewistown .....	40	21
1.0 mile west of Ryde .....	50	26
Petersburg station (eastward only).	50	52
0.5 miles east of Spruce Creek tunnel on No. 1 and 2 tracks .....	40	17
Spruce Creek Station .....	40	36
East of Bridge 215.60. ....	40	21
East of Union Furnace. ....	40	46
Bridge 217.25 to west of Bridge 217.50. ....	40	48
Between Bridges 218.42 and 218.88. .	40	33
Between Bridges 220.41 and 220.75.	40	38
Tyrone Station .....	40	48

**265** Trains must not exceed the following speed on Branches:

#### Hollidaysburg and Petersburg Branch.

##### MILES PER HOUR.

All trains. ....	45
On Nos. 1 and 2 tracks over switches at west end of Petersburg passing siding .....	30
1.6 miles west of Petersburg (curve) .....	40
Neff (curve) .....	40
Water Street (curve). ....	40
1.2 miles west of Water Street (curve) .....	40
Goodman (curve).....	25
0.3 miles west of Goodman (curve).....	40
From 0.7 miles west of Mt. Etna to 0.6 miles east of Carlim (curves) .....	40
From Covedale to 0.9 miles west of Williamsburg (curves) .....	40
Point View (curve).....	40
On No. 2 track over switches at east end of Horrell passing siding.....	30
Frankstown (curve).....	40
From Hollidaysburg passenger station to Montgomery street and through freight running track in Hollidaysburg yard.....	15
SN Block Station (curve) .....	25
Nineteenth Street, Altoona (curve). ....	30
Movements from a branch to main line.....	15

#### Springfield Branch

Passenger trains .....	30
Other trains .....	20
1.0 mile south of Morrell (curve) .....	20
Wertz (curve).....	20

#### Morrison's Cove Branch.

Passenger trains.....	40
Other trains.....	30
0.2 miles north of Loop (curve).....	25
0.5 miles south of Loop (curve).....	30
Bridge No. 10.06 north of Reservoir (curves).....	25
Between McKee and Erb (curves).....	30
Bridge 21-19, 0.2 miles north of Martinsburg Jct. (curve).....	30
From Page to 0.8 miles south of Page (curves).....	30

#### Martinsburg Branch

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

**Duncansville Branch**

Passenger trains.....	30
Other trains.....	20

**Bedford Branch**

Passenger trains.....	45
Other trains.....	30
To and from siding connections.....	10
First curve south of Hughes Station.....	30
Dunning's Creek Junction.....	10
Richard Street Crossing, Bedford.....	10
Between points 1.2 miles and 1.4 miles south of Bedford.....	25
Through the Borough of Hyndman.....	10
Passing Watch Box at Slip Rock.....	15

Maximum speed for following classes of engines:

CLASS	FORWARD	BACKWARD
B-8.....	20	20
D.....	45	25
F.....	45	25
H-3.....	35	25
H-6.....	35	25

**Mt. Dallas Branch**

Passenger Trains.....	45
Other Trains.....	30
To and from Siding Connections.....	10
First Curve South of Cliffs Station.....	30
Bridge No. 1.35, North of Cliffs Station.....	30
Overhead Bridge South of Hartley.....	30
Mile Post 3, North of Lutzville.....	30
First Curve South of Mile Post No. 2.....	30
Mile Post No. 2 South of Ashcom.....	25

Maximum speed for following classes of engines:

CLASS	FORWARD	BACKWARD
B8.....	20	20
D.....	45	25
F.....	45	25
H-3.....	35	25
H-6.....	35	25

**Clover Creek, Canoe Creek, Bloomfield  
and Tipton Branches**

All trains.....	20
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## SPEED TABLE

TIME PER MILE		Miles Per Hour	TIME PER MILE		Miles Per Hour	TIME PER MILE		Miles Per Hour		
Min.	Sec.		Min.	Sec.		Min.	Sec.			
0.39		92.31	1.17		46.74	1.55		31.30	2.33	23.53
0.40		90.00	1.18		46.15	1.56		31.04	2.34	23.38
0.41		87.80	1.19		45.57	1.57		30.77	2.35	23.28
0.42		84.71	1.20		45.00	1.58		30.51	2.36	23.08
0.43		83.72	1.21		44.44	1.59		30.25	2.37	22.98
0.44		81.82	1.22		43.90	2.00		30.00	2.38	22.78
0.45		80.00	1.23		43.37	2.01		29.75	2.39	22.64
0.46		78.26	1.24		42.86	2.02		29.50	2.40	22.50
0.47		76.59	1.25		42.35	2.03		29.27	2.41	22.36
0.48		75.00	1.26		41.86	2.04		29.03	2.42	22.22
0.49		73.47	1.27		41.38	2.05		28.80	2.43	22.08
0.50		72.00	1.28		40.90	2.06		28.57	2.44	21.95
0.51		70.59	1.29		40.45	2.07		28.34	2.45	21.82
0.52		69.23	1.30		40.00	2.08		28.12	2.46	21.69
0.53		67.92	1.31		39.56	2.09		27.91	2.47	21.56
0.54		66.66	1.32		39.13	2.10		27.69	2.48	21.48
0.55		65.45	1.33		38.71	2.11		27.48	2.49	21.30
0.56		64.29	1.34		38.29	2.12		27.27	2.50	21.17
0.57		63.16	1.35		37.89	2.13		27.09	2.51	21.05
0.58		62.07	1.36		37.50	2.14		26.87	2.52	20.98
0.59		61.02	1.37		37.11	2.15		26.67	2.53	20.81
1.00		60.00	1.38		36.73	2.16		26.47	2.54	20.70
1.01		59.02	1.39		36.39	2.17		26.28	2.55	20.57
1.02		58.06	1.40		36.00	2.18		26.09	2.56	20.45
1.03		57.14	1.41		35.64	2.19		25.90	2.57	20.34
1.04		56.25	1.42		35.29	2.20		25.71	2.58	20.22
1.05		55.38	1.43		34.95	2.21		25.53	2.59	20.11
1.06		54.55	1.44		34.61	2.22		25.35	3.00	20.00
1.07		53.73	1.45		34.28	2.23		25.17	3.15	18.46
1.08		52.94	1.46		33.96	2.24		25.00	3.30	17.14
1.09		52.17	1.47		33.64	2.25		24.83	3.45	16.06
1.10		51.43	1.48		33.33	2.26		24.66	4.00	15.00
1.11		50.70	1.49		33.03	2.27		24.49	5.00	12.00
1.12		50.00	1.50		32.73	2.28		24.32	6.00	10.00
1.13		49.31	1.51		32.43	2.29		24.16	6.40	9.00
1.14		48.65	1.52		32.14	2.30		24.00	7.30	8.00
1.15		48.00	1.53		31.86	2.31		23.83	8.34	7.00
1.16		47.37	1.54		31.58	2.32		23.66	10.00	6.00
									12.00	5.00

## TRAIN REGULATIONS AT PASSENGER STATIONS

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

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

**269** Freight Trains stopping at stations must not block crossings used by Agents for mail, baggage, express and freight. Also at stations not provided with subway, the crossing used by passengers must not be blocked.

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

## MOVEMENTS THROUGH TUNNELS

**272** The signals governing movements through Spruce Creek Tunnel are Automatic Block Signals, and when in stop position, enginemen will be governed by Rule 504, but must not enter the tunnel without knowing the track they are using is clear through the tunnel.

## AIR BRAKE

**280** See Air Brake and Train Air Signal Instruction Book No. 99A-1.

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

**282** The following table may be used to determine how many cars will be allowed in trains without operative air brakes in order to maintain the required 85 per cent:

NUMBER OF CARS IN TRAINS	MAXIMUM NUMBER OF CARS ALLOWED WITHOUT EFFECTIVE AIR BRAKES
6 cars or less.....	0 cars
7 " to 13 cars inclusive.....	1 "
14 " to 19 " ".....	2 "
20 " to 26 " ".....	3 "
27 " to 33 " ".....	4 "
34 " to 39 " ".....	5 "
40 " to 46 " ".....	6 "
47 " to 53 " ".....	7 "
54 " to 59 " ".....	8 "
60 " to 66 " ".....	9 "
67 " to 73 " ".....	10 "
74 " to 79 " ".....	11 "
80 " to 86 " ".....	12 "
87 " to 93 " ".....	13 "
94 " to 99 " ".....	14 "
100 " to 106 " ".....	15 "
107 " to 113 " ".....	16 "
114 " to 119 " ".....	17 "
120 " to 126 " ".....	18 "
127 " to 133 " ".....	19 "
134 " to 139 " ".....	20 "
140 " to 146 " ".....	21 "

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

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

## TRAIN INSPECTION

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

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

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

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

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

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

If cars or engines are re-railed by wreck forces they will be inspected and wheels gauged by wreck force. Engine derailment must be reported by enginemen upon arrival at destination on Form MP-62.

## EQUIPMENT FAILURES

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

**291** When an appliance prescribed by the Safety Appliance Acts is found to be defective on a car in transit or otherwise, such car may be hauled from the place where such defective appliance was first discovered to the nearest available point where the appliance can be repaired. When a defective drawbar is found on a car in transit, if such car contains live stock or perishable freight, if necessary, it may be hauled by means of chains, instead of drawbars, to the nearest available point where such drawbar can be repaired. If the car is empty or contains freight other than the above, and it can not be hauled on the rear end of the train without the use of chains, it must be set off at the nearest available point and moved from that point to the nearest available point where the drawbar can be repaired, by a work train, a shop train, a light engine, or any train composed of cars



employed at the time by the railroad company for its own use and service. Cars with defective safety appliances may be associated together and moved to any repair point as a shop train, but must not be moved on revenue trains or in connection with cars commercially used, which include empty cars not employed at the time by the railroad company for its own use and service.

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

**294** When cars uncouple without apparent cause, Conductors must report same promptly to the Superintendent and also to the Car Inspector at terminal to have couplers examined and defects remedied.

In each case of delay to a passenger train due to failure of couplers, drafts, buffers, release riggings, foot plates, coupler carrier irons and fixtures associated with these parts the conductor must report promptly to the Superintendent by wire showing in detail what the trouble was. If train parted it should be stated whether it happened while starting, running or stopping; also whether the knuckle was found open on either car or locomotive involved and whether the two parts ran together again. The names of couplers and release riggings involved should be given, on steel cars it should be stated whether the release rigging is of the Rack or Rams Horn type. The cause of couplers parting should be stated if possible.

Any parts of couplers, drafts, buffers, release riggings, foot plates, coupler carrier irons or bolts involved that can be secured which are found to be worn, defective or broken and which contribute to detentions must be forwarded direct to Master Mechanic, Harrisburg, Pa., properly carded, the reverse side of the tag showing the following information: car number from which the part was removed, train number and date.

When coupler carriers become loose and allow couplers to drop or cross keys come out, permitting coupler to pull out, conductors, in their message report covering the occurrence, should state whether carrier came down or cross key came out on north or south side, also east or west end of car.

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

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

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

In cases where injury occurs by reason of defective passenger car equipment, the part or parts responsible for such injury should be tagged by the conductor to Master Mechanic, Harrisburg. Defective locomotive parts should be tagged to engine house foreman by engineman and defective parts of freight equipment should be tagged by the conductor and delivered to the first available car inspector who will forward them to Master Mechanic, Harrisburg, with a full

report of circumstances, and in case the defective parts cannot be removed by the conductor or engineman, they should arrange to have the defective car or engine examined by the first available car inspector or engine house foreman.

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

All parts forwarded must be clearly marked or tagged, giving for cars and locomotives the number and initial, and for other appliances or material, such description as will identify the part and the location where it failed. In all cases the date and place of accident must be given; also the name of the person or persons injured.

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

**NC, JO, MS, RK, VE, LF, JC, PG, QY, BQ, DI and EF**—Sponging only in lower portion of tower in charge of signal maintainer.

**COVE**—Cooling hose, 30 feet east of water bridge between No. 1 and 2 tracks, and 30 feet west of water bridge between Nos. 3 and 4 tracks. Sponging, jacks, and brasses at water bridge, south side, in charge of track foreman.

**BAILEY**—Cooling hose, 40 feet east of water bridge between Nos. 1 and 2 tracks, and 40 feet west of water bridge between Nos. 3 and 4 tracks. Sponging, jacks, and brasses at water bridge, south side, in charge of track foreman.

**THOMPSONTOWN**—Cooling hose, 800 feet west of water bridge between Nos. 1 and 2 tracks, and between Nos. 3 and 4 tracks. Sponging, jacks, and brasses in metal box, north side, opposite cooling hose, in charge of track foreman.

**DENHOLM**—Cooling hose, available for any track. Sponging, jacks, and brasses in car inspectors' box in charge of shop foreman. Pitmen at this point have charge of the work of cooling and repairing boxes.

**LEWISTOWN**—Two cooling hose, on south side 169 feet and 350 feet west of shelter shed, 2 plugs north side, without hose at car inspectors build'g and 374 feet west of station. The hose for these plugs are at oil house, and sponging, jacks and brasses are in box secured with switch lock at signal bridge, 275 feet west of the station, in charge of the Sunbury Division inspectors. When hot boxes require attention at this point advance information should be given if possible in order that car inspector may be on hand.

**RYDE WATER STATION No. 1**—Cooling hose at water bridge between Nos. 1 and 2 tracks and between Nos. 3 and 4 tracks. Sponging, jacks, and brasses north side, near pumping station in charge of stationary engineman.

**MU BLOCK STATION**—Cooling hose on north and south side of tracks, 10 feet east of tower. Sponging only, in lower portion of tower in charge of signal maintainer.

**HUNTINGDON**—Cooling hose, on north side of No. 4 track, opposite the shop, and on No. 5 track, opposite engine house. Sponging, jacks and brasses in box north side of No. 4 track near hose in charge of shop foreman. Shopmen at this point have charge of the work of cooling and repairing boxes.

**WARRIOR RIDGE WATER STATION No. 2**—Cooling hose, south side of No. 1 track and between Nos. 3 and 4 tracks.

**WARRIOR RIDGE WATER STATION No. 1**—Cooling hose, south side of No. 1 track and between Nos. 3 and 4 tracks. Sponging only, in the rear of power plant in charge of pool leader of ash pitmen.

**SPRUCE CREEK**—Cooling hose on north and south side of tracks, 300 feet east of station. Sponging, jacks and brasses in box north side of tracks near hose, in charge of pumpman.

**TYRONE**—Cooling hose, east and west ends of station platform between Nos. 2 and 3 tracks. Sponging only, in baggage room, and at west end of island station platform, in charge of station master.

When other work on locomotives or cars is necessary stop should be made at Mifflin and Huntingdon shops.

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

Sponging material for repairing hot boxes on freight trains will be provided as follows :

**WARRIOR RIDGE**—Half way between Nos. 1 and 2 water stations on south side of No. 1 track. Two buckets of sponging and sponging hooks in metal box, in charge of ash-pit man.

**RYDE**—Half a train length west of Ryde water station No. 1, on south side of No. 1 track. Two buckets of sponging and sponging hooks in metal box, in charge of track foreman.

At points where sponging material is not in charge of shop foremen, it will be furnished from the supply car on its eastward trip on local freight leaving Altoona on Tuesday and Huntingdon on Wednesday of each week, two buckets of sponging to be kept at each point to be replaced with fresh buckets when necessary on account of sponging being used or becoming too dry, material to be examined on the morning of each day the supply car runs, by the employe in charge who will arrange to exchange buckets when necessary. Where sponging is in charge of track foreman, the latter, after finding that fresh sponging will be required, will send a message to conductor of local freight at some convenient point, giving this information, and a stop will be made to allow supply car conductor to exchange buckets.

**298** When an engine on passenger train requires the driving or truck boxes sponged at Denholm, the engineman will advise the Superintendent promptly so the train may be diverted to one of the freight tracks which are equipped with ash pits.

**299** Passenger trains having to change engines at Huntingdon or requiring slight repairs to engine, or having a hot box on engine or train that requires attention, will use No. 5 track between HM and GC stopping at the shop to have the work done.

Freight trains wishing to change engines or having slight repairs to make at Huntingdon, will stop westward at HM, and eastward at GC, and will return to engine house on No. 5 track.

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

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

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

In order that a proper record may be kept, showing the use made of extra hose carried on engines, in each case where a hose is taken from engine to be used on a car, a warrant for same must be given the engineman by the conductor, passenger conductors to use M. P. 217 and freight conductors M. P. 188

for that purpose, one of these blanks to be filled out with the initials and car number in each case, and handed to the engineman who will attach same to his M. P. 62 report, which should be handed in at engine house on arrival at terminal, showing the number and kind of hose to be placed on engine to restore his equipment.

Defective air or steam hose removed from cars enroute must be properly tagged by the Conductor and turned over to Car Inspectors on arrival at terminal.

Freight crews arriving at East Altoona at night when there is no car inspector on duty at cabin siding will place any defective air hose they may have removed from cars enroute in a box provided for that purpose located at car inspector's building, hose must be properly tagged in accordance with instructions.

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

**303** 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.

**304** In order that close co-operation may be effected between the Enginemen and enginehouse organization as to the condition and performance of locomotives, and insure that all necessary repairs are made, Enginemen will, on arrival at the inspection pit at East Altoona, together with the Enginehouse Supervisor, located at the pit, confer as to the general condition and performance of the locomotive and enumerate defects that should be repaired, making special reference to such defects that are perceptible under working conditions of the locomotive that are not otherwise evident.

## **TO PREVENT AND EXTINGUISH FOREST AND GRASS FIRES**

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

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

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

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

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

## SAFETY FIRST

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**326** Engines must not be fired while passing through tunnels.

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

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

**329** Unauthorized employes must not open side or trap doors on vestibuled equipment.

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

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

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

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

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

**335** Defective parts of locomotives or cars such as brake riggings, drafts, drawheads, etc., must be loaded on engine or car from which they are removed, if not too heavy, and the message report must specify what disposition was made of such parts. If too heavy to load, they must not be left on roadbed between the tracks but must be placed at a safe distance from the tracks on either side of the railroad.

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

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

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

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

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

**341** Passenger trainmen should, so far as possible, prevent passengers from getting off trains when making other than station stops.



**342** Passenger trainmen will not permit passengers to board or alight from cars while couplings are being made or while train is moving. When leaving a station trainmen should place themselves in a position to command as full a view of station platform as possible, to prevent possible accident.

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

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

**345** Train crews when placing cars on sidings must provide a safe margin of clearance.

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

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

**348** Foremen, assistant foremen and gang leaders will be held responsible for knowing that men engaged in duties hazardous to the eyes are provided with individual goggles of P. R. R. standard type and wear them at proper times. Also men usually performing duties not hazardous to the eyes, but temporarily assigned to such duty must procure and wear goggles during such employment. A supply of goggles for general use will be kept in tool rooms and given out on check, and also supplied to all track gangs.

Eye injuries have been numerous in the past and discipline will be administered, if necessary, providing employes do not protect themselves and fellow workmen.

Where goggles must be worn by employes with defective eyesight, the goggles will have to be fitted to the individual to be worn over his glasses or lenses ground to prescription, such cases should be brought to the attention of the master mechanic, general foreman or supervisor, who will arrange to have the fitting done by a local optician or manufacturer at the company's expense.

## PERSONAL INJURIES

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

All cases of accidents resulting in personal injuries occurring in engine house or shop territories must be immediately reported to the enginehouse or shop foreman, whether employe is engaged in engine, train or other service. Enginemen, Conductors and Gang Leaders will be held responsible for furnishing this information.

When accident is caused by equipment failure, time table rule 296 must be strictly complied with.

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

LOCATION	NAME AND ADDRESS	TELEPHONE
HARRISBURG	H. B. WALTER, M. D. 1317 N. Third Street-----	Bell 1997
	G. B. KUNKEL, M. D. 118 Locust Street-----	Bell 67
	H. F. SMITH, M. D. 130 State Street-----	Bell 1853
	C. S. REBUCK, M. D. 412 N. Third Street-----	Bell 2068
ENOLA	E. C. WEIRICK, M. D.-----	P. R. R.
MARYSVILLE	C. R. SNYDER, M. D.-----	United 21-2
DUNCANNON	B. F. BEALE, M. D. 207 High Street-----	{ United 6-K { Perry Co.
NEWPORT	H. O. ORRIS, M. D. Market Street-----	Bell 10-4
	L. A. CARL, M. D. Second Street-----	Bell 41-J
THOMPSONTOWN	W. H. HAINES, M. D. Main Street-----	
MIFFLIN	D. M. CRAWFORD, M. D. 319 Cherry Street-----	Bell 7-12
	W. H. BANKS, M. D. 22 Main Street-----	Bell 26-2
LEWISTOWN	S. W. SWIGART, M. D. 3 E. Third Street-----	Bell 123
McVEYTOWN	C. M. JOHNSON, M. D. Cor. Market & Holiday Sts.	Bell 8-2
MOUNT UNION	W. J. CAMPBELL, M. D. 100 Penna. Ave.-----	{ Bell 34 { P. R. R.—MU
MAPLETON	F. P. SIMPSON, M. D. Sherman Street-----	{ Bell 15 R-12 { Mt. Union Ex.
HUNTINGDON	F. L. SCHUM, M. D. 322 Penn Street-----	{ P. R. R. 20-R { Bell 264
	H. C. FRONTZ, M. D. Fifth and Mifflin-----	Bell 10
PETERSBURG	CHAS. CAMPBELL, M. D. King Street-----	P. R. R.
TYRONE	W. S. MUSSER, M. D. 1045 Logan Avenue-----	Bell 51
	W. L. LOWRIE, M. D. 861 Washington Ave.----	Bell 65
BELLWOOD	B. B. LEVENGOOD, M. D. Main Street-----	P. R. R. 223
JUNIATA	J. L. BRUBAKER, M. D. 507 Fourth Ave.-----	Bell 226
ALTOONA	J. D. FINDLEY, M. D. 1121 Thirteenth Ave.----	{ Res.—P. R. R. 300 { Office—Bell 980
	W. H. HOWELL, M. D. 1115 Twelfth Ave.-----	Bell 1425
	S. P. GLOVER, M. D. 1118 Twelfth Ave.-----	Bell 1332
HOLLIDAYSBURG	J. S. TAYLOR, 1107 13th Ave. Res. 3030 Broad Ave.----	{ Bell 3297 { Bell 3613
	H. H. BROTHERLIN, M. D. 417 Allegheny Street----	Bell 118-J
ROARING SPRING	W. A. NASON, M. D. Park Avenue-----	Bell 914-R-21
WILLIAMSBURG	R. R. WHITTAKER, M. D. 220 High Street-----	Bell 903-R-24
CLAYSBURG	C. O. JOHNSTON, M. D.-----	P. R. R.—CB
BEDFORD	W. F. ENFIELD, M. D.-----	P. R. R.—DC
STATE LINE	E. F. RAPHEL, M. D.-----	P. R. R.—SL

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

353 In all cases of personal injury it is the duty of any employe who may be present, to render all practical aid to the injured party, to procure promptly the services of the

nearest physician, giving preference to those named above, and, as soon after as possible, make a full report of the case to the head of his department.

**354** All personal injuries received by employes, however slight they may be, must be reported at time of occurrence even though the injured employe may be able to continue at work. Failure to comply with these instructions may result in disallowance of compensation in the event of employe being compelled to stop off later as a result of such injury.

In all cases of personal injury, whether slight or otherwise, an employe, if able, is required to call upon the nearest Medical Examiner and Railroad Physician and Surgeon at the earliest opportunity, in order that proper treatment may be instituted and the required reports issued, and such visits must be continued as directed by the Physician until the employe is pronounced recovered.

The Railroad Company will not pay the bills of outside doctors except in emergencies when it is impossible to obtain the services of a Railroad Physician and Surgeon promptly, in which latter cases the Company will only be responsible for the cost of the FIRST visit.

At outlying points where it is impossible to obtain the services of our Surgeons, the Railroad Company will be responsible for the cost of reasonable surgical attention rendered by outside Physicians within the amounts prescribed in the Workmen's Compensation Act.

In serious accidents the injured employe should be taken to a Hospital located at one of the following points as may be most convenient:

Altoona, Cumberland, Huntingdon or Harrisburg.

Should an employe require hospital attention, it will be incumbent upon such employe to call on the Medical Examiner and Railroad Physician and Surgeon as soon as possible after being discharged from hospital in order that, if necessary, treatment may be continued and requisite reports made.

If the Medical Examiner or Railroad Physician and Surgeon is not immediately available, the First Aid facilities provided by the Company—First Aid Rooms, First Aid Cabinets and First Aid Packets, should be given the widest possible use by employes.

**WARNING:** To avoid infection and the possibility of grave complications, the most trivial wounds should receive prompt attention. Serious consequences have followed the well meant, but often ill-advised and injudicious means employed to remove foreign bodies from the eyes. Do not allow a foreign substance imbedded in the eye to be removed by any one other than a Physician.

First Aid Attendants are permitted to make the first or initial dressings only. All subsequent treatments or dressings must be made by a Physician or by his personal direction.

Even though injured employe is under the care of the Medical Examiner, for compensation purposes, it will also be necessary for him to keep in touch with Railroad Physician, other than Medical Examiner, throughout his entire disability.

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

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

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

## CREWS REPORT FOR DUTY

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

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

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

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

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

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

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

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

Mifflin.....	30 minutes.
Huntingdon.....	40 "
Henrietta.....	30 "
Bedford.....	1 hour
Cumberland.....	1 "
Altoona { Through.....	1 hour 15 mins.
{ Local.....	1 "

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

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

POINT	ENGINEMEN	FIREMEN
Mifflin.....	30 mins.	20 mins.
Huntingdon.....	30 "	20 "
Tyrone.....	30 "	20 "
Altoona.....	30 "	20 "
Hollidaysburg, Bedford Branch...30 "	30 "	15 "
Other Branches...30 "	30 "	20 "
State Line.....	30 "	15 "

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

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

### ALTOONA:

Passenger trainmen register at Station Master's Office.

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

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

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

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

**HOLLIDAYSBURG:**

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

**HENRIETTA:**

Passenger Enginemen, Firemen and Trainmen register at Engine house.

**BEDFORD:**

Passenger and freight engine crews and train crews will register at the Baggage Room in the presence of the agent or his representative.

**STATE LINE:**

Engine crews and train crews will register at the Yard Master's Office in the presence of the Yard Master or his representative.

**CUMBERLAND:**

Passenger engine crews and train crews will register at the Ticket Office in the presence of the Ticket Agent or his representative.

**TYRONE:**

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

Yard Enginemen, Firemen and Trainmen register at Yard Master's Office AC, Tyrone.

**HUNTINGDON:**

All Passenger and Freight Enginemen, Firemen and Trainmen register at Oil House.

**MOUNT UNION:**

Enginemen, Firemen and Trainmen will register at Yard Master's Office.

**MIFFLIN:**

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

**NEWPORT:**

Trainmen will register at Supervisor's office.

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

**HOURS-OF-SERVICE LAW**

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

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

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

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

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

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

Conductors will make this report for train crews and En-

ginemen for engine crews, and it must, in all cases, be made and delivered with time cards at the end of the trip, on which the hours of service are exceeded.

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

377 When conductors or enginemen are relieved before completion of the trip on account of the Hours-of-Service-Law, they will make a notation on back of time card showing by whom they are relieved also the time and place.

## STATION ANNOUNCEMENTS

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

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

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

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

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

### 382 Announcements to be made at Junction and Terminal Points

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

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

**LEWISTOWN**—Between 3.00 A. M. and 3.00 P. M. Change for Reedsville, Belleville, Milroy, Sunbury, Wilkes-Barre and Scranton.

Between 3.00 P. M. and 3.00 A. M. Change for Reedsville, Belleville and Milroy.

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

**HUNTINGDON**—Change for all points on Huntingdon and Broad Top Railroad.

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

**TYRONE**—Change for Bellefonte, Lock Haven, Williamsport, Clearfield, Philipsburg, Osceola Mills (except train No. 510).

Train No. 510—Change for Clearfield, Philipsburg, Osceola Mills, Huntingdon, Mount Union, Lewistown, Harrisburg.

**BELLWOOD**—Change for Punxsutawney, Coalport, Irvona, Mahaffey.

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

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

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

**BEDFORD**—Change for all points on Huntingdon and Broad Top Railroad.

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

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

### TRAFFIC INTERRUPTION

**390** Whenever passenger train service is disarranged, the station master or station agent will inform the public by posting in a conspicuous place at the station (or otherwise, where posting of notice is not practicable) and by announcement to passengers when purchasing tickets, the probable length of time of interruption, and when it is expected that service will be restored.

When unusual or serious delay occurs to a passenger train, the conductor shall notify the passengers, either direct or through the agency of trainmen and Pullman employes, regarding the cause and the approximate time the train will be delayed, except at night, when, of course, passengers should not be awakened to give them this information.

When delays occur at points where it is safe for passengers to get out for exercise, luncheon, etc., they should be given such information as will enable them to take advantage of the opportunity.

Special arrangements should be made when, on account of delays to passenger trains not having dining cars, passengers would otherwise be materially inconvenienced.

In case a passenger train is to be detoured, station masters, agents or conductors will cause announcement to be made in all cars in train used by passengers, giving detour route and names of stations on normal route train will not reach, so that passengers for these stations may arrange to get off and take another train to destination.

### STATE HEALTH DEPARTMENT REGULATIONS

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

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

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

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

### COMMERCE REGULATIONS

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

"It shall be unlawful for any common carrier subject to the provisions of the act, or any officer, agent, or employes of such common carrier, or for any other person or corpor-

ation lawfully authorized by such common carrier to receive information therefrom, knowingly to disclose to or permit to be acquired by any person or corporation other than the shipper or consignee, without the consent of such shipper or consignee, any information concerning the nature, kind, quantity, destination, consignee, or routing of any property tendered or delivered to such common carrier for interstate transportation, which information may be used to the detriment or prejudice of such shipper or consignee, or which may improperly disclose his business transactions to a competitor; and it shall also be unlawful for any person or corporation to solicit or knowingly receive any such information which may be so used; PROVIDED, that nothing in this act shall be construed to prevent the giving of such information in response to any legal process issued under the authority of any state or federal court, or to any officer or agent of the Government of the United States, or of any State or Territory, in the exercise of his powers, or to any officer or other duly authorized person seeking such information for the prosecution of persons charged with or suspected of crime; or information given by a common carrier to another carrier or its duly authorized agent, for the purpose of adjusting mutual traffic accounts in the ordinary course of business of such carrier.

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

## UNION NEWS AGENTS

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

While in and about stations, they will be under the jurisdiction of the station master or agent, and on moving trains under the jurisdiction of the train conductor.

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

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

They must be courteous and polite to passengers.

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

**410**

## CONNECTIONS

The conductor of any passenger train that makes connection with any of the connecting division trains when running late, will send a message to the Superintendent promptly from the first available telegraph or telephone office stating whether or not they have passengers for the connection.

**411** Passenger conductors of eastward through trains will include in report of passengers which is put off at Huntingdon, the number of passengers for points on the P. & R. Railway via Harrisburg, giving destination of same, also the number of passengers for each destination via Cumberland Valley Division.



**412** Conductors of eastward local trains will report from JO to Station Master, Harrisburg, showing the number and destination of passengers for Cumberland Valley Division and P. & R. Also number of passengers for Philadelphia and Baltimore Divisions.

**413** Conductors of all passenger trains connecting with Sunbury Division trains at Lewistown will send reports regularly, whether train is late or on time, stating whether or not they have any passengers for that division, and giving the number and destination of passengers. Reports from eastward trains to be left at Huntingdon, and from westward trains at RK Block Station, and in the event of passengers being picked up for Sunbury Division points, after passing Huntingdon or RK, as the case may be, the conductor will wire this information as promptly as possible.

**414** Trains having mail cars and receiving instructions to wait at junction points for a connecting train will not only wait for the passengers but will see that the mail is loaded before starting.

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

**416** The conductor of No. 25 will report from Mifflin stating whether or not he has passengers for Bedford branch, also for Tyrone Division showing number for Clearfield branch and number for Bald Eagle Valley branch.

**417** When train No. 4 is running late, the Conductor will include in his report from Huntingdon the number of coach passengers for points north of Harrisburg via the Williamsport Division.

**418** The Conductor of No. 21 will report from Mifflin passengers for Tyrone Division, giving the number for each destination.

**424**

## LARGEST TYPE OF ENGINES ALLOWED ON BRANCHES

	PASSENGER	FREIGHT
Morrison's Cove Branch.....	E-3	H-9s
Martinsburg Branch.....	E-3	H-9s
Bloomfield Branch.....	E-3	H-6
Canoe Creek and Crissman Branches..	E-3	H-9s
Springfield Branch.....	E-3	H-9s
Clover Creek Branch.....	E-3	H-9s
Bedford Branch.....	E-3	H-6
Mt. Dallas Branch.....	E-3	H-6

**425** The following restrictions as to size and weight of equipment are in effect on Western Maryland Railroad between State Line and Cumberland on account of Wills Creek Bridge at GC Junction:

Largest type of engines allowed: Passenger, D-16\*; Freight, F-3.

Maximum weight of engines in working order, exclusive of tender, 173,900 pounds.

Largest type of passenger coach allowed, MP-54.

Maximum measurements of passenger equipment:

Length over end sills.....	67'
Total length over couplers.....	75' $\frac{1}{4}$ "
Width at eaves.....	10' 1"
Distance between truck centers.....	51'

\*Class E-3a engines may be used under a speed restriction of ten (10) miles per hour over Wills Creek Bridge. Not more than one engine of this class will be permitted in any one train and in no case must engines of any class be coupled together when passing over this bridge.

**426** Locomotives heavier than the class H6a or "b", must not use the sidings which lead to the enginehouse, coal wharf or water plug at Long Siding Huntingdon H. & B. T. R. R. on account of sharp curvature and light rails.

## DELIVERY OF COMMERCIAL TELEGRAMS

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

## MISCELLANEOUS

**428** Train No. 662 will put off Grampian and Wilkes Barre express cars at Tyrone daily except Sunday.

**429** No. 48 daily will pick up milk cars at Huntingdon, Lewistown, Port Royal, siding west of Thompsontown and Duncannon and will load milk at Mexico and Newport. Will also load milk at Mifflin daily except Sunday.

No. 41 daily will leave milk car at Mifflin.

Pa-89 will leave milk cars at Huntingdon and will pick up express and milk cars at Tyrone daily except Monday.

No. 6251 will take on extra coaches at Hollidaysburg.

No. 6256-6328 will leave milk car at Curry.

No. 6256-6284-6328-6332 will leave milk car at Martinsburg.

On Sundays crew running No. 6257, will leave Henrietta with light engine, at 3.15 P. M., go to Curry and pick up milk car, returning to Henrietta with milk car for No. 6257.

No. 6252 will take on milk car at Curry daily except Sunday.

No. 6277-6255, daily except Sunday and No. 6281-6257 Sunday only, will take on milk car at Martinsburg.

No. 6206 will leave extra coaches at Hollidaysburg.

No. 6205 weekdays and No. 6207 Sundays will pick up milk car at Williamsburg.

No. 6374 will leave milk car at Bedford.

No. 6373 will pick up milk car at Bedford.

**430** P. R. R. employes will be carried in crew car of train No. 11 from Tyrone to Altoona. Also under the following circumstances from Huntingdon to Altoona: On train No. 11 when it passes Huntingdon after the schedule time of No. 3, but is running ahead of that train.

**431** Conductors and Trainmen must not occupy the apartments or drawing rooms in Pullman cars, except Conductors, when working tickets of Pullman car passengers, may do so when there is no other available space to use; but must vacate as soon as the work has been completed.

**432** When a passenger coach is set off enroute from any cause it is the duty of the crew to see that all windows and deck ventilators are closed and that the doors are locked.

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

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

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

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

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

**437** Enginemen and firemen will do everything practicable to prevent smoke and steam escaping from locomotives at all times and places especially in frosty and foggy weather when in Altoona Station train shed or in the vicinity of 14th and 17th Street Switches. It should be understood that Enginemen in charge of superheater engines after coupling to train at Altoona passenger station, may open cylinder cocks after assuring themselves that there will be no person in the way of steam escaping therefrom.

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

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

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

**440** When there is a large amount of baggage to unload at any intermediate station the Baggage Master will send word in advance, to the Baggage Agent, in order that sufficient help may be provided to do the work with a minimum amount of delay.

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

Where it is the regular practice to make backward movements with trains carrying passengers, the passengers, except occupants of business cars, will be prohibited from riding on the front platform of the leading car while the backward movement is being made.

Rule 703 is modified accordingly.

**442** When an Official or Business Car, having an open platform at front end, is attached to the rear of a passenger train the end gate at rear end of the car ahead must be placed in position to safeguard the passengers.

**443** After all passengers have been provided with seats, Conductors will exercise their judgment in permitting the turning over of seats.

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

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

**445** In the operation of one day excursions, it is desirable that one or two of the coaches on each train shall be designated as smoking cars, and that smoking shall not be permitted in the other cars; the trainmen to give proper supervision in order to see that the regulations and proper decorum are observed.

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

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

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

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

**450** Conductors will make frequent trips through sleeping cars at night to see that a Pullman employe is on guard in each car that is in service.

**451** Passenger trainmen or station employes observing passengers spitting in cars or on floors at stations will politely call their attention to the fact that such practice is prohibited by law.

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

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

**454** Trainmen will in all cases request passengers, accompanied by dogs, to place them in the baggage car. Upon request of the passenger, however, small dogs in baskets or other receptacles, when carried in lap, will be permitted in passenger coaches, but under no circumstances can they be permitted to occupy a seat, roam about the floor of the car, or cause any annoyance to any other passengers.

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

**456** Passenger Conductors when turning the leaves of mileage books, are not permitted to moisten thumb or fingers with saliva.

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

**458** Rule H will apply to all passenger equipment cars.

**459** Local freight trainmen are prohibited from smoking while working in loading or unloading freight in local cars at stations, and in cars containing local freight in transit. Rule "H" is amplified accordingly.

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

**461** Baggage Masters will remain with their cars upon arrival at terminals until all baggage and other material has been unloaded or until they are relieved by proper authority.

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

No. 610 between Altoona and Newport and No. 3 between McVeytown and Altoona will be considered local trains.

Passengers must not be allowed to ride in vestibules unless all side and trap doors are closed

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

**463** Trainmen, will, as far as possible, not permit passengers to extend any part of their person from side of car or to ride on open platform and when vestibuled cars are used the trap and vestibule doors must be closed except as provided in time table rule No. 462.

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

Drifting cars of any kind on a track where passenger equipment cars are standing occupied by passengers or employes is prohibited. If it is desired to place cars on a track so occupied, they must be placed there with the engine, whether it is intended to couple the cars or not.

Swinging or drifting cars containing livestock in passenger or freight service is prohibited.

**465** Passenger trainmen and yard crews, when handling passenger equipment, must be careful to disconnect vestibule curtains before the cars are parted.

**466** Passenger Conductors will, when they notice any rough handling of their train, call Engineman's attention to it at first stop, so that the proper action can be taken to correct it promptly, and at end of their run report to the Car Inspector, stating whether rough handling occurred when starting or stopping train, so that proper action will be taken to ascertain cause of trouble, also indicate on C. T. 15 the manner in which the train was handled, noting in the case of any rough handling, location and cause of same.

**467** When arrangements are made to store two or more trains on a section of main tracks, or on tracks adjacent thereto, the front end of each train should be stopped at least six car lengths from the rear end of train ahead, and each train left standing on track must be properly secured with hand brakes by the crew.

When pushing trains in behind others already stored, the conductor in charge will see that the air hose is uncoupled between the first and second car at front end in direction train is moving, and be prepared to manipulate the angle

cock and apply the air in case of emergency. Conductor storing the first train will securely place a blue light on the rear end for protection which will be removed by conductor in charge of following train stored and in each case placed on rear end of last train stored.

Should there be any failure in above instructions, on account of accident or error, resulting in cars which are being stored striking the cars standing on track; the crew must at once flag the tracks to prevent the possibility of an accident, report the matter to the Superintendent's office promptly from the nearest telephone and make careful examination of all cars that may have been affected.

When cars are stored on main tracks or on passing sidings, it will be necessary to cut the trains at stations, road crossings, tool houses, tunnels and points where cut watchmen are permanently located. It will not be necessary to cut trains at signal bridges.

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

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

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

**471** Conductors will report on M. P. 217 broken seals on stretcher boxes of system cars so equipped.

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

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

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

**475** When necessary to water hogs, poultry or stock of any kind, it should be done at Denholm, and conductors will notify the Superintendent promptly when they have work of this kind.

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

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

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

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

**479** Automobile car end doors which project when open beyond side clearance of car must be secured, when car is

placed for loading or unloading, in such a manner as to offer no obstruction to passing trains on adjoining tracks. This must be done under the direction of yardmaster, agent or their representative. Trainmen must see that these doors are securely fastened while such cars are enroute.

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

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

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

**483** In the event of a foreign locomotive moving under steam over our lines, being used to haul a train, the conductor in charge will make notation, over his signature, on the face of the waybill accompanying the foreign locomotive, stating character of service performed, points between which locomotive was used, time consumed, and date.

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

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

**486** Freight Conductors will mark on the back of the copy of their C. T. 1034 which is attached to the time card, the time their cabin passes NC both east and westward, also the time cabin passes over the Y at Tyrone, both east and westward.

**487** Conductors of westward freight trains when delivering carbon copy of C. T. 1034 report at Denholm, will make notation on the back of same showing time and date the crew was ordered for duty so that this information may be transmitted to Altoona.

**488** The cut reports, C. T. 94, for eastward freight trains sent from Denholm to Harrisburg and Enola, must show the time crew was ordered. Conductors will give this information to the Yard Master at Denholm when handing him their manifests.

**489** Conductors will leave with the Signalman at JC Block Station a list giving numbers and initials of all empty box cars backed off at Bridgeport siding.

**490** Freight Conductors putting off any portion of their train at Marysville will deliver to the receiving Yard Master a list of the initials and numbers of the cars set off, but this will not require a duplicate of their entire car report.

**491** Freight conductors backing off cars at Lewistown for delivery to the Sunbury Division should leave with the yard master at Lewistown a C. T. 66 report showing the numbers and initials of the cars set off.

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

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

**494** When shopped cars are backed off at Millerstown they must be placed on the North siding, so that the Inspector can get to all parts to make repairs.

**495** Freight Conductors, other than local freight trains, putting off cars at Duncannon, will leave manifests in box at switch leading to interchange track near the old iron bridge.

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

**497** Freight conductors in charge of westward empty trains for the Petersburg Branch, must get orders for the disposition of their train before passing BS.

**498** Conductors in charge of westward main line freight trains having loaded cars routed via Petersburg will put such cars off at Huntingdon to be picked up at that point by local freight trains for the Petersburg Branch.

**499** Conductors of eastward freight trains on No. 5 track at Lewistown having cars to back off, will communicate with the Yard Master's Office by telephone from the middle switches to inquire if any cars shall be taken out.

**500** Crews of preference and slow freight trains will be marked up for the westward trip from Marysville, Harrisburg or Enola in the order they passed NC Block Station on the previous trip eastward. Conductors in charge of eastward trains will make notation on the back of their time cards showing the time rear end of train passes NC.

Eastward movements to Marysville, Harrisburg or Enola and light movements between these points in either direction should be reported on the face of time cards in spaces provided for that purpose. All westward freight trains will mark their time passing DI so that all movements may be properly indicated for the information of the Time-keeper.

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

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

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

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

**ALTOONA—**

Westward,	via Main Line,	shew	time	passing	DI.
	“ Branch,	“	“	“	JK.
Eastward,	“ Main Line,	“	“	“	DI.
	“ Branch,	“	“	“	JK.

**HOLLIDAYSBURG—**

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



**STATE LINE—**

Southward, switch at Yard Master's Office, main track to lower yard.

**TYRONE—**

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

**HUNTINGDON—**

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

**MIFFLIN—**

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

**HARRISBURG—**

East and Westward, show time passing RJ.

**ENOLA—**

East and Westward, " " " PR.

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

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

**507** Freight crews when deadheading east to Harrisburg must turn their time cards in promptly on arrival. When it is not convenient to leave them at the office of Assistant Train Master, Middle Division, they may be turned in to the passenger crew dispatcher at Harrisburg passenger station.

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

**HARRISBURG**

Trainmen's room at passenger station.  
Enginehouse No. 1 (lobby).  
Enginehouse No. 2 (inspection pit).  
Yard Master's Office G1 (lobby).

**ENOLA**

Enginehouse (inspection pit).  
Yard Master's Office west yard (lobby).

**HUNTINGDON**

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

**EAST ALTOONA**

Enginehouse (lobby).  
Assistant Yard Master's Office ND.

**ALTOONA**

Assistant Freight Train Master's Office RV.  
Station Master's Office.  
Enginehouse No. 3 (near engine dispatchers desk).

**HOLLIDAYSBURG**

Yard Master's Office.

Enginehouse (lobby).

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

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

When using sidings they must look for a derail.

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

**510** Hand switches found unlocked or improperly set must be restored to normal position and the fact reported promptly.

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

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

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

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

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

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

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

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

**516** Local freight crews must conform to the following:

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

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

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

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

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

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

**520** Upon entering a car to collect transportation announcement, "Tickets Please," should be made as frequently as necessary.

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

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

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

**522** In view of many serious fires caused by escaping gasoline in tank cars involved in wrecks special attention is called to the following instructions in connection with regulations 1951 to 1959 of General Notice No. 61-F:

Gasoline varies in hazard from the wild and highly volatile casinghead gasolines to the ordinary refinery gasoline. Under ordinary atmospheric temperatures the former gives off many times the amount of vapor in a given time, as does the latter.

In hot weather all gasolines vaporize more rapidly than in cold weather, but even in the coldest weather gasoline gives off inflammable vapors in sufficient amount to ignite readily.

The vapor of gasoline or other inflammable liquids is much heavier than air and tends to form a layer along the ground and only mixes slowly with the air. The mixing with air is increased by wind.

The vapor flows along the ground tending to follow the slope of the ground and settling in low places. It will not drift or flow to any extent against the wind, but may travel a considerable distance with the wind. Owing to variations

as to volatility of gasoline, amount of gasoline exposed, temperature, contour of ground and direction of wind, it is impossible to fix any definite limit at which the hazard of ignition ceases.

Post guards and keep all spectators away.

Locate all leaks and stop them if possible, using only electric flash lights or electric hand lanterns when lights are necessary. If open flame lights must be used, keep them elevated as much as possible.

Dig holes and trenches to bury exposed and leaking gasoline that cannot be transferred promptly to tight containers.

Allow reasonable time after stoppage of leaks and burial of gasoline for vapors to escape from wreck and vicinity.

Keep steam crane fire to windward as much as possible and not less than 500 feet away until completion of work to this point.

First move to safety the least injured cars to avoid starting new leaks during handling by crane. When leaks are to be expected in handling, empty the car first either by transfer of contents to other car or containers, or by leakage to a hole or trench in the ground for burial.

Do not allow trains to pass on adjoining tracks, especially on same or lower level as long as gasoline is leaking or exposed in quantity. When allowed to pass, keep fire doors closed and draught shut off.

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

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

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

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

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

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

**525** Conductors of trains containing one or more cars of live stock must note carefully the time limit on manifest, indicating the hour when the stock must be unloaded for feed and rest, and when the time margin is close, must call the Superintendent's attention thereto by wire, and must also report the fact to the Yard Master or Agent at terminal or point of delivery.

**526** When eastward freight trains from Pittsburgh Division have two or more engines and are stopped east of BO Block Station, the lead engine or engines will cut off and proceed to engine house, provided the engine next to train is in condition to control the train.

**527** Cars set off at Duncannon must not be placed on the interchange track, unless directly consigned to the Duncannon Iron and Steel Company. When not so consigned, they should be placed on old north track, unless the Agent otherwise directs.

**528** Road crews when delivering the supply of empty cars on Blairfour siding must be careful to stop before they touch the cars standing at crusher.

**529** Eastward preference extras when picking up cars of slow freight at any point on the division must keep Harrisburg and Enola classifications separate in solid blocks in order that the train can be continued to Enola with the Enola cars after setting off the preference cars and the Harrisburg slow freight cars at Marysville.

**530** When trains of Foreign Railroads, either passenger or freight, are detoured over our road, the Pilot of such train should make out a P. R. car record report and forward same to the Car Record Office, Philadelphia.

**531** From time to time position light dwarf signals will be substituted for the semaphore type. The aspects of these position light dwarf signals are shown in Time Table.

**532** At Altoona Passenger Station, when loading or unloading passengers, it frequently is necessary to cross them over other trains. When this is being done the Conductor or Brakeman of the train over which passengers are being crossed must, if at all possible, be at the point where they are crossing to assist in handling them and to see that no person by mistake enters their train instead of crossing over.

**533** Eastward Freight Trains, which stop at Warrior Ridge Water Station No. 1 or No. 2 and discover cars with hot journals which must be set off at shop siding west of "HM" Block Station, will notify signalman at "HM" Block Station before leaving the Water Station.

**534** When trouble is experienced with hot journals on the Division, whether or not it is necessary to back cars off, a prompt report should be made by conductors of such trouble, designating the journal, initial and number of car. In designating the journal it will be necessary to show whether on north or south side of car.

575

## COUNTY LINES MAIN LINE

**PERRY COUNTY**—From west side of Susquehanna river to 5075 feet west of Millerstown.

**JUNIATA COUNTY**—From 5075 feet west of Millerstown to 1947 feet east of Hawstone.

**MIFFLIN COUNTY**—From 1947 feet east of Hawstone to middle of Mount Union bridge.

**HUNTINGDON COUNTY**—From center of Mount Union bridge to 700 feet west of Union Furnace and north of center of river from bridge 216.49 to bridge 218.88.

**BLAIR COUNTY**—From 700 feet west of Union Furnace to bridge 216.49 and south of center of river from bridge 216.49 to bridge 218.88 and from bridge 218.88 to Altoona.

### Holidaysburg and Petersburg Branch

**HUNTINGDON COUNTY**—From Petersburg to Fox Run, 400 feet east of Blairfour.

**BLAIR COUNTY**—From Fox Run to Altoona.

### Bedford Branch.

**BLAIR COUNTY**—From Brookes Mills to 3309 feet north of Queen.

**BEDFORD COUNTY**—From 3309 feet north of Queen to State Line.

### Other Branches

BLAIR COUNTY	}	Tipton Branch.
		Clover Creek Branch.
		Springfield Branch.
		Morrison's Cove Branch.
		Bloomfield Branch.
		Martinsburg Branch.
		Duncansville Branch.
		Canoe Creek Branch.
		BEDFORD COUNTY—Mt. Dallas Branch.

## DISPOSITION OF ARTICLES FOUND ON PASSENGER TRAINS

**580** On all trains operated between Altoona and Huntingdon, including westward through trains, and all Branch trains, they will be turned in at the Parcel room, Altoona Station.

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

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

## UNIFORM REGULATIONS

**582** On May 15th all uniformed employes will change from winter to summer uniform, and on October 15th they will change from summer to winter uniform.

The wearing of blue serge uniforms by employes in train service is restricted to the Summer period, May 15th to October 15th.

Uniform coats must be kept buttoned, except that Passenger Conductors, while actually engaged in lifting transportation, may have their coats open.

During the season when summer uniforms are worn, Passenger Trainmen and other uniformed employes who are required to wear the blouse coats have the privilege of wearing the standard black mohair coats, which will provide the necessary relief from the heat, notwithstanding the fact that they must be kept buttoned, except in the case of Passenger Conductors when actually engaged in lifting transportation.

Employes who use overcoats or raincoats while on duty must wear only such garments as are made of the standard blue material.

## SEALING OF FREIGHT CARS

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

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

Cars equipped with Wagner doors must be sealed at the lever, except when doors are left partly open for ventilation, when seals must be applied at the hasp and not at the lever.

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

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

Conductors setting off cars at outlying points at which there is no agent will fill up form C. T. 850 and deliver same to the proper agent with waybill. In case a loaded car is picked up at a point where there is no agent and car is not properly sealed, it must be sealed at the next sealing station unless the conductor is furnished with seals and press. It will not be necessary for conductors to fill up form C. T. 850 for cars set off short of destination, but this form must be made for all cars delivered at destination on any siding other than on warehouse siding where there is an agent. Loaded cars picked up at a point where there is no agent and not properly sealed, must be sealed by the Car Inspector at the first place where such cars are inspected or yarded and the Conductor moving such cars must notify the Car Inspector or Yard Master.

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

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

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

Seal presses have been furnished to agents, certain large shippers, Yard Masters, Local Freight Conductors and Car Inspectors. Seal presses must be kept under lock and key when not in use, and unauthorized persons must not be allowed to handle them.

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

## FIRST AID BOXES

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

Inspections will be made monthly by the following persons:

At PASSENGER AND FREIGHT STATIONS: By Supervising Agent.

At BLOCK STATIONS: By Division Operator.

At YARD OFFICES: By Assistant Train Master.

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

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

At SHOPS: By Master Mechanic or General Foreman.

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

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

Employes in charge of stations, towers, tool houses, etc., will notify the Master Mechanic by means of material sheet when the seal of the first aid box is broken, a box properly sealed will then be furnished to replace the one used which must then be forwarded to the nearest storehouse on the Division properly tagged showing where from and why seal was broken.

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

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

## USE OF TELEPHONES

**620** Shippers must not be allowed to use railroad wires. This refers to telephone and telegraph wires.

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

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

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

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

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

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



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

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

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

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

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

Telephones in boxes are equipped with switches which automatically cut the telephone off the line when the door of the box is closed.

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

When using the telephone, speak with your lips in line with and not more than one-half inch from the mouthpiece of the transmitter.

Telephone boxes must be kept closed and locked when the telephone is not being used.

## 630 LIST OF TELEPHONES FOR USE OF EMPLOYEES

Telephones for emergency use are located as follows:

Block Stations.  
 Assistant Train Masters' offices.  
 Supervisors' offices.  
 Yard Masters' offices.  
 Signal Maintainers' residences.  
 Power Plants.  
 Engine Houses.  
 Switch offices.  
 Scale offices.  
 Coaling stations.  
 Repair shops.  
 Agents' offices.

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

### MAIN LINE

Automatic Signal Bridges NC to EF.

Where there are no signal bridges between SC and FR they are located at automatic signal poles on north side of tracks.

Home Signal Bridges (except Eastward at M, J, and VF and Westward at QY).

Patrolmen Residence	}	Duncannon
		Newport
		Mifflin
		Lewistown
		Mount Union
		Huntingdon
Watch Boxes	}	Tyrone
		Altoona.
		East of JO.
		West of BD.
		West of Mexico Cut.
		East of M.
		East of Hawstone.
		East of J.
		Cut East of Newton Hamilton.
Cut East of Mount Union.		
		West of Barree.

Track Foreman's residence (except Sub-Div. 43.)

Signal Maintenance Foremen residences.

Signal Section Maintainers' residences.

Duncannon—West end of station platform, south side.

Mifflin—Station platform, south side, east end of shelter.

Ryde Water Station No. 2.

Mount Union { Tie treating plant.  
Just west of Freight Station.  
West end Mount Union yard.

Huntingdon { Station platform south side, east end of shelter.  
East end MW yard.  
North end long siding H. & B. T. M. yard.

Warrior Ridge water station No. 2.

Spruce Creek Tunnel { East End, Eastward Tunnel.  
West End, Westward Tunnel.

Tyrone { Switch to Fairbrook Branch.  
Island platform.  
West leg of Y on platform.  
Middle switches Tyrone yard.  
Y switches Tyrone yard.

Tipton Water station.

### HOLLIDAYSBURG & PETERSBURG BRANCH

F Home Signal Bridge westward.

WI Home Signal Bridge eastward.

SN " " " westward.

29th Street Station.

Watch Box { East of Hatfield's crossing.  
Goodman's Hollow.  
Margaret avenue, Altoona.

Track Foreman's residences.

Signal Section Maintainers' residences.

### DUNCANSVILLE BRANCH

Track Foreman's residence.

### MORRISON'S COVE BRANCH

Reservoir Station.

Home Block Signals at RS.

Track Foreman's residence (except Sub-Divs. 12 and 13.)

Page Station.

Bossler Station.

### BEDFORD BRANCH

Tool House, Claysburg.

Hughes Station.

DC Northward Home Signal.

Bedford—Patrolman's residence.

### SPRINGFIELD BRANCH

Watch box south end Big Curve.

Track Foreman's residence.

**640 HEATING OF PASSENGER EQUIPMENT CARS**

Temperature of Cars when on the road.

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

Coaches in suburban service.....60 to 65 degrees.

Pullman Sleeping Cars between the hours of 10 P. M. and  
6 A. M.....about 60 degrees.

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

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

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

**ARRANGED FREIGHT TRAIN SERVICE****645**

These trains are run as Extras.

**WESTWARD**

Class	NC	EF	BO	Road Time	Yard Time	Total Time
PG-19	12.01 A	8.00 A	10.00 A	7.59	2.00	9.59
PG-9	8.00 A	5.00 P	8.30 P	9.00	3.30	12.30
PH-11	12.30 P	6.30 P	8.30 P	6.00	2.00	8.00
PG-11	1.30 P	7.00 P	9.00 P	5.30	2.00	7.30
PF-1	3.30 P	11.30 P	2.00 A	8.00	2.30	10.30
PG-7	4.30 P	11.59 P	2.00 A	7.29	2.01	9.30
PG-15	5.30 P	2.30 A	6.00 A	9.00	3.30	12.30
PG-13	RM 12.01 P	1.15 P	2.45 P	1.14	1.30	2.44

**EASTWARD**

Class	BO	EF	NC	Road Time	Yard Time	Total Time
VL-4	12.01 A	2.00 A	10.00 A	8.00	1.59	9.59
PF-2	12.45 A	2.45 A	10.45 A	8.00	2.00	10.00
VL-2	5.30 A	8.00 A	2.00 P	6.00	2.30	8.30
IN-2	6.30 A	9.00 A	2.30 P	5.30	2.30	8.00
CMB	8.30 A	10.30 A	3.30 P	5.00	2.00	7.00
FW-8	11.00 A	12.01 P	5.00 P	5.00	1.00	6.00
PH-10	3.00 P	3.40 P	8.40 P	5.00	.40	5.40
PG-12	5.30 P	7.30 P	5.30 A	10.00	2.00	12.00
PG-18	6.30 P	9.00 P	7.00 A	10.00	2.30	12.30
WP-10	7.20 P	8.20 P	1.30 A	5.10	1.00	6.10
PG-10	8.30 P	11.00 P	9.00 A	10.00	2.30	12.30
PG-16	2.30 P	6.30 P	RM 7.15 P	.45	4.00	4.45

650

## U. S. MAIL WORK

## WESTWARD

STATIONS.	11	57	41	15	1		
LUCKNOW			†S				
ROCKVILLE							
MARYSVILLE		†S	†S	†C&D	†C&D		
DUNCANNON		†S	†S	†S	†S		
LOSH'S RUN (Logania)			†C&D				
NEWPORT		†S	†S	†S	†S		
MILLERSTOWN		†S	†S	†C&D	†C&D		
THOMPSONTOWN		†S	†S	†C&D	†C&D		
TUSCARORA (Kilmer)			†C&D				
MEXICO			†C&D				
PORT ROYAL		†S	†S	†C&D	†S		
MIFFLIN		†S	†S	†S	†S		
HAWSTONE					†S		
LEWISTOWN		†S	†S	†S	†S		
GRANVILLE		†D	†S		⊗S †C&D		
McVEY TOWN		†S	†S	†C&D	†S		
RYDE			†S				
NEWTON HAMILTON		†S	†S	†C&D	⊗S †C&D		
MT. UNION		†S	†S	†S	†S		
MAPLETON		†D	†S	†C&D			
MILL CREEK		†D	†S	†C&D			
HUNTINGDON	*S	†S	†S	†S	†S		
PETERSBURG		†S	†S	†C&D	†S		
BARREE			†S				
SPRUCE CREEK		†D	†S	†C&D			
UNION FURNACE		†D	†S				
BIRMINGHAM		†C&D	†S		†C&D		
TYRONE	*S	†S	†S	†S	†S		
TIPTON			†S				
BELLWOOD		†S	†S	†S	†C&D		

C—Mail caught from crane only.

D—Mail delivered only.

C &amp; D—Mail caught and delivered.

S—Train stops, mail received or delivered or both.

\* Daily.

† Daily except Sunday.

‡ Daily except Monday.

⊗ Daily except Saturday and Sunday.

‡ Saturday only.



## U. S. MAIL WORK

## EASTWARD

STATIONS.	662	34	8	624	608		
BELLWOOD	†S	†C&D	†S	✠S	†S		
TIPTON					†S		
TYRONE	†S	*S	†S	✠S	†S		
BIRMINGHAM		†C&D	†C&D		†S		
UNION FURNACE			†C&D		†S		
SPRUCE CREEK		†D	†C&D		†S		
BARREE			†C&D				
PETERSBURG	†S	†C&D	†C&D		†S		
HUNTINGDON	†S	*S	†S	✠S	†S		
MILL CREEK	†S	†C&D	†C&D		†S		
MAPLETON	†S	†C&D	†C&D		†S		
MT. UNION	†S	†S	†S	✠S	†S		
NEWTON HAMILTON	†S	†C&D	†C&D		†S		
RYDE			†C&D				
McVEYTOWN	†S	†C&D	†C&D		†S		
GRANVILLE		†C&D					
LEWISTOWN	†S	†S	†S	✠S	†S		
HAWSTONE	†S						
MIFFLIN	†S	†D	†S	✠S	†S		
PORT ROYAL	†S	†D	†C&D		†S		
MEXICO	†S		†C&D				
TUSCARORA (Kilmer)	†C&D						
THOMPSONTOWN	†S		†C&D				
MILLERSTOWN	†S	†D	†C&D				
NEWPORT	†S	†D	†S	✠S	†S		
LOSH'S RUN (Logania)			†C&D				
DUNOANNON	†S	†C&D	†S		†S		
MARYSVILLE	†S	†D	†C&D		†S		
ROCKVILLE							
LUCKNOW							

C—Mail caught from crane only.

D—Mail delivered only.

C &amp; D—Mail caught and delivered.

S—Train stops, mail received or delivered or both.

\* Daily.

† Daily except Sunday.

✠ Daily except Monday.

⊙ Daily except Saturday and Sunday.

‡ Saturday only.



**655 The Ticket Offices of Stations shown below will be open for the sale of tickets as follows:**

EASTWARD AND SOUTHWARD		DAILY EX. SUNDAY	WESTWARD AND NORTHWARD	
Open for Train No.	Closed After Train No.	STATIONS	Open for Train No.	Closed After Train No.
6292	666	-----DUNCANNON-----	601	6295
662	608	-----NEWPORT-----	601	6295
662	666	-----MILLERSTOWN-----	41	665
662	666	-----THOMPSONTOWN-----	41	665
600	666	-----MEXICO-----	41	665
662	666	-----PORT ROYAL-----	41	1
662	608	-----MIFFLIN-----	57	33
662	608	-----LEWISTOWN-----	57	33
600	666	-----GRANVILLE-----	41	665
600	666	-----McVEY TOWN-----	57	665
600	666	-----NEWTON HAMILTON-----	41	665
662	608	-----MOUNT UNION-----	3	33
662	608	-----MAPLETON-----	3	665
600	666	-----MILL CREEK-----	41	665
662	610	-----HUNTINGDON-----	6201	33
662	6208	-----PETERSBURG-----	6201	667
600	608	-----SPRUCE CREEK-----	41	665
600	666	-----UNION FURNACE-----	41	665
8	624	-----BIRMINGHAM-----	41	665
20	610	-----TYRONE-----	3	667
600	608	-----BELLWOOD-----	3	665
		-----*ALTOONA-----		
		-----*HOLLIDAYSBURG-----		
6204	6206	-----HORRELL-----	6203	6207
		-----*WILLIAMSBURG-----		
		-----*ALEXANDRIA-----		
		-----*OREMINEA-----		
		-----*ROARING SPRING-----		
6272	6282	-----MARTINSBURG-----	6273	6283
6250	6254	-----CURRY-----	6251	6257
		-----*EAST FREEDOM-----		
		-----*CLAYSBURG-----		
		-----*SPOUL-----		
		-----*QUEEN-----		
		-----*IMLER-----		
		-----*OSTERBURG-----		
		-----*REYNOLDSDALE-----		
		-----*FISHERTOWN-----		
		-----*CESSNA-----		
		-----*BEDFORD-----		
		-----*MANN'S CHOICE-----		
		-----*BUFFALO MILLS-----		
		-----*HYNDMAN-----		
		-----*CUMBERLAND-----		
		-----*MT. DALLAS-----		

Stations marked thus \* will be open for all trains.

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



EASTWARD AND SOUTHWARD		SUNDAY		WESTWARD AND NORTHWARD	
Open for Train No.	Closed After Train No.	STATIONS		Open for Train No.	Closed After Train No.
600	604	-----DUNCANNON-----		601	6295
20	608	-----NEWPORT-----		601	6295
600	608	-----MIFFLIN-----		601	33
20	608	-----LEWISTOWN-----		671	33
34	608	-----MOUNT UNION-----		671	667
600	608	-----MAPLETON-----		41	665
34	610	-----HUNTINGDON-----		671	33
600	6306	-----PETERSBURG-----		41	667
20	610	-----TYRONE-----		3	667
600	608	-----BELLWOOD-----		3	665
.....	.....	-----*ALTOONA-----		.....	.....
.....	.....	-----*HOLLIDAYSBURG-----		.....	.....
.....	.....	-----*WILLIAMSBURG-----		.....	.....
.....	.....	-----*ROARING SPRING-----		.....	.....
.....	.....	-----*MARTINSBURG-----		.....	.....
.....	.....	-----*BEDFORD-----		.....	.....
.....	.....	-----*HYNDMAN-----		.....	.....
.....	.....	-----*CUMBERLAND-----		.....	.....

Stations marked thus \* will be open for all trains.

## PASSING SIDINGS

Also Commercial Sidings used at times for passing  
trains.

### CAR CAPACITY INCLUDING ONE ENGINE AND ONE CABIN

The allowance for each car is forty-five (45) feet and  
one hundred (100) feet for engine and cabin.

#### PETERSBURG BRANCH

NAME	CAR CAPACITY
Petersburg { Eastward Passing Siding.....	82
{ Westward Passing Siding.....	84
Alfarata { Eastward Passing Siding.....	87
{ Westward Passing Siding.....	88
Carlim { Eastward Passing Siding.....	100
{ Westward Passing Siding.....	100
Ganister { Eastward Passing Siding.....	79
{ Storage Siding.....	71
Horrell { Eastward Passing Siding.....	84
{ Westward Passing Siding.....	84

#### SPRINGFIELD BRANCH

NAME	CAR CAPACITY
Royer (Station Siding).....	31
Morrel (Station Siding).....	2

#### MORRISON'S COVE BRANCH

Kladder (Station Siding).....	1
Kier Fire Brick Co. No. 3.....	32
McKee Station { Front Siding.....	31
{ Back Siding.....	9
Roaring Spring { Ore Hill Branch Connection.....	7
{ Freight Station Siding.....	21
Curry (Station Siding).....	14

#### MARTINSBURG BRANCH

Martinsburg (Station Siding).....	20
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#### BEDFORD BRANCH

NAME	CAR CAPACITY
Barclay.....	45
Fossilville.....	72
Buffalo Mills.....	52
Manns Choice.....	44
Napier.....	41
Bedford River Track.....	40
Bedford South Siding.....	45
Younts.....	29
Holderbaum.....	37
Cessna Passing.....	37
Reynoldsdale Passing.....	7
Reynoldsdale Station.....	19
Osterburg.....	13
Imler Station.....	6
Imler Passing.....	19
Summit Passing.....	42
Claysburg.....	48
Brookes Mills Old Siding.....	25
Brookes Mills New Siding.....	36

#### MT. DALLAS BRANCH

Hartley.....	38
Lutzville.....	7

# GENERAL ORDERS

This Time Table must contain General Orders Issued  
after General Order No. 32.

## MIDDLE DIVISION

Altoona, Pa., April 15, 1922.

### GENERAL ORDER No 33

A new Time Table will become effective 12.01 A. M., Sunday, April 30, 1922.

All interested parties must secure a copy of the new Time Table and receipt for same prior to 12.01 A. M., Saturday, April 29, 1922.

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

Effective with the new Time Table, MD Block Station on Mt. Dallas Branch will be operated as a Regular Block Station 8.00 A. M. to 10.00 P. M. daily except Sunday. The character of Sunday service at CB and IM Block Stations on Bedford Branch will be changed. See instructions on pages 109 and 110 of Road Time Table No. 5.

WM. ELMER

## MIDDLE DIVISION

### GENERAL ORDER No. 34

Altoona, Pa., April 21, 1922.

KZ Block Station, on Hollidaysburg and Petersburg Branch, will be operated as follows:

KZ. Regular Block Station 7.00 A. M. to 11.00 P. M., daily, except Sunday. Unattended 11.00 P. M. to 7.00 A. M. daily; also on Sundays from 7.00 A. M. to 11.00 P. M.	}	F—11.00 P. M. to 6.00 A. M. daily; also on Sundays from 10.00 P. M. to 11.00 P. M.
		SJ—6.00 A. M. to 7.00 A. M. daily; also on Sundays from 7.00 A. M. to 10.00 P. M.

(When unattended, signals in stop position with lights burning. Trains must not pass without orders from Superintendent.)

Instructions on page 106 of Time Table No. 4, and page 108 of new Time Table No. 5, in effect 12.01 A. M., April 30, 1922, are modified accordingly.

EFFECTIVE 7.00 A. M.,  
SUNDAY, APRIL 23, 1922.

WM. ELMER,  
Superintendent.

## MIDDLE DIVISION

### GENERAL ORDER No. 35

Altoona, Pa., April 29, 1922.

Effective at once and until otherwise ordered, trains on No. 4 track must not exceed a speed of 40 miles per hour on bridge No. 208.80, Shaver's Creek, at Petersburg.

WM. ELMER,  
Superintendent.

MIDDLE DIVISION  
GENERAL ORDER No. 36

MANN'S CHOICE:

Altoona, Pa., May 15, 1922.

MC Block Station Northward and Southward home block signals will be moved. Northward signal will be re-located 840 feet North, and Southward signal 1140 feet North of MC.

At the same time slowboards will be installed at MC, Manns Choice, CB, Claysburg, and RD, Reynoldsdale, located 1700 feet from the home block signals.

EFFECTIVE 11.00 A. M.,  
WEDNESDAY, MAY 17, 1922.

WM. ELMER,  
Superintendent.

MIDDLE DIVISION  
GENERAL ORDER No. 37

Altoona, Penna., May 29, 1922.

The time of daily train No. 37, as shown in Terminal Time Table No. 5, will be changed as follows:

Altoona, leave ..... D 5:56 A. M.  
BO Block Station..... 5:59 A. M.

EFFECTIVE 12:01 A. M.,  
THURSDAY, JUNE 1, 1922.

WM. ELMER,  
Superintendent.

MIDDLE DIVISION  
GENERAL ORDER No. 38

Altoona, Penna., June 5, 1922

Effective 12:01 P. M. Tuesday, June 6, 1922, trains may resume schedule speed on No. 4 track over Bridge 208.80, Shavers' Creek, at Petersburg.

WM. ELMER,  
Superintendent.

MIDDLE DIVISION  
GENERAL ORDER No. 44

Altoona, Pa., August 28, 1922.

AF Block Station, Petersburg Branch, will be changed from unattended to regular Block Station and will be open continuously.

KZ Block Station, Petersburg and Clover Creek Branches, and SJ Block Station, Petersburg and Springfield Branches, will be operated as regular Block Stations continuously.

General Order No. 34 and instructions on pages 6, 107 and 108 of Time Table No. 5 are modified accordingly.

EFFECTIVE 3.00 P. M.,  
MONDAY, AUGUST 28, 1922.

WM. ELMER,  
Superintendent.

MIDDLE DIVISION

GENERAL ORDER No. 46

Altoona, Pa., September 11, 1922.

BU Unattended Block Station on Bedford Branch will be moved southward from present location and placed 425 feet south of Buffalo Mills Station.

EFFECTIVE 12:01 P. M.,  
THURSDAY, SEPTEMBER 14, 1922.

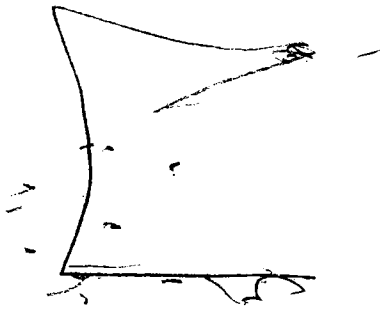
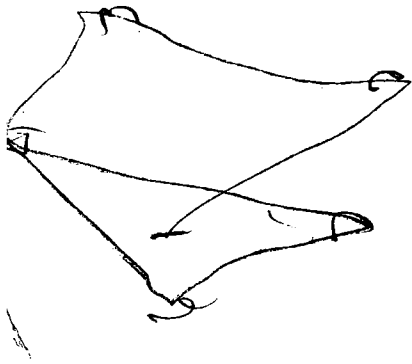
WM. ELMER,  
Superintendent.







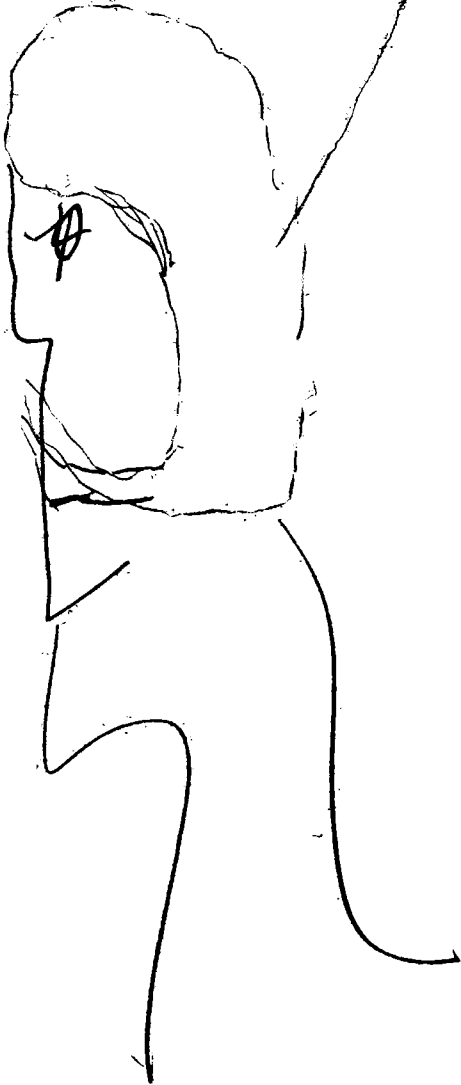






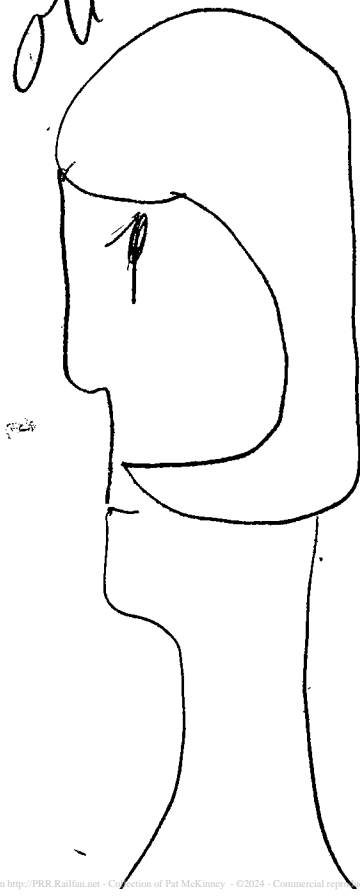


old man,





old milk!





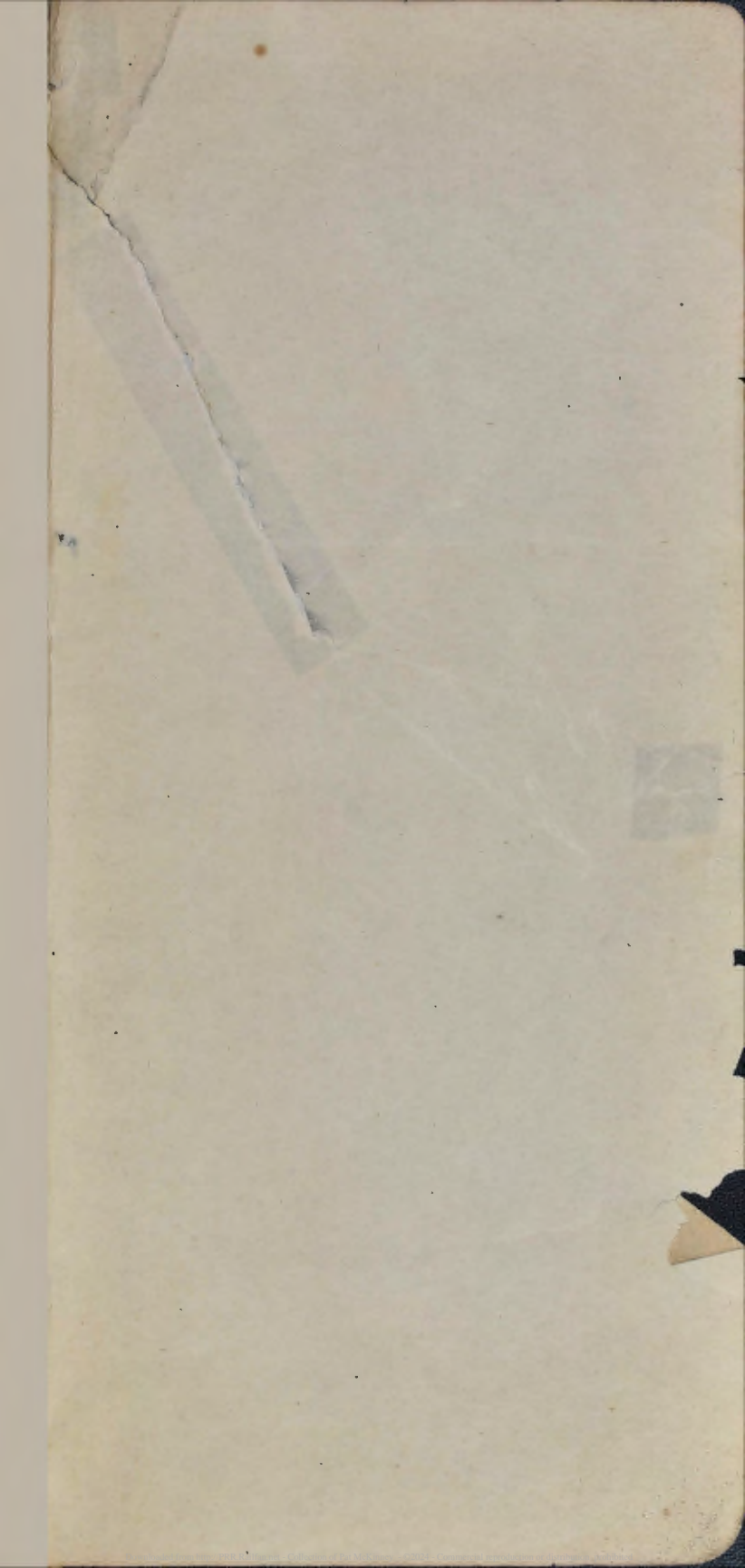


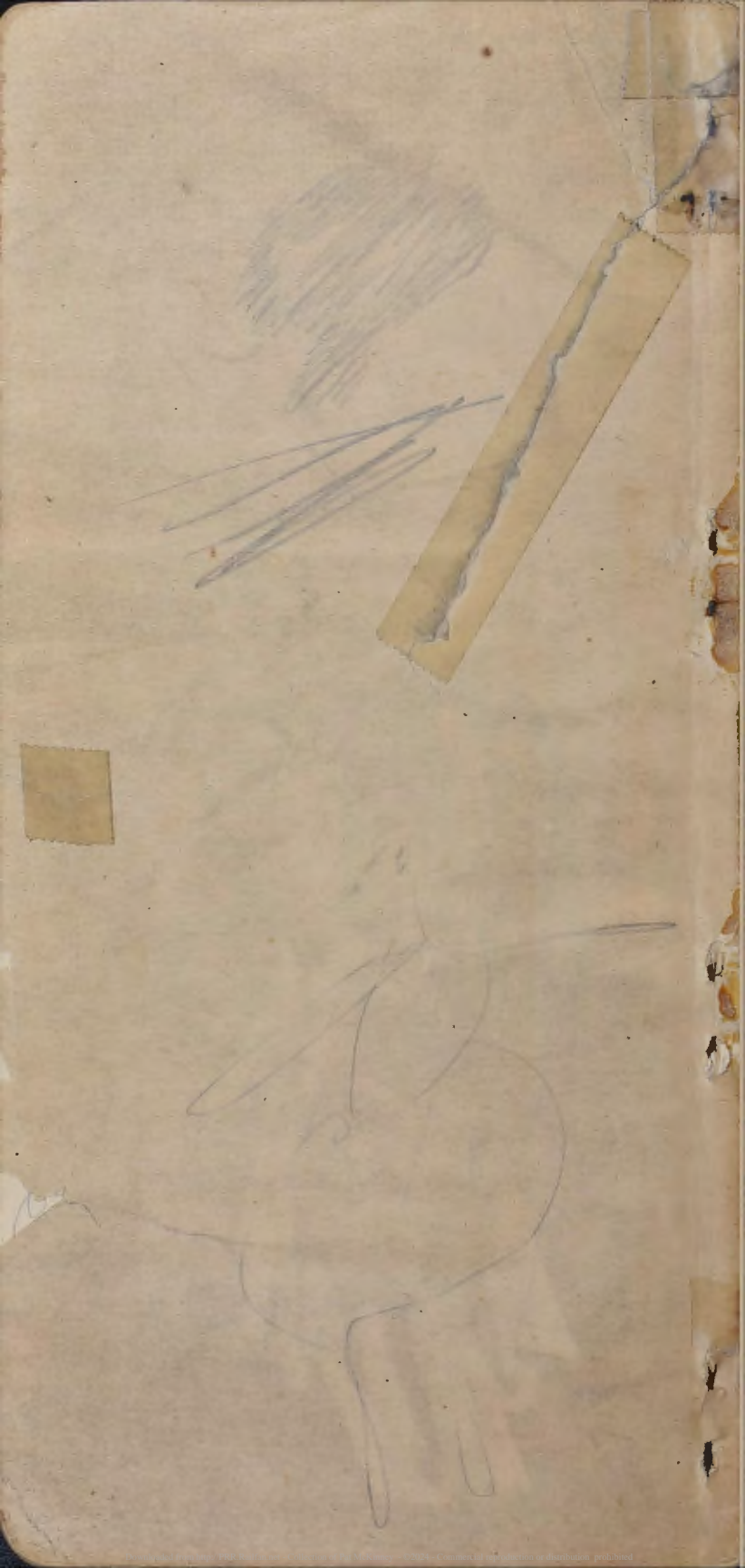






CHRIS KING  
THE II





# THE PENNSYLVANIA SYSTEM

CREW No. \_\_\_\_\_

Division \_\_\_\_\_

## TIME REPORT OF FREIGHT ENGINEMAN AND FIREMAN

Engine No. \_\_\_\_\_ class \_\_\_\_\_ hauling, helping Train No. \_\_\_\_\_

Time ordered for \_\_\_\_\_ M. \_\_\_\_\_ 192

Conductor _____	Time on duty since last full rest period			
	Continuous		Broken	
	Hrs.	Min.	Hrs.	Min.
Engineman _____				
Fireman _____				

Correct \_\_\_\_\_

Yard Master or Foreman \_\_\_\_\_

X, OR O	FROM	TO	LEFT	ARRIVED	HOURS SHIFTING
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____
			M	M	Hrs. at _____

Class of Service \_\_\_\_\_

Time relieved \_\_\_\_\_ M. \_\_\_\_\_ 192

Time on duty \_\_\_\_\_ Hours \_\_\_\_\_ Min.

Allow \_\_\_\_\_ Hours overtime

Correct \_\_\_\_\_ Yard Master and Foreman \_\_\_\_\_

